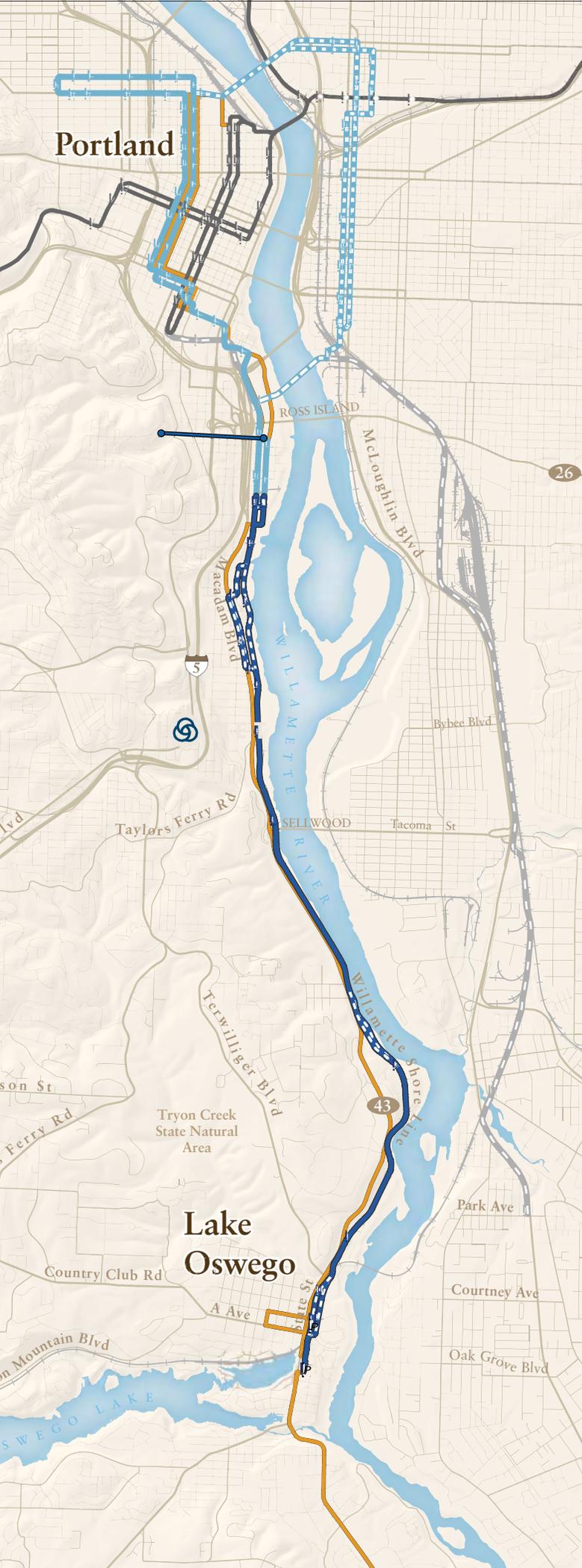


Lake Oswego to Portland

TRANSIT PROJECT



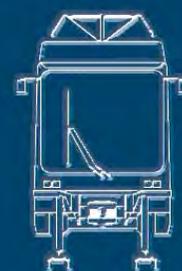
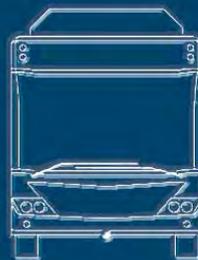
U.S. Department
of Transportation
**Federal Transit
Administration**



**DRAFT ENVIRONMENTAL
IMPACT STATEMENT**

Public comment report

February 2011



Public comment report

This report contains comments received on the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement during the public comment period between Dec. 3, 2010, and Jan. 31, 2011.

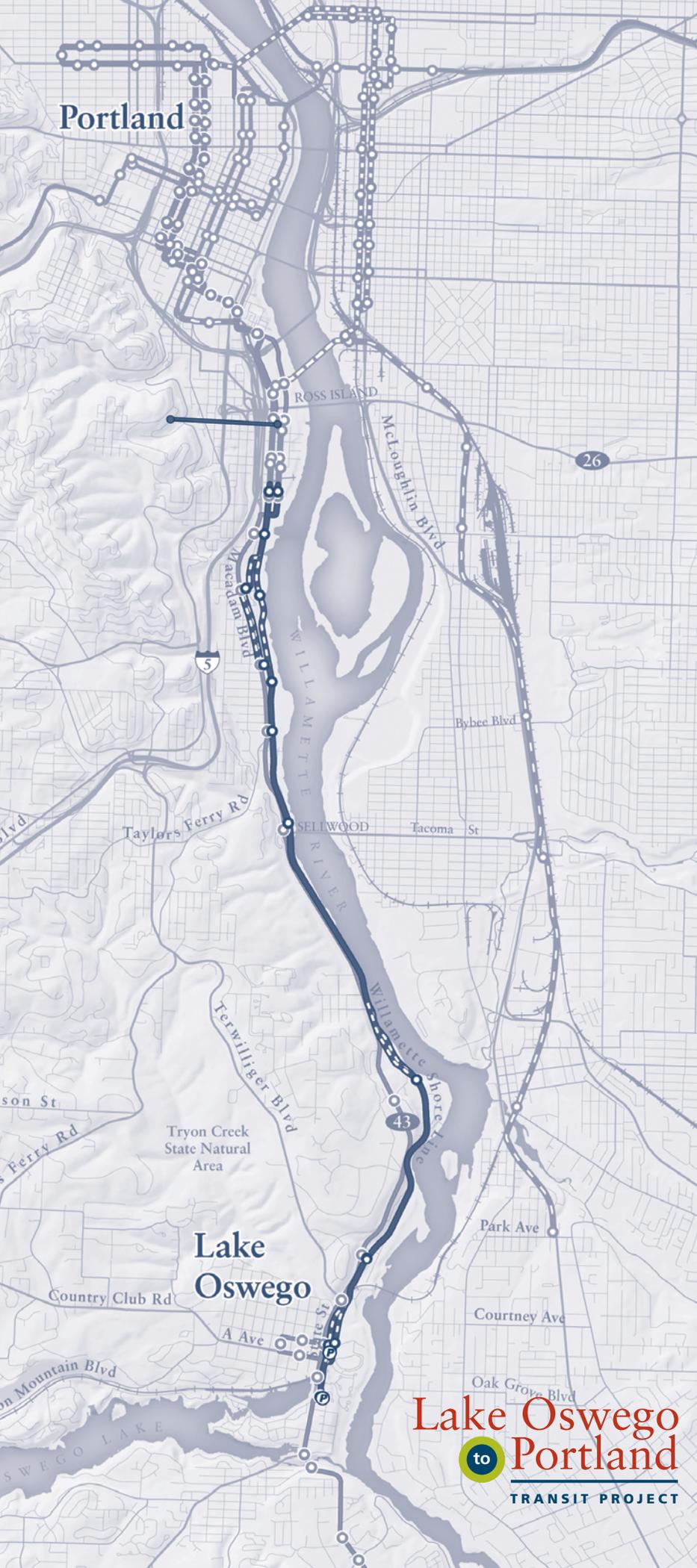
February 2011

Prepared by Metro

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EXECUTIVE SUMMARY

Introduction

Summary of outreach activities

Summary of comments received during public comment period

INTRODUCTION

This document presents the record of public comment for the Lake Oswego to Portland Transit Project. The publication of the project's Draft Environmental Impact Statement on Dec. 3, 2011, initiated a 60-day public comment period that culminated on Jan. 31, 2011. The public comment period provided the opportunity for people to review the DEIS and give their opinions, concerns and feedback to project staff and decision-makers.

The DEIS presents details of the project alternatives and their environmental and transportation performance to decision-makers and the public to help them identify a preferred alternative. The DEIS examines three alternatives: streetcar, enhanced bus and no-build.

The streetcar alternative proposes to extend the existing Portland streetcar tracks and service between Southwest Bancroft Street in Portland's South Waterfront District to Lake Oswego, generally parallel to Highway 43, adding approximately six miles of new streetcar track, 10 new streetcar stations and two park-and-ride facilities. For most of the alignment, the streetcar tracks would use the right of way purchased by the Willamette Shore Line Consortium in 1988. The enhanced bus alternative proposes to modify bus service between Lake Oswego and Portland and to construct a park-and-ride facility in Lake Oswego. The no-build alternative proposes no major transit investment in the corridor.

Metro and project partners created numerous opportunities for people to engage in the issues included in the DEIS and learn about the benefits and tradeoffs of the alternatives. What follows is a description of the outreach activities undertaken during the course of the project study and public comment period, a synopsis of the comments received during the public comment period and copies of the actual comments received and outreach materials.

This document provides a summary of all public outreach conducted during the preparation of the Draft Environmental Impact Statement for the Lake Oswego to Portland Transit Project.

PREVIOUS PHASES

Public outreach for previous project phases are documented in the refinement study report, public scoping report and the alternatives analysis public comment report and addendum. These reports are available on the project website at www.oregonmetro.gov/lakeoswego.

6002 COORDINATION

See the 6002 Coordination Plan for federal, state and local agencies, available on the project website at www.oregonmetro.gov/lakeoswego.

COMMUTER OUTREACH

In fall 2009 and winter 2010, the project reached out to Highway 43 commuters through employer-based discussion groups, presentations to community groups and information booths at farmers' markets.

Employer-based groups

The employer-based discussion groups were held in two formats: 1) with key business groups to bring them up to speed on the project, ask for feedback and revisit them as appropriate and 2) with the assistance of large employers recruiting their employees to participate in lunchtime discussions.

Business groups:

- Portland Business Alliance Transportation Committee
- Lake Oswego Chamber of Commerce
- Portland Freight Committee
- Clackamas County Business Alliance

Employee/student/resident discussion groups:

- OHSU (with employees)
- PSU (with employees)
- Marylhurst

- Mary's Woods
- Lewis and Clark College

During the discussions, the project team explored participants' values about transportation choices and asked for feedback on topics, like:

- What are the biggest concerns/issues you see in the Highway 43 corridor today?
- How do you commute? What influences your decision about how to commute?
- What factors could change your commute mode?
- When you decide how to commute, how big a factor is travel time? What about reliability?
- Do you support additional travel choices in the corridor? If yes, what would you think if that additional travel choice results in longer travel times for people in cars?

Farmers' markets

The project team hosted booths at farmers' markets in West Linn, Lake Oswego, Milwaukie and Hillsdale and in front of Albertsons in Lake Oswego to raise awareness about the project. The project team asked visitors several questions about commuting, allowing people to share their thoughts in response to open-ended questions, such as:

- Do you commute on Highway 43? How often? How (by car, transit, etc.)? For what purpose (work, recreation, etc.)?
- If you commute on Highway 43, where do you live? Where do you work?
- On this list of things that may affect your choices on how to commute, which are relevant for you (check all that apply)?
- What do you think of the possibility of streetcar between Lake Oswego and Portland? Would you consider riding it?
- What do you think about the possibility of streetcar on Highway 43 between Willamette Park and downtown Portland?

COMMUNITY ADVISORY COMMITTEE

The Lake Oswego to Portland transit project community advisory committee provided “on the ground” input and guidance to project staff and the project steering committee on issues of importance to community members and other project stakeholders during the development of the DEIS and selection of a locally preferred alternative (LPA). The group will provide:

- ongoing input about issues that should be addressed in the DEIS

Community group presentations

- Sellwood-Moreland Improvement League (Dec. 2, 2010)
- South Portland Neighborhood Association (Jan. 6, 2010)

Either Councilor Robert Liberty or Councilor Carlotta Collette, project steering committee co-chairs, attended each of the events with the exception of the Sellwood-Moreland Improvement League meeting.

Each discussion led to different concerns and presumed benefits of the project, based on location of the discussion, origin (home) of the commuter, past issues with transit service and industry interests. Business groups often focused on potential development opportunities, advising that access needs to be balanced with commute speed in order to maximize ridership of the potential transit solutions. Interest was piqued by the economic, commuter and recreational travel opportunities that streetcar could offer.

- input about potential stop locations and other design refinements
- input about the project's LPA including transit mode and route
- input about community-supported remedies to potential community impacts as a result of the LPA.

CAC members include a mix of residential, business and advocacy group members who met between October 2009 and February 2011. Several members selected an alternate to regularly represent them at any CAC

meeting they were not able to attend personally. Their meetings included presentations of project information and time for questions and discussion. As appropriate, project staff followed up with individual members on question or concerns throughout the process.

A significant number of non-members attended each CAC meeting, with several attending almost all of them and some people attending periodically when they had time. Reporters, most significantly one from the Lake Oswego Review, also attended CAC meetings frequently and wrote news stories about the meetings.

Discussion from CAC meetings informed the project team of specific local issues and concerns as they drafted the DEIS and identified items for further study. These items for future study were included as part of their recommendation to the project Steering Committee on a locally preferred alternative. They expressed a preference for streetcar to advance for further study, rather than enhanced bus or no-build, identified streetcar design options that should advance and also cataloged ideas on station locations, pedestrian improvements and park and ride facilities that will be studied more as the project advances.

COMMUNITY GROUP OUTREACH

Beginning in fall 2009 and ongoing, the project team has met with community groups and business associations, providing an overview of the project purpose and need, alternatives, Draft Environmental Impact Statement/National Environmental Policy Act process, project timeline and the locally preferred alternative decision making process. As more information became available through the DEIS study, results were shared as appropriate to the geographical location and/or interests of the groups. Questions and comments from these presentations informed the DEIS analysis and content.

The full list of community groups is as follows:

November 2009

- Clackamas County Business Alliance

February 2010

- Lake Oswego Neighborhood Action Coalition
- South Waterfront Community Association
- Southwest Neighborhoods Inc.

March 2010

- South Portland Business Association
- South Portland Business Association Merchant Fair
- Old Town Evergreen and Lakewood Neighborhood Associations, Lake Oswego

April 2010

- Lake Oswego Rotary Club

May 2010

- Remax real estate agents, Kruse Way office
- Lake Oswego Adult Community Center (two sessions)
- Lake Oswego City Council (tour)
- Southwest Neighborhoods Inc. Transportation Committee
- Lake Oswego Women's Coalition
- Lake Oswego city staff (tour)
- Travel Portland
- Adult Community Center

July 2010

- Lake Oswego event: Thirst Quencher Thursday, materials at three events
- Lake Oswego event: Millenium Concert Band, materials only
- Elders in Action Board
- Lake Oswego event: Sounds of Summer Concert, materials at four events
- Lake Oswego event: Lake O farmers' market, information booth at two events
- Lake Oswego Centennial Festival, information booth

October 2010

- Birdshill Community Planning Organization
- South Portland Neighborhood Association
- Portland Business Alliance Transportation Committee (second visit)
- South Portland Business Association (second visit)
- Old Town Evergreen and Lakewood Neighborhood Associations, Lake Oswego (second visit)
- Portland State University Farmer's Market, information booth
- Portland Planning and Sustainability Commission

November 2010

- North Macadam Urban Renewal Advisory Committee
- Clackamas County Business Alliance, materials only

- Lake Oswego Lions Club
- Portland Freight Committee (second visit)
- Portland Bicycle Advisory Committee
- Lake Oswego Rotary
- Lake Oswego City Council work session (second visit)
- Portland Pedestrian Advisory Committee
- Lake Oswego Chamber Board (second visit)
- Stampher Road Homeowner's Association
- North Macadam Urban Renewal Advisory Committee (second visit)

December 2010

- Lake Oswego City Council work session (third visit)
- Lake Oswego Chamber (third visit)
- Lake Oswego Planning Commission
- Portland Planning and Sustainability Commission (second visit)

January 2011

- West Linn Transportation and Sustainability Advisory Boards and Neighborhood Chairs
- Old Town, Evergreen, Lakewood Neighborhood Associations and Birdshill Community Planning Organization
- Portland Freight Committee members meeting (third visit)

ENVIRONMENTAL JUSTICE OUTREACH

Sensitive populations identified in this corridor through the 2000 U.S. Census include people age 65 and older, people with low income and minorities. The project has targeted these populations through specific outreach, including:

- inclusion of a nine representatives on the 23-person CAC that are over 65
- direct mailing to residents in South Portland specifically reached low-income persons
- community group briefings to existing neighborhood associations and other organizations with a majority of senior members (Lake Oswego Adult Community Center and Elders in Action Board, Lake Oswego Women's Coalition)
- ensuring ADA-accessibility at all public meetings and events.

To further reach out to people with low-incomes, elderly and minorities, the project:

- canvassed door-to-door in the Collins View and Evergreen neighborhoods

- published information through elementary school newsletters to reach parents of low-income and minority children (SW Charter School, Portland French School, Riverdale Grade School, Forest Hills Elementary School, Our Lady of the Lake School, Metropolitan Learning Center, Cathedral School, Emerson School, Pacific Northwest College of Art, PSU, St. Mary's Academy, Northwest Academy, International School, Greenhouse Alternatives High School, Lewis and Clark, OHSU)
- hosted an information booth at the Zupan's grocery store in Johns Landing
- provided information in newsletters, on web sites for bulletin boards (Meals on Wheels, Jewish Federation of Greater Portland, Multnomah County Central Library, Ride Connection).

PUBLIC COMMENT PERIOD, OPEN HOUSES AND PUBLIC HEARING

The public comment period began Dec. 3, 2010 and concluded on Jan. 31, 2011. During that time, the project hosted two open houses in December, one in South Portland and one in Lake Oswego, to:

- present the background, Purpose and Need, and timeline of the DEIS
- share the alternatives analyzed and the findings from the DEIS
- provide an opportunity for residents to talk with the project team and provide comments on the DEIS.

The public hearing was held on January 24, 2011 in Lake Oswego. Seventy-nine

people testified before the project steering committee.

The comment period, open houses and public hearing were advertised on the project web page (on Metro's website) and through newspaper ads, emails to interested parties, information passed out during community group briefings and public meetings and a post card mailed to property owners and interested parties throughout the corridor.

In addition, notices were provided to several blogs: Portland Transport, Bicycle Transportation Alliance, Bike

Portland, South Waterfront Community Association, Oregon Live, daveknows.org, maxfaqs, trimetopinionist, plantificent, transitsleuth. It was also announced on TriMet's twitter account and facebook page and on the following websites: Lake Oswego Adult Community Center, members@lakeoswego.com, Portland Chamber of Commerce community event page and News for Neighbors.

Several area newspapers carried stories about the DEIS release and comment period, including information about how and where to send comments or how to participate in open houses or the public hearing.

Comments received throughout the public comment period, at open houses and at the public hearing are summarized in the following section

PROJECT WEBSITE

During the public comment period of Dec. 3, 2010, to Jan. 31, 2011, the project website, www.oregonmetro.gov/lakeoswego, was visited 2,192 times by 1,583 unique visitors.

The project website presented the Draft Environmental Impact Statement in full and by chapter. Visitors were also able to access supporting documentation, including technical reports and plan sets.

The site advertised the open houses and public hearing and informed the public on how to comment on the document, including the online comment form, by email, by post or at the public hearing.

The site also notified the public of upcoming meetings of the community advisory and steering committees, presenting meeting materials and summaries of past meetings. Current and previous newsletters and fact sheets were also accessible on the site, summarizing the project, process, alternatives, and the benefits and trade-offs presented in the Draft Environmental Impact statement.

Including public testimony at the hearing, 454 comments were received during the public comment period of Dec. 3, 2010, to Jan. 31, 2011.

In order to fairly include those residents who wished to participate, the 17 comments that were received within three days before (nine comments) and after (eight comments) were also accepted as part of this public comment report.

In total, 471 comments on the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement from Nov. 30, 2010, to Feb. 3, 2011.

Comments have been tallied to provide a sense of their content and sentiment, but the public comment process was not designed as a vote or scientific survey, nor should it be interpreted as such.

THE NEED FOR COMMUNITY INVESTMENT

A key tradeoff expressed in the comments dealt with the question of whether transportation investment is needed in the corridor connecting Lake Oswego and Portland.

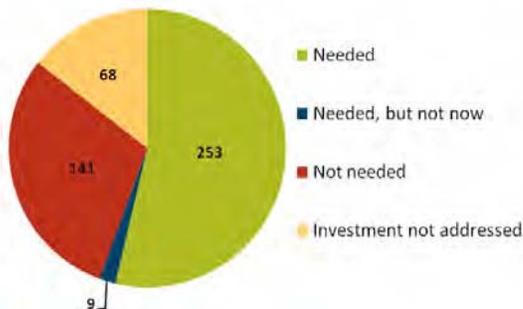
253 comments called for transportation investment, expressing that Highway 43 is not sustainable in its current form and highlighting the importance of transportation connections in sustaining a vibrant community. Most of these comments expressed a need for transit improvements, typically focusing support for one of the build alternatives presented in the Draft Environmental Impact Statement. Several included a call for improvements for bicycle users such as a dedicated trail or bike lanes added to Highway 43.

141 comments stated that there is no need for transportation investment in the corridor, often stating that congestion is not that bad or, in contrast, any changes would add to the congestion through Lake Oswego that is already bad. Another theme of these comments referred to the current

economic conditions of the nation, state and Lake Oswego, often referring to the need for school funding over other types of investment.

Nine comments acknowledged a need for transit investment, but in consideration of current economic conditions stated that now is not the time for such investments to take place.

Sixty-eight comments, including six from state and federal agencies did not clearly address the issue of whether transportation investment is needed in the corridor.



“ Bus service is not sufficient as it is... As our population inevitably grows, the buses will be further strained... I hope to grow old in Lake Oswego but the availability of transportation is concern.”
– Anne Woodbury, Lake Oswego

“Oregon as a whole is struggling, and I think allocating the money to schools and investing in the future of Oregon (school aged children) would be a far better option.”
– Marie Spada, Lake Oswego

“The combination of smart public and private investment together is building a thriving, vibrant, desirable community, and that’s what streetcars and light rail in fact do. They go well beyond the transportation solutions. They build communities and that’s why getting this streetcar down here is so important.”

– *David Yaden, Lake Oswego*

“The primary problem for the proposed streetcar from Portland to Lake Oswego is cost as you will hear over and over again. No matter whose money, federal or local, 400 plus million seems to be an unconscionable amount to spend on a project with limited ridership.”

– *Judy Umaki, Lake Oswego*

SUMMARY OF PUBLIC HEARING TESTIMONY

Seventy-nine people testified to the Lake Oswego to Portland Transit Project Steering Committee on Jan. 24, 2011.

For this summary, comments are categorized by their support for or opposition to one or more of the project alternatives: streetcar, enhanced bus or no-build, with language of support for one of the alternatives taking priority.

Comments supportive of one of the alternatives

Streetcar Thirty-one testimonies supported the streetcar alternative. The main focus of these comments addressed the need for better transportation options connecting Lake Oswego with downtown Portland and the employment center of OHSU. Several comments addressed the benefits of streetcar in sustaining a thriving community in Lake Oswego, reducing greenhouse gas emissions and reliance on foreign oil, and facilitating development that would meet the needs of aging residents as well as younger families.

These residents also highlighted the ownership of the Willamette Shore Line right of way that could be used to increase travel capacity in the corridor as well as for a significant portion of the local match.

Enhanced bus Four testimonies supported the enhanced bus alternative. These residents saw this as the most economical alternative that could meet commuter needs.

No-build Eight testimonies advocated the no-build alternative, stating that new transit investment not a priority in the corridor.

Comments opposed to one of the alternatives

Streetcar Twenty-two testimonies opposed the streetcar without expressing a preferred alternative. The majority of these comments cited the cost of the streetcar alternative, often stating that, as taxpayers, they were unwilling to pay for the streetcar with federal or local funds. Many stated that the projected reduction of cars from Highway 43 during peak hours did not justify the expense, and others said that Lake Oswego residents would not substantially use the streetcar.

Some residents expressed that the streetcar would change the community of Lake Oswego for the worse, a few stating that the streetcar would encourage unwanted development while others stating that it would not encourage development.

Enhanced bus No comments expressed an opposition to the enhanced bus alternative without offering a preferred alternative.

No-build Two testimonies addressed the need for the project without specifying an alternative preference, citing the need for a reliable public transportation system and the need to reduce dependence on foreign oil.

Comments without an expression of alternative preference or opposition

Ten testimonies addressed other issues without stating a preference for or opposition against any of the alternatives. Some of these comments addressed streetcar design options, and others spoke to concerns with the process of or information in the Draft Environmental Impact Statement.

Comments addressing design options for the streetcar alternative

Four comments specifically addressed a preference for or against one or more of the streetcar design options. Not all of these comments supported the streetcar alternative generally, nor were they counted as such.

One resident stated that the full value of the right of way should be utilized, preferring the Willamette Shore Line

options through Dunthorpe/Riverdale and Johns Landing. One resident stated that the Riverwood Road design option in Riverdale/Dunthorpe should not be selected due to the impact on that street. Two Johns Landing residents testified in support of streetcar on Macadam Avenue through that area to support businesses and eastside users while avoiding impacts to properties along the Willamette Shore Line.

SUMMARY OF WRITTEN COMMENTS

Metro received 375 comments during the 60-day public comment period. Comments that were received within three days before (nine comments) and after (eight comments) were also accepted as part of this public comment report, bringing the total accepted written comments to 392. The 17 comments were aligned generally with the alternative preferences expressed during the public comment period.

The majority of written comments were from individuals, largely residents living in the Lake Oswego to Portland transportation corridor or within Lake Oswego. Businesses submitted 10 comments, community organizations submitted 15, and public agencies submitted six comments.

For this summary, comments are categorized by their support for or opposition to one or more of the project alternatives: streetcar, enhanced bus or no-build, with language of support for one of the alternatives taking priority.

Comments supportive of one of the alternatives

Streetcar 147 comments stated support for the streetcar alternative. Many comments preferred the streetcar as clean, reliable transportation option in the corridor, stating that the streetcar would add capacity in a corridor that is currently often congested.

Comments in favor of the streetcar emphasized the transit travel time savings, improvement on greenhouse gas emissions and lower operations cost of streetcar. A number of comments underscored the advantage provided by the Willamette Shore Line right of way as both an existing public resource for a transit alignment and the opportunity to use its value as to help meet local funding.

Residents of both Lake Oswego and Johns Landing saw the streetcar as offering the best benefit to businesses and community vibrancy.

Several comments highlighted support for the redevelopment potential of Foothills, seeing the streetcar as the most supportive of an area that could offer living options for younger families and older residents of Lake Oswego who want to age in place.

“[T]he longer we use the street car the greater reduction of subsidies that are required by TriMet to support it. Just the opposite is true for the enhanced bus option...

[I]t is clear that expanding Highway 43 is not an option.

Enhanced busses are competing for the same space.

However the streetcar rail line adds capacity that is already there.”

– *Duncan Castle, Lake Oswego*

“As a senior who has decided to age in place, I am delighted to hear that the streetcar may be heading to Lake Oswego...

Streetcars are safe and affordable and will help with the aging process to be more mobile outside of our city.”

– *Marcia Robertson, Lake Oswego*

“Buses offer the most cost effective and efficient way to move more people between Portland and Lake Oswego. Buses can be easily added [or] reduced as required, and they use established public roads.”

–Christine and Peter Nickerson, Clackamas County, Dunthorpe neighborhood

“I have commuted to downtown Portland on hwy 43 since 1987 and do not find the traffic unbearable. I never encounter traffic in the [morning] commute and the [evening] traffic is manageable.”

– Joan Call, Lake Oswego

Many comments spoke simple support for the streetcar without giving the commenters’ rationale.

Enhanced bus Forty-five comments supported the enhanced bus alternative. These comments focused on the flexibility of buses to change routes and schedules. Residents also stated that the enhanced bus is the less expensive build alternative, which is an important consideration in the current economic climate. Several comments highlighted that the enhanced bus would create few changes to the lives of residents along the alignment and would fit with the atmosphere of Lake Oswego.

Several of the comments in support of the enhanced bus option included additional recommendations to meet transportation needs such as building a multi-use path along the Willamette Shore Line right of way, increasing transit service on Terwilliger Boulevard and Boones Ferry and Taylors Ferry roads, and building a MAX extension from Milwaukie, either on a new bridge or on the Portland and Western Railroad bridge.

No-build Fifty-six comments advocated the no-build alternative or stated opposition for the project generally without specifying opposition to a specific build alternative. Residents stated that transit investment was not needed or wanted, and that a transit project would not be used enough to justify the spending needed to implement it. Some commenters referred to their observations that the current local bus service to and from Lake Oswego is currently underutilized or that the traffic on Highway 43 is manageable. A few questioned the policy of investing in transit improvements that would benefit a primarily more affluent community.

Several Lake Oswego commenters stated that a transit project would encourage development that they did not want.

As with those comments supportive of the enhanced bus, several of the comments supportive of the no-build alternative included recommendations to meet current and future transportation needs. These recommendations included creating reversible lanes on Highway 43, building an east-west rail line across the Willamette River through Lake Oswego – possibly tunneled – creating a multi-use path using the Willamette Shore Line right of way, and building a bypass route for Highway 43.

Comments opposed to one of the alternatives

Streetcar Ninety-five comments opposed the streetcar alternative without addressing a preferred alternative.

Commenters opposed to the streetcar stated that the cost of the streetcar alternative is unacceptable, often stating that the current economy should retard spending of federal money and local money should be focused on schools or to meet other commitments. Other comments highlighted the streetcar’s potential impact to wildlife, floodplains and parks, saying the environmental cost is too high.

Several comments stated that there is no need for the streetcar, some stating that Highway 43 congestion is manageable. Some commenters contested the ridership and traffic projections presented in the Draft Environmental Impact Statement, stating that the numbers were implausible based on their assessment of developable land in Lake Oswego, their perceptions of their neighbors’ likelihood of using transit or their belief that the projections relied on a high density development of Foothills.

Some comments expressed opposition to development of Foothills, seeing streetcar as a first step toward that development.

A few comments lamented that the debate for or against streetcar was causing strife between Lake Oswego residents.

Many comments spoke simple opposition to the streetcar without giving the commenters' rationale.

Enhanced bus No comments expressed an opposition to the enhanced bus alternative without offering a preferred alternative.

No-build Eight comments spoke to the need for the project without specifying an alternative preference. Most of these comments referred to the importance of the project to meet transportation needs, citing the benefits of convenience, reduced greenhouse gas emissions and increased access between Lake Oswego and Portland.

Comments without an expression of alternative preference or opposition

Forty-one comments addressed other issues without stating a preference for or opposition against any of the alternatives. These comments included those from state and federal agencies that did not take a position on a preferred alternative. Several of these comments contested the figures, findings or process of the Draft Environmental Impact Statement. Some stated inquiries or requests to be addressed as one of the alternatives moves forward.

Comments addressing design options for the streetcar alternative

Fifty-seven comments addressed a preference or opposition for one or more of the streetcar design options. Not all of these comments supported the streetcar alternative generally, nor were they counted as such.

Lake Oswego No comment expressed specific preference for either the Foothills or Union Pacific Railroad right of way design option.

Dunthorpe/Riverdale Twenty-three comments supported the Willamette Shore Line design option. The majority of these stated that it was the most fiscally responsible since it used the value of the right of way. A few mentioned that it would prevent the closure of the Riverwood Road/Highway 43 intersection and would preserve the feel of Riverwood Road.

Seven comments favored the Riverwood Road design option, citing impacts to residential property with the Willamette Shore Line design option.

Johns Landing Twenty-seven comments supported the Willamette Shore Line design option. Commenters stated that it was the most fiscally responsible since it used the value of the right of way, offered the best travel time, would not affect traffic on Macadam Avenue and would not divide Heron Pointe Condominium property.

Sixteen comments preferred that the streetcar be routed to Macadam Avenue. Commenters stated streetcar on Macadam Avenue would most benefit business along and riders east of the highway, would avoid impacts to properties along the Willamette Shore Line and would offer the opportunity to convert the right of way to a multi-use trail through that segment. Four of these comments specified a preference for the Macadam in-street design option. No comments specified the Macadam additional lane design option.

"I see this... being a knife that will cut through the community separating the working folks using the line and the homeowners who are opposed to it because of their very expensive homesite values being impacted."

– Joan Call, Lake Oswego

"The option of having the streetcar on portions of Macadam would have traffic calming effects and would be more resident useful. We also support stops on the North, central and South end for the benefit of residents, commuters and shoppers."

– Naseco Macadam Market, Portland, Johns Landing neighborhood

“ One fourth of the cost [of the streetcar alternative] will be covered by a smart decision made 20 years ago to acquire the right of way. The federal government will contribute a major share, and the local areas all along the route benefited by the line will chip in to cover the cost. ”
– *Doug Cushing, Lake Oswego*

“[The streetcar alternative] proposes spending nearly a half billion dollars to improve commute times by a few minutes on a route that already has less traffic congestion than many parts of the region, and will primarily serve one of the wealthiest and most racially segregated communities in the state.”
– *Dowd Architecture, Portland, Johns Landing*

ISSUES RAISED BY COMMENTS

Commenters indicated issues to be resolved if either the streetcar or enhanced bus moves forward to the next phase of project planning. In adhering to the requirements of the National Environmental Policy Act, the project will respond to the issues raised in the Final Environmental Impact Statement if one of these alternatives is selected as the Locally Preferred Alternative.

Community effects

Noise and vibration Comments from those with property along the alignment for the streetcar alternative requested details and assurance about mitigation measures for noise and vibration.

Streetcar crossings In neighborhoods along the alignment residents requested details on how the project would ensure safe crossings for the streetcar alternative without degrading auto access to neighborhoods or parking, especially during construction.

Historic resources A few comments stated the importance of preserving the three buildings designed by Lake Oswego architect Richard Sundleaf, a couple suggesting that the terminus should be sited in Foothills to avoid any impact to the properties.

Equity A few comments addressed equity, approaching it from different angles. A few stated that the project will primarily serve an affluent community. On the other hand, others stated that those that would use it, especially transit dependant riders, would not be paying their fair share.

Acquisitions and displacements Two businesses that may be affected by the streetcar alternative stated that displacements are unacceptable. Other comments stated that loss of parking to

businesses, apartments and condominiums in Johns Landing and Lake Oswego under the streetcar alternative should be minimized.

Finance

Federal funding As stated above, several comments stated that federal funds should not be used to invest in the corridor given the current state of the economy. Others questioned the likelihood of the 60 percent federal funding level outlined by the finance plan, asking what the contingency is if the federal portion is less.

Local funding Residents asked for more detail on how the local funds would be raised, several stating that they were unwilling have taxes raised to pay for the project, especially in light of other local funding commitments or cutbacks. Some that presumed redevelopment opportunities under the streetcar alternative suggested that the funds could or should be raised as part of redevelopment projects.

Operations and maintenance Although most comments regarding operations and maintenance costs highlighted the annual savings of the streetcar alternative, a few comments contested the figures on the premise that streetcar riders would be less likely to pay their fare.

Value of the Willamette Shore Line right of way Many stated that the potential to use the value of the Willamette Shore Line right of way as part of the local match commitment is a unique opportunity that should not be missed. Several comments questioned the projected value of the right of way to be used as part of the local match requirement for the streetcar alternative, requiring more detail and confirmation of the appraisal process.

The cost of doing nothing Some comments felt that the long term cost of not investing should be better quantified, citing policy shifts to address carbon emissions, the economic threat created by peak oil, and the cost of roadway maintenance. A few others stated that waiting until the traffic problem is urgent would only increase the cost.

Land use and planning

Population forecast Several comments contested the population forecast for Lake Oswego, often stating that since the city is mostly built out, the numbers were unreliable.

Redevelopment Several residents expressed enthusiasm for the potential housing options that would be encouraged by the streetcar alternatives in the Foothills district, especially for older residents looking to downsize while staying in Lake Oswego and for the opportunity to attract younger families to the city. In contrast, some commenters did not want to encourage redevelopment in Lake Oswego, stating that they wanted to protect the village feel of the city. Still others felt that the streetcar's development advantages were not substantiated.

Natural environment

Greenhouse gas emissions Several comments stated the importance of the streetcar alternative's benefit of reducing greenhouse gas emissions.

Ecosystems Several residents expressed concern for the impacts to habitats of wildlife and aquatic species that may be imposed by the streetcar alternative, with a few stating that the species audit was not thorough enough. A related concern was the potential of retaining walls impeding wildlife movement.

Hydrology A few comments mentioned apprehension for the level of Willamette River floodplain loss and wetland and waterway disturbance during construction under the streetcar alternative.

Earthquake and landslide risk Some comments questioned the wisdom of a rail line spanning the fault lines in the corridor. A few comments stated that construction of the streetcar alternative would increase landslide risk. Others asked for detail on the height of retaining walls that would be needed.

Public safety and security

Streetcar crossings As mentioned, residents from neighborhoods along the alignment requested details on how the project would ensure safe crossings.

Crime rates A few commenters stated their belief that the streetcar alternative would bring increased crime; however, a similar number proactively rebutted with their belief that this would not occur.

Transit security A few comments asked for details regarding the protocol for security for the streetcar alternative.

Section 4(f) preliminary findings of *de minimis* impacts to public parks

A few comments stated that the streetcar would impact parkland or traditional access to parks. One comment stated that in complying with Section 4(f) designation, the Draft Environmental Impact Analysis did not fully express the impact to lands that could one day be included in a parks master plan.

Transportation

Congestion Comments often contradicted each other, with several stating that traffic on Highway 43 is not

"People move and reside here because it is small, cozy and quiet. Most people prefer to have a single-family home with land. Condos and townhomes are only purchased by those who cannot afford much."

– Michele
Boulanger, Lake Oswego

"I currently live out in Wilsonville because there's not very many options for 25-year-olds who are looking to move back to Lake Oswego. My family still lives on Radcliff Road... We really believe that putting a streetcar into Lake Oswego will help the businesses and communities and enhance our identity here. I fully support building a Foothills development for people my age to move back to Lake Oswego."

– Meredith Scanlan,
Wilsonville

“Public transportation helps reduce greenhouse gases, reduces wear and tear on roads[, and the streetcar] would be a more enjoyable alternative than taking the bus. The community owes it to future generations to build an infrastructure that allows those living in these already built-out suburban hubs to get to downtown.”

– Rosemary DiCandilo, Lake Oswego

“I truly feel not enough people will actually utilize this route to make it a worthwhile project for the amount of money that it is projected to cost.”

– Leslie Mahler, Clackamas County, Dunthorpe neighborhood

a problem or at least manageable and several others stating that current congestion is already a problem and will continue to worsen. Some expressed that a project that doesn't significantly reduce congestion should not move forward.

Lake Oswego traffic Several comments stated concern that the streetcar alternative would not alleviate or would exacerbate traffic through Lake Oswego on State Street/Highway 43, especially near the terminus at Oswego Village.

Transit efficiency Several comments stated the importance of the streetcar alternative's travel time savings, carrying capacity and capacity.

Transit flexibility Several comments stated the importance of the enhanced bus or no-build alternatives' flexibility to respond to demand or catastrophe with temporary or long-term route changes.

Transit access Several comments highlighted the need for an efficient transit connection to the MAX system. A few residents mentioned the need for better local service to connect to the streetcar or enhanced bus. There was a specific concern for senior and disabled persons access and the need for an additional transfer to the streetcar in order to connect to their destination. A couple of comments expressed concern that the park and ride facility would encourage auto traffic on North Shore Road and McVey Avenue.

Park and ride facility A few comments stated either that the park and ride structure would not fit with the feel of Lake Oswego or that it should be designed carefully to ensure that it does.

Traffic south of Lake Oswego Some comments stated that the root of the traffic problem comes from West Linn and Oregon City. A few comments

stated that the enhanced bus or no-build alternatives would offer the best option for West Linn transit users, since they would not require a transfer.

Trail Thirty-three comments stated the need for a trail in the corridor, some stating that the safe, improved bicycle commuter access in the corridor is just as if not more important than improved transit access.

Additional issues

Public involvement process A few comments expressed disappointment with the public involvement process, feeling that there was not enough detail presented leading up to and during the public comment period and others saying that there was not enough opportunity to express themselves to decision-makers.

Willamette Shore Line right of way A few comments stated that the Willamette Shore Line ownership types and authority needs to be clearly documented. One owner stated its expectation that if abandoned for rail purposes, the right of way would revert or transfer to adjacent property owners rather than being used for a trail.

Station siting A few comments from Johns Landing stated the need for a station between Boundary and Carolina streets. Another stated the importance of a station to serve the Riverdale area. Comments were balanced on a Riverwood Road station under the streetcar alternative, with a few comments excited to have easy access to a station and a few stating that it would cause parking or crime issues in the area.

SPECIFIC COMMENTS FROM BUSINESSES

Comments from businesses contained specific issues and highlighted the need for continued coordination, which is typical as a project advances.

Dowd Architecture (Portland, Johns Landing neighborhood) Dowd Architecture opposes the streetcar alternative because of potential impacts to the business/residence property along the Willamette Shore Line right of way. Specific concerns include noise and vibration and zoning regulations that would prevent additional structures. Congestion is not a problem on Highway 43. The Draft Environmental Impact Statement does not adequately present impacts to the Miles Street/Place area, exaggerates the streetcar's development advantage and underestimates the impacts of noise and vibration. The streetcar is socially inequitable because transit service is needed in areas that are more congested, are less wealthy and have a higher percentage of minorities.

Erickson's Automotive (Lake Oswego, Foothills district) The country, state and counties are in financial trouble and cannot afford the streetcar alternative, and the enhanced bus will do just as much for the development of Foothills. The population projections in the Draft Environmental Impact Statement are inaccurate.

Jennings Insurance Agency (Lake Oswego, downtown) Investment in the streetcar alternative will encourage good businesses and young families to move to the area. Efficient transit is necessary for employees to work in Lake Oswego.

KDH LLC (Clackamas County, Dunthorpe neighborhood) The Draft Environmental Impact Statement does not sufficiently address fundamental issues to move the project forward. The projections are

inaccurate. The project will not optimize the regional transit system and does not serve historic and traffic needs. More detail is needed for those directly and indirectly impacted by the project. If the Willamette Shore Line right of way is abandoned for rail purposes, KDH expects the right of way to revert to property owners and not be used for a trail.

Naseco Macadam Market (Portland, Johns Landing neighborhood) The streetcar alternative is the better option for future development of the south Macadam Avenue area. For the benefit of residents, commuters and shoppers, there should be north end, central and south end stops in Johns Landing.

Oswego Lender, LLC (Lake Oswego, Foothills district) Oswego Lender, LLC supports the streetcar alternative, but requires consultation on several issues: Plans for access with the park and ride at Oswego Village show an impact to Oswego Point Apartments parking; the parking garage is a potential eyesore for residents; visibility and curb appeal of the apartments would be impacted by streetcar operations; and noise and vibration during construction and operation of the streetcar alternative would need to be mitigated to satisfaction.

Oregon Public Broadcasting (Portland, Johns Landing neighborhood) The project could directly benefit OPB by providing transportation options for employees, volunteers and the community. Noise and vibration is a concern moving forward, especially with the planned streetcar stop at Nevada Street. OPB looks forward to continued consultation with the project team on this issue and to ensure safe access.

"The streetcar can do very little more in regards to developing the foothills area over what enhanced bus service can do."

–*Erickson's Automotive, Lake Oswego*

"I strongly believe that an investment in the [streetcar alternative] will encourage good business and young families to move to our area...

something we are all looking for. A vibrant community that attracts good jobs and citizens."

– *Jennings Insurance Agency, Lake Oswego*

"[W]e look forward to working with the [p]roject team as the engineering and planning process moves forward."

– *Oregon Public Broadcasting, Portland, Johns Landing neighborhood*

"The challenges include balancing the public use of the [p]roperty with the existing private improvements and the operational needs of our tenants, while the potential opportunities include increased potential for redevelopment of [Oswego] Village and related public/private partnerships to provide enhanced infrastructure necessary to serve any such redevelopment."

– *Terramar Retail Centers, Lake Oswego*

"[T]he Enhanced Bus option is not very "enhanced"... It still has too many stops to be called an express bus version, and it includes a detour off of [Highway] 43 to connect with the Lake Oswego Transit Center..."

– *Cascade Policy Institute*

Public Storage (Lake Oswego, Foothills district) **Public Storage** opposes the streetcar alternative, because it will displace **Public Storage** in Lake Oswego. Lake Oswego is an excellent market, and relocation within the area is not feasible. The funding plan overestimates the value of the Willamette Shore Line right of way and the federal match. The population projections in the Draft Environmental Impact Statement are inaccurate.

Terramar Retail Centers (Lake Oswego, Old Town neighborhood) **Oswego Village** is an appropriate terminus for the streetcar, offering the potential to facilitate redevelopment of the property. A parking management plan needs to be created between the agencies and Terramar to ensure that Oswego Village retailers and customers are not negatively affected. The City of Lake Oswego needs to adopt a zoning designation that allows phased redevelopment as streetcar ridership increases and facilitates the market for private economic development.

SPECIFIC COMMENTS FROM COMMUNITY ORGANIZATIONS

Several community organizations offered strong support for the streetcar alternative, while others seemed to support it but identified issues to be worked out with more advanced study. Several groups opposed the streetcar alternative, with two focusing on enhanced bus as a viable alternative. Finally, commenters offered optimism about the potential for a variety of housing stock in Lake Oswego and the need to protect historic structures.

Birdshill CPO/NA The Draft Environmental Impact Statement is flawed as it does not sufficiently address the issues of neighborhood residents, though this is primarily due to a lengthy Clackamas County and Lake Oswego neighborhood recognition process, which hindered delineation and representation of issues specific to Birdshill, and the preoccupation of residents with day to day necessities to engage elected officials. Unresolved are details regarding surface water management, the system of law enforcement and deterrence, interaction with bikeways and pedestrian movement, safety with respect to the Macadam Avenue in-street design option and how riders will

react to transfers. Birdshill recommends a public vote as to result from the unanswered questions about computer models, code provisions and impacts to personal property and finances. Birdshill recommends a new alternatives analysis to include a new streetcar alignment: on Southwest Hood and Virginia avenues through Johns Landing, along Taylors Ferry and Boones Ferry roads, through a tunnel from the Greenwood Hill Cemetery to Tryon Creek State Park, along the bike path through Tryon Creek State Park, and onto First Avenue in Lake Oswego.

Cascade Policy Institute The Draft Environmental Impact Statement does not include all reasonable alternatives, and the enhanced bus is poorly conceived as an alternative. Analysis should have focused on current service augmented with morning and evening peak express bus service connecting Oregon City and Portland as the least-cost transit improvement option.

Citizens for Stewardship of Lake Oswego Lands If the project purpose is to be environmentally sensitive, the streetcar cannot be selected. The Draft Environmental Impact Statement lists alarming potential impacts to protected wildlife and fish habitats, species movement. There is concern that minimization and mitigation measures for potential impact to Oregon White Oak and stream channel alteration are not viable or would not be followed. There is concern that the analysis of parklands and recreation areas is incomplete due to the criteria for Section 4(f) compliance designation.

Disability Services Advisory Council of Clackamas County Access for seniors and people with disabilities would be impacted if there are changes to Line 35. If they need to transfer to the streetcar and then transfer again to get to their destination, it may become prohibitive.

Fair Housing Council of Oregon The project is required to complete a comprehensive equity analysis to examine whether the benefits and burdens of the Locally Preferred Alternative fall fairly on all affected communities. The Lake Oswego housing stock excludes even most moderate- and middle-income households, but has an opportunity to develop a more diverse housing stock with the development of Foothills.

Lake Oswego Natural Resources Advisory Board The streetcar is the cleaner, environmentally preferable alternative. If the streetcar is selected, the crossing of Tryon Creek must be designed to avoid negative impacts to fish and wildlife habitat.

Lake Oswego Historic Resources Advisory Board The historic building analysis in the Draft Environmental Impact Statement is incomplete. It did not consider two of the three buildings designed by Lake Oswego architect Richard Sundleaf, all three of which should be preserved as part of the heritage of the city. Additionally, it is important that designs for the streetcar terminus at Oswego Village not disturb the character of the Old Town neighborhood.

Portland Bicycle Advisory Committee The project creates a critical link in the regional transit system. The BAC supports the streetcar alternative and the Macadam Avenue in-street design option, recommending that the designs support safe bicycle and pedestrian access and enhance neighborhoods. Unused portions of the Willamette Shore Line right of way should be considered for a multi-use path through Johns Landing, though the BAC also recommends bicycle access improvements to Macadam Avenue.

Portland Pedestrian Advisory Committee The PAC recommends the streetcar alternative and recommends that designs support pedestrian and bicycle access and enhance neighborhoods. The project should not preclude use of the Willamette Shore Line right of way for a multi-use path, particularly north of the Sellwood Bridge.

South Portland Neighborhood Association The SPNA supports the streetcar alternative and the Macadam Avenue in-street design option through Johns Landing. High quality transit in the corridor is fundamental to maintaining the region's quality of life and providing effective and convenient connections.

"The DEIS makes the argument that the bus alternatives are more damaging to the ecosystems as they do not offer the opportunity to restore habitat, repair culverts, etc... [R]estoration projects could be funded and accomplished at any time independent of a transit project."
– *Citizens for Stewardship of Lake Oswego Lands*

"[The South Portland Neighborhood Association] emphasizes the importance of this project's physical improvements to the pedestrian environment along Macadam Avenue in the Johns Landing neighborhood, including wider sidewalks and more frequent pedestrian crosswalks."
– *South Portland Neighborhood Association*

“ The URAC appreciates the project's goals to improve transit connections to South Waterfront and supports extending the city's existing streetcar system, leveraging past public and private investment in the system, and providing improved access into and out of the district.”

– *North Macadam Urban Renewal Advisory Committee*

“[The streetcar alternative] would provide the greatest improvement in opportunities for physical activity because of its higher level of service, greater improvements in park and trail accessibility, and provision of greater amounts of bicycle and pedestrian infrastructure in the corridor..”

– *Oregon Public Health Institute*

Stampher Road Home-Owners Association The streetcar alternative will have negative consequences for the neighborhood as it will cross the road into the neighborhood, requiring signals and warnings of an approaching streetcar. The Draft Environmental Impact Statement lists direct and indirect impacts to wildlife and fish but does not supply sufficient information regarding the other effects, including those of construction of the freight undercrossing, the Tryon Creek trestle and the catenary system.

Travel Portland With the scenic route along the Willamette River, the streetcar could become a visitor destination in itself, opening the southern section of the region as an attractive day-trip destination for visitors to Portland. The streetcar alternative connects major regional amenities and is in keeping with the region's strong brand as a sustainability and transportation leader.

North Macadam Urban Renewal Advisory Committee Concerns regarding financing the streetcar are cost effectiveness of the alignment and property owner cost sharing. The project should pursue the most cost-effective alignment to best leverage transit efficiency, land use and development goals at limited cost. If a Local Improvement District is being considered as part of the final funding package, the current credit under the Gibbs-Lowell LID Ordinance should be extended an additional 10 years.

Willamette Shores Condominiums The Willamette Shore Line right of way design option through Johns Landing would negatively impact property values. The Board of Directors and owners support the Macadam Avenue in-street design option, which also affords the best redevelopment opportunity for the neighborhood.

Oregon Public Health Institute The streetcar alternative provides the greatest improvements in opportunities for physical activity, greatest reductions in future air pollutant levels, greatest improvement in access to health supportive services and greatest reduction in traffic crash rates. Recommendations for mitigation to reduce air pollutants during construction include working with the Department of Environmental Quality to develop emissions-based construction equipment fleet requirements, developing information and outreach programs to alert residents of construction schedules and educate them on how to avoid exposure to air toxics generated by construction, and developing monitoring programs to better assess construction site concentrations of air toxics.

SPECIFIC COMMENTS FROM PUBLIC AGENCIES

Public agencies offered comments on the alternatives without taking a position on them, rather highlighting areas that need additional analysis, clarification or coordination in Preliminary Engineering and the Final Environmental Impact Statement.

Federal Highway Administration FHWA asked for details in the Draft Environmental Impact Statement to be clarified or addressed as the streetcar or enhanced bus alternative moves forward.

Oregon Department of Transportation A storage facility under the Marquam Bridge for the streetcar alternative would require ongoing negotiation to accommodate competing demands for the space. If the state continues to maintain ownership of Highway 43, Macadam Avenue design options through Johns Landing will be subject to ODOT's Highway Design Manual, require further research, analysis and development of bicycle and vehicle safety measures for installation on a state highway, and modernize the drainage and stormwater treatment facilities.

Oregon Department of State Lands There may be impacts to state waters, including wetlands. Compensatory mitigation concepts should be coordinated with appropriate agencies.

DSL also provided information on its permitting process.

Oregon Water Resources Department No comments directly relating to the Draft Environmental Impact Statement, but OWRD requests contact before

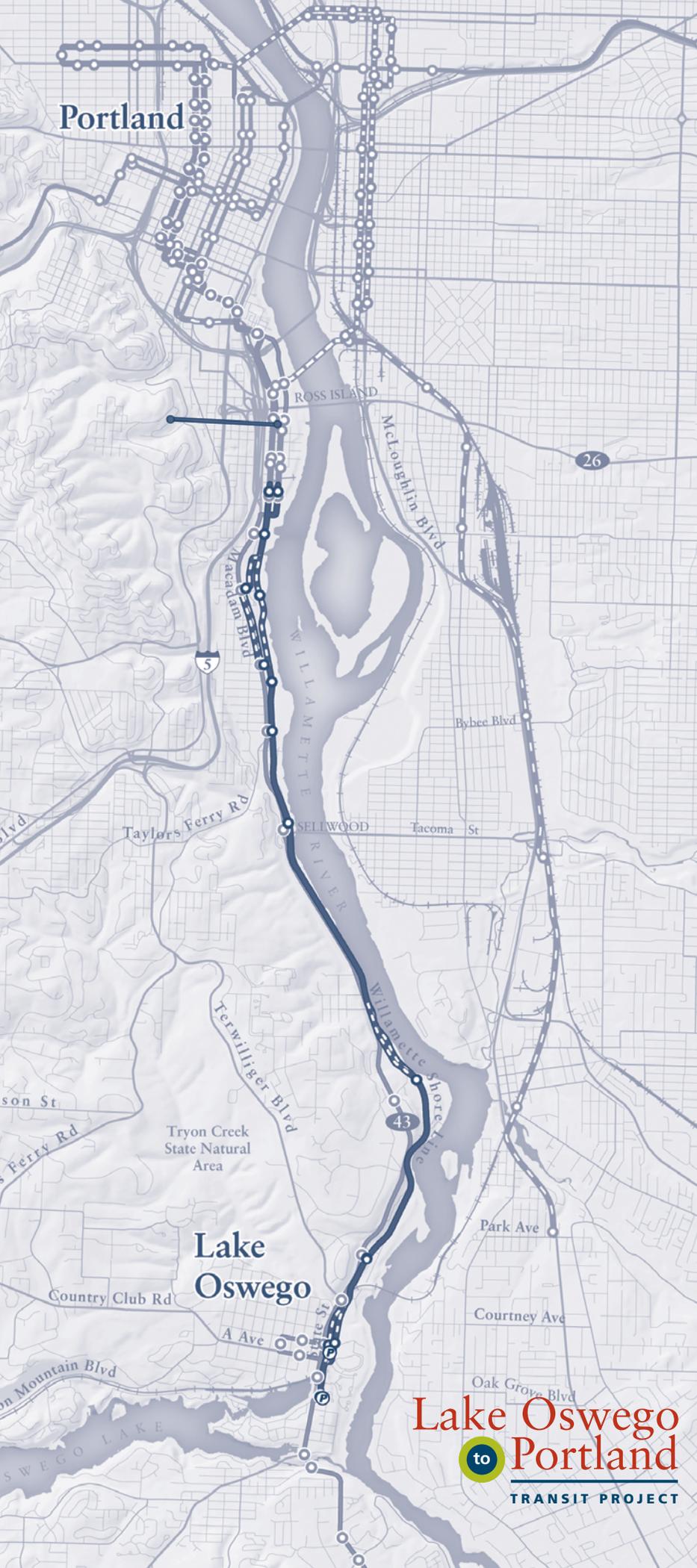
monitoring or other geotechnical holes related to the project are drilled.

OWRD also provided criteria and options for local jurisdictions regarding well abandonment.

United States Department of Interior If the streetcar alternative moves forward, the Final Environmental Impact Statement should include specific information regarding the level and extent of the proposed mitigation to adverse impacts to fish and wildlife species and resources. Best management practices should be developed to avoid and minimize impacts to native trees, wildlife and aquatic species. Compensatory mitigation should concentrate on areas that provide the best benefit.

United States Environmental Protection Agency Region 10 Based on potential impacts to aquatic resources, the enhanced bus alternative would be considered the Least Environmentally Damaging Practicable Alternative, but the streetcar alternative may be environmentally preferred overall and could be considered the LEDPA with compensatory mitigation. The Willamette Shore Line design option is preferred in Johns Landing and the Union Pacific Railroad right of way design option in Lake Oswego. Once the Locally Preferred Alternative is selected, more detail and commitment will need to be provided in the Final Environmental Impact Statement regarding mitigation measures for impacts to hydrology, water quality, floodplains and transit access as well as construction impacts.

"We support the project purpose to provide enhanced transit in the project corridor. Ultimately the decision regarding selection of an alternative and potentially of design options will be locally based. We encourage that the selected alternative be designed to achieve maximum benefits to the environment and the local community."
–United States Environmental Protection Agency



COMMENTS

Comments from individuals

Comments from businesses

Comments from community organizations

Comments from public agencies

Public hearing testimony

From: Richard Akerman [rpbkducks@aol.com]
Sent: Saturday, January 15, 2011 12:56 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Streetcar

It is my opinion that this is the wrong time and place for a street car project. The Oregon economy is maybe the worst it has been in decades and the people of Oregon, Portland and Lake Oswego are burdened enough. Schools are losing dollars every year right now and I cannot believe that the Oregon population is growing with our economy.

It is not the time for spending such as this and if you think adding more burden to Oregonians like this is not going to cause us more problems in the future you are very miss guided.

Rich Akerman
919 Westpoint Rd.
Lake Oswego, Oregon

From: Sylvia Ackerman [sa.ackerman@yahoo.com]
Sent: Tuesday, February 01, 2011 10:03 AM
To: Trans System Accounts
Subject: street car Yes

Yes, we want a street car to come into Lake Oswego. We live at Oswego Point and it will be an asset to our village.
.Board Chair Sylvia and Garry Ackerman

From: Ron Anderson [ronwanderson@clear.net]
Sent: Friday, January 28, 2011 5:39 PM
To: Trans System Accounts
Subject: Portland to L O transportation

In the long range plans, I am in favor of the street car plan, but I would consider it a better plan to hold off until the economy improves. The price of gas/fuel has increased to over \$3.00 a gallon and what is to stop it from going to \$4.00 or \$5.00 a gallon in our area as the overall oil reserves are depleted and demand keeps increasing, especially by the developing countries, China and India to name just 2 countries. More and more people will be putting aside their autos and relying on public transportation. Rail/streetcar travel helps to decrease the carbon input into the atmosphere, and are a comfortable means of travel, while buses just add to the pollution.

Has a cost and feasibility study been considered to create a streetcar/rail route from Lake Oswego to Milwaukie to connect with the new line being built from Portland to Milwaukie? And what would be the comparison of costs?

To make the streetcar be a success, it will be necessary to provide satellite service from within the Lake Oswego metropolitan area, Lake Grove, Westlake, and Palisades to mention just a few areas, to the terminus. It makes no sense to expect the population to drive from their home to a parking facility and then transfer to the streetcar or enhanced bus. As it is, at the present time, public transportation is severely lacking, no evening service or weekend service, which necessitates private transportation to evening and weekend activities.

If the Foothills area is to be developed, and this area is expected to enhance the streetcar project, let the developers pay for any and all improvements and not expect the city to pay for them.

From: PAUL S ANGELLO [psangelo@q.com]
Sent: Sunday, January 30, 2011 10:33 PM
To: Trans System Accounts
Subject: Comment on Lake Oswego to Portland Transit Project

Dear Transit Project Steering Committee Members:

This comment relates to the Locally Preferred Alternative. I strongly urge the Steering Committee to abandon the Street Car option and either further consider enhanced bus service or leave things as they are.

The Lake Oswego City Council decided several years ago to purchase the Safeco property (now WEB) without a funding source and a concrete intended use. A decision on funding for this ill-advised purchase now removes as an option any consideration of an added expense of a Street Car that would not provide a transportation benefit Lake Oswego, as well as West Linn, needs. I take the No. 36 TriMet bus from time to time and find it to be acceptable public transportation to downtown Portland. The provision of a Street Car that would terminate at the South Waterfront and set up a rider for transfer to another mode of public transportation to the downtown Portland inner core would motivate me and the vast majority of other professionals to commute by automobile.

Moreover, the cost of the Lake Oswego interceptor project, the cost of the water project upgrade in cooperation with Tigard, and the study of introducing a local income tax to supplement local property taxes for school funding further shunts the Street Car option to novelty and luxury status the City of Lake Oswego cannot afford.

The results of the November 2, 2010 Lake Oswego City Council elections made clear that the voters now demand exercise of fiscal restraint and prudent use of existing funds. In light of the above-noted high cost necessary infrastructure commitments and school budget challenges, proceeding with the Street Car option would represent a tone deaf response to the voters. I urge the Steering Committee to use common sense and abandon the Street Car option.

/s/ Paul S. Angello

From: Alyse Averill [alyseaverill@comcast.net]
Sent: Sunday, December 12, 2010 10:03 AM
To: Trans System Accounts
Subject: Rail to Portland

I say progress should go ahead as Hwy 34 is jammed and dangerous in areas. We need to continue to see in the future and not take comments that are so antiquated and unrealistic thus a few years ahead it would be double the cost as is now. GO RAIL TO PORTLAND Alyse Averill

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

503-797-1930

Print



Metro

Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Don Baack

Affiliation (if any) Citizen Activist SW Portland

Address (required) 6495 SW Burlingame Place Portland OR 97239

E-mail (optional) baack@q.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I strongly feel the streetcar proposal part of this project is way to expensive for the projected benefit. Too few riders for the huge investment. We have many many transportation funding needs, this is not one of them!

I feel the projections of infill development are overblown.

Choose the bus option, and run a portion of the busses on the Terwilliger/Boones Ferry Road/Taylor's Ferry Road to provide direct connections between Lewis and Clark College, a major employer in the region, and downtowns of Portland and Lake Oswego. Early analysis showed a significant increase in redership with this option. The assumptions made when evaluating that option were biased and not objective. Look at them again.

All projections for a ped/bike trail will show a huge increase in use of a good level trall along the train track route. That is how the existing rights of way should be used.

Don Baack

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: Warren Bacon [wr_bacon@comcast.net]
Sent: Monday, January 31, 2011 10:57 AM
To: Joy Strull
Cc: Trans System Accounts
Subject: Re: Highway 43 Transit Options - Your Opinion

Dear Joy and Oregon Metro,

You can count Lynne and me as part of the group in favor of the Streetcar. We feel that now and particularly in the future that the streetcar is the only way to go. It is far more friendly to the environment and to public health than either of the other two alternatives (carbon foot print in particular). It is far more efficient in numbers of people each set of cars will transport, compared to the bus, through an ever increasing congested Highway 43 corridor and will offer more stops than the express bus. Run time to Portland should be considerably faster and will get more so as Highway 43 gets more congested. Even an "enhanced bus" can get delayed by heavy traffic. The initial cost for the street car will be considerably higher but the availability of Federal stimulus funds for approximately 60 percent of that cost can not be turned down lightly. The availability of a paid for right-of-way for streetcar is an important additional asset, one we'd hate to see lost. The cost in local funds will likely be considerably more later. Local funding will likely come mainly from Foothills development funds and not individual tax payers.

Sincerely,
Lynne and Warren Bacon

On Jan 27, 2011, at 11:11 AM, Joy Strull wrote:

evergreen neighbors,
for over a year i have been on a committee with the sole purpose of making a recommendation to a steering committee with an option to alleviate current and future congestion on highway 43. the steering committee primarily consists of people in political positions in the portland, lake oswego, and clackamas areas. the committee i have been a part of consists of people from many neighborhoods that surround highway 43 and macadam. the options on the table are 1) do nothing, 2) enhanced bus, or 3) streetcar.

there have been many opportunities for those that live in lake oswego to give opinion on this issue. over this past year i have talked with a number of you soliciting your opinion on the matter as well. as we are in this final phase of drafting the recommendation to the steering committee, i am asking again for your opinion so that it can be part of the recommendation to the steering committee. this can either be very brief or you can elaborate. i simply want to make sure that voices are heard and put into the official recommendation. thanks in advance for your time.

Joy Strull, Evergreen Board
joy_strull2002@yahoo.com

Warren R. Bacon
wr_bacon@comcast.net
752 Lake Forest Drive
Lake Oswego, Oregon 97034-2862

From: Suzanne Barker [suzanneroden@gmail.com]
Sent: Monday, January 31, 2011 12:10 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

To Whom it May Concern:

As a new resident to Portland, having been here just one year this February, I have been reluctant to weigh in on the discussion of a trolley extension to Lake Oswego, fearing my newness to the area makes me unqualified to speak to the issue. However, after reading all that I was able about the discussion and talking to others more familiar with the proposed plan, I am stepping forward, as I truly hope Portland will, and saying full speed ahead. Move into the future with an extension of the trolley into Lake Oswego. It will be a wonderful addition to both Portland and Lake Oswego, providing transportation and tourists to view these parts. Though the expense will be heavy, the eventual outcome will bring rich rewards in terms of new access, less congestion and, most importantly, a continued thrust forward accomplishing those things necessary to keep our community vibrant and progressive.

Sincerely,

Suzanne R. Barker
South Waterfront

From: debie stellway [debie@stellway.com]
Sent: Monday, January 31, 2011 3:43 PM
To: Trans System Accounts
Subject: LO to Portland

I am writing this for my 96 year old neighbor Betty Beard since she does not have a computer. And has not had the means of going to the hearings.

"I am opposed to the streetcar because the cost is toooo much for the use of the line. This idea seems to be driven by the business in Lake Oswego who are seeking additional business from outside LO and I believe this endeavor should not be paid by those it does not benefit.

In the years of existence the trolley has never been a desirable nor successful business. Why does anyone think it will be a full streetcar. People who live in Lake Oswego should just have more buses if they need it.

With the frequency of the streetcar passing it would be very dangerous for the drivers/pedestrians of the occupants in homes along the tracks."

Thank you,
Betty Beard

Sign up for FREE email from Everyone.net email at <http://www.everyone.net>

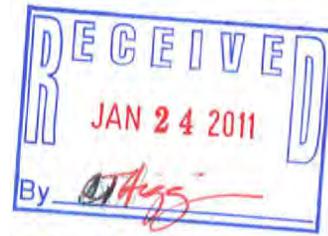
From: Julie Beck [julie@becknme.com]
Sent: Sunday, December 05, 2010 2:19 PM
To: Trans System Accounts
Subject: streetcars

December 5, 2010

To whomever it may concern,

A total waste of money to build a streetcar from LO to Portland when buses will do the job. My husband and I will move to Florida if Portland does such an outragoues thing.

Julie Beck



Lake Oswego to Portland Transit Project

600 NE Grand Ave.

Portland, OR 97232

January 21, 2011

Dear Metro:

The following are my comments on the recently released Draft Environmental Impact Statement for the Lake Oswego to Portland transit project. Please include my comments into the record for consideration when preparing the Final EIS for this project.

I currently own a condominium at 5630 SW Riverside Lane #22, otherwise known as Willamette Shores Condominiums. My location offers superb views of the Willamette River, Ross Island and the south waterfront/downtown area. **The west steel track of the existing line is 8.5 feet from the edge of my patio and approximately 18 feet from my bedroom window** (see attached aerial photo). Therefore it should be obvious that I am deeply concerned with the potential direct, indirect and cumulative impacts from the Willamette Shore Line Option on my future use of my condominium.

As a former NEPA, FOIA and litigations coordinator for the USDA Forest Service, I am very familiar with the specific requirements federalized projects must meet during the NEPA analysis process. NEPA and associated CEQ guidelines require public disclosure of potential environmental and socio-economic impacts to enable adequate public review and comment of viable alternatives. I am concerned that there may not be adequate site specific information available in the DEIS to fully evaluate the environmental or socioeconomic impacts to my property from the Willamette Shore Option. Therefore I am providing the

following general comments until I am able to better understand what site specific impacts may be forthcoming as alternatives are more fully developed.

As a property owner immediately adjacent to the project area I would expect to experience significant direct, indirect and cumulative impacts if the Willamette Shore Line Option were implemented. As mentioned above, the existing 26 foot wide right-of-way positions the current track in extremely close proximity to my condominium. The proposed double track being considered for this segment would move the track even closer. Based on Figure D-8A (attached) the distance between a streetcar moving at 15mph and the edge of my patio would be approximately three feet! Because of its extremely close proximity, the Willamette Shore Line design option would likely result in significant noise, visual, physical vibration, safety and privacy impacts to my condominium. I would expect these impacts to be beyond the “moderate” rating stated in the DEIS, and render my condominium “unlivable” or valueless.

The DEIS lists some possible mitigation measures that would attempt to address these concerns, such as retaining/noise walls, fencing and re-grading. The document also mentions the Jones trestle would be removed and trackway lowered next to my condominium possibly affecting my view of the river and loss of foreground landscaping from catenary wires and other support structures.

When I attended the open house on December 9th I discussed the proposed mitigation measures with Mr. Recker who told me that these measures have not yet been designed or located on a site specific basis. Based on my discussions with him and the general information presented in the DEIS I find it currently impossible to determine the full extent my property would be impacted by the construction of this option.

In addition to the anticipated significant impacts to my property, the Willamette Shore Line option offers no additional pedestrian/cycling facilities and lengthens the distance between stations making access to this line from Macadam Street very inconvenient. Furthermore, this option would likely have additional impacts to sensitive wildlife, plant and wetland habitats when compared to the Macadam alternatives. Operating a streetcar system along the riparian zone of the

Willamette River will disrupt raptor roosting and hunting, amphibian/reptile migration and associated impacts to plant and wildlife significantly beyond the other alternatives.

Fortunately, the planning team recognized a viable alternative to the Willamette Shore Line option with both the Macadam In-Street and Additional Lane Options. These alternatives greatly lessen the physical impacts to the residential properties along Macadam and deliver people to the front door of the business community thereby improving the marketability of commercial real estate and making redevelopment more likely. Proceeding with either the in-street or additional lane option along Macadam greatly lessens the environmental impacts to wildlife (including TES species) and wetlands within the riparian corridor of the Willamette river.

I encourage the interdisciplinary team to eliminate the Willamette Shoreline Option and focus on the only environmentally and socioeconomically viable alternatives which place the streetcar along Macadam in Johns Landing.



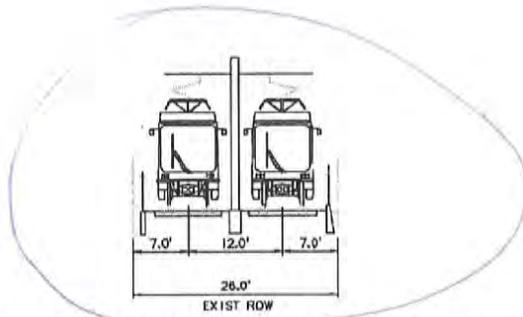
Ed Becker

5630 SW Riverside Lane

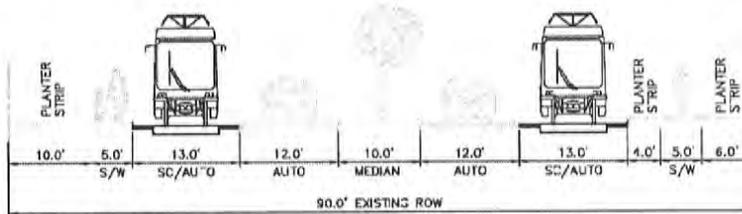
Portland, OR 97239

Streetcar Alternative
Typical Cross-Sections
near SW Pendleton Street

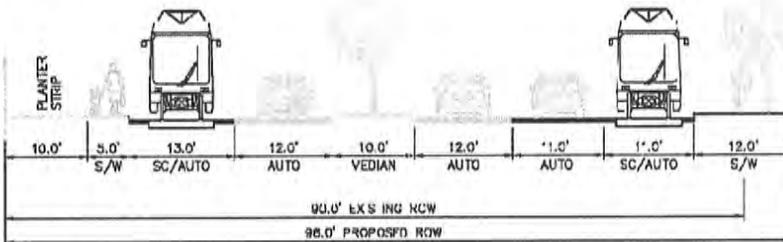
Figure D-8



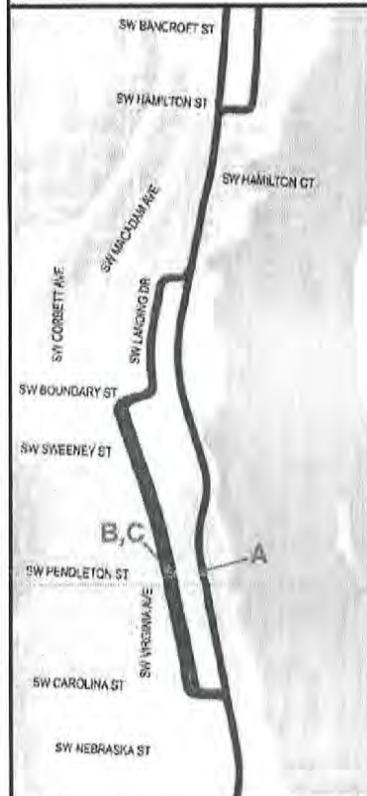
**A: Streetcar Alternative Willamette Shore Line Design Option
Cross-Section near SW Pendleton Street - Facing North**



**B: Streetcar Alternative Macadam In-Street Design Option
Cross-Section near SW Pendleton Street - Facing North**

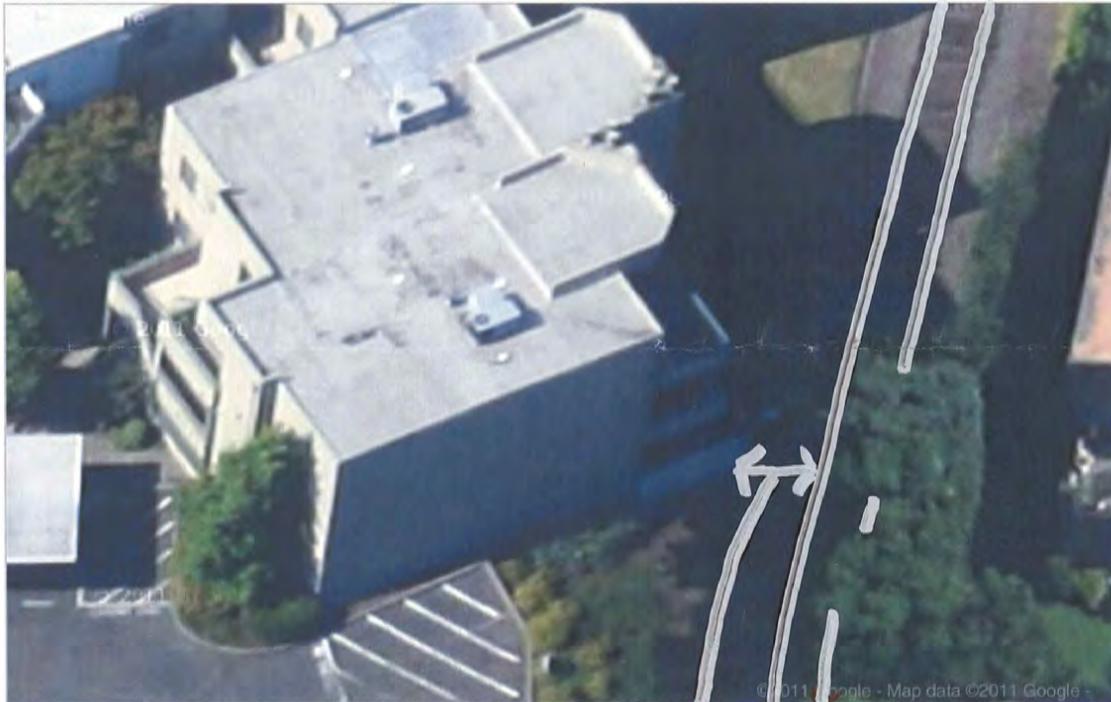


**C: Streetcar Alternative Macadam Additional Lane Design Option
Cross-Section near SW Pendleton Street - Facing North**





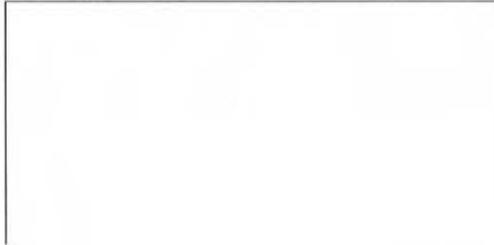
To see all the details that are visible on the screen, use the "Print" link next to the map.



Distance from EXISTING
WEST rail of track is
8.5 feet



To see all the details that are visible on the screen, use the "Print" link next to the map.



From: Annie Bellman [tagntom@me.com]
Sent: Sunday, January 23, 2011 10:46 AM
To: Trans System Accounts
Subject: Lake Oswego streetcar

Hello, this email is in support of the Lake Oswego streetcar. I have lived in the Dunthorpe/Lake Oswego area since the late 70's, and two of my children and three grandchildren live there now. WE all feel that having the streetcar would be a tremendous boon which would further contact this vibrant community to downtown Portland with a reduction in traffic and emissions, as well as an increase in the already considerably good reputation that the Portland area boasts nationwide as a model city in the area of transportation. Please don't let the very selfish desires of a relatively few negatively influence the quality of life of an entire community.

Sincerely,
Ann Russell Bellman

From: David Beltz [dabopen@gmail.com]
Sent: Monday, December 06, 2010 10:22 AM
To: Trans System Accounts
Subject: LAKE OSWEGO PORTLAND TRANSIT PROJECT

Dear Metro and Portland City Council,

Thank you for the opportunity to participate in this project review.

I have several comments:

Regardless of which option is chosen--funding ought to be dedicated to upgrading the rail line corridor for use by pedestrians and bicyclists. As the region grows I think more and more residents will bicycle and this route is a no elevation gain route between Lake Oswego/West Linn area to Portland downtown and east side. It is a good investment to make this corridor useful for non vehicle commuting.

I choose the street car option---I think far too much road traffic will be on Hiway 43 as the area grows and more persons commute to Portland for jobs. Hiway 43 is not a high speed corridor and is already a safety problem road with elevation gains.

The street car option is too expensive!!! Use smaller versions of street cars that can travel at lower speeds and then reduce rail line installation costs.

Also, reduce the number of stops so the street car can be more of a commuter line rather than a tourist line. It needs to be bicycle friendly.

--
kind regards,
Dave Beltz
503-227-1340
Portland

From: Richard Benedetti [richarddbene@yahoo.com]
Sent: Sunday, January 30, 2011 1:24 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar

My wife and I would like to voice our strong opposition to the \$400million plus project to the proposed streetcar project connecting Lake Oswego to Portland. We are retired and have been residents of Lake Oswego since 1988. We picked Lake Oswego for a large part due to it's village atmosphere. We oppose the streetcar for the following reasons.

We do not want increased traffic from Portland into Lake Oswego, whcih possibly could bring and element that would increase crime.

We think it would further urbanize Lake Oswego, which we do not want.

Lake Oswego has too many onerous, massive projects on its plate to take on another.

We feel the anticipated ridership is overstated, as has been the case with most Tri-Met projects.

The cost of the project of nearly \$450million is staggering and it would be much cheaper to add more busses if that is warranted.

Please do not go forward with this project. We are against it, as are almost all of our neighbors who may not take the time to write. Out of about 30 we have talked to none are for it.

Mr. & Mrs. Richard Benedetti

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date December 30, 201

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Gregory Benison

Affiliation (if any) Reed College

Address (required) 4320 SW Corbett Ave #102

E-mail (optional) gbenison@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The streetcar alternative is the best choice for the Portland to Lake Oswego transit corridor. After reviewing the draft environmental impact statement and the arguments for and against the three alternatives, I have come to the opinion that the streetcar offers the most advantages and presents no disadvantage serious enough to be fatal. I am a new homeowner in the Johns Landing area, where I intend to live for some time, and I would personally benefit from the reduced congestion and transportation alternative that the streetcar would offer. I believe that the streetcar is not just in my best interest but in that of the region as well. While it is true that the capital costs associated with the streetcar are higher than those of the other alternatives, I find this concern to be overstated and exaggerated in the debate. There is a plan to pay for the streetcar, and a large part of its cost reflects the value of the right-of-way, which could go to waste if not used for this opportunity. We need to take the long view on this. In three decades, I doubt anyone will much remember the details of local financing for the transit solution adopted. The transit solution itself, however, will be with us for a long time and very much a part of our lives. We should build the best one we can.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: S M B [smberlant@yahoo.com]
Sent: Monday, January 31, 2011 10:42 PM
To: Trans System Accounts; smberlant@yahoo.com
Subject: LO to Portland Transit Project - Comments

To Whom It May Concern,

I write you today encouraging you to choose the expanded bus option or the no-build option. The streetcar option has too many troubling environmental impacts, with no real improvement made to positively impact Hwy 43 traffic.

This project's purpose states that it "should be environmentally sensitive". The streetcar alternative is the most environmentally damaging of the options and does not provide benefits in traffic reduction on Highway 43.

In December 2010 the Lake Oswego City Council revised the sensitive lands ordinance (50.16) to exempt rail side ditches from sensitive lands regulations and the DEIS indicates that there are many rail side ditches that convey water in the area, eventually ending in the Willamette river.

According to the DEIS (section 3.8 Ecosystems), the proposed streetcar corridor is habitat for several protected species. Fifteen species with Federal and/or State status for protection would be negatively impacted by the streetcar option. These involve four avian species including bald eagles and peregrine falcons, and ten fish species including Coho and Chinook salmon, Steelhead, green sturgeon, Pacific lamprey, western brook lamprey and cut-throat trout. The Western painted turtle would also be impacted.

The DEIS also indicates that areas critical to wildlife breeding, shelter and foraging would have long-term impacts; resulting in the mortality of birds, small mammals, invertebrates and terrestrial organisms. The impacts are the direct result of the construction and operation of the streetcar that would significantly damage (long term) areas with "high habitat values". Retaining walls ranging from 1 ft to 15 ft with a fence on top would impact wildlife: "The presence of retaining walls could result in animals falling into the rail alignment, resulting in injury or mortality, or becoming trapped within the alignment, possibly resulting in mortality from streetcar activity." Additionally, these fences would preclude species movement from adjacent habitats, resulting in an increase in habitat fragmentation and loss of connectivity and disturbance of existing nesting/denning. Wildlife movement between upland and riparian habitat would also be impacted.

Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats. If the streetcar alignment were constructed, fish salvage/exclusion plans would be required; but unfortunately, the City of Lake Oswego has had less-than-stellar performance in that area during the recent draw down of the lake for the sewer construction project. Many fish were killed during that project, including 60-year-old sturgeon. I am concerned about a repeat situation.

The Hydrology and Water Quality report indicates that the entire project corridor runs along the western side of the Willamette River. This river is already considered "water quality limited" due to high-density urban development. The bus alternatives do not negatively impact the hydrology and water quality of the area. However, the streetcar alternative would impact the 100-year floodplain by filling 6.5 to 10.1 acres of the floodplain. And, up to 18.22 acres of additional impervious surfaces would be created which also impacts water quality. The DEIS also indicates that floodplain alterations would impact wildlife by providing less areas of refuge during high water events.

The DEIS indicates that 4 wetland areas and 23 "observed waterways" would be impacted, including crossing over the very sensitive Tryon Creek area. Also of concern is the significant acreage that will be disturbed for construction of the streetcar: 56 to 71 acres—all within an area that fronts the Willamette River.

The streetcar alternative would be built in an area categorized as "greatest hazard" for earthquakes and landslides. The streetcar construction would result in significant impact to this steep area that is already prone to landslides. 22,050 to

27,450 linear feet of new retaining walls are required to support the streetcar alternative. The impact of these walls on the ability of wildlife to be able to move around the corridor is concerning.

Sincerely,
Shannon Berlant
14088 Goodall Road
Lake Oswego, Oregon 97034

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12-16-2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) John M Betts

Affiliation (if any)

Address (required) 3317 South Shore Blvd

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Due to some hills & other obstacles, I have a few accessability concerns.

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

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/23/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Julie Bevan

Affiliation (if any) _____

Address (required) 2063 Crest Drive, Lake Oswego, OR 97034

E-mail (optional) buffalo@practicemagic.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other Bicycle and pedestrian use

Comment (use back or attach additional sheets if necessary)

I strongly urge the committee to recommend the Portland to lake Oswego Streetcar option, to include pedestrian/bicycle paths along the line. As a community, we need to be forward thinking and focused on environmental sustainability when considering development of transportation options, not just concerned about the economics and politics of the particular moment. There are funds available at this time for this project which might not be available in the future and I fear that the loudest naysayers are only using their economic arguments to mask their own personal political biases about publicly funded civic and mass transportation projects. And although they are the loudest and most frequent voices heard in this debate, they are not the majority. The Lake Oswego community as a whole has been committed to sustainability for many years and the opportunity to finally reflect that commitment by providing more environmentally friendly transportation options should not be lost.

Thank you,
Julie Bevan

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Peter Birer [pbirer@asd.edu.qa]
Sent: Monday, November 29, 2010 2:29 AM
To: Trans System Accounts
Subject: L.O. To Portland Transit

I am out of the country right now, but wanted my voice to be heard.

I live at John's Landing and would greatly prefer the light rail to run along Macadam rather than along the river. It would be better for the economy of the area, and also not disrupt the view (or quiet) of the river.

Thank you

Peter Birer

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/10/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Michael Birndorf

Affiliation (if any) _____

Address (required) 2182 NW Hoyt St. APT 1 Portland, OR 97210

E-mail (optional) mbirndo@msn.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

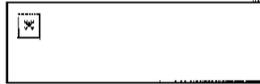
Comment (use back or attach additional sheets if necessary)

I strongly recommend adoption of the Street Car option.

Similar street car projects in the Portland area have had an immeasurable positive economic and livability impact on the adjacent area in terms of increased development, tax base, etc. that cannot be created through enhanced bus service. The Lake Oswego to Portland Transit Project will encourage development and redevelopment in Johns Landing and Lake Oswego. As noted in the report, the street car option could promote the creation of around 43 million square feet of available floor area for retail or offices in the station areas. I also expect that there will be a significant economic benefit to the developing South Waterfront district as the district will be the northern gateway to the street car line and the area will become more accessible to those living in and working south of Portland. The enhanced bus option will not have a similar positive effect on land use and economic development.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

FAX
3 pages



Date 1-31-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) James Bolland

Affiliation (if any) _____

Address (required) 804 Fifth St. Lake Oswego OR 97034

E-mail (optional) jbolland@trackpro.org

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts and/or design options Transportation Finance Alternatives

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____



Lake Oswego to Portland Transit Project Comments

1. General Comments

Having been employed by the U.S. Army Corps of Engineers for many years I am very familiar with Environmental Impact Statements. The DEIS for this project does not meet even basic criteria for an EIS. It is first and foremost a marketing document intended to "sell" the project to Congress and the FTA. The DEIS contains repeated instances of biased analysis and unbelievable numbers. The fact that \$4.3 million dollars was spent to produce such a document is the first red flag demonstrating the non-viability of the Portland to Lake Oswego Streetcar project.

2. Cost/Benefit

At a cost of up to \$458 million dollars (current construction estimate) the DEIS does not establish the benefit of this project. Reducing traffic congestion by only 100 vehicles during peak rush hour on State St. and reducing travel time to Portland by only a few minutes does not provide a benefit in any way commensurate with the high cost of the streetcar. While your engineering estimates are likely accurate for construction costs from Portland to the Sellwood Bridge, I believe that costs for constructing the line through Dunthorpe/Riverdale and into Lake Oswego will be much higher than estimated in the DEIS due to difficult topography, landslide and earthquake considerations, environmental issues and other unforeseen obstacles.

3. Questionable Figures

There is repeated use of numbers in the DEIS that are, frankly, not believable. First, the issue of undeveloped square footage in the Lake Oswego station zone being overstated by 240%. While you acknowledged that error, it is not possible that other numbers do not change (i.e. ridership) as a result of that miscalculation. Furthermore, the DEIS identifies future population growth (rather than current population) as a primary justification for the streetcar. Careful examination of the TAZ maps for Lake Oswego in Metras 2005 Regional Transportation Plan (RTP) indicate an increase of 6,012 households by 2035. As Lake Oswego is, for all intents and purposes, built out, it would be physically impossible to achieve that number.

3. Questionable Figures cont.

The actual population growth rate occurring in Lake Oswego from 2000 to 2010, according to Portland State University, was less than one half percent. The fact that significant growth in Lake Oswego is not possible due to build out and the actual growth is less than one half percent render the DEIS population projections false.

The DEIS and project staff continue to describe the Federal-Local cost share as a 60/40 split, however, I attended the Steering Committee meeting where DEIS financial consultant Steve Siegel informed committee members that the cost share would in all likelihood be 50/50. It is disingenuous for Metro and project staff to continue to represent the cost share as 60/40. The actual cost to local governments is being further distorted by the real estate appraisal of the value of the existing trolley line. Even recognizing that the purchase price in 1988 (less than \$2 million) was undervalued it is simply not possible that the value increased nearly 500% in twenty two years. The intentional effort to significantly understate the actual local share of construction costs is an unacceptable practice for a local government entity.

4. Environmental Impacts

I will reference the DEIS comments provided to you by the Citizens for Stewardship of Lake Oswego Lands on January 28th (5 pages). Those comments outline the extensive damage to ecosystems from the streetcar as opposed to the enhanced bus. The "Stewards" make the case that the streetcar alternative actually violates the stated project purpose. The potential future mitigation costs, not identified or included in the DEIS cost analysis, simply further the argument that the benefits of the streetcar are not commensurate with the costs.

5. Final Comments

It has become apparent that the true underlying reason to build the streetcar is to leverage Federal transportation dollars to subsidize highly speculative real estate redevelopment in the Foothills area of Lake Oswego. So what do we know about this project after spending \$4.3 million dollars on the DEIS? For \$458 million dollars we will reduce traffic congestion by 100 vehicles and State St. and Hwy 43 will continue to function at Level F. We will slice a few minutes off travel time but there will most likely be more cars on the road as commuters will drive to and from the train station. We know that the current population will not provide sufficient ridership to make the streetcar economically viable and that future population projections in the DEIS are merely fantastical thinking. Large Federal infrastructure projects must be based on reasonable and believable cost benefit relationships. The proposed streetcar project fails resoundingly on both counts and is clearly not supported by a majority of Lake Oswegans. Management of Metro and Tri Met must recognize that this is not an environment where they can successfully move the streetcar project forward.



Date 1/19/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

DOUG & JEAN BOMARITO

Affiliation (if any)

NONE

Address (required)

16667 GLENWOOD Ct

E-mail (optional)

dbomarito@dmhpc.com LAKE OSWEGO, OR 97034

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

COST VS BENEFIT

(TOTAL COST TO ALL TAXPAYERS - NOT JUST COST TO LAKE OSWEGO)

BENEFIT - WHO WILL THIS BENEFIT?

→ NEED - IS IT NEEDED?

(Handwritten signature)

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
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TEL 503 797 1700 | FAX 503 797 1930

Print



Date December 15, 201

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Robert Borgford

Affiliation (if any) None

Address (required) 15930 Twin Fir Road Lake Oswego OR 97035

E-mail (optional) borgford@ix.netcom.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

There is virtually no growth in Lake Oswego at this time, and LO is served well by busses. Spending over 400 million on a system that will be underutilized for years seems a folly. The rationale seems to be that our region may only have to come up with a small part of the 400 million. Yet, folks, it is all of our money. If we need to buy more buses, then they are cheap compared to a rail system, a large parking structure and very long payback.

We still own the right-of-way for the proposed rail line. If it makes sense in 25 years, then we already own the land, and it will be relatively easy to build the car line when it is actually needed.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Mary Bosch

Affiliation (if any) _____

Address (required) 431 Lakewood Av Lake Oswego 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The streetcar decision is the single most important factor influencing the future of Lake Oswego in all respects for generations to come. Historically, in communities everywhere, transportation systems are the most critical driver of economic opportunity, community vibrancy and innovation in all aspects of society. The real question is do we as a community wish to be part of the positive, exciting changes the Portland region anticipates over the next decades, or do we want to hold onto the past and lose the opportunity of a lifetime to make a significant contribution to long term environmental sustainability and create a strong link to the regional economy and community.

The streetcar offers an opportunity of a lifetime (with an unprecedented federal \$ contribution) for Lake Oswego to join the region in accommodating a share of the additional million people who will live here by 2035 and attract high quality residential and economic development-- without which will lead to a stagnant or declining tax base and serious long term decline. Let's get the facts straight on--who will pay, what development will realistically occur and what other communities have experienced as a result of streetcar developments. Then, let's make an INFORMED, STRATEGIC and FUTURE-ORIENTED decision with the long term impacts on our city in mind.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date 1-31-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) MICHELE BOULLANGER

Affiliation (if any) COLDWELL BANKER BOSP

Address (required) 14505 SE TENINO ST, PORTLAND, OR 97236

E-mail (optional) micheleb@cbseal.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* Impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Lake Oswego does not need a major transportation system. People move and reside here because it is small, cozy and quiet. Most people prefer to have a single-family home with land. Condos and townhomes are only purchased by those who cannot afford much. The American dream is still having a home with a backyard for kids to play safely in, and low crime rate. Comfort and safety!

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
 Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date 12/16/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

JOHN EDGAR BRADSHAW

Affiliation (if any)

LAKEWOOD NEIGHBORHOOD

Address (required)

185 NORTH SHORE RD

E-mail (optional)

JOHN@PORTLANDTRANS.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation ^{TOO MUCH}
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

WE LIVE ON NORTH SHORE RD WHICH IS CURRENTLY INVOLVED IN THE "NORTH SHORE GATEWAY" PROJECT THAT BY DESIGN WILL REDUCE THE ATTRACTION OF CUTTING THROUGH OUR N SHORE ROUTE TO AVOID THE STATE & A ST PINEHURST.

NOW WITH THE PROSPECT OF A PARKING GARAGE IN THE ALBERGEN LOCATION WE ARE VERY CONCERNED THE TRAFFIC ON NORTH SHORE WILL BE INCREASED AND AFFECT US WITH NOT ONLY MORE TRAFFIC, BUT ALSO SAFETY ISSUES AND POTENTIALLY AFFECT OUR PROPERTY VALUE.

PLEASE KEEP THE PARKING GARAGE NORTH OF N. SHORE AND ELIMINATE THE IMPACT ON

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

TWO GREAT NEIGHBORHOODS. THANK YOU

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/28/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) John R. Bradshaw

Affiliation (if any) Lakewood Neighborhood Association

Address (required) 185 North Shore Rd. --- Lake Oswego, Or. 97034

E-mail (optional) John@portlandtrans.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Wife Diane and I have been involved in most of the Streetcar meetings over the last several months and have provided our written comments to virtually all of your staff, including Director Doug Oblatz and all Lake Oswego City officials. We are generally in favor of the Streetcar Project with one "Glaring Exception". Our Streetcar "deal breaker" is the location of the park and ride garage near State St. and North Shore Rd. We and our North Shore and Lakewood neighbors are aghast at the reasoning of this component of the project because of the issues of dramatically increased traffic and complete disregard for the history atmosphere and culture of this environment.

We ask that this intrusive garage be moved to a more intelligent location where the integrity of our fair City is not destroyed.

More Than Sincerely

John Bradshaw

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Anne-Marie Brogan [amvabrogan@hotmail.com]
Sent: Monday, January 31, 2011 8:49 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

We are the current resident of 50 Briarwood Road, Lake Oswego, 97034. We are writing to record my opposition, and that of my wife to the proposed Streetcar option.

We have attended many of the open events at which the project has been outlined but have often felt that those involved have not been able to explain why a Street Car would be a viable and justifiable solution.

Our objection is based on the following:

1. The anticipated cost of \$450 million dollars. It is very difficult to contemplate an investment of this size for such a minor benefit and in the current period of fiscal constraints/education cut backs.
2. It is not anticipated to materially reduce traffic on Hwy 43. Metro's own study (which I assume is optimistic) shows that the Streetcar would reduce rush hour traffic by 100 cars in 2035.
3. Commuter parking garages would need to be constructed in downtown LO which would make traffic worse there.
4. The Streetcar would not be faster than road traffic because the most likely route would go into the street on Macadam through John's landing which means it would move no faster than traffic.
5. It goes to the wrong place downtown: PSU instead of to the bus mall where people who use public transit make connections.
6. It doesn't go to West Linn, so anyone commuting from West Linn would have to transfer and their commute will be longer than it is now..
7. There is not much developable land between John's Landing and Oregon City. Where are all of the people coming from that need this expensive project? We don't need it in LO.

We therefore wish to formally register our strong objection to the proposed Streetcar option for the Lake Oswego to Portland Transit Project.

Yours sincerely,

Michael and Anne-Marie Brogan

Date January 31, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Michael Brouhard
Affiliation (if any) N/A
Address (required) 620 SW Atwater Road, Lake Oswego, OR 97034
E-mail (optional) michael.brouhard@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I have reviewed the DEIS and attended two public meetings on the Lake Oswego to Portland Transit Project.

Based on my research, I want to go on record as being strongly in favor of the Streetcar option and I urge the committees to recommend this as the Locally Preferred Alternative.

I also urge the committees to recommend the Willamette Shore Line right-of-way as the preferred route for the streetcar.

Along with the construction of the streetcar line on the Willamette Shore Line right-of-way, I urge the committees to place a high priority on the construction of a Lake Oswego to Portland multi-use trail for bicycles and pedestrians.

The Lake Oswego to Portland Streetcar and bicycle and pedestrian trail will be tremendous benefit to both communities and the entire Metro area. It will provide immediate economic benefit from the construction projects, long-term economic benefit from the transportation improvements, and health and recreation benefits from the trail.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date 1/19/2011

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Anne E. Brown

Affiliation (if any) _____

Address (required) 3220 Duncan Dr. Lake Oswego, OR 97035

E-mail (optional) lobtowns@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Looking at the research done on actual Lake Oswego Citizen ridership the cost of the project (before overruns & maintenance) the impact on community liveability and security the proposed street for project appears to provide little to no benefit to actual residents of our community and all the benefit to the developers of Foothills and public use.

Our community is not a transportation hub but rather a 'pass-through' commute for numerous surrounding communities. Pull the plug on this project.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Bruce Brown [Bruce@gbdarchitects.com]
Sent: Monday, January 31, 2011 3:56 PM
To: Trans System Accounts
Cc: Grant Watkinson; Vidya Kale; Daniel Gottlieb; Gregory and Amy Monahan; Sarah Asby; Dorothy Atwood; 'Matt Briggs'; 'Millhauser, Susan'; Moncrieff, Sally
Subject: Lake Oswego to Portland Transit Project

Ms. Snook:

I am a long term resident of Lake Oswego and current co-chair of the Lake Oswego Sustainability Advisory Board. I am a very strong advocate for the Streetcar option as the process moves forward but this e-mail is intended to address a few issues that I believe are not addressed adequately in the DEIS.

The DEIS addresses carbon reduction on a comparative basis but it appears as though the comparison is purely quantitative not economic. While the economics of carbon are currently not fully resolved, it is realistic to consider that cost of carbon emissions will be resolved in the next 10 years either through carbon taxes, cap and trade or some other valuation mechanism. If one looks at the proposed British Columbia Carbon Tax rates as a model, the carbon savings of the Streetcar versus the No Action option could produce close to a million dollars a year in savings. Exploring these economic aspects carbon emission reduction should be included in the study either officially or as an adjunct study.

The second item that does not appear to be fully addressed is the overall operational and maintenance costs of the three options. It is my understanding that the maintenance of the tracks and bed are included in the estimates for the streetcar but repair and replacement cost of the highway is not folded into the comparative cost of the No Action and Enhanced Bus option. The existing bus service causes a tremendous amount of wear and tear on the road surface and underlying base and sub-base. The enhanced bus service will just exacerbate and accelerate the need for repairs and replacement of the pavement. These are very large numbers but it is my understanding they are not included in the overall cost of the No Action and Enhanced Bus options. They should if we are going to truly compare apples and apples.

Lastly, and this is related to the previous point, the operational/maintenance costs are only extended out to 2035. That is only 25 years. The streetcar is going to have a likely life cycle of at least 50 years and probably closer to 100. The first MAX line is already 25 years old and it is just kid compared to other systems and equipment around the country. It is imperative that the full life cycle of these comparative systems be considered not just a short horizon of 25 years. I am convinced the longer the term of the comparison the wiser the Streetcar option will look.

Thank you.

Bruce Brown, AIA
Co-chair, Lake Oswego Sustainability Advisory Board.

From: Linda Brown [brownlinda@clear.net]
Sent: Thursday, January 20, 2011 5:08 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar

Please count me as a strong supporter of a Lake Oswego streetcar.

1) Lake Oswego is essentially built out, with one of the few areas still available for development in the downtown Foothills area. This area, with the rail corridor running through it, will be most attractive to homeowners who will commute to downtown Portland for business purposes due to its close proximity to Portland. A streetcar, which will run along the river, with its lovely views and few stops, will enhance the desirability of the area. A bus alternative simply will never be as pleasant, fast or "sexy" because the route can't run any faster than auto traffic.

2) A no build option isn't an option really, it's a head-in-the-sand approach wishing that the future won't include ever more expensive parking or fuel costs.

3) The streetcar will work both ways, bringing Portland residents to Lake Oswego to visit, shop, dine, attend Lakewood productions etc. Excursion traffic will increase as South Waterfront and businesses associated with OHSU continue to develop. It's an easy and attractive venture for people living in that area who more and more frequently choose not to own or operate a private auto.

Linda Brown
17917 Kelok Road
Lake Oswego, OR 97034
503-638-1566
brownlinda@clear.net

From: Karen Kovalik [mikeandkaren@me.com]
Sent: Tuesday, December 14, 2010 7:35 AM
To: Trans System Accounts
Subject: Proposed No-Build, Bus, Street Car Lake Oswego to Portland

Based on the received DEIS, we support the street car.

Thanks,

Mike Brown and Karen Kovalik
Lake Oswego residents, 15 years



Date January 12, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Robert C. Brown

Affiliation (if any) _____

Address (required) 17917 Kelok Rd, Lake Oswego, OR 97034

E-mail (optional) bobrown@clear.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The proposed Street Car makes best use of an existing right of way, by providing an alternate route between Portland and Lake Oswego with minimal impact on traffic on existing roadways. The use of the Street Car right of way will enhance the communities at both ends with consistent predictable regularly scheduled transits between two population centers. The Street Car provides an opportunity for destination excursions to view the Willamette from the hillside, something that cannot be offered with other alternatives. Excursion travel should benefit the businesses at both ends of the Street Car. The Street Car operating expense, once built, should be less than motorized alternatives using existing roads, and travel time should be reduced assuming the exclusive right of way is used.

All great cities have dedicated right of way for mass transit. Metro must use the Street Car to create a dedicated transportation corridor between Lake Oswego and Portland.

Public safety will be enhanced with a Street Car running on a dedicated right of way. The Street Car will be off the major roadways reducing the opportunity for vehicle collision.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date 12/10/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* Ruth Brynelson

Affiliation (if any) _____

Address *(required)* 774 First Street, Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts design options Transportation Finance Alternatives and/or
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I attended your Open House last night and was surprised and appalled to see how much of our money is being wasted and is projected to be spent on a transit project that benefits so few. The fact that your education (propaganda) process has to be so extensive, should tell you something. Namely, aren't you creating a solution to a need that really doesn't exist?

Can't you give us an express bus with limited stops after Lake Oswego during commuting hours and forget the Streetcar business with undersized park n'ride? I can't afford any more increases in taxes, fees, particularly on projects that won't serve enough people.



Statement of Support for the Lake Oswego to Portland Streetcar

The Portland to Lake Oswego streetcar is the matter now being considered along with two other options for the Highway 43 corridor. I live in Lake Oswego and support the streetcar being built along the existing right-of-way purchased by the Consortium in the eighties from Southern Pacific Railroad. My support is based on an expected population growth of one million more Oregon residents in the not-too-distant future.

Even with today's population, the route along Macadam from Portland to Lake Oswego and further south is a bottleneck, and traffic often creeps along in stop/go fashion. At least five times in the last couple months, I have personally abandoned a creeping bus, opting to eat in Portland and take a later bus home. Not everyone can do that. Some have children to pick up from the babysitter; some must get dinner for their families at home; some have evening meetings and appointments and can't lollygag around Portland until the traffic thins. Other times, I have endured the exhaust, the heat, the crowding, and often the standing of a bus ride along Hwy 43 at commute times. I hope emergency vehicles have a plan for getting through.

I would add to my support for a streetcar that its route not enter onto Macadam and get lost in that creeping stream of traffic, lest the advantage of a dedicated lane be compromised. The streetcar could perhaps cross Macadam at right angles to service Johns Landing, but the value of an exclusive lane from Portland to Lake Oswego should not be underestimated.

All this is evident even now. If population growth figures for our region are anywhere near accurate, then Lake Oswego and communities further south will be squeezed out of access to Portland. There are many good reasons—cultural, educational, travel, employment, volunteer work— for people to want to get into Portland on a regular basis. Without the dedicated streetcar travel lane, we will be left with a worsened Hwy 43, I-5, 99E, or I-205—already busy thoroughfares (which have costs of their own).

I believe there are some things that all of us owe to all the rest of us in order that we may enjoy a fully functioning, productive, satisfying public community—including, but not limited to, clean water, sanitation, libraries, education of the coming generations, and an efficient transportation system.

It takes money to provide essentials and amenities, but it also costs to neglect these areas. A community that neglects to build for the future eventually pays the often higher price of deterioration and deferred maintenance, as well as more intangible losses reflected in a poorly trained, unemployable, and less healthy population.

We know we cannot increase capacity along Hwy 43, but the old S&P right-of-way provides the extra lane we need in this corridor. I hope we will support streetcar travel on this right-of-way and eventually extend the rails further south to West Linn, Oregon City, and beyond.

Sincerely,

Elizabeth Burke
5063 Foothills Drive, Unit B
Lake Oswego, OR 97034

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* James and Diane Burke _____

Affiliation *(if any)* _____

Address *(required)* 4280 SW Corbett Ave, Portland, OR 97239 _____

E-mail *(optional)* _____

Include my e-mail in your project notification list.

Comment topic(s) *(check all that apply)*

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment *(use back or attach additional sheets if necessary)*

We are very much in favor of this project, as the transport is much needed in this area.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: WWYNI@aol.com
Sent: Sunday, January 30, 2011 11:15 AM
To: Trans System Accounts
Subject: Lake Oswego Street Car

Dear Sir or Madam:

Please count us as opposed to the Lake Oswego Street Car Project. Our opposition is founded upon the project's estimated and probable costs, both of which will be uneconomical when compared to more practical alternatives. We are also opposed to the additional costs the street car is assumed to address, such as planned expansion of 'urban renewal' of the Foothills area. The project risks from that alone cannot be borne by Lake Oswego taxpayers without great risk to their homes and home values.

The recent history of public transit in the Portland area is not one of success or public pride. Projects such as light rail have been built over voters' objections, and its costs are being diverted away from other critical infrastructure, such as the Sellwood Bridge. And today, such projects as the Milwaukie light rail threaten the solvency of other areas of public need. In Lake Oswego, education for example.

Oregon is experiencing a continued drain on private sector employment and the well-being of many of its citizens, simply because the cost of and reach of government is driving business away. Please be honest and count those of us opposed to the street car. Consider something less expensive and disruptive to our community.

Sincerely,

Mr. and Mrs. Carl Buskuhl
Lake Oswego



Date 1/31/11

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

RANDY BYLSMA

Affiliation (if any)

COLDWELL BANKER PRINCIPAL BROKER

Address (required)

4200 MERCANTILE DR, LAKE OSWEGO, OR 97034

E-mail (optional)

RANDY BYLSMA @ CB SEAL . COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

OPPOSED TO STREETCAR

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

A STREET CAR SYSTEM WOULD DESTROY THE WATERFRONT (JOHN'S LANDING AREA) CONDOMINIUM VALUES.

THE HOME OWNERS IN THAT AREA TREASURE THE PEACE AND QUIET OF THE WILLAMETTE WALKING PATH AND SURROUNDINGS.

VALUES WOULD PLUMMET WITH A STREETCAR RUNNING THROUGH THERE.

IT WOULD ALSO DISRUPT THE DOWNTOWN LO AREA AND SURELY INCREASE CRIME AS HAS BEEN THE CASE EVERYWHERE THE EXISTING STREET CARS GO.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/28/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Joan Call

Affiliation (if any) _____

Address (required) 2190 Greentree Road, Lake Oswego

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I have watched the debate regarding the proposed streetcar build with frustration. The economic times do not seem to allow for this investment now. On the one hand proponents say it will boost the movement of younger families to the area but on the other hand how many young families will want to choose LO schools, when they become overcrowded after proposed closures? I have yet to see a project that has be begun here that stays anywhere near the proposed budget allotted. How will these young families find the cost of housing with increased taxes? How will the environment really benefit after devastation of the buildout. I see this also being a knife that will cut through the community separating the working folks using the line and the homeowners who are opposed to it because of their very expensive homesite values being impacted. I imagine the majority of people who might consider riding the streetcar having to drive to the transit center, then pay for a ride, waiting then boarding the train, making it somewhat likely that once in their car many will just drive into the city. What is wrong with increasing bus service, promoting it like crazy so that the more flexible schedule is attractive to commuters. Is a streetcar more sensual than a bus, probably, so why not make the buses more user friendly, attractive and accessible. If we are being honest the enhanced bus service is a more financially prudent, a much quicker fix, flexible and a community friendly alternative. How about increasing current bus schedules as soon as possible and see how many more people would be able to use the system. There is the proposal for a parking facility but truly, many of us would use the bus if there were simply more runs. And by the way, people live on the south side of the lake as well as the north.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
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Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930



Date 1/28/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Sandy Carter

Affiliation (if any) _____

Address (required) 2555 Dillow Drive, West Linn, OR 97068

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

This project is long overdue. The first public planning meeting about this that I attended was in 1995 or so, in Lake Oswego. I was strongly in favor then and I am strongly in favor now. I would ride often and I would happily transfer from Bus 35. But there needs to be an adequate Park-and-Ride for the West Linn and south-originating people, too, especially if our now infrequent mid-day service is reduced even more. I'm not sure why the West Linn portion of Bus 35 would have to suffer: That doesn't seem like a necessary or wise trade-off, from the perspective of gaining public support. I know many here in West Linn who will vocally oppose the Trolley if it means one less bus through our town.

This right of way is a gold mine for the regional transit system. Anyone who has been caught in Highway 43/Macadam/State Street traffic at evening rush hour has experienced true gridlock. And it should be built to accommodate bikes, as Highway 43 between State Street and the Sellwood is a death trap and a hill big enough to discourage many potential riders. The trolley would make the ride much faster, as well as greener, more pleasant and more reliable. Sometimes it just takes about 75 years for us to return to a great idea.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Sandra Carter [carters42@gmail.com]
Sent: Friday, December 03, 2010 8:07 AM
To: Trans System Accounts
Subject: Metro to Lake Oswego

I recently retired from Northern Virginia and purchased a condo in John's Landing. One of the primary reasons for my relocation to Portland is the public transportation available. I was told that an extension of the streetcar route through John's Landing to Lake Oswego was likely within 5 years. I will be disappointed if this does not occur. I would like to encourage you to proceed with construction of a streetcar to reduce the heavy traffic on Macadam Ave. and to continue to improve the "GREEN" environment so valued in Oregon.

From: cartwright_ranch [cartwright_ranch@comcast.net]
Sent: Monday, January 31, 2011 5:01 PM
To: Trans System Accounts
Subject: no, not yet anyway

Dear Sirs and Madames:

I am writing you as a concerned citizen in regards to the proposed streetcar/trolley system to come support Lake Oswego and would like to share with you my opposition in the matter.

Our city has already taken on an expensive, time intensive, and natural resource sensitive project with the LO Interceptor. We do not need another right now.

The streetcar "upgrades" on Martin Luther King Boulevard and Broadway/Wiedler have been disruptive and do not yet appear to decrease any congestion on these main thoroughfares as an example in the Portland area. The "need" for this transportation in Clackamas county is less clear.

I propose that we follow New Jersey's suit and postpone any costly transportation "upgrades" to a different time when the looming deficits that our city/state face are not as great. It behooves us to avoid adding to our current debt with any initial start up costs, as well as avoid and recurring costs that this expensive, and arguably risky project would entail.

Sincerely,

Victoria Cartwright, citizen and member of Glenmorrie Neighborhood Association Board.

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Duncan Castle

Affiliation (if any) _____

Address (required) 16181 Parelius Circle, Lake Oswego, OR 97034

E-mail (optional) duncan43@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am very much in favor of extending the street car from Portland to Lake Oswego. Although I have read comments in the Lake Oswego Review about concerns for the upfront cost what I see from the studies is that the life cycle costs for the street car are better than for the enhanced bus option. What also impressed me is the longer we use the street car the greater reduction of subsidies that are required by TriMet to support it. Just the opposite is true for the enhanced bus option - over time the percentage of subsidy increases.

I also feel that the streetcar is the best sustainability option. It doesn't burn fossil fuel and even the fossil fuel that may be part of the generation of electricity that is used will diminish over time an example being the shut down of the coal generation facility in Boardman. Electric busses without overhead wires is not an option in the foreseeable future. So choosing the enhanced bus option continues to contribute to global warming for an extended period of time.

Additionally it is clear that expanding Highway 43 is not an option. Enhanced busses are competing for the same space. However the streetcar rail line adds capacity that is already there.

Overall this is such a unique opportunity that it would be a shame to forgo or even delay it. Although I know there is a well organized effort within Lake Oswego and Dunthorpe to stop the street car I doubt that very many of those opposed regularly use public transit between Lake Oswego and Portland. I do and it is not a lot of fun to be stuck in a bus during rush hour traffic. The street car avoids that issue.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Kathy Chiocca [njgrl4ever@yahoo.com]
Sent: Monday, January 31, 2011 8:54 AM
To: Trans System Accounts
Subject: Streetcar Development

I am a resident of Lake Oswego. I have great concern about the proposed "Streetcar Development" proposed. Specifically I am concerned about the impact it will have on our town, not the least of which is the environmental impact.

Our town has recently chosen to put NEW sensitive lands regulations on private property in order to exchange those areas for public areas where they do not want regulations. Now, rather than consider the same impact on the streetcar line, they are proposing an environmentally damaging option that does not provide benefits in CO emissions or traffic reduction on Highway 43. This double standard towards environmental protection is not a responsible or valid approach to caring for natural resources.

In addition, the streetcar alternative would be built in an area categorized as ***"greatest hazard" for earthquakes and landslides***. The streetcar construction would result in significant impact to this steep area that is already prone to landslides. **22,050 to 27,450 linear feet of new retaining walls are required to support the streetcar alternative.** The impact of these walls on the ability of wildlife to be able to move around the corridor is concerning.

The Hydrology and Water Quality report indicates that the entire project corridor runs along the western side of the Willamette River. This river is already considered "water quality limited" due to high-density urban development. **The bus alternatives do not negatively impact the hydrology and water quality of the area. However, the streetcar alternative would impact the 100-year floodplain by filling 6.5 to 10.1 acres of the floodplain. And, up to 18.22 acres of additional impervious surfaces would be created** which also impacts water quality. The DEIS also indicates that floodplain alterations would impact wildlife by providing less areas of refuge during high water events.

Please consider the above impact when making your decision. I believe that the streetcar will have the biggest negative impact to the area while producing the least benefit to the area. The area served is almost fully built so there will NOT be increased population concerns. People get by just fine right now and will do so in the future. I hardly think the people who live in Dunthorpe and drive into Portland via Highway 43, will be taking the streetcar instead.

Kathy CHIocca

Lake Oswego, OR

I support the streetcar for many reasons.

The streetcar gives Lake Oswego a viable alternative to driving on a congested narrow Hwy 43. Congestion on 43 will be increasing with the growth projected not only in Lake Oswego but also in West Linn and possibly the Stafford triangle.

In order to keep our Urban Growth Boundary tight a development with some density in Foothills with easy access to a streetcar allows some areas of Lake Oswego to have larger lots and a car oriented lifestyle while providing seniors and younger families a pedestrian connection to downtown Lake Oswego as well as a corridor to downtown Portland, the airport, Portland State University and OHSU.

It will add more pedestrian shopping in our downtown which is not only great for our businesses but makes a successful and fun community.

Heather Chrisman
172 Middlecrest Rd.
Lake Oswego

The streetcar is the only locally preferred option that makes sense for the future in Lake Oswego.

I had the good fortune to attend parts of the Rail~Voluntion Conference last month. It was rewarding to listen to so many educated and experienced, transits oriented people who are looking forward and planning for the future. I learned that the best time to plan rail oriented, future development is during an economic downturn so that one is ready to move forward when the time comes. And it will.

I had two experiences during the week that made it crystal clear that WE NEED THE STREETCAR TO COME TO Lake Oswego NOW.

I sat in a room with over 80 experienced representatives from cities, large and small, from all around the US who were positive in their minds that Lake Oswego was next in line to receive the Federal green light to build this streetcar project. When we told them that it wasn't a "done deal" they were stunned. They just couldn't believe that a city like Lake Oswego would throw away a golden opportunity like this. They are fighting like cats and dogs to get in line for projects like this in their very own communities.

Or timing is priceless. Lake Oswego owns the Right Of Way. Right now, this project is in the best interest of the Feds, from a financial point of view. Our locally elected Federal officials are in influential positions, relative to transportation, to help us reach this goal, and they want to.

In class after class, I learned that healthy development follows rail lines. Building this rail line and the additional development in Johns Landing, Macadam, "Albertsons" and the Foothills District would help reach many of Metro's regional goals. The one group not interested in this project is a neighborhood group that doesn't even live in Lake Oswego. (Development is not slated for their part of the line, but it is sure is for much of the rest of the line.) **Lake Oswego must not lose one inch of this right of way.** Keep in mind, that if this corridor is not used for a rail line, it could revert to the very property owners who are against the project. Interesting!

If this streetcar and proposed additional development doesn't happen now... it will in time. And it will probably even be easier to get it built in twenty years or so, because High Way 43 will be so congested and Lake Oswego will so desperately need infill to keep a tax base to pay for services, that many more LO citizens will be lining up to get this project built.

Too bad the project will be so much more expensive. Too bad so many more cities will be in line for the same funding. Too bad that building costs will be so much higher. And, too bad we might not have a ready made team of heavy hitters fighting for Lake Oswego on the federal level.

If you think progress is expensive today, wait until you see what it will cost in ten, fifteen or twenty years.

Many say NIMBY.....I say IMBY!

Mary Beth Coffey
5059A Foothill Dr.
Lake Oswego, Oregon 997034

From: the Cooks [rehoboth5@earthlink.net]
Sent: Sunday, January 02, 2011 7:15 PM
To: Trans System Accounts
Subject: comments on Lake Oswego to Portland DEIS

I and my family live in Lake Oswego. I commute to work in downtown Portland. Currently, I commute by bus. In addition, I and my family sometimes use the bus to get from home to events in downtown Portland, and sometimes also to get to the airport.

I have reviewed the DEIS on transit options for Lake Oswego to Portland. It is a well written document.

Ideally, I would favor the streetcar option. I have ridden the streetcar in downtown Portland and the MAX light rail often. Also, I have ridden streetcars in various European cities. I am convinced that rail transit is the future for modern, growing cities.

I have spent several decades riding the bus in the Portland area. If for some reason the streetcar option is not viable, I would favor the enhanced bus option.

Commuting by car is dangerous, costly and polluting, and it contributes to congestion. Portland's national reputation for livability is in part due to its system of light rail and streetcars.

Some people write off streetcars as a pipe dream for "tax and spend liberals." I am not a liberal, and I favor streetcars. American Conservative magazine's website includes a department devoted to promoting streetcars, called "Keep America Moving" by the American Conservative Center for Public Transportation.

Thank you.

William R. Cook
211 Hidalgo St.
Lake Oswego, OR 97035

January 4, 2011

TO: METRO

RE: Lake Oswego to Portland Transit Project

I am supporting the streetcar alternative to help resolve the traffic issues on Highway 43 from Lake Oswego to Portland. Although I no longer have to commute into Portland on that Highway, for many years I dreaded having early morning or late afternoon meetings downtown, knowing that I'd be stuck in a crawl along 43 and Macadam Ave.

I think our local leaders made a very wise decision many years ago by purchasing the right-of-way for possible future use. The costs of the streetcar seem very reasonable to me, especially when we think about how high the costs will be if we opt not to act now. By the time the streetcar is actually in service, we will be very glad we made the investment when we could.

The design options, route and station locations are details I think best decided by the professionals in the various agencies involved. It seems to me to make sense to locate a station at the Albertson's shopping area, especially since it's within walking distance of my home, but I will support whatever makes the most sense in terms of the future Foothills development and local traffic patterns.

Jan Coulton
623 Middlecrest Rd.
Lake Oswego

From: Joyce Cox [jccox321@q.com]
Sent: Monday, January 31, 2011 10:06 AM
To: Trans System Accounts
Subject: LO Streetcar

Dear Sirs:

We definitely oppose the Metro fast train coming to Lake Oswego. We can't afford it and resent your interference with the project. The bus system can handle the ridership. The parking structure will remove Albertsons ...a needed grocery store. It will change the small-town atmosphere of LO for the worse.

No streetcar!

Carroll and Joyce Cox
1603 Bay View Lane
Lake Oswego, OR.
97034

From: Connicro@aol.com
Sent: Monday, January 17, 2011 2:56 PM
To: Trans System Accounts
Subject: Streetcar Project

As a 30 year resident of Lake Oswego, I strongly encourage the construction of the streetcar. It provides safe, clean and durable transportation along the Hwy. 43 corridor.

Please vote YES for the streetcar.

Connie Crow
5666 Charles Circle
Lake Oswego 97035



Date 1-19-2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Natali Shortt Cummings

Affiliation (if any)

Address (required)

14316 Holly Springs Rd LAKE OSWEGO OR 97035

E-mail (optional)

ncummings@falpanc.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

THE STREETCAR PROJECT IS TOTALLY FRAUDULENT. THERE IS NO BASIS FOR THE NUMBERS I AM RECEIVING. WE DON'T WANT THE COSTS, THE CHANGE IN CHARACTER OF OUR CITY, THE CRIME IT WILL BRING. LAKE OSWEGO IS NOT AN APPROPRIATE CITY FOR A STREETCAR. PLEASE SAVE US FROM THIS CRAZINESS.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Doug Cushing [doug.cushing@jordanschneider.com]
Sent: Monday, January 24, 2011 11:00 PM
To: Trans System Accounts
Subject: LO streetcar

Seeing the number of people in the Lakewood Center tonight to offer both positive and negative views with calm demeanor and no outbursts of enthusiasm, or worse, was an encouraging sight. My name is Douglas Cushing, I reside at 4311 Glacier Lily Lake Oswego, practice law here, and have served on city commissions and task forces dealing with land use, development and the city's comprehensive plan. I have previously been a school board member in Medford and am very aware of 'enthusiastic' citizens. Having once worked in downtown Portland I know the burden of driving Hwy 43 even 15 years ago.

The streetcar proposal seems to raise far more vehement claims than the project deserves. One fourth of the cost will be covered by a smart decision made 20 years ago to acquire the right of way. The federal government will contribute a major share, and the local areas all along the route benefited by the line will chip in to cover the cost. It is hard to envision a more attractive development plan. The possible development of Foothills is purely an extra benefit.

The business Journal for today notes a study by a Maryland professor, formerly at OSU, noting how enlarging freeways does little good in solving transit issues. Mass transit is far superior. Highway 43 affords little opportunity to expand anything - and more frequent buses is hardly likely to solve a long term problem. The streetcar in Portland has been a development ignition source, offers efficient transit, and the Lake Oswego link [hopefully expanded farther south later] will be a strong intelligent move for this community. Please support the streetcar.

Douglas Cushing
Jordan Schrader Ramis PC
2 Centerpointe Dr Suite 600
Lake Oswego, Or 97035

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5815 (20110125) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

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From: Cathy Cutrera [catherinecutrera@comcast.net]
Sent: Tuesday, February 01, 2011 4:20 AM
To: Trans System Accounts
Subject: Streetcar

NO NO NO!!!!

This project is too expensive & will not benefit anyone in our community!!!!

I disagree with this project wholeheartedly.

Cathy

From: Judy Davis [jwdavis@hevanet.com]
Sent: Thursday, January 13, 2011 3:25 PM
To: Trans System Accounts
Subject: Street Car to Lake Oswego

We have lived in Lake Oswego for the past 18 years and we feel the street car is a giant step forward for our community.

The expanded Foothills development will bring new and needed housing options for young families and retired people who no longer want to support and maintain large homes but still want to remain in Lake Oswego with its great services and friendly community.

This is the time to make this infrastructure investment which will never be more affordable and will pay dividends for generations to come. The street car will reduce our carbon footprint by cutting traffic on Highway 43 and provide a highly attractive transportation for commuters and for those in our community who are either too young or too old to drive.

We want to work with the City of Lake Oswego, Metro, Multnomah County and everyone who sees the positive vision of the future that the street car offers.

Judy Davis and Jack Kysar
17617 Arbor Lane
Lake Oswego, OR 97035
Home phone: 503-699-8737

From: pdavisor@aol.com
Sent: Thursday, January 06, 2011 1:44 PM
To: Trans System Accounts
Subject: Streetcar

I'm a retired senior citizen and am opposed to the very expensive streetcar line to Portland. Lake Oswego already has many very expensive projects on it's plate and I don't think we can afford another one. There are more cost effective options out there that we should consider. I'm afraid as a senior on a fixed income I will no longer be able to afford to live here and be forced to move. Thanks Pete Davis

From: pdavisor@aol.com
Sent: Wednesday, December 08, 2010 9:32 AM
To: Trans System Accounts
Subject: we can't afford it.

Please take into consideration the huge expense of this project and how it will affect people in Lake Oswego who live on fixed incomes and can't afford the increase in local taxes for maintenance and other expenses that will be tied into this. Thank You. Peter Davis

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12-16-10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) peter davis

Affiliation (if any) _____

Address (required) 346 lakebay ct lake oswego or 97034

E-mail (optional) pdavisor2AOL.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am very concerned about cost. I am retired on a fixed income, as many people in Lake Oswego and am afraid these high cost projects are going to force us out of Lake Oswego. L.O. has a lot on it's plate right now and to add this huge cost onto everthing else does not make sense. It seems to make much more sense to think about the enhanced bus system that will accomplish the same thing at a much more affordable price and not drive long time residents on a fixed income out of Lake Oswego.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/3/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Tim Davis

Affiliation (if any) none

Address (required) 915 SE 35th Avenue, Portland, OR 97214

E-mail (optional) pdxfan@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Dear Metro,

This is Tim Davis, and although I do not live along the proposed Streetcar corridor between South Waterfront and Lake Oswego, I fully support the proposed line, with one caveat: it MUST include a parallel bicycle trail!

Although I don't ever ride the Streetcar myself, I support its existence and continued expansion for several reasons:

1. It spurs economic activity like no other form of transportation ever developed.
2. It dramatically improves the overall look of the areas along the line. NO bus line can EVER do this.
3. It runs on electricity, as opposed to buses.
4. The streetcars are now made right here in Portland! What more reason do we need?
5. Visitors love it! I love showing it off to everyone who visits; that is really the only time I ride it, because I can run faster than the Streetcar.
6. Did I mention the unbelievable economic development impact? Every major study proves this!!
7. They can fit in tight places and run quietly.
8. It would be a beautiful new amenity along the river that no other city in the entire country could ever have anything like.

Having said this, I have two major caveats:

1. This new Streetcar line MUST be FAST! The ones through downtown and the Pearl are so unbelievably slow and run so infrequently (every 15 minutes does not cut it) that it's pointless for me to ever take it. I do love seeing it, though; it has a wonderful "urbane" look, and people do seem inspired by its mere existence. Believe me, though, that this new line will fail if it doesn't average at least 15 mph, including all stops, between LO and SoWa.
2. I will completely withdraw my entire support of the line if it does not include a parallel bike path! We desperately need a good, paved, fairly wide bike path along the west side of the Willamette from downtown to Lake Oswego! Thousands of us could use it to get to work, friends' homes, or places for recreation. It's an incredibly crucial economic, health and quality of life issue. If I had to choose between a bike trail and a new streetcar line, unquestionably I would choose a bike trail.

Thank you so much for your consideration! --Tim Davis

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: Michael Dawson [spikeof65@gmail.com]
Sent: Tuesday, December 07, 2010 2:05 PM
To: Trans System Accounts
Subject: Comment on LO-PDX Trolley/Bus Improvement Project

This is embarrassing. No completion of the trolley + improved bus until 2017? All so a handful of wealthy NIMBYs living along the route can lobby against sanity? Pathetic.

One look at the disgusting, mega-wasteful stop-and-go line-up of one-occupant automobiles snaking into and out of Portland every weekday would be enough to put the trolley and bus improvement to the front of the "build now" line in any sane society or city. Peak Oil is not a joke.

People who purchase and keep houses along a major urban-suburban arterial know or should know what their situation is vis-à-vis potential new transportation projects. That is their problem, not the whole city's.

The trolley and bus improvements should be constructed as soon as possible. NIMBYs should move, if they don't like the new reality.

Sincerely,

Michael Dawson

5011 Foothills Rd Apt D

Lake Oswego, OR 97034

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date January 18, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* David Degner

Affiliation *(if any)* _____

Address *(required)* 11605 SW Riverwood Rd

E-mail *(optional)* Davidegner@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Dunthorpe/Riverdale is a close-knit community, albeit with a single public building; the grade school. The neighborhood is hilly, spread out and difficult for children to walk from one house to another. A notable exception to this is Riverwood Road, which is relatively flat and broad allowing children to play in the street. Riverwood Road is the site of the only occasion when almost all of the children in the neighborhood, and their parents, come together at one time to trick or treat on Halloween. In 2008 our house saw over 250 children on Oct. 31st., and as many parents. A train using any part of Riverwood Road will destroy the habitability, particularly for the children of the street and the community's use of this important area for community gathering. And, assuming the train stops along Riverwood, it could invite those who do not live there to park along the street using the street as a "park and ride." Even if a permit system was instituted that might mitigate the use of the street by commuters, it would put an extra burden on residents and visitors of residents.

Riverwood Road is used by children more than most streets in the Riverdale neighborhood for riding bicycles, walking dogs and just strolling. A train will necessarily create a safety hazard to those activities. Assuming there will be a station on Riverwood Road, it is inevitable there will be more people on the street. Increased traffic means an increase in uninvited visitors, some of whom may visit to see if there are opportunities to commit crimes such as burglary and theft. Currently the street is patrolled infrequently by the Multnomah Sheriff's Office, which will likely have to greatly increase their visits if the train is routed on Riverwood Road.

I have lived on Riverwood Road for 11 years now. I have used the 35 and 36 bus on numerous occasions when I have business in Portland. I have never been on a full or nearly full bus. I believe that a prediction that sometime in the future there may be sufficient traffic to justify regular train service between Portland and Lake Oswego is highly speculative. When, and if, there is sufficient use of the existing bus service so that it pays for itself, then I would consider increasing that service. Alternatively, if enhanced bus service is insufficient, a train could be routed along highway 43.

Thank you for considering my concerns in your planning.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: John DeMott [john_demott@comcast.net]
Sent: Monday, January 31, 2011 10:23 AM
To: Clifford Higgins
Subject: Comment on Lake Oswego-Portland Transit DEIS

I am a resident of Lake Oswego, and a long time, regular user of Highway 43 to Portland. None of the alternatives appear to offer any improvement in transportation options for me or my neighbors. The draft environmental impact statement appears to ignore a fundamental reality about traffic on Highway 43: that most of the users of the highway do not live within walking distance of Highway 43 and have very poor access to public transportation. For example, the TriMet website trip planner shows that the quickest trip from my house to downtown Portland (Fifth and Burnside) is 101 minutes, including 22 minutes of walking (all of it on streets without sidewalks) and 13 minutes of waiting. Typical driving time would be about 25-30 minutes.

If you expect to increase ridership on public transportation along the Highway 43 corridor, you have to make it possible for people to get to and from public transit in a reasonable time. Otherwise, you will continue to have the same situation as now--cars stuck in traffic and buses (or trolleys) with empty seats. More seats won't help and neither will faster buses or trolleys, if riders can't get to them conveniently.

For a lot less money, you could pave the rail line as a bike path and get some cars off the road without the ongoing costs and energy use of a trolley or bus.

If you're going to spend the money on enhanced public transportation, better bus service appears to at least offer the possibility of more flexibility to bring the bus to where the people are.

John DeMott
17801 Hillside Drive
Lake Oswego, OR 97034

From: TDJPDx@aol.com
Sent: Monday, January 24, 2011 5:08 PM
To: Trans System Accounts; email@lakeoswegoreview.com; www.ci.oswego.or.us@aol.com; mforbes@lakeoswegoreview.com
Subject: A letter to the Editor

I have lived in Lake Oswego for over 50 years..... and have been instrumental in working towards the welfare of this community.

Its been a long and tedious wait tor an alternative form of transportation for highway 43. **I Support the Streetcar.**

The streetcar is important because of its potential as an economic driver.

There are many reasons why a streetcar makes sense. More reasons, in fact, than we initially thought of when we bought the right--of- way more than 20 years ago.

I have and do commend Our City Fathers for having the optimistic visions for our City. Not just for the Streetcar, but for supporting many challenges for change in the past.

In the 70's it was the a new library, Kruse way corridor, downtown development, open space bonds. I remember when we had to fight for the swimming pool at the high school, the list goes on.

I know because I lived it and was involved. I also know how many Volunteer hours that have gone into and has already been given by caring people for the quality and future of this city. We always had and will always have challenges with citizens who have their own opinions. We must persevere..... You can't be afraid.

I'm 85 years old and have learned a lot about the people in this city. I've learned that **together with heart, brains,brawn and vision** this city can accomplish anything.

Dee Denton
Lake Oswego



Date 1/31/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Rosemary DiCandilo

Affiliation (if any) _____

Address (required) 1413 Greentree Circle, Lake Oswego, OR 97034

E-mail (optional) rdicandilo@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts Transportation Finance Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Date 1/31/11 As a commuter to Portland from Lake Oswego, I strongly support the Lake Oswego Streetcar project. Public transportation helps reduce greenhouse gases, reduces wear and tear on roads and would be a more enjoyable alternative than taking the bus. The community owes it to future generations to build an infrastructure that allows those living in these already built-out suburban hubs to get to downtown. This is an opportunity not to be missed with the LO streetcar. Thank you.

Sincerely,
Rosemary DiCandilo

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date Jan 27, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Ann DiLoreto

Affiliation (if any) _____

Address (required) 2830 NE 23rd Ave., Portland, OR 97212

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I would like to encourage the development of this transit line. I think it would be a boon to both Lake Oswego and Portland Downtown as it would encourage shopping trips in both directions. It is never going to get cheaper to do, so now seems the right time to add this line to the area's transportation system. I think it could also build more community connection between the two. It is apparent that the Metro area is not going to get less populated and as we grow denser, it makes sense to have these transportations systems in place.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: William Donnelly [wmdonnelly3@comcast.net]
Sent: Saturday, January 29, 2011 11:25 AM
To: Trans System Accounts
Subject: LO Streetcar Extinsion

My wife and I are both in favor of the streetcar extending down to Lake Oswego and possibly to West Linn.

Having been born in Los Angeles I have had the pleasure of traveling around the city and into Orange, San Bernardino counties as well. This was possible in fifties and sixties by using the Yellow street cars or the Red Car lines. The counties governments together with General Motors (bus manuf.), Firestone & Goodyear (tires) along with Standard Oil convinced the public that buses and more highways should be built. As this thinking began, all rail lines were removed. As a result today, Los Angeles, Venture, San Bernardino and Orange counties now have the largest gridlock (Freeways) in the world.

The future of transportation must rely on light rail, street cars and high speed rail as well. Please vote in favor of continued installation of rails lines and streetcars.

Yours truly,

William M. Donnelly

4245 Fruitwood Ct.

Lake Oswego, Or 97035

503-635-5887

From: Michael Dowd [office@dowdarchitecture.com]
Sent: Monday, January 31, 2011 11:45 PM
To: Trans System Accounts
Subject: lake oswego to portland transit project comment

I don't understand why the minimum operating segment was extended all the way to the Sellwood Bridge, instead of stopping at Willamette Park. Extending it adds hardly any ridership, but adds significantly to the costs, and to the negative impacts of it passing past my house and my neighborhood. There seems to be no advantage to going to the Sellwood Bridge unless it also goes over the Sellwood Bridge.

I doubt there will be many people walking across the Sellwood Bridge to use the streetcar. If they are coming to the streetcar via bus, there is no reason a bus route couldn't be revised to connect to a Willamette Park station. There is some commercially-zoned land between Willamette Park and the Sellwood Bridge that the extended route would reach, but the walking distance from those properties to a Sellwood Bridge-area streetcar stop would be no closer or not significantly closer to them than the Willamette Park stop.

Michael Dowd, AIA, President
Dowd Architecture Inc.
0753 SW Miles Street
Portland, Oregon 97219
(503) 282-7704
email: office@dowdarchitecture.com
website: www.dowdarchitecture.com

From: drury5@comcast.net
Sent: Monday, January 31, 2011 11:50 PM
To: Trans System Accounts
Subject: transit project

Hi,

I just wanted to send in my opinion that the LO to Portland rail project is not a good idea.

1. It will not get used by LO commuters going to work. It might get used by Portlanders who work in LO, but I don't imagine there are many people who fit this category. LO shoppers will use their cars when they want to shop in Portland. Portlanders like public transportation but have no interest in shopping in LO because their own shops are more hip and offer merchandise that Portlanders like. The rail will not get used.
2. Anyone who is inclined to use public transportation would probably benefit more from an improved bus system.
3. The project is way too expensive to build and to maintain. It will put LO in debt. There is no way it will pay for itself.
4. It will not bring business to LO. It will not turn LO into the next "Pearl" district. LO is a perfect place to raise families and to enjoy a quiet life. It never was nor should it be the hot hip place where young urbanites go to spend their money.
5. Frivolous building during times of economic crisis is foolish and selfish. Portlanders will see this rail as foolish and selfish and damaging to the environment. They will not respect it and will not use it.
6. Our fragile riverfront ecosystem needs to be preserved, not torn apart.
7. Providing protected land in the backyards of private homes will not in any way make up for the damage the riverfront development will do to the environment.
8. The LO schools are in crisis and need any help the city can give them.
9. It is unconscionable and embarrassing to spend hundreds of millions of dollars on a rail system that will be underutilized, will damage the environment, and will lose the respect of our neighbors in Portland at a time when our greatest asset - our schools - are in desperate need of more funding.
10. Let's spend the city's money on preserving and enhancing all that is already beautiful and excellent about LO. If LO becomes a shopping and business mecca instead of the safe, quiet, town with great schools that it now is - we will all lose.

Thank you for your consideration of citizen input.

respectfully, Donna Drury

From: Paul Duden [pduden@gmail.com]
Sent: Thursday, January 27, 2011 5:14 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project EIS

Dear People:

YES, IN MY BACKYARD!

As a 46 year resident of the Riverdale and Riverwood neighborhoods, I have followed the development of the proposed streetcar project, and carefully studied the Draft Environmental Impact Statement. I want to express my support and enthusiasm for the streetcar use of the existing right of way. I understand that some neighbors are wary of the project. My family lived on property on Riverwood Road adjacent to the existing tracks from 1966 to 1972, and since then has lived in the Riverdale area which encompasses both sides of the tracks. Respecting "safety" concerns: When freight trains were in regular use, rumbling through the neighborhood, neither their noise nor speed nor uninvited riders endangered or inconvenienced us in any way. Those "impacts" were simply part of life adjacent to the rail line right of way, which pre-dates most of the houses along its path. Indeed, many, many of my older neighbors lamented the loss of the Red Electric streetcar that formerly provided efficient, clean transportation to and from Portland, and often commented to me how much they preferred the streetcar over the bus service that replaced it. Growing up in Portland, I rode streetcars to school, to visit friends in Milwaukee on the Portland Traction Company interurban streetcar, and to downtown for entertainment. The loss of those streetcar services has long been regarded by me, and I expect by many others, as the greatest error in urban planning of the 1950's. The proposed streetcar is a wonderful antidote to that failure. It would be a shame not to take advantage of the existing right of way to hopefully alleviate the congestion on Highway 43. Added bus service not only is more costly to operate, including its environmental impact, and far worse than any impact from streetcar construction, operation or use. The "no change" alternative would seem to require no comment, except to point out that it ignores the use of an existing right of way in a heavily used transportation corridor by an environmentally friendly and efficient mode of transportation. I wholeheartedly endorse the streetcar proposal. Thank you for your consideration.

Sincerely yours,

Paul R. Duden
250 SW Carey Lane
Portland, Oregon 97219
pduden@gmail.com

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) JL Dunn

Affiliation (if any) _____

Address (required) 97219

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts Transportation Finance Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

In regards to expanding public transportation between Lake Oswego and Portland, I favor using Bus Rapid Transit. Following military service, I studied public transportation policy for two years, including fiscal planning and social-economic impact. I played a key role in organizing a community based transportation advocacy organization similar to the LA Bus Riders Union. I have studied libertarian think-tank analysis on transportation policy from Cascade Policy Institute and Cato, and conducted multiple surveys of the Portland citizens on transportation issues, in one survey I interviewed approximately 300 citizens.

BRT allows agile planning utilizing set infrastructure at an affordable price. This country will always have roads, we cannot move to a rail-only infrastructure, so we ought to maximize our public investment in a way that pays off twofold: lower construction costs to move the same amount of people, and concurrently improving the infrastructure that citizens utilize who are not using the bus service. Fixing pot holes and widening streets in the name of bus service will be more popular than spending over one million dollars per mile on a new transportation system. Explain at every opportunity that cars benefit from bus service, and you will have happy citizens, and you will have your re-election.

From a fiscal point of view, the required capital to start a new light rail system is laughable, regardless of public buy in. Economically, we are living in very uncertain times, and it's just as likely that this project will be as successful as the South Water Front, or any of Portland's overly ambitious projects. Because of this, we should not be making long term investments with an uncertain payout, or marginally higher gains. Bus services can be reallocated throughout the city in order to respond to the City's needs. Light rail was started in Portland 100 years ago, and took only 15 years to die. Learn from the past or be doomed to repeat it. Thank you.

From: ninthst Street [ninthst@hotmail.com]
Sent: Friday, January 07, 2011 8:38 PM
To: Trans System Accounts
Subject: Streetcar Alternatives Comment

To the Metro Council,

The Streetcar alternative offers opportunities that neither a Rapid Bus nor a no build option would provide. The Rapid Bus will use the same lanes as traffic does now on Hwy 43 over the hill and will be stuck in traffic. I can't see how a no build does anything but handicap future generations with poor transportation in a Metro area where most will have better options including Streetcars.

Lake Oswego has an aging population with many empty nesters living in homes that may not work well for some of them in their senior years. There are limited options available to relocate and right-size in Lake Oswego today. The future redevelopment of the Foothills area along with the Streetcar could offer some exciting possibilities for both young and old to live a more sustainable and healthy lifestyle in vibrant and very walk-able downtown Lake Oswego.

It is hard to imagine a better location for this to happen. You would have the Willamette River, Foothills Park, George Rogers Park, Sundeleaf Plaza, Millennium Park, the Lakewood Theater and a downtown with many fine shops, restaurants and grocery stores. There might be a new Library at 1st and B that would be connected with a grand walkway to the new urban Foothills Community. Ideally there would be connections by bike, foot, bus and Streetcar that would lessen the need to drive. This would benefit even those who do not live close by, re-vitalizing Lake Oswego and improving the quality of life.

By 2035 the metro area, including Lake Oswego, could see growth expansion equal to the entire population of Portland. We can make wise choices now to shape that growth or just sit back and see what happens. The Lake Oswego to Portland Streetcar will help shape our future growth with a more compact transit-friendly and walk-able community that could accommodate downsizers and newcomers alike.

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

From: Dane Eastlake [oxymoroni@yahoo.com]
Sent: Thursday, December 02, 2010 8:43 PM
To: Trans System Accounts
Subject: Lake Oswego Light Rail/Streetcar Proposal

I am a 17-year resident of Multnomah County and I strongly support the MAX system. However, I strongly oppose the proposed Lake Oswego light rail/street car project. The expansion of the mass transit system should cater to low- and middle-income people and the city of Portland, not the wealthy suburbs. Perhaps an East-West connector from St. Johns to Sandy/I-205 would be in order. Thanks and have a good day, Dane Eastlake

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Cameron Edwards

Affiliation (if any) _____

Address (required) 13372 Fielding Rd Lake Oswego, OR 97034

E-mail (optional) cameronedw@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I'm strictly opposed to this project. Below are eight reasons why it shouldn't happen!

1. The anticipated cost is \$450 million dollars. Seems like we wouldn't even need more reasons than that not to build six miles of track.
2. It is not anticipated to materially reduce traffic on Hwy 43. Metro's own study (which I assume is optimistic) shows that the Streetcar would reduce rush hour traffic by 100 cars in 2035. That's \$450 million to reduce 100 cars during the busiest hour of the day.
3. They would build commuter parking garages in downtown LO which would make traffic worse there.
4. The Streetcar is not fast. The most likely route would go into the street on Macadam through John's landing which means it would move no faster than traffic.
5. It goes to the wrong place downtown. It goes up by PSU instead of the to bus mall where people who use public transit make connections.
6. It doesn't go to West Linn, so anyone commuting from West Linn will have to transfer and their commute will be longer than it is now.
7. If the price of gas goes up dramatically as many people are predicting, that alone will force many people out of their cars and into buses which will lessen traffic.
8. There is not much developable land, except Foothills, between John's Landing and Oregon City. Where are all of the people coming from that need this expensive project?

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Barbara Eidson

Affiliation (if any)

Address (required)

14825 Rainbow Dr. Lake Oswego, OR 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I would not use the streetcar to go to Portland. It is inconvenient from the west side of L.O. which has great auto access even during commute hours.

The cost is outrageous and cannot be justified by the small increase in ridership + smaller decrease in auto traffic on 43 (hiway). Lake Oswego is already built out + the population increase won't be enough to pay for this boondoggle.

I'm from Wisconsin + have paid close attention to their controversy with transit from Madison to Milwaukee.

Hopefully, this idea of transit on 43 to Portland will be abandoned as a "bottomless pit" of our dollars which the citizens of L.O. cannot afford now or ever.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Eric Einspruch [einsprch@teleport.com]
Sent: Monday, January 03, 2011 11:05 PM
To: Trans System Accounts
Subject: Lake Oswego Transit Project

To Whom It May Concern:

Regarding the Lake Oswego to Portland Transit Project, I prefer the streetcar alternative. My next preference would be the enhanced bus service. The no-build option is not viable in my opinion.

I have been commuting to work (first from Aloha to downtown Portland by bus and then Max, then from Beaverton to downtown Portland by Max, and now from Lake Oswego to downtown Portland by bus) for almost 20 years. Please continue your work to support ongoing improvement of mass transit in our region.

I also commute by bicycle during the summer, and would appreciate your efforts to support bicycling as a safe and workable transit option.

Thank you,

Eric Einspruch

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-18-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Colleen (Labbee) Elings

Affiliation (if any) Oswego Pointe Condominium owner

Address (required) 10460 SW 141st Ave, Beaverton, OR 97008

E-mail (optional) colleen801@msn.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am in support of the streetcar for the Lake Oswego to Portland corridor. This is a public use, right-of-way that is long overdue to be used by the community. The congestion on Hwy 43 will continue to get worse and we must take action. Let's use the existing railway that the trolley currently runs on for its intended purpose.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

My name is Elizabeth English and I am a member of the Citizen Advisory Committee. I have had plenty of opportunity to study and comment upon the flaws in the proposed streetcar alignment as it appears in the DEIS. Though I live in Portland, I feel very much a part of the Lake Oswego community. All four of my children have participated in LO club sports. I have a daughter enrolled at LO high school. I go to LO to do our family grocery shopping and banking, and I am a frequent customer of LO shops and restaurants.

I beseech you to look beyond your role on the LO streetcar project and think about what is best for the region's transportation and transit systems. I urge you to be honest with the Federal Transit Administration and tell them that an effort to finance, build and open an expensive project like the LO streetcar by 2015 or 2016 would be damaging to the region's transit priorities, risky to the region's transit finances and not sustainable.

I say this for two reasons. First, because of the robust critique of the current financial weakness of TRIMET, which has failed to meet its obligations for the existing transit system, including the enormous unfunded liabilities on its balance sheets. I am impressed with the work of John Charles of The Cascade Policy Institute on this issue, and hope that you will seriously review the points he has made and the data he has collected pertinent to this issue.

Second, please consider the ambitious transit agenda, so important to our region's smart growth, consisting of: the Portland to Milwaukie light rail, a transit friendly Columbia River Crossing, creation of a streetcar circulator around the downtown core of Portland and the restoration of bus service to communities that are truly transit dependent. Lake Oswego is not a transit dependent community!

The Portland/LO Transit Project finds us in the middle of this debate because it is crystal clear from Section 5 of the DEIS, regarding finances, that we cannot construct, finance and operate a \$458 million streetcar project to open by 2015 or 2016 without diverting federal, state or local funds. Doing so would seriously jeopardize and undermine Portland's other vital transit goals.

So I ask you to look beyond this project and make the smartest, most honest decision for the region's transit future, by deciding to delay decisions about a locally preferred alternative until a time when we can tell the Federal Transit Administration and the people of our local communities that we can afford it and sustain it. Thank you.

From: Bob Ervin [bobandmignon@comcast.net]
Sent: Thursday, December 09, 2010 10:08 AM
To: Trans System Accounts
Subject: LO Transit

I prefer the enhanced bus option -- point to point with higher frequency to a hub or hubs with further stops from these hubs to airport, major attractions, different outlying neighborhood hubs. I would also like to see better gathering systems in LO with smaller inter-neighborhood buses enabling seniors better access due to the hilly terrain getting to and from main arterial bus stops. The key is ridership increases which will not come unless you go and get the riders and make it easier for them to take mass transit to do what they do today in their cars. Light rail is too expensive and will not result in the ridership needed to pay for it. The enhanced bus option has a lower economic downside if it does not work.

From: mwevespc@gmail.com on behalf of Mark W. Eves [mwevespc@aol.com]
Sent: Thursday, January 27, 2011 3:37 PM
To: Trans System Accounts
Subject: proposed Transit Project

Dear Lake Oswego To Portland Transit Project:

I am a resident of Lake Oswego. I have lived at 237 North Shore Road, Lake Oswego, for the past approximately 25 years. I am very concerned about the fundamental changes which the Lake Oswego To Portland Transit Project will make to our community.

Approximately 25 years ago, I purchased my home. It is approximately 1 ½ blocks from State Street in Lake Oswego. For those of us who live in Lake Oswego, State Street is Main Street. It is the center of our business district in our small town. People in our community walk and drive to Main Street to obtain numerous goods and services. The movie theater is on Main Street. The bicycle shop is on Main Street. Numerous restaurants are on Main Street. The grocery, hardware stores, and the dry cleaners are on Main Street. The community has invested a great deal of money building Millennium Park on Main Street. State Street/Main Street is the center of our community.

Over the years, there have been numerous transit projects which connected cities to each other. In every instance, care has been taken not to destroy Main Street. Main Street of every community has intentionally been preserved in order to maintain the sense of community in each city and town. All of the interstate highways in our metropolitan area were constructed at locations which did not destroy Main Street. The proposed construction of a high rise park and ride garage on Lake Oswego's Main Street, and the massive additional traffic which it will attract, will destroy our Main Street. It also will conflict with well established transit priorities of not harming established communities.

Officials from Metro and TriMet have presented studies which suggest that the "demand" for commuter traffic requires that we build a high rise park and ride garage along Main Street and a commuter rail facility running to Lake Oswego. In my opinion, the term "demand" has been confused with the concept of "supply." If we convert Main Street Lake Oswego into a major commuter artery, we will enhance "supply." The "demand" to use that commuter artery will respond to "supply." This will substantially increase the amount of traffic on Highway 43 (Main Street). In effect, you will have created artificial "demand." If we keep Main Street as it is in the Lake Oswego area, the demand to use it will not materially increase. Traffic will seek corridors which are more appropriate.

I listened to the testimony about the proposed project at the Lakewood Center on January 24, 2010. Testimony was offered by members of the Johns Landing, Lake Oswego, Dunthorpe, and West Linn communities. I was impressed by statements made by persons from Johns Landing. They suggested that using Highway 43 as a main commuting artery through Lake Oswego would result in Lake Oswego becoming like Johns Landing. Those of us who reside in Lake Oswego do not want it to become another Johns Landing. We would like to keep our Main Street safe and hospitable to residents and businesses of the community. We do not want to encourage thousands of commuters to be travelling through Main Street and parking in a high rise parking garage. Interestingly, if it had been proposed that a high rise park and ride commuter garage be constructed in Johns Landing, we are certain that there would have been violent opposition.

Please allow the residents of Lake Oswego to keep our small city separate and distinct. We already have I-5 as a major commuter artery on our western boundary. Please leave our Main Street alone.

Sincerely,

Mark W. Eves

Mark W. Eves, PC
3236 SW Kelly Ave., Ste. 200
Portland, OR 97239-4679
503.227.6226
Fax 503.227.4971
mwevespc@aol.com

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From: Abraham Fagolavitz [abraham.fagolavitz@yahoo.com]
Sent: Thursday, February 03, 2011 3:56 PM
To: Trans System Accounts
Subject: Comment on Lake Oswego to Portland Transit Project

Streetcar ROCKS!



Date 1/3/2011

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) ROBERT FALLOU

Affiliation (if any) _____

Address (required) 2916 BULLOCKS WAY, WEST LINN OR 97138

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

STREETCAR COULD BE A MAJOR ECONOMIC
BENEFIT TO WL JOBS & ECONOMIC DEV.
IT IS A POSITIVE HELP FOR FUTURE COMMUTING
TO PORTLAND. AT MINIMUM IT SHOULD
COME TO MANLYWOOD & A PARK & RIDE THERE.

ECONOMIC DEV. IN ROBINWOOD & NEAR
SHOPPING CENTER NEAR ALONG WILLAMETTE
RAILS BDDO WOULD BE GREAT.

IT IS VERY IMPORTANT THAT STREETCAR
ORTR BUILT AT THIS TIME TO LAKE OSWEGO -
IF NOT WL LINN HAS NO CHANCE FOR THE
FUTURE SERVICE.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Franni Bertolino Farrell [frannib@gmail.com]
Sent: Saturday, December 04, 2010 3:49 PM
To: Trans System Accounts
Subject: Fwd: I wholeheartedly support the PDX to LO Streetcar

Just in case, I'm forwarding my comment to this new address, too. My position has not changed.

I repeat: Good luck!

Franni

----- Forwarded message -----

From: Franni Bertolino Farrell <frannib@gmail.com>

Date: Thu, Sep 23, 2010 at 11:13 AM

Subject: I wholeheartedly support the PDX to LO Streetcar

To: mayor@ci.oswego.or.us

Cc: rchristie@ci.oswego.or.us, johnsomo@trimet.org, runnionk@trimet.org, cityinfo@ci.portland.or.us, Samadams@ci.portland.or.us, bcc@co.clackamas.or.us, lynnpet@co.clackamas.or.us, mult.chair@co.multnomah.or.us, metro council.systemaccount@oregonmetro.gov, david.bragdon@oregonmetro.gov, carlotta.collette@oregonmetro.gov, jason.a.tell@odot.state.or.us, elliempeak@comcast.net, jkovash@westlinnoregon.gov, sburgess@westlinnoregon.gov, jcarson@westlinnoregon.gov, tcummings@westlinnoregon.gov, jmattis@westlinnoregon.gov, amycle@co.clackamas.or.us, stevenlou@co.clackamas.or.us, powell@ci.oswego.or.us, Richard.benner@oregonmetro.gov, councildistribution@ci.oswego.or.us, molson@ci.oswego.or.us, btierney@ci.oswego.or.us, rhenagin@ci.oswego.or.us, dvizzini@ci.oswego.or.us, djordan@ci.oswego.or.us, amanda@ci.portland.or.us, Nick@ci.portland.or.us, dan@ci.portland.or.us, randy@ci.portland.or.us, baustin@co.clackamas.or.us, alininger@co.clackamas.or.us, clehan@co.clackamas.or.us, jbernard@co.clackamas.or.us, barbarasmo@co.clackamas.or.us, ccichair@yahoo.com, district1@co.multnomah.or.us, district2@co.multnomah.or.us, district3@co.multnomah.or.us, district4@co.multnomah.or.us, rod.park@oregonmetro.gov, Carl.hosticka@oregonmetro.gov, Kathryn.harrington@oregonmetro.gov, rex.burkholder@oregonmetro.gov, robert.liberty@oregonmetro.gov, ina.zucker@oregonmetro.gov, Karen.Withrow@oregonmetro.gov, Jenn.Tuerk@oregonmetro.gov, Clifford.Higgins@oregonmetro.gov, kristin.hull@ch2m.com, jerryw@lake-oswego.com, sen.richarddevlin@state.or.us, rep.chrisgarrett@state.or.us, mike.reiley@state.or.us, Isaiah.Akin@wyden.senate.gov, john.Valley@merkley.senate.gov, nils.tillstrom@mail.house.gov, Lauren.Flynn@mail.house.gov, Christa.shively@mail.house.gov, Allison.Dane@mail.house.gov, alison.craig@mail.house.gov, khansen@westlinntidings.com, bmonihan@lakeoswegoreview.com, info@jobsfororegonians.com, info@joinscott.com, mike@johnkitzhaber.com, jweinstein@chrisdudley.com, senricharddevlin@state.or.us, marykremer@me.com, info@votetomhughes.com, bob@bobstacey.com, nancybignell@comcast.net, joy_strull2002@yahoo.com, chris@ckrlaw-proptax.com, jem@manzli.com, mary.bosch@msn.com, turnock.mary@yahoo.com, heidi@littlerfamily.com, rpross@comcast.net, iquintero@magellanproperties.net, mariameneghin@yahoo.com, glenmorrie@aol.com, milesinor@comcast.net, jonathansnell@comcast.net, dawnybb@mac.com, rereamer@comcast.net, pklaebe@comcast.net, randall.duncan@harrang.com, uchida.cheryl@gmail.com, bankersinvest@comcast.net, bobandmignon@comcast.net, hprussell@comcast.net, buzz@silerstudios.com, elsa@mountainparkhoa.com, jwhoa@johnswoods.com, sallyvisher@hotmail.com, g.meadors@verizon.net

Dear people,

I'm in favor of public transportation, in theory and in practice (I ride the 35 *or* 36 to get to work at 2nd and Pine, whichever rolls up first).

Our little house is betw 43 and the river, adjacent to the Willamette Shore Line tracks (which are still right where they were when I bought the property 20 years ago).

Don't forget the planned stop @ ~ Briarwood and Fielding! and don't forget pedestrians and bicylists.

Thank you, and GOOD LUCK! I'd like to see the colorful cars whirring by in my lifetime . . .

Franni

On Thu, Sep 23, 2010 at 10:40 AM, Charles Ormsby <sentinelskip@gmail.com> wrote at length . . . :



Date 12/16/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Sharon Fekety

Affiliation (if any) SW Trails

Address (required) 5858 SW Riveridge Ln.

E-mail (optional) fekety@bevanet.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other Trail

Comment (use back or attach additional sheets if necessary)

Enhanced bus would be cheaper. Then there would be room for a trail which would let thousands commute by bike & therefore not drive.

If streetcar is selected, a trail should still be built. In the Johns Landing area, the streetcar should be either in-street (Mazodam) or additional lane to encourage development & redevelopment in the Johns Landing area. The Willamette Shoreline route will not serve this purpose, and it's too far from the commercial area and should be reserved for the trail.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
 Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: george feldman [feldmange@hotmail.com]
Sent: Tuesday, December 28, 2010 2:56 PM
To: Trans System Accounts
Subject: comments

I live in the Dunthorpe area and I strongly favor the streetcar option for your project. I will not be able to attend the meeting in latter January. I should say also that the streetcars will hopefully have a bit more speed than the current trolley (and indeed ideally should be able to go about the same speed as cars). This will ensure excellent usage. The streetcars in downtown Portland obviously are slow due to many traffic lights. This should not be an issue for the trip from LO at least to the S. Waterfront area. Is it absolutely necessary that the streetcar leave the current Willamette shore line route and travel on Macadam? I would hope not and that it could be kept along the current trolley tracks.

I do feel that a multiuse path (hiking, jogging, bikes) from LO to the Sellwood Bridge area (hopefully a bit north of the bridge to link up with the path in Willamette Park) is a critical feature of the plan.

Thanks for including my comments.

George Feldman
e mail address: feldmange @hotmail.com
11230 SW Collina Ave.
pdx. 97219

phone 503 635 4799

"Every time I see an adult on a bicycle, I no longer despair for the future of the human race." H. G. Wells

"What difference to the dead, the orphans, and the homeless, whether the mad destruction is wrought under the name of totalitarianism or the holy name of liberty or democracy."
Mahatma Gandhi

"When the facts change, I change my mind. What do you do, sir?" John Maynard Keynes

"Hold fast to dreams, for if dreams die, life is a broken-winged bird, that cannot fly." Langston Hughes

From: Virginia Feldman [feldmanvi@hotmail.com]
Sent: Wednesday, December 29, 2010 9:17 PM
To: Trans System Accounts
Subject: Lake Oswego project

Dear sirs:

I live in the Riverdale area and am very pleased about a streetcar from Lake Oswego -downtown.

Some comments:

- #1. I think it a waste of money, delay the trip downtown, and not make best use of existing tracks to have the streetcar. go up to John's Landing, an appropriately little-used shopping mall of luxury shops that don't deserve and won't attract more customers with more public transportation.
2. I hope you will make it a fast car, unlike the Portland trolley downtown, for which I can walk it much faster, and I'm handicapped! So I rarely take it.
3. Please include the bike/walk corridor along that route as well, as this is an additional energy saver for people.
4. Can we speed this process up. I'd like to be able to use it in my lifetime!.
5. For those of us who can't negotiate hills so well --to be able to walk to the stops, it'd be really great to have some park-and-ride at the terminals, or at at least some of the stops.

thanks,
ginny feldman
11230 sw collina ave.
portland, or 97219 7835

From: Metro Council
Sent: Tuesday, January 18, 2011 8:37 AM
To: Trans System Accounts
Subject: FW: Opposition to streetcar extension to Lake Oswego

From: Andrew Ferguson [<mailto:agferg@comcast.net>]
Sent: Wednesday, January 12, 2011 12:27 PM
To: bcc@co.clackamas.or.us; Metro Council; councildistribution@ci.oswego.or.us
Subject: Opposition to streetcar extension to Lake Oswego

Dear public officials,

Please accept this email as testament to my strong opposition to the proposed street car extension to Lake Oswego. I do not believe it is in my best interest or the best interest of the city of Lake Oswego and the vast majority of its citizens. I believe it is a short sighted attempt to fix a long term problem and will fail while consuming nearly half a billion dollars that should be better spent elsewhere.

Please feel free to contact me if you'd like a more complete explanation as to the myriad of reasons I strongly oppose this project.

Sincerely yours,

Andrew G. Ferguson
Lifelong resident of Lake Oswego

January 24, 2011

[I am a fifth generation Oregonian and a second generation Lake Oswegan. I love Oregon and Lake Oswego. I have walked or ridden my bike on virtually every street in this city. I have never come out in opposition of our city and Metro leaders and in fact have personally supported many of those here tonight.]

Tonight I stand in **STRONG** opposition to the planned rail extension into Lake Oswego and the related further development of the Foothills area for the following reasons:

First, it will unquestionably increase automobile traffic in the core of Lake Oswego (defined by the intersections of A Avenue and State Street). Every car that fills the proposed parking structure will be coming from somewhere else and those coming from the north and west will require a light inducing, traffic crossing left turn. More cars, more light changes, more stop and go traffic. Since I live in the south part of the city, and all three ingress / egress choices bottle neck to one lane, this will dramatically impinge upon the quality of my life here in Lake Oswego.

Second, the rail extension will induce non-residential retail and high density residential expansion of the Foothills area. This will again lead to more congestion, more people, more cars, more traffic, and more frustration. Lake Oswego is and should remain a bedroom community. We already have all of the vendors and support retail we need. Increased retail activity and density will push the core of Lake Oswego more toward a Bridgeport area or a Beaverton style city. I am strongly opposed to this.

While I understand Metro's goal is much broader than the minutia of an individual's personal experience, and that Metro is trying to make changes to facilitate a bigger picture, their efforts in this case are strongly opposed to my best interests and I believe the best interests of most citizens of Lake Oswego.

I am shocked, saddened, and disappointed that any of our city leaders support these two initiatives. The **ONLY** way I would support the street car would be if there was a guaranteed moratorium on increased retail and residential density in the core of Lake Oswego. This is **NOT** where Metro should be looking for population expansion.

I strongly urge those on the city council who are still supporting this proposal to change your opinion.

[Sincerely,

Andrew Ferguson]

From: Andrew Ferguson [agferg@comcast.net]
Sent: Monday, January 31, 2011 10:43 AM
To: Trans System Accounts
Subject: FW: Opposition to streetcar extension to Lake Oswego

FYI for the Metro record:

From: Andrew Ferguson [<mailto:agferg@comcast.net>]
Sent: Monday, January 31, 2011 8:14 AM
To: 'councildistribution@ci.oswego.or.us'
Subject: Opposition to streetcar extension to Lake Oswego

Hi Jack,

Thanks for your reply and sorry for the delay in my response.

It seems rather evident that opinions on this matter are very strong one way or the other. I was actually middle of the road to indifferent until I started doing more research and until the DEIS came out. I was shocked that the obviously biased (in my opinion) report still showed such a moderate effect on traffic. Subsequent to my research and conclusion, I've noted that the Cascade Policy Institute came out with a report that aligns with my perspective. Have you read that report? I'm assuming they are unbiased and so it was good to see I am not alone in my logical concerns and perspectives.

I clearly do not and will not support the expansion of the retail or population base in foothills – which I believe the streetcar will promote. If you could guarantee a moratorium on the density and growth of Foothills, I might reconsider my position. While I certainly understand Metro's motivations entirely (after all their goal is higher density and mass transportation) I stand in shock that some of my city's leaders do not oppose this development which I believe will be detrimental to the core of Lake Oswego.

As you know, Foothills has only one point of ingress / egress and it happens to be south of the core of the downtown (as defined by A Avenue and State Street). My drive from Cherry Circle at 8:00 AM to 6th and A Avenue already takes me a minimum of ten minutes and often 15 or more. That is on the verge of being unacceptable. There is simply no way that a streetcar and further development of the Foothills area will do anything other than worsen the traffic situation for me. If you do not understand why this is a fact (guaranteed MORE traffic south of the Foothills entrance) I'll be happy to explain the logic and show you on a map.

I have lived in Lake Oswego all my life. I'm a moderate when it comes to central planning. I've never openly voiced my opinion against anything in Lake Oswego. But this plan will turn the core of Lake Oswego into Lake Beaverton / Bridgeport and I don't want either of those. If I lived north of the lake and west of Iron Mountain, it wouldn't negatively affect me. I don't and it does.

If there is the slightest chance your opinion could be swayed, then I would be happy to get together at your earliest convenience. Otherwise, I will continue to stand in opposition of the street car and the tangential development of retail and residential in Foothills.

All my best,

Andrew Ferguson

From: Hoffman, Jack [<mailto:jhoffman@ci.oswego.or.us>]
Sent: Friday, January 14, 2011 9:39 AM
To: Andrew Ferguson
Subject: RE: Opposition to streetcar extension to Lake Oswego

Andrew;
I would be happy to sit down with you, have a cup of coffee, and listen to yo
Feel free to call me at 503 3065324

Jack Hoffman
Mayor of Lake Oswego

From: Andrew Ferguson [agferg@comcast.net]
Sent: Wednesday, January 12, 2011 12:27 PM
To: bcc@co.clackamas.or.us; metro council@oregonmetro.gov; Council Distribution
Subject: Opposition to streetcar extension to Lake Oswego

Dear public officials,

Please accept this email as testament to my strong opposition to the proposed street car extension to Lake Oswego. I do not believe it is in my best interest or the best interest of the city of Lake Oswego and the vast majority of its citizens. I believe it is a short sighted attempt to fix a long term problem and will fail while consuming nearly half a billion dollars that should be better spent elsewhere.

Please feel free to contact me if you'd like a more complete explanation as to the myriad of reasons I strongly oppose this project.

Sincerely yours,

Andrew G. Ferguson
Lifelong resident of Lake Oswego

PUBLIC RECORDS LAW DISCLOSURE
This e-mail is a public record of the City of Lake Oswego and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.



Date 12/16/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) JAMES FIEZO
Affiliation (if any) Riverwood Home Owner
Address (required) 11801 SW Riverwood Road, Portland
E-mail (optional) fieldriverinc@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Will transit police ride on each trolley
during the ~~prod~~ entire transit day?
What is max response time to stations
if police are called?

Parking
Where would commuters park to use the
Riverwood station? How will this be
regulated? There is no discussion on
impact statement? How many cars will
be allowed to park for station.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: fieldmoore@aol.com
Sent: Monday, January 31, 2011 1:56 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project-Public Comment

Thank you for giving me the opportunity to be involved in the development of the planning of transportation alternatives in the Lake Oswego to Portland corridor. I have followed the discussion attended the numerous meetings and provide input to the process at the required input deadlines. I have been a resident of Lake Oswego and unincorporated Portland for 16 years and have used the Hwy 43 corridor for most of that time for my business commute.

Having reviewed the material presented and the projections published, I have concluded that the project partners should support the Enhanced Bus for the corridor. As Tri Met, Metro and the transportation experts presented many times the cost to support this enhanced bus service would be \$400 million less than the current estimates for the street car. Enhanced bus is supported by the current infrastructure and would offer a flexibility that would not exist with the street car. Enhanced bus service would offer more flexibility to support the development of Lake Oswego "Foothills Project" by allowing adjustment of volume and frequency to meet the build out. The enhanced bus service would support the expanding West Linn/Stafford growth which would not be addressed by the street car. Enhanced bus supports the goal of reducing the reducing carbon emissions while having no effect on the water front on the flood plain where the street car will be constructed. Enhanced bus would reduce the financial burden on the Metro transit's operating cost and unfunded liabilities.

Enhanced bus service would reduce the concern and the challenges with the close proximity the street car route has to the residential communities. The street car will cross in front several single family and many multifamily dwellings. There would be no disruption of property with enhanced bus. The safety concerns would be reduced with enhanced bus.

Selecting the enhanced bus can free up and prioritize federal dollars for other light rail and transportation projects in the Portland metro area where critical density and demographics would yield a much valuable return on the dollars invested. This can be seen in the major pinch point on the Hwy 43 corridor, the Sellwood Bridge interchange. I have found during commute times the impact that the traffic coming from the SE Portland neighborhood has the most dramatic impact on the corridor. Having light rail that supports that pinch point would be much better than the impact of the street car in the Shoreline right of way and Lake Oswego/West Linn corridor. Tri Met would be better served to concentrate on this area versus the more lightly used Hwy 43 corridor.

As we have seen with the WES Commuter Rail, Tri Met currently spends \$20 per boarding. Volume projection will reach only 1,600 riders per day by 2020. Tri Met currently pays \$50 per train mile. The street car has more in common with Wes than Max or other rail alternatives. Again Enhanced Bus offers more flexibility at a cost/value that cannot be matched by rail service.

You have looked extensively at the transportation alternatives on the corridor. Now is the time to make the right choice for the neighborhoods, commuters and for the taxpayers. Select the alternative that gives the citizens the mass transit that they use at the costs that are compelling. Select the Enhanced Bus service as the viable solution to the Hwy 43 corridor.

Sincerely

James Field

11801 SW Riverwood Road
Portland, OR 97219

From: fieldmoore@aol.com
Sent: Monday, January 31, 2011 1:24 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project Comment

I am writing as a former citizen of Lake Oswego and current resident of SW Portland for the past 16 years. I am able to observe daily the traffic patterns that exist on Highway 43. It is my opinion that Enhanced Bus service would be the best option in this transit area. The most important element of this decision is cost and demographic ridership. The investment in Enhanced bus service makes sense for the community based on the increased population in 2017. Currently there is no existing problem with the existing service. Ridership is not heavy at commuting periods. It is not realistic to believe that an investment of 450 million dollars will increase ridership to a community that demographically does not need to rely on public transportation. Federal dollars should be allocated to demographics that do not have access to automobiles and need transportation to get to many parts of the city. I regularly view traffic lined up daily going south on Hwy 43 to go over the Sellwood Bridge. If an investment in Streetcar is being considered it should be used for a transit corridor that is in need. Enhanced bus for the transit area south of the Sellwood Bridge is the correct mode for the citizens of Lake Oswego. There are far more negatives to a Streetcar and unanswered questions regarding cost and ridership than the development of an existing mode of transportation that is working and will continue to work for the demographics of the Riverdale and Lake Oswego neighborhoods. The following bullet points summarize the support of Enhanced Bus and do not support a fiscally irresponsible investment in Streetcar service to Lake Oswego.

- * \$450 to construct a Streetcar and \$1.25 million to operate vs \$51 million to develop and \$2.79 million to operate annually
- * Streetcar approximately \$407 million more than Enhanced Bus investment
- * Streetcar estimated to be 7 to 9 times the cost of Enhanced bus service
- * Current ridership of 3200 to 3400 daily does not justify the expense of the Streetcar
- * Taxpayers would be paying far more for the Streetcar alternative
- * Oregon State unemployment over 10% over the past 14 months who can afford more taxes for a frivolous project?
- * Future Development of Foothills Park could never increase enough new residents to justify a \$450 million investment in Streetcar
- * Traffic congestion in downtown Lake Oswego will increase during commuting times as a result of parking garage access

In summary the Streetcar development is a project that is not fiscally responsible nor needed for the planned area. It is not wise to use Federal dollars to allow people who have alternative modes of transportation that are currently working an additional luxury at taxpayers expense.

I strongly support Enhanced Bus

Jennifer Field

From: Gregg Fildes [greggf@teleport.com]
Sent: Saturday, January 29, 2011 11:01 AM
To: Trans System Accounts
Subject: Support for Portland-Lake Oswego Streetcar option

I am writing to express support for the streetcar option to connect Portland and Lake Oswego. My wife and I urge this choice as the best long-term alternative. Development is shaped by transportation. The streetcar will provide both improved access and options for growth.

Sincerely,

Gregg and Linda Fildes
17553 Schalit Way
Lake Oswego OR 97035

WHY I SUPPORT THE STREET CAR OPTION

By Doug Fish

It seems to me that opponents of the Lake Oswego-to-Portland streetcar fall into three camps:

1. The "not-in-my-backyard" Dunthorpers
2. The "don't-give-government-any-money-for-anything" folks
3. The "I-don't-want-Lake Oswego-to-change...ever" people

First of all, for those of us who live along the tracks, (my house adjoins the tracks in the Dunthorpe/Birds Hills Neighborhood) when you buy a house next to a [public right of way, you should accept the fact that you don't control that adjacent land . . . the public does. And if what's good for the public doesn't fit the plans for your backyard bar-b-cue, you have only yourself to blame.

Secondly, I'll be the first to admit that government isn't the most efficient machine ever invented and they don't always make the right decisions. However, the cost to Lake Oswego has been estimated at less than \$20 million. It's a bargain at twice the price and it won't come from our general fund! For the cost of a couple lakefront homes we can have a \$450 million economic powerhouse that will pay dividends well into the *22nd Century*.

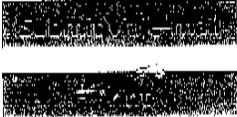
Finally, I believe some of those in the opposing camp are being very short sighted. The DEIS study refers to the year 2035 for the analysis of future traffic and development. But let's be realistic, this streetcar will still be running in *100 years*. And whether you like it or not, things are going to change dramatically by 2110. Our children may not be around but we owe it to our children's grandchildren to do the right thing.

The long-range benefits are just too immense to ignore for this once-in-a-lifetime opportunity. Affordable, high-density housing for young families in an under-utilized area of town, a vibrant downtown, an increased tax base to pay for our investment, more kids to help keep our schools healthy and a big exclamation point to the statement that "Lake Oswego is Oregon's most successful, exciting and progressive community."

DON'T KID YOURSELVES, IF WE DON'T DO THIS NOW, IT WILL NEVER HAPPEN. Federal dollars will become harder to find and it doesn't make sense to maintain the right of way if we aren't going to use it.

To bring small-scale, non-polluting, quiet mass transit and its ensuing socio-economic benefits to our community for just **3-4 cents on the dollar** is a no brainer for Lake Oswego. Don't let the NIMBY's with their own agenda or those who are short sighted keep us from making the right decision for our future.

Doug Fish is a board member of the Lake Oswego Chamber and lives in the Dunthorpe/Birdshill neighborhood.



Date January 20, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Lisa Fisher

Affiliation (if any) _____

Address (required) 11745 SW Riverwood Road Portland, Oregon 97219

E-mail (optional) lisa.fisherpc@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I would like to go on the public record as a citizen opposed to the proposed Lake Oswego to Portland Transit Project for the following reasons:

I do not believe the dollars earmarked for this project, currently estimated at \$450 Million and increasing is in the best interest of Oregon taxpayers. It benefits only a small percentage of the states population, yet incumbers us all. With the current state of the Sellwood Bridge, the already approved \$1.5 Billion light rail mega project to extend to Milwaukie and the construction of the new Willamette River Bridge, it is my opinion the LO street car extension is not a transportation priority I support. Also given the proposed LO school closures, the City of Lake Oswego and its council should be concerned about maintaining quality education in this community not putting valuable resource to extending the light rail.

I am in favor of enhanced bus service along Hwy 43, it has been my experience that Hwy 43 moves, often at 60 MPH, it is not until you hit the stop lights in Lake Oswego that a back up is created. The City needs to look at the timing of the stop lights along State street through LO during peak hours and make sure they are sychronized for maximum flow through Lake Oswego and on to West Linn and Stafford.

I fail to see how the extension of the street car will mitigate traffic congestion at the proposed park and ride at the Alberston's and further south along 43 and beyond.

I am also opposed to the development of a high density high rise development in the Foothills neighborhood, this is the wrong project for this bedroom community, there is still vacancy and foreclosures issues in South Waterfront, I would not support Investement in a project of this scope and size under these economic conditions.

The Willamette Shoreline isn't going anywhere, perhaps down the road this project makes sense, but it is the wrong project at the wrong time. I ask that Metro, Tri Met, and The City of Lake Oswego look at their collective priorities and make the right decision for the citizens and tax payers.

NO STREETCAR EXTENSION

ENHANCED BUS SERVICE

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: smcflani@aol.com
Sent: Tuesday, December 07, 2010 2:45 PM
To: Trans System Accounts
Subject: Transit Project - BIKE/ PEDESTRIAN PATH PLEASE LINK TO PDX WATERFRONT TRAIL SYSTEM

With all the cost comparisons and arguments bus corridor vs light rail lets not forget the humble biker and pedestrian.

What we REALLY need along this corridor is a SAFE BIKE/ PEDESTRIAN PATH.

I live on Breyman Ave. across from Riverdale Grade School and we would like to be able to SAFELY bike to the PDX waterfront and beyond. Biking is huge in Portland and Lake Oswego. At present, Portland has miles of fabulous bike trails and as a mode of transportation it is becoming more and more popular and feasible. Good exercise and good sense. We MUST link the Dunthorpe neighborhood to the outside world with a safe bike - pedestrian path. At present there is no good route to join up with the waterfront trail. The shoulder on hwy 43 is dangerous, traffic moves at very high speeds here. Especially on some blind corners its really dangerous. I vote for RAILS TO TRAILS and keep the bigger vehicles - tram, light rail or bus on the existing hwy 43.

Shauna Flanigan
11836 SW Breyman Ave
Portland, OR 97219
503-699-7982

From: Nbfcpf@aol.com
Sent: Sunday, January 30, 2011 2:15 PM
To: Trans System Accounts
Subject: (no subject)

Please accept this negative vote on proposed Lake Oswego Streetcar or Railroad: as LO does not need this additional made of transportation--LO is currently overburdened with sewer bonds, payment on greatly overpriced needless West End Bldg, pressure for new library, school system is broke and apparently Metro is main pusher for this, not concerned for additional \$450MM that next 2 or 3 generations will have to pay, all for govt. reporting 50 people back to work for one year. Those US govt cashiers have no business wasting money on such projects. If this one flies, wait & see, next proposal will call for bridge across main part of lake, north & south, complete with quotes on the thousands of pounds of CO2 not liberated into air by the daily 2872 cars using said bridge. Please get with it & veto this deal!!! Cornelia & Noel Flynn



Date 1/31/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (*required*) James A Flynn

Affiliation (if any) _____

Address (*required*) 1016 SW Myrtle Dr., Portland OR 97201

E-mail (optional) Jamesf1110@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts Transportation Finance Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The trolley line to Lake Oswego is an incredible waste of money. This should be stopped immediately. It will NOT improve traffic on Highway 43.

~~For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.~~

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

From: Clifford Higgins
Sent: Thursday, December 09, 2010 8:15 AM
To: Trans System Accounts
Subject: FW: Lake Oswego to Portland Transit Project

----- Forwarded Message

From: Kristian Foden-Vencil <kfv@opb.org>
Date: Tue, 7 Dec 2010 14:29:47 -0800
To: feedback <feedback@oregonmetro.gov>
Subject: Lake Oswego to Portland Transit Project

I'd like to comment on the draft environmental impact statement.

I live one house away from the proposed track in the Dunthorpe area -- where a lot of home owners have been complaining.

I'd like to express my support for the streetcar option. I think it will get more cars off the road and improve air quality.

I disagree that it'll add to crime in the area.

I'd also like to recommend that the streetcar option should include a bike lane, so people can commute by cycle or train.

Thank you .

Kristian Foden-Vencil
11808 SW Riverwood Road
Portland, OR 97219
cell: 503 803 4076

----- End of Forwarded Message

Lake Oswego to Portland Transportation Project DEIS Comments

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

January 25, 2011

CONCERNS

PRIMARY CONCERN

Fraud

OTHER CONCERNS

Bias and faulty analysis

Noncompliant ROW appraisal

Service degradation

Increased congestion

Drastic pedestrian/cyclist trail capital cost increase

Intrusion into Powers Marine Park

Failure to meet 49 CFR 611.9 justification criteria

DISCUSSION

Note: These comments use the word "**Section**" to reference the area directly served by the proposed streetcar extension; i.e. that between downtown Lake Oswego and SW Lowell Street along Highway 43.

FRAUD

After trying to find out as much as possible about this project over the last three years, I have been unable to find any rational basis for its foundation other than as a result of fraudulent analysis. Specifically:

- The official projections of extraordinary growth in Highway 43 VMT/VHT, transit ridership, and bus travel times are grossly out of line with reality,
- Metro has not shown the general public conclusive evidence supporting those projections, but offers more projections, assumptions, and conclusions, and
- Metro's project travel shed map is false, misleading, and deceptive.

Projections v. reality:

Among the justifications for Need, DEIS section 1.1 includes:

<p>"Historic and projected increases in traffic congestion in the Lake Oswego to Portland Corridor due to increases in regional and corridor population and employment; Lengthy and increasing transit travel times and deteriorating public transit reliability in the corridor due to growing traffic congestion;..."</p>

Specifically, the DEIS forecasts the following, which are major parts of the foundation for the project Need:

Table 4.2-2 projects no-build peak hour trip time between Lake Oswego and Portland State University at 42 minutes, "enhanced bus" at 39 minutes, streetcar WSL ROW at 29 minutes, streetcar Macadam at 33 minutes, and auto at 28 minutes with a bus alternative or 27 minutes with either streetcar option.

Table 4.2-4 shows projected 2035 average weekday boarding rides for the 35 Macadam at 8,590 and the 36 at 710 (1,310 King City to Portland minus 600 King City to Lake Oswego). Therefore the total no-build demand between Lake Oswego and SW Bancroft would be 9,300. The table shows "enhanced bus" at 9,810.

Table 1.4-1 projects 6,210 southbound vehicles over the two hour PM peak on HWY 43 south of Terwilliger, a segment with a capacity of 2,800 vehicles.

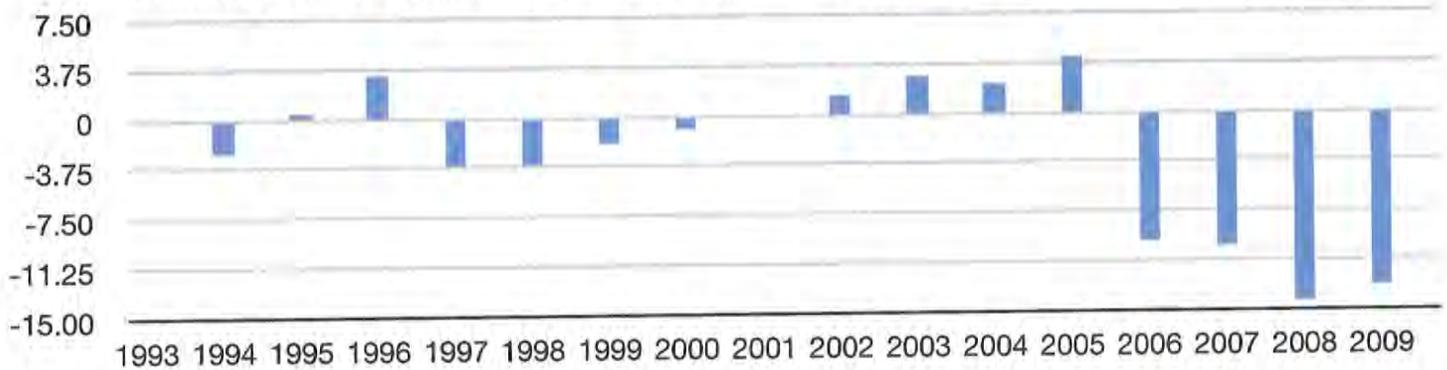
Let's take the last one first:

1

Question: Is there anything going on that can justify a 95% increase in demand for this segment over the next 25 years?

Consider what's really happening on Highway 43. The following chart shows the median changes in traffic volumes for the Section. In other words, in a given year and of the Section's nine permanent ODOT counting stations, compared with the median, four had a higher relative traffic volumes compared with what they individually had in 1993 and four lower. (ODOT shows 1993 through 2009 on its website.) This measurement minimizes the effects of outliers compared with the mean or average.

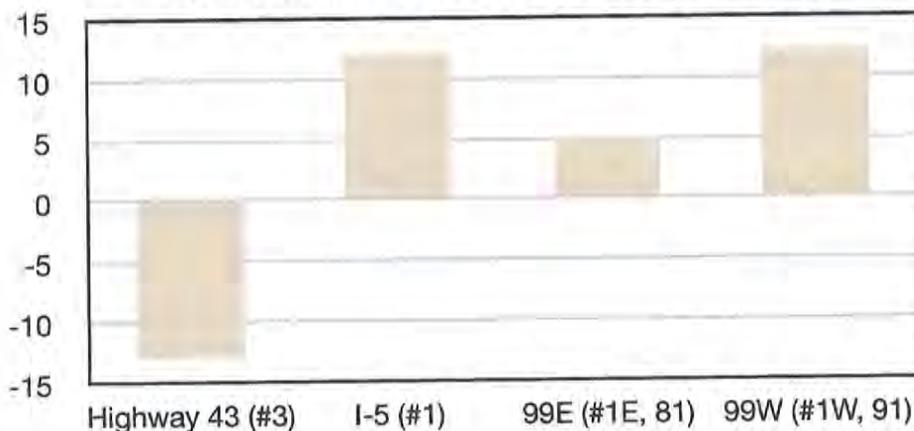
CHART 1: Hwy 43 {Milepost 1.01 to 6.14} Median Traffic Volume - % Change From 1993



The chart shows Highway 43 traffic as essentially flat to declining over the long term. The large traffic volume drop between 2005 and 2006 could be attributed mostly to the Sellwood Bridge weight limits imposed in 2004. DEIS Table 4.3-2 shows streetcar eliminating only 100 vehicle trips during the peak commute under the assumption that any congestion lessening on 43 would attract traffic from other routes. That migration isn't happening here, suggesting that there might not be as much latent demand as we are being led to believe. The derivation of this and the chart below is explained in appendix 1.

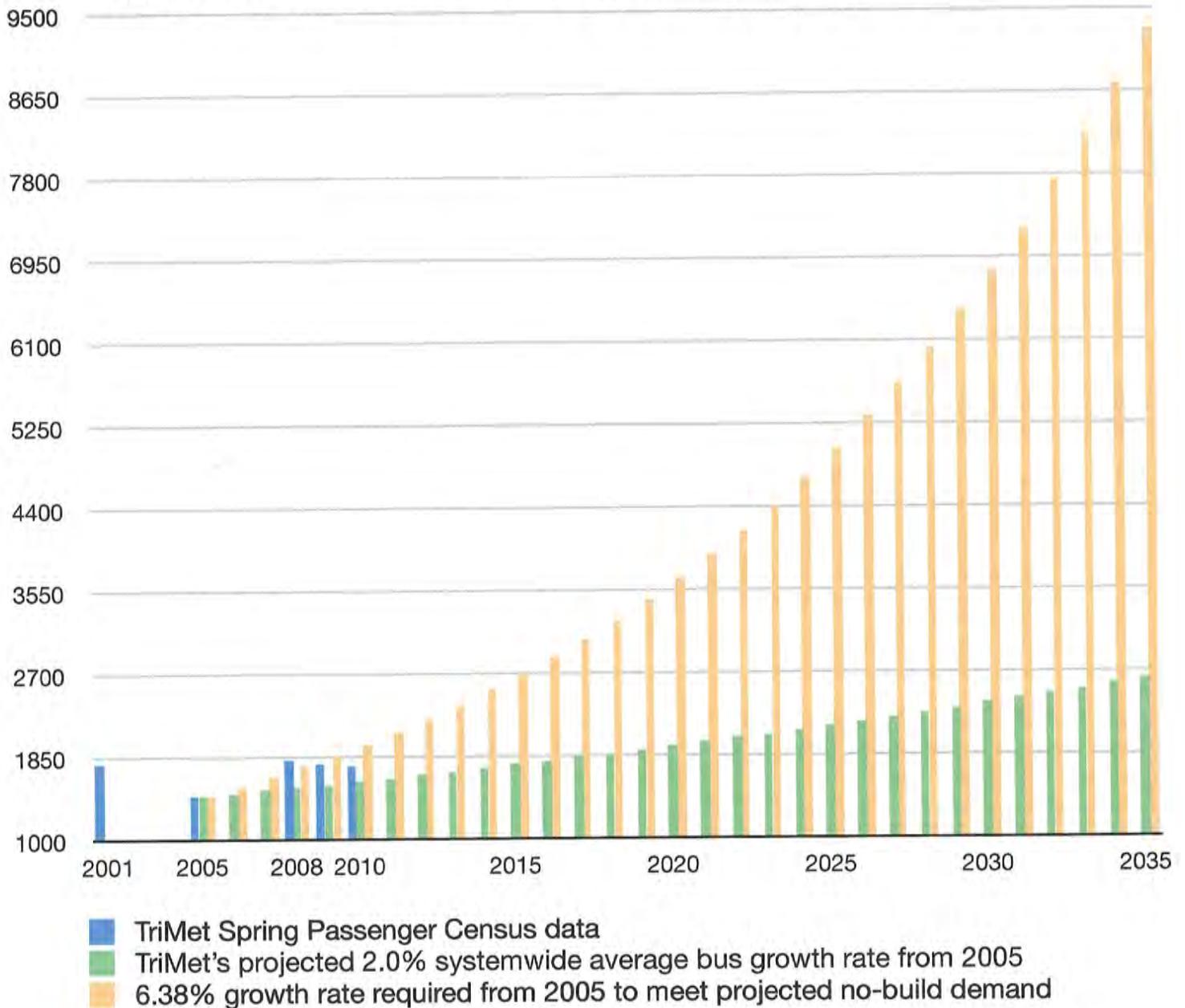
The following chart compares Highway 43 with the three nearest roughly parallel state highways. The numbers in parentheses refer official state highway numbers used in traffic volume reports. The linear regression analysis slope for Highway 43 for 1993 through 2005 is approximately 0.26%, which would suggest hypothetical 2009 volume at around 4.36% higher than 1993 without the weight limit restrictions or recession. This is still less than the 5% plus growth shown for 99E and much less than the 12% plus growth for I-5 and 99W, all of which include real world recessionary effects.

CHART 2: % Growth 1993 to 2009 {1993 = 0}



Similarly, Section bus ridership is flat to declining.

CHART 3: Section Combined Route 35 & 36 Ridership and Projected No-Build Demand

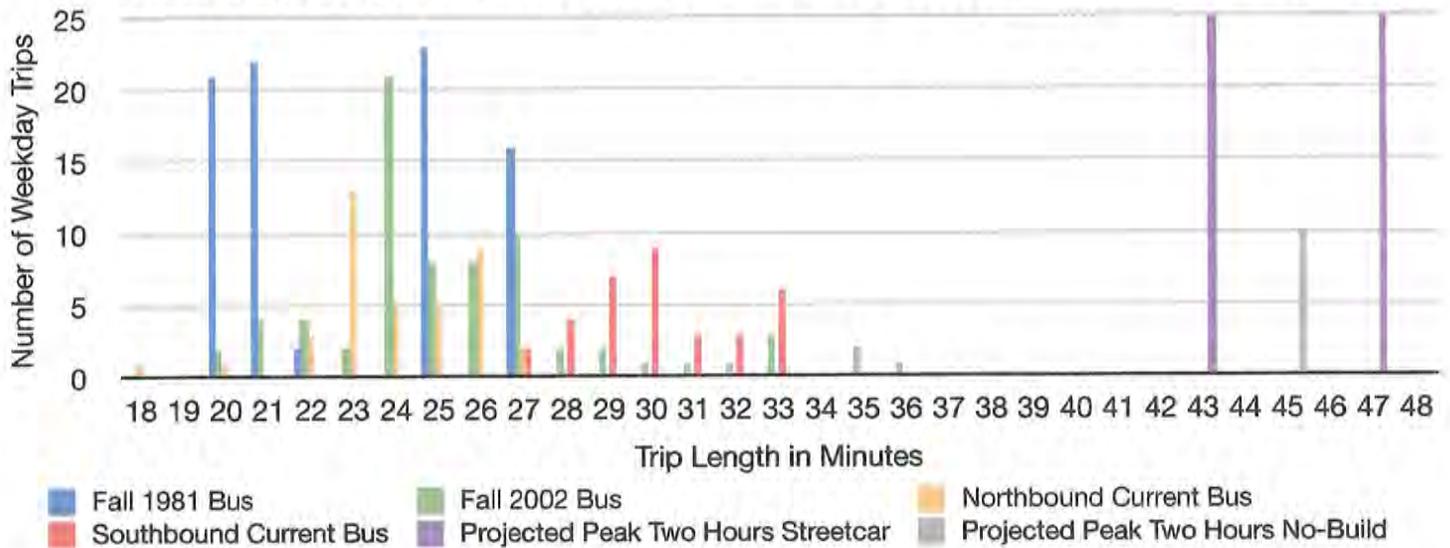


Current and historic Section ridership is from TriMet Spring Passenger Census data. Methodology and copies of original reports are in Appendix 2. Only spring reports are shown for chart clarity, but ridership peaked in the summer/fall of 2008 at 2022.5 with \$4.00 plus gasoline. Section ridership has dropped steadily since and, as of the Spring 2010 semiannual report, is now below levels seen 10 years ago. DEIS paragraph 4.1.2 shows “approximately 2,100” transit trips in the Lake Oswego-Portland corridor in 2005 while this chart shows 1,455. This is because TriMet uses a much more expansive definition of corridor trips than Metro’s projections. 1,455 includes all those those trips traveling at least part of the way between the Lake Oswego Transit Center (LOTC) and SW Lowell Street. This represents the closest match possible to the streetcar extension since a significant number of current riders north of Albertsons complete their journeys or transfer at the Transit Center.

Like Highway 43 traffic volumes, long-term Section bus ridership is effectively flat to declining and DEIS projections are totally out of line with historic and current patterns.

The same situation applies to bus trip times.

CHART 4: Trip Times Between Pioneer Courthouse & LOTC (Most Common Section Trip)



Notes: (Copies of route 35 schedules at appendix 49)

- The chart shows currently scheduled times between the LOTC and SW Washington northbound/SW Alder southbound. Older schedules and streetcar use other stops. To allow more accurate comparisons, trip times for those services were adjusted as follows:
 - 1981 - Northbound - 1st & A instead of LOTC - add 1 minute; SW Salmon instead of SW Washington - add 1 minute
 - Southbound - SW Oak instead of SW Alder - minus 1 minute; 1st & A instead of LOTC - add 1 minute
 - 2002 - Northbound - SW Main instead of SW Washington - add 2 minutes. Southbound - SW Oak instead of SW Alder - minus 1 minute.
 - Streetcar - Foothills at foot of B Avenue instead of LOTC - add 6 minutes walking - minus 2 minutes in-vehicle
- "Enhanced Bus" at 49 minutes is not shown.

Since streetcar would use mostly exclusive ROW, its times should be consistent throughout the day as is the current schedule between OHSU and PSU. Streetcar bars are at the 25 trip chart limit, but represent all streetcar runs for each alignment. The bars represent the WSL ROW alignment at 43 minutes and Macadam at 47 minutes. The projected times are based on Tony Mendoza's CAC presentation August 16, 2010 with four minutes added to reflect six minutes walking time between the LOTC and the streetcar stop at the foot of B Avenue, minus two minutes for the shortened in-vehicle time compared with the terminus.

Projected no-build time is three minutes shorter than in Mr. Mendoza's presentation as it doesn't include travel time between the LOTC and the terminus. Bus trips outside those two hours would be significantly shorter. In fact, the historical pattern has most trips not varying nearly as much as the longest ones.

The questionability of these critical projections is not limited to their divergence from current and historical data; they fly in the face of underlying societal, demographic, and economic trends.

Example:

Communication is replacing transportation. Some signs:

- Young people seem to be less interested in owning cars or even getting a driver's license. There are many news stories on this. One is at <http://www.msnbc.msn.com/id/39970363/ns/business-autos/>.
- Military pilots fly drones over Afghanistan and elsewhere from bases in the US.
- Doctors perform remote surgeries across continents and oceans.
- The business of selling hard copies of books, music, videos, etc is losing ground to internet downloads.
- Consumers transact business without visiting a bank, handling cash, or writing a check.

One measure of particular significance here is the proportion of Americans who work at home.

TABLE 1: All Workers, and Workers Who Worked at Home for the United States: 1960 - 2000

(Data are based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/prod/cen2000/docs/sf3.pdf.)

Census date	Number of Workers			Percent Change		
	Total	Worked at home	Percent worked at home	Ten-year period	All workers	Worked at home
1960 1/	64,655,805	4,662,750	7.2			
1970 1/	76,852,389	2,685,144	3.5	1960 to 1970	18.9	-42.4
1980 2/	96,617,296	2,179,863	2.3	1970 to 1980	25.7	-18.8
1990 2/	115,070,274	3,406,025	3.0	1980 to 1990	19.1	56.2
2000 2/	128,279,228	4,184,223	3.3	1990 to 2000	11.5	22.8

1/ Workers 14 years and older

2/ Workers 16 years and older

Source: Census 2000 and 1960 to 1990 Censuses of Population, U.S. Census Bureau

Internet Release Date: October 20, 2004

This chart is from the Census Bureau at <http://www.census.gov/population/www/cen2000/briefs/phc-t35/index.html>. Working at home had declined for decades with loss of small family farms and small businesses attached to living quarters. That changed after 1980, and with that change fewer workers commuting.

Example:

Jobs are migrating from Multnomah County (primarily Portland) to the suburbs.

As of 1/14/2010, the Bureau of Labor Statistics Quarterly Census of Employment and Wages website shows employment by county from 2001 through June 2010. Note that job losses in Multnomah County are greater than the gains in the other two TriMet counties, but the general trend is unmistakable.

TOTAL COVERED EMPLOYMENT

COUNTY	JAN 2001	JUN 2010 (PRELIMINARY)
Clackamas	132,277	138,896
Multnomah	444,685	422,823
Washington	228,610	236,606

Example:

Lake Oswego and West Linn demographics suggest stability, not rapid growth. From US Census American Community Survey 2005-2009 5-year estimates:

County/City	Median Age	Per capita Income	Median Home Value	2000 Census	2009 Population Estimate *	% Change
Clackamas	39.4	\$31,753	\$323,600	338,391	379,845	12.3
Multnomah	35.4	\$28,496	\$269,900	660,486	724,680	9.7
Washington	34.5	\$30,020	\$296,500	445,342	527,140	18.4
Lake Oswego	42.3	\$47,589	\$525,700	35,278	36,755	4.2
West Linn	42.0	\$43,745	\$421,700	22,261	24,400	9.6

* 2009 estimate from PSU Population Research Center which should be more current than the 5-year ACS.

Lake Oswego and West Linn rank 1st and 2nd respectively among all cities in the TriMet district over 20,000 population (ACS 3-year threshold) in the three attributes shown, but are growing relatively slowly.

Since we're the oldest, we're least likely to need to travel to Portland on a daily basis. Since our income is the highest, we are most able to afford private vehicles. And since our homes are the most expensive, only those who are well established in their careers (i.e. older) can most afford to move here. Given that the oldest "baby boomer" just turned 65 on New Years Day and that the youngest won't turn 70 (and thereby qualify for maximum deferred Social Security) until the end of 2034, we should expect stable demographic and transportation demand patterns in Lake Oswego and West Linn for several decades at least.

Will projected growth in the Section generate projected transit demand? From DEIS Table 3.2-1:

	2005		2005		2035	
	Households	Employment	Households	Growth	Employment	Growth
Johns Landing	1,145	8,083	3,688	222%	12,937	60%
Dunthorpe	1,136	1,564	1,518	34%	2,377	52%
Lake Oswego	<u>7,578</u>	<u>5,415</u>	<u>11,477</u>	51%	<u>10,235</u>	89%
Total	9,859	15,062	16,683	69%	25,549	70%

The DEIS is projecting approximately 70% growth in households and employment in the three corridor districts which include the Section, but 540% growth in Section no-build transit demand. This is in spite of long-term flat to declining Section Highway 43 traffic, bus ridership, and bus trip times.

LOtP Projections, Assumptions, Conclusions and other "Evidence"

Almost all of the DEIS has as its foundation VMT/VHT, transit demand, and bus trip time projections developed in the Alternatives Analysis. Where is the supporting source data?

The DEIS contains repeated use of phrases such as "is forecast" and "is projected". Who is doing the forecasting and projecting, where is the original data, etc.?

The DEIS rarely attributes data to a specific report, but gives the name of an agency such as "Metro" or "US Census." This makes it very hard to verify and analyze source data.

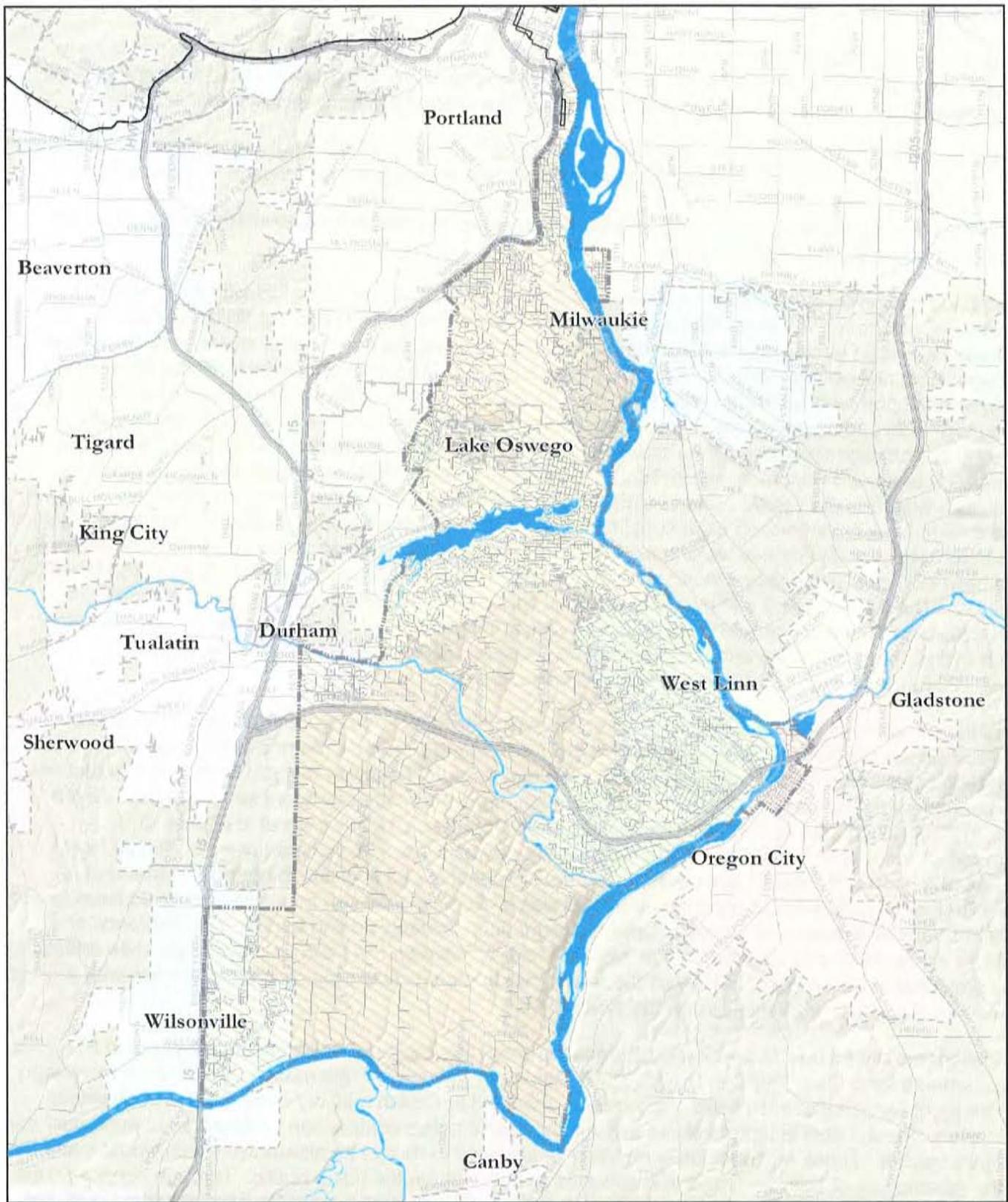
Metro's Traffic Shed Map

The map on the next page was developed during or perhaps even before the Alternatives Analysis. It purports to show where the major part of Section traffic is generated. It doesn't. The very roughly 30,000 vehicle trips across the Sellwood Bridge constitute about 70% of all Section traffic. (Enter "Sellwood" at Portland's traffic volume webpage at <http://www.trans.ci.portland.or.us/TrafficCounts/SearchTrafficCounts.htm>)

Roughly half of the map's study area is south of the Tualatin River and is almost totally irrelevant to Highway 43 traffic or transit. It should be even less relevant in the future as increasing traffic generated within the Stafford Triangle (the area bounded by Tualatin, Lake Oswego, West Linn, and the Tualatin River) adds to congestion on Stafford Road and in Lake Oswego. Also, future RTP projects such as the Southwest Corridor Plan will offer much faster and more convenient transit than the proposed streetcar extension.

The area generating most Sellwood traffic is fully developed with relatively little potential for growth. The area south of the Tualatin River is mostly undeveloped with huge growth potential. By excluding the slow growing pertinent area east of the Willamette but including the fast growing irrelevant area south of the Tualatin, this definition of the project traffic shed would artificially goose up projections for Highway 43 congestion, ridership, and bus trip times. Streetcar trip times were developed by a different process and are not affected.

It's not the map itself that is the problem; it's the thinking behind it. Anyone who does even the most cursory examination of Highway 43 traffic patterns would have to know that this map is false and deceptive. Given the gulf between reality and project forecasts, the lack of independent evidence supporting supporting those projections, and this map, what possibility exists other than fraudulent analysis?



Lake Oswego to Portland Transit & Trail Study



City boundaries
Study Corridor

Highways
Major Roads



November 2007

BIAS AND FAULTY ANALYSIS

The WSL ROW was purchased in 1988 for future rail transit. Nobody argues with that. The project is about finally having that initial idea come to pass. It is not by any stretch of the imagination about finding a corridor which desperately needs improved transit and then finding the optimal system to provide that service.

From TriMet's Spring 2010 Route Ridership Report (Appendix 54): 17 bus lines have higher ridership than the 35 & 36. Only two, lines 9 & 33, are ahead in the queue for high capacity transit on parts of their routes.

Throughout the history of the project, viable alternatives to streetcar have been systematically handicapped with unreasonable costs and requirements:

- * A proposed extension of Milwaukie Light Rail (MLR) to Lake Oswego was saddled with three stops in Milwaukie/Oak Grove in the less than one mile between the planned MLR and the Willamette River. The extension would be at the edge of the communities, mostly along the river shoreline, and well away from any significant ridership-generating high-density development. The closest arterial highway, River Road, can't even support weekend bus service because demand is so low. Light rail in this type of area would not have more than one stop per mile. The extension was also burdened with a superfluous leg in Lake Oswego to Albertsons mimicking the proposed streetcar extension. Milwaukie LRT in Lake Oswego would logically be extended west to Tigard or Tualatin, not south toward West Linn. Even though these handicaps added to the capital costs of a MLR extension into Lake Oswego, it was only "ballparked" at \$212 million for a TriMet owned alignment including a purpose built bridge, (Alternatives Analysis section 7.2) much less than the money we're now looking at for streetcar. Even with the extra Milwaukie stations, trips between Lake Oswego and Portland would be faster and with a lower operating cost via MLR than by streetcar. The RTP includes a Milwaukie/LO transit connection. If it ends up being an extension of MLR, there would be very few riders who would use streetcar instead of MAX. Every penny spent on streetcar south of the Sellwood Bridge and every cent extra spent on a cyclist/pedestrian trail because of unavailability of the WSL ROW will have been totally wasted.
- * The Alternatives Analysis stuck BRT with unrealistically high capital and operating costs. The capital costs hike coincided with the high estimates for VMT/VHT generated alongside Metro's traffic shed map. The operating costs came from bloated demand figures that dropped headway to such short intervals that cost per boarding ride was pegged at \$2.67, a figure much higher than other frequent service buses. (Even now, in 2011 dollars, the Spring 2010 Route Ridership Report has 14 bus lines at less than \$2.67.) Remember, too, that this was BRT with all of its queue bypass lanes, signal priority, etc. With its high projected ridership, it should have been among the cheapest of bus services to operate. Instead of an open BRT where riders could continue on to their destinations as they can now, this one would have forced riders to transfer between 40' buses in Lake Oswego, unnecessarily adding to rider inconvenience and TriMet's costs. BRT was also forecast to take 33 minutes between PSU and Lake Oswego while streetcar was projected at 24 minutes. BRT is off the table and streetcar is now projected at 33 minutes with a Macadam alignment or 29 minutes on the WSL ROW.
- * So-called "enhanced bus" is a sick joke designed to meet the letter, but definitely not the spirit, of FTA requirements for a "Best You Can Do Without A Guideway Investment" alternative. It is nothing more than the frequent service that we'd have with no-build, modified in slavish mimicry of the proposed streetcar extension. Project staff is upfront about this, saying that it makes comparison between "enhanced bus" and streetcar easier. There was absolutely no effort whatsoever to design an alternative which would make use of the advantages of bus compared with streetcar to better serve the riding public. Through service on the 36 would be eliminated, an expensive park & ride congestion-magnet in Lake Oswego would be built, half the stops between LO and SOWA would be eliminated, and the bus would follow streetcar around the edge of downtown Portland instead of using the more convenient transit mall with its better connections. The proposed "enhanced bus" ends up having unnecessary capital costs while providing worse service to most riders than no-build, especially outside of peak hours. Project staff point out that TriMet could modify routing and stop locations. "Enhanced bus" officially is a pig in a poke - with lipstick.

What about obvious alternatives never considered?

- * We could use part or all of the WSL ROW as a bus guideway bypassing congestion. It might cost more money to purchase ROW currently restricted to rail transportation but should have lower construction costs because the GVW of buses - even articulated or double deck buses - is so much lower than that of streetcars and there is no need for overhead wires. There also would be no need for the equivalent of double tracking as buses would only need to use the ROW in one direction and then just during peak hours. In fact, the guideway potentially could be opened to the public as a pedestrian/cyclist trail when buses weren't running. While this would satisfy much of the recreational need for a trail, the transportation need would still require major investment approaching that which would be required with the streetcar option. Since bus deceleration rates are faster than those of streetcars, buses should be able to be operated on a guideway at slightly faster speeds. Diesel electric hybrid buses could be operated in quiet non-polluting electric mode while in sensitive parts of the ROW.
- * The streetcar alternative calls for elimination for bus service between Lake Oswego and downtown Portland. Why not eliminate superfluous streetcar service with a bus option? Specifically, there will be a surfeit of available transit between TriMet's new Caruthers Bridge and PSU on Moody, River Parkway, and Harrison with the streetcar loop and three or more bus lines including at least one frequent service route. Just three stops in each direction in the half-mile between the bridge and Lowell would be served only by the existing streetcar, but they would be served by either bus option. Portland Streetcar/TriMet could save somewhere around \$1.5 million annually by abandoning that short section of track and SOWA riders would have the advantage of having through service to the Transit Mall, the Rose Quarter Transit Center, and north Portland. Even now, some SOWA riders go out of their way to use the 35/36 instead of streetcar.

Project streetcar bias is so prevalent that it could be described as self-induced streetcar myopia. Examples:

- * The choice of comparing trip times using PSU and the Albertsons terminus in Lake Oswego was based on where streetcar would go, not where riders go. TriMet's Passenger Census shows only 22 northbound riders boarding at S. State & North Shore (Albertsons). It shows thirteen other stops between Oregon City and SOWA with more "ons." 204 board at the Oregon City Transit Center and 170 at the Lake Oswego Transit Center, the two most heavily used stops south of downtown Portland. Many of the Oregon City "ons" get off in West Linn and Lake Oswego, but all of the LOTC "ons" are by definition Section riders. The choice of PSU on the other end of the trip was not the worst, but SW 6th & Salmon has about a third again as many people getting off the bus and more than half of all Section riders go beyond PSU. A much more representative trip choice would have been between the LOTC and SW 6th & Salmon (or SW 6th & Washington if it were desirable to use the published schedule) northbound and SW 5th & Alder southbound. Streetcar would serve none of these. It makes a major difference as shown in Chart 4 above. A south end compromise in terms of projected 2035 demand would be State & B. It has more use now than State & North Shore and would eliminate the distortion presented by the LOTC loop.
- * The exclusive use of evening peak trip times grossly distorts trip time differences for most riders, as they ride outside of peak hours. TriMet staff informally reported that 11% of rides are during the evening peak hour and 31% during the two peak evening and two peak morning hours. So about seven out of 10 rides are taken off-peak. Since the extension would operate primarily on exclusive ROW, its trip times would be consistent. In other words, it would be just as slow in the middle of the night as it would be when traffic is most congested. Buses operating in variable traffic have shorter trip times outside of peak. In this specific case, the combination of longer walks or forced transfers at both ends of a streetcar trip coupled with slower trip times, especially outside of peak, means that on a door-to-door basis, riders can expect to spend an average half-hour more on their round trips with streetcar than they do with the current bus. Since the project team forecasts only a nine minute increase in no-build peak trip time, we can reasonably assume that the average increase would be not more than about four or five minutes. So even with official projections, no-build round trips will remain about 20 minutes faster than streetcar.

- * The DEIS now identifies the project corridor as basically a large area from near the Lake Oswego - West Linn boundary through northwest Portland. How much does northwest Portland really have to do with the project other than the fact that the current streetcar goes there? We know from TriMet's Passenger Census that several hundred riders, about a third of all Section riders, board the 35 in West Linn and Oregon City outside of the "corridor." If the corridor includes northwest Portland, why doesn't it include West Linn and Oregon City? For that matter, we know that dozens of Section riders stay on the 35 beyond downtown Portland to the Rose Quarter Transit Center and beyond. Why wasn't it included? This isn't academic. West Linn riders would be among those suffering the greatest service degradation from streetcar because they will have forced transfers in Lake Oswego. Oregon City riders are fortunate in that they will have the option of a Milwaukie/Oak Grove transfer to MAX which will be both faster and more convenient than streetcar, but not as much as current buses outside of the evening commute. The current corridor definition is so unworkable that the DEIS finds itself redefining what it means by "corridor" many of the times it uses the word, changing the definition to refer to varying parts depending on what is being presented at that specific point.
- * As discussed earlier, "enhanced bus" was simply no-build modified to mimic streetcar as much as possible. It would be very easy to see this development as a golden opportunity lost, but public officials have not shown much support for any alternative to streetcar, and the project team may have saved taxpayers a few - a very few - dollars by not wasting time trying to come up with an attractive bus alternative.

DEIS analysis was questionable or faulty in many ways. Some examples:

- * Figure 1.5-1 Efficiency measurements - These are systemwide and not applicable to the Section. For example, route 35/36 trip times are definitely faster than they were 9 years ago as shown in Chart 4 above in these comments.
- * Table 1.5-3 Boarding Ride Operations Costs - One reason streetcar costs less is that many trips are very short, many entirely within the Free Rail Zone where riders often use streetcar for just a stop or two. It costs more per boarding ride to carry one passenger 10 miles than 10 passengers one mile each. Portland streetcars cost roughly 50% more per hour to operate than TriMet buses and streetcar average speeds will be slower in the Section than bus on most trips, especially outside of the peak evening commute. Streetcar only could offer lower costs per boarding ride by having more than a full bus load of riders on the average trip. Also, as with the previous paragraph, stats for the Section are significantly different than with the system overall. The 35 & 36 make 75 trips through the Section averaging about 12 to 13 minutes and providing about 1754 rides weekdays. With hourly operating costs of \$91.65 from TriMet's December 2010 Monthly Performance Report, bus only costs about \$.85 per boarding ride through the Section and about \$1.75 between LOTC and Pioneer Courthouse in the heart of downtown Portland. Since planners project streetcar to take 22 minutes between Albertsons and Lowell, and because streetcar costs about 50% more per hour to operate than bus, it would have to carry about two and a half times as many riders on the average trip as bus to break even with it in Section operating costs per boarding ride.
- * Table 3.2-1 Populations - The PSU 2008 estimate for Lake Oswego in 2005 was 36,075, not 40,900. It's estimate for July 1, 2010 is just 36,845. The truth remains that Lake Oswego and West Linn are growing at slower rates than TriMet's service area as a whole.
- * Table 3.3-4 Transit Travel Times - Both "enhanced bus" and streetcar are reported to offer "decrease in travel times." That statement is overgeneralizing and grossly misleading. No-build would be faster for most riders than either alternative, even assuming projected DEIS trip times. As discussed earlier, the statement in the table reflects peak commute hours which involve only a fraction of the total rides. Both bus options would be significantly faster off-peak, and even at peak both would be quicker for many riders on a door-to-door basis. While "enhanced bus" would save some riders up to three minutes during peak hours, the advantage is lost for most because it takes longer to get to most destinations since "enhanced bus" follows the streetcar alignment, because many riders face longer walks at the south end of the trip,

because we lose through-service on the 36, and because time saved by Draconian stop consolidation disappears outside of peak as buses don't use every stop anyway.

NONCOMPLIANT ROW APPRAISAL

From the Uniform Appraisal Standards for Federal Land Acquisitions:

Market value is the amount in cash, or on terms reasonably equivalent to cash, for which in all probability the property would have sold on the effective date of the appraisal, after a reasonable exposure time on the open competitive market, from a willing and reasonably knowledgeable seller to a willing and reasonably knowledgeable buyer, with neither acting under any compulsion to buy or sell, giving due consideration to all available economic uses of the property at the time of the appraisal.

The owner of the donated ROW is TriMet on behalf of the consortium of local governments. The 2008 appraisal used "over the fence" valuation which is used when the value of the property in its present use is less than what it would be if used in the same manner as adjoining properties. This method does not comply with the Uniform Standards in this specific case because:

- It essentially answers the question of what TriMet would have to pay for it if the agency were to buy the property from the adjacent property owners, not what TriMet could get for it on the open market, and
- Much of the ROW is narrow with no direct access to utilities or roads and therefore has economic use only to TriMet or the adjoining property owners, and
- Much of the ROW is not fee simple to TriMet, but is restricted to rail transportation use and therefore has no economic value whatsoever to anyone other than TriMet.

The ROW's value in donation to the project is therefore much closer to the \$2 million the consortium paid for it in 1988 than the roughly \$97 million claimed in the DEIS.

SERVICE DEGRADATION

As mentioned earlier, streetcar represents a serious degradation in service compared with no-build because of longer trip times, less convenience, and higher costs.

Even if the DEIS projections for no-build trip times were accurate (and it offers no evidence to substantiate those claims), the forecasts are for peak trips only and do not include the longer walking distances and forced transfers required at both ends of the streetcar leg. Analysis of TriMet Passenger Census reports coupled with the fact that most rides are off-peak reveals that on a round trip basis, streetcar will take about a half-hour longer than the current bus. No-build includes frequent service which would reduce bus trip times for most riders because there would be fewer stops on most runs and shorter dwell times at the stops.

Streetcar's alignment limitations will always mean less convenience as it is inconceivable that streetcar would ever be extended out to the far reaches of the current 35 and 36 alignments.

In Table 5.1-2 the DEIS acknowledges that streetcar would cost about \$1.25 million more to operate annually than no-build. If ridership comes close to reaching projected levels then the extra costs would be recovered.

There are two problems:

- The frequent service that is included with no-build is not scheduled until 2018 or later, i.e. after streetcar is planned to come on line. The savings from eliminating buses between Lake Oswego and Portland will be more than used up in bringing Lake Oswego to Oregon City up to frequent service standards. The entire cost of the extension will be a new \$3 million plus burden on our transit system forcing TriMet/Portland Streetcar to cut service elsewhere or raise fares.
- The DEIS presented no evidence that streetcar ridership will ever come close to projections.

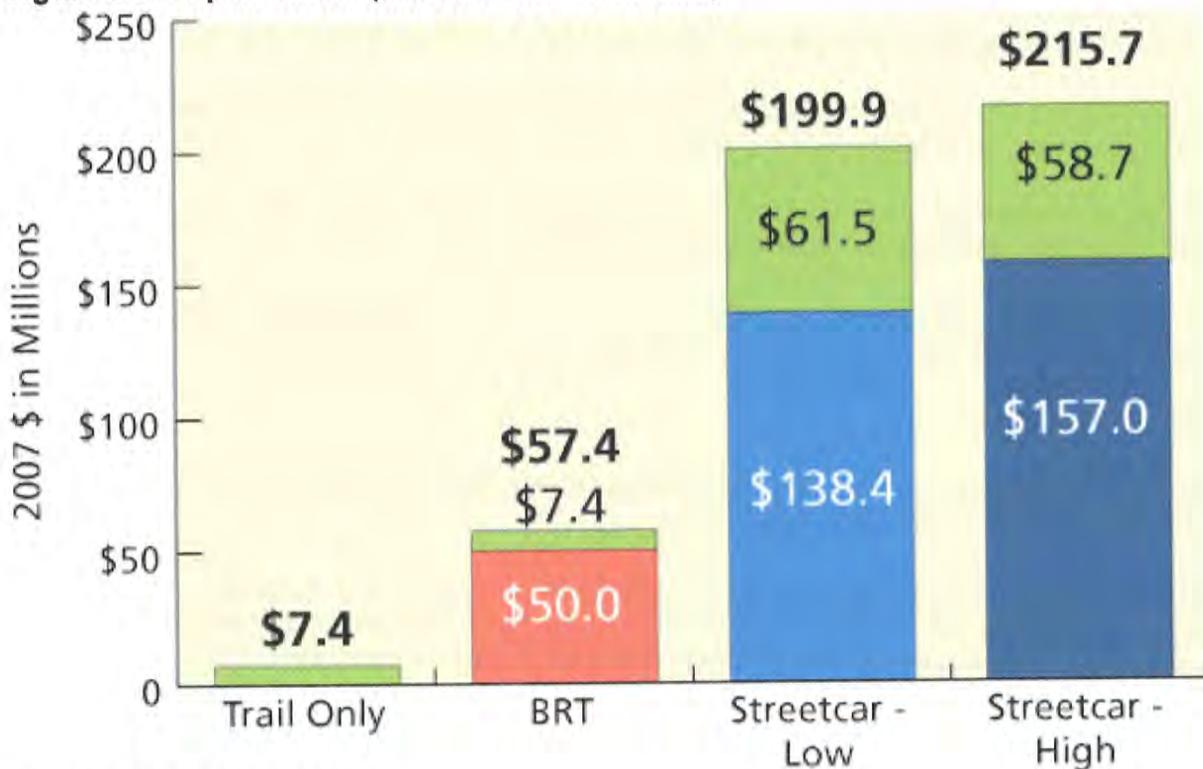
INCREASED CONGESTION

In table 4.3-5, the DEIS acknowledges that streetcar will increase congestion at least at a few intersections in Lake Oswego and Johns Landing, the most congested areas in the Section. On the other hand, Table 4.3-2 projects that streetcar will reduce traffic in Johns Landing and Dunthorpe overall by 100 cars in the peak two hours, a drop of less than 2%. On page 3-16, the DEIS acknowledges that transit oriented development at Foothills "would increase traffic on Highway 43..." to the point where we have to get special permission to exceed state highway congestion standards.

DRASTIC PEDESTRIAN/CYCLIST TRAIL CAPITAL COST INCREASE

From the Alternatives Analysis Evaluation Summary:

Figure 5-6. Capital Costs (Millions of 2007 dollars)



Source: URS, Metro, 2007

Streetcar supporters are now floating the idea of barricading off one of the three existing Highway 43 motor vehicle traffic lanes and using it as a low cost pedestrian/cyclist trail independent of the WSL ROW. It's hard to even begin to imagine how well this idea will be received by the motoring public.

INTRUSION INTO POWERS MARINE PARK

Table 3.3-4 Park Impacts - Streetcar will turn Powers Marine Park into a narrow pathway sandwiched by the Willamette River and a barrier necessary to protect park users from streetcars traveling at maximum speed.



The park is to the left of the tracks in this photo. It's the slope going down to the water. There are no fences or barriers separating the WSL ROW from the park. Park users have for decades considered the ROW and the park as one entity, crossing the tracks to get to the river or using them as a relatively straight and level pathway with no danger of heavy rail traffic. The visual, noise, and psychological intrusion of streetcar into the park and elimination of multiple informal access points will be very real.

FAILURE TO MEET 49 CFR 611.9 JUSTIFICATION CRITERIA

Mobility

On balance, streetcar would decrease mobility not increase it. A few riders in the greater Dunthorpe area would lose access entirely because the streetcar stops would be far apart and there are no safe pedestrian routes from many homes to either of them.

Please remember that, on a door-to-door basis, most trips using no-build will take much less time than those using streetcar because of shorter walking distances with fewer required transfers and because most trips are taken outside of peak hours when buses are faster. Streetcar riders will have no choice but to use private

vehicles or taxi services when time is critical. We can expect that more than a few regular riders facing hours more commuting time each week will decide that transit just isn't worth it anymore, especially in relatively well-heeled West Linn and Lake Oswego. The time factor will hit older and disabled passengers harder than average because we tend to take our trips outside of peak commute hours when buses enjoy the greatest advantage. The wide stop placement with streetcar and "enhanced bus" and the extra walking distances and forced transfers at the north end of a streetcar trip also means decreased mobility for the old and disabled.

Environmental Benefits

Of necessity, the evaluation of relative environmental benefits are based on the world now and not on the world in 2035. We really don't know what that world will be like. We do know that there is an incredible amount of R&D going on right now in finding ways to separate transportation from fossil fuels. It's safe to bet that some of that will pay off and that buses and other vehicles 25 years from now won't be burning nearly as much petroleum as they do now. The same thing applies other environmental concerns such as brake pad wear.

It's also likely that technological developments will change the meeting point on the transportation demand/supply graph in ways we either can't imagine or discount as completely unrealistic. The 19th/20th century streetcar system was killed by competition from the private automobile far more than any nefarious machinations by big oil, big rubber, and the big three. It would have died much earlier if not for the Depression and WWII. Public transit survives today only because taxpayers see benefit in transit even if they don't use it themselves. Isn't it a certainty that new developments will displace the need for public transit or offer realistic alternatives to it? As pointed out earlier, we are substituting transportation with communication. A new development just coming on line is the use of mobil communications equipment to set up instant van pools; sort of a high tech way of thumbing. One huge development that definitely is in progress involves autonomous vehicles. It's just a matter of time and there's every reason to believe that they will arrive not long after the streetcar extension goes into service if not sooner.

One big concern with this project is additional traffic from any resulting high density TOD in downtown Lake Oswego. The area is already congested as pointed out in Table 4.3-5. Unlike Johns Landing, LO has no parallel streets in the area which can absorb any significant amount of traffic. Our alternatives are to wipe out much of historic Old Town and George Rogers Park, tear down many of the businesses along State Street in order to widen Highway 43, or just lump it. While streetcar would maintain transit access to Portland, most trips from downtown LO do not involve our much larger neighbor. Streetcar proponents like to compare our situation to that of the Pearl, but there are many differences. One big one is that while it takes only around 10 minutes or so for the streetcar trip from the Pearl to downtown Portland, it would take upwards of 40 minutes from Lake Oswego. New Foothills residents will have and use cars; they really won't have a lot of choice.

The point of all this is that we really should think more than twice about a proposal whose benefits are marginal and have no chance to come to fruition for many years, if ever.

Operating Efficiencies and Transportation System User Benefits

The efficiencies claimed in the DEIS can only happen if Section ridership reaches a point somewhere close to projections. The DEIS provides no hard evidence showing that these projections are at all realistic. We know that long-term ridership, trip times, and traffic volume trends on Highway 43 are all flat to declining. What's going to totally reverse real-world tendencies? How can forecast population and employment growth reverse the general trend in Lake Oswego and West Linn with our wealthy and aging populations?

As pointed out earlier, it costs roughly 50% more per hour to operate a streetcar than a bus, and that on average, streetcar will take about 40% longer between Lake Oswego and Portland. So each streetcar trip will cost more than twice as much as a bus. Unless we have huge, unprecedented ridership growth, this is not exactly a formula for cost-effectiveness.

SUMMARY

The foundation of the DEIS, that the Section will see unprecedented ridership, trip time, and traffic volume growth is totally out line with what's really happening in Johns Landing, Dunthorpe, Lake Oswego, and West Linn. The DEIS offers no hard evidence supporting long-term changes to real-world trends and is very weak in providing source data for its claims, assumptions, and conclusions. There is, however, evidence of fraudulent analysis.

NOTE: There would be no fraud if the projections were either corrected or buttressed by overwhelming evidence before any official request for federal funding.

In this specific case, the use of over-the-fence appraisal methods for the ROW do not comply with federal requirements. Those methods essentially answer the question of what TriMet would have to pay for the ROW if it were buying it from adjacent property owners, not what the owner could get for it on the open market. Since much of the ROW is restricted or has limited development potential other than to TriMet or the adjacent property owners, the ROW's market value is much lower than the roughly \$97 million claimed in the DEIS.

I believe, along with many others, that the whole point of this exercise is to justify a claim for federal money for the purpose of extending streetcar service to Lake Oswego, not to provide needed transportation services. There are many corridors in the Portland metro area which would be better able to justify a complex transit project, but the fact that we already own the ROW is jumping this project far ahead in the queue. This streetcar-centric focus has permeated the project to the point of a self-induced streetcar myopia as evidenced by the handicapping of alternatives, the selection of stops for trip time analysis, the definition of the study corridor, etc.

Streetcar will present many costs, a number of which are ignored or downplayed in the DEIS:

- Some will lose access to transit entirely.
- Most trips will take longer than they do now or would with no-build.
- Streetcar will always be less convenient than no-build because of its alignment limitations.
- Some riders will be forced to use private vehicles because of service degradation from streetcar.
- It costs more to operate a streetcar than a bus, especially in the Section.
- Streetcar's extra costs will force TriMet/Portland Streetcar to cut other services or raise fares.
- Streetcar will bring more congestion to parts of the Section which are already heavily congested.
- Streetcar will make it much more expensive to have a complete pedestrian/cyclist route in the Section.
- Streetcar will turn Powers Marine Park into a narrow pathway squeezed between a barrier and the river.

Streetcar should score very low in several of the justification criteria of 49 CFR 611.9 including mobility improvements, environmental benefits, operating efficiencies, and transportation system user benefits.

APPENDIX

Traffic Volumes

The charts were derived from ODOT On-Line Traffic Volume Reports which cover 1993 through 2009.

1993 data for Oswego Highway No. 3 (Hwy 43)

1.01	0.01 mile north of S.W. Julia Street.....	28000
2.19	0.01 mile north of S.W. Taylors Ferry Road.....	26000
2.58	0.01 mile north of Sellwood Ferry Road.....	38000
3.64	South city limits of Portland.....	20000
4.03	0.01 mile north of S.W. Riverwood Road.....	20000
4.13	0.01 mile north of Palatine Hill Road.....	21000
4.15	0.01 mile south of Palatine Hill Road.....	19000
5.73	0.01 mile north of Terwilliger Blvd.	24000
5.79	North city limits of Lake Oswego, 0.05 mile south of Terwilliger Blvd.....	28000
6.12	0.01 mile north of S. "A" Avenue.....	26000
6.14	0.01 mile south of S. "A" Avenue.....	41000

2009 data

1.00	24800	0.02 mile north of S.W. Julia Street
2.15	35500	0.05 mile north of S.W. Taylors Ferry Road
2.54	30800	0.05 mile north of Sellwood Ferry Road
3.64	20100	South city limits of Portland
4.02	20100	0.02 mile north of S.W. Riverwood Road
5.69	19700	0.02 mile north of Terwilliger Boulevard
5.79	24400	North city limits of Lake Oswego, 0.05 mile south of Terwilliger Bo
6.11	22400	0.02 mile north of S. "A" Avenue
6.14	29300	0.01 mile south of S. "A" Avenue

For each year, each counting station's data was compared with its corresponding station in the 1993 report. For example, the station at MP 1.00 in 2009 was compared with that at MP 1.01 in 1993 giving us 24,800, or about 88.57% of base year 1993's 28,000 count. Then the median change among the stations was determined. In this case, the median was at MP 5.79 at 24,400, or about 87.14% of the base year which by chance also happened to be 28,000 at that station. Chart 1 shows the comparison of the median changes for each year on Highway 43 through the Section.

Chart 2 compares the Section with the nearest north/south state highways looking at 1993 and 2009 data. I tried to select comparable stretches of these roads based on where they crossed Highway 26.

Historic and Current Section Ridership

Section ridership was computed as follows:

1. For northbound 35 - Start with the first stop and add all the "ons" through the last stop before SW Lowell Street. Then subtract all the "offs" from the first stop through the Lake Oswego Transit Center. This is the first subtotal.
2. Now starting with A Avenue and 2nd Street count all the "offs" through the ends of the line. In 2008 & 2009, include all northbound "offs" on 35 Greeley as passengers can stay on the bus after it changes from the 35 Macadam. Subtract all the "ons" from SW Lowell through the end of the line including the 35 Greeley in 2008 & 2009 as explained earlier. This is the 2nd subtotal.
3. Now add the two subtotals and divide by two to get the average for the northbound 35.
4. For southbound 35 - Start with the first stop and add all the "ons" through B Avenue and 2nd Street. Include the 35 Greeley as before. Then subtract all the "offs" from the first stop through SW Lowell. This is the 3rd subtotal.
5. Now starting with the first stop after SW Lowell count all the "offs" through the end of the line. Then subtract all the "ons" from the Lake Oswego Transit Center to the end of the line. This is the 4th subtotal.
6. Add the 3rd & 4th subtotal and divide by two to get the average for the southbound 35.
7. Follow the same procedure for the 36.
8. Add all for averages (35 N, 35 S, 36 N, & 36 S) together. This is the ridership for the section

Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 035 - Macadam

Outbound to Oregon City TC

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
NORTH TERMINAL / NOT A STOP	9573	98	0	98	11
5TH / HOYT	9302	1	0	1	0
5TH / EVERETT	9222	35	1	36	1
5TH / COUCH	9303	33	4	37	4
5TH / OAK	7627	118	13	131	1
5TH / WASHINGTON	7642	150	22	172	8
5TH / MORRISON	7625	213	34	247	8
5TH / TAYLOR	7640	31	7	38	0
5TH / MAIN	7614	149	30	179	5
5TH / COLUMBIA	7594	59	20	79	2
MARKET / 4TH	3761	65	12	77	0
MARKET / 2ND	3760	42	21	63	0
1ST / HARRISON	6479	9	8	17	0
1ST / LINCOLN	6483	12	5	17	0
1ST / MADISON TOWER	6473	2	7	9	0
SHERIDAN / NAITO	10480	11	5	16	0
NAITO PKWAY OVERPASS / ARTHUR	10488	9	3	12	0
KELLY / WHITAKER	3120	2	14	16	0
HOOD / GAINES	2797	2	4	6	0
MACADAM / HAMILTON CT	3612	7	93	100	0
MACADAM / JULIA	3615	2	13	15	0
MACADAM / BOUNDARY	3604	7	31	38	0
MACADAM / FLOWER	3609	2	12	14	0
MACADAM / PENDLETON	3624	1	15	16	0
MACADAM / CAROLINA	3606	2	12	14	0
MACADAM / NEBRASKA	3614	3	18	21	1
MACADAM / CALIFORNIA	3605	5	11	16	0
MACADAM / NEVADA	3620	6	13	19	1
MACADAM / TAYLORS FERRY	3618	4	4	8	0
MACADAM / #8421 RIVERVIEW	3625	1	2	3	0
RIVERSIDE / RADCLIFFE	4905	1	3	4	0
RIVERSIDE / RIVERDALE	4906	0	2	2	0
RIVERSIDE / RIVERWOOD	4909	1	1	2	0
RIVERSIDE / PALATINE	4902	1	2	3	0
RIVERSIDE / MILITARY	4900	3	7	10	0
RIVERSIDE / BREYMAN	4898	1	4	5	0
RIVERSIDE / MIDVALE	4899	0	2	2	0
RIVERSIDE / BRIARWOOD	4894	0	3	3	0
STATE / D	5507	1	12	13	0
STATE / B	5506	1	27	28	0
B / 2ND (LO)	147	2	26	28	0
LAKE OSWEGO TC / B1/35 OUT, 7B	3363	78	158	236	10
A / 2ND	3	4	11	15	0
STATE / FOOTHILLS	5510	4	29	33	0
STATE / NORTH SHORE	5513	7	20	27	1
STATE / MIDDLECREST	5511	8	29	37	7
WILLAMETTE DR / BURNHAM	6328	1	10	11	0
WILLAMETTE DR / CHERRY	6311	1	4	5	0
WILLAMETTE DR / GLENMORRIE	6318	1	3	4	0
WILLAMETTE DR / CHRISTIE SCHOOL	6336	3	19	22	0
WILLAMETTE DR / MARYLHURST COL 2	6338	12	35	47	0
WILLAMETTE DR / ARBOR	6302	1	3	4	0
WILLAMETTE DR / SHADY HOLLOW	6347	1	4	5	0
WILLAMETTE DR / MARYLHURST DR	6337	5	7	12	1



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 035 - Macadam

Outbound to Oregon City TC

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
WILLAMETTE DR / WALLING CIRCLE	6350	4	9	13	0
WILLAMETTE DR / WALLING CIRCLE 2	6351	1	7	8	0
WILLAMETTE DR / HIDDEN SPRINGS	6319	11	64	75	0
WILLAMETTE DR / FRENCH GLEN APTS	6300	4	13	17	0
WILLAMETTE DR / CHOW MEIN LANE	9244	2	4	6	0
WILLAMETTE DR / MOHAWK	6343	1	5	6	0
WILLAMETTE DR / MARK	6333	0	5	5	0
WILLAMETTE DR / JOLIE POINTE	6326	0	2	2	0
WILLAMETTE DR / PIMLICO	6345	2	8	10	0
WILLAMETTE DR / HUGHES	6324	1	3	4	0
WILLAMETTE DR / BARLOW	6304	1	4	5	0
WILLAMETTE DR / CAUFIELD	6308	0	0	0	0
WILLAMETTE DR / WEST A	6314	1	9	10	0
WILLAMETTE DR / FAILING	6316	1	1	2	0
WILLAMETTE DR / HOLMES	6322	0	9	9	0
WILLAMETTE DR / WEBB	6352	1	2	3	0
WILLAMETTE DR / EASY	6313	2	17	19	0
WILLAMETTE DR / MCKILLIGAN	6339	2	12	14	0
WILLAMETTE DR / TEXACO STATION	6348	1	1	2	0
WILLAMETTE DR / MILL	6341	1	10	11	0
MAIN / 6TH (OC)	3726	2	22	24	0
MAIN / 6TH (OC)	3726	2	22	24	0
OCTC / B7/35	8762	11	152	163	11
MAIN / 8TH (OC)	3727	0	0	0	0
MAIN / 6TH (OC)	3726	2	22	24	0
MAIN / 6TH (OC)	3726	2	22	24	0
HWY 99E / MILLER	2926	0	0	0	0
HWY 99E / #18830	9239	0	1	1	0
HWY 99E / SOUTH END	2927	0	0	0	0
HWY 99E / HAINES/NEW ERA	2934	0	0	0	0
HWY 99E / HAINES RD	9375	0	0	0	0
HWY 99E / TERRITORIAL	9049	0	0	0	0
HWY 99E / REDWOOD	8862	0	3	3	0
HWY 99E / PINE ST	9900	0	2	2	0
HWY 99E / IVY	8939	0	13	13	0
1ST / GRANT (CANBY)	6478	0	16	16	4
Totals:		1,273	1,315	2,588	80



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 035 - Macadam

Inbound to Portland

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
1ST / GRANT (CANBY)	6478	28	0	28	3
HWY 99E / JUNIPER	8818	2	0	2	0
HWY 99E / LOCUST	9355	2	0	2	0
HWY 99E / PINE ST	9901	1	0	1	0
HWY 99E / SEQUOIA PKWY	8476	1	0	1	0
HWY 99E / TERRITORIAL	2929	4	0	4	0
HWY 99E / MADRONA LANE	9468	0	0	0	0
HWY 99E / HAINES RD	2923	1	0	1	0
HWY 99E / SOUTH END	2928	0	0	0	0
HWY 99E / #18830	9238	1	0	1	0
HWY 99E / MILLER	2925	0	0	0	0
HWY 99E / MAIN OC	8789	0	0	0	0
OCTC / B7/35	8762	158	13	171	11
MAIN / 6TH (OC)	3727	3	1	4	0
RAILROAD / 7TH	4784	15	1	16	1
WILLAMETTE DR / WILL FALLS DR	6340	9	2	11	0
WILLAMETTE DR / HOLLY	6320	14	2	16	0
WILLAMETTE DR / BURNS	6306	22	4	26	0
WILLAMETTE DR / BOLTON	6305	0	0	0	0
WILLAMETTE DR / LEWIS	6330	4	1	5	0
WILLAMETTE DR / HOLMES	6321	11	1	12	0
WILLAMETTE DR / FAILING	6315	2	1	3	0
WILLAMETTE DR / ELLIOTT	6312	5	1	6	0
WILLAMETTE DR / CAUFIELD	6307	0	0	0	0
WILLAMETTE DR / BARLOW	6303	3	1	4	0
WILLAMETTE DR / HUGHES	6323	3	2	5	0
WILLAMETTE DR / PIMLICO	6344	12	1	13	0
WILLAMETTE DR / JOLIE POINTE	6325	2	0	2	0
WILLAMETTE DR / MARK	6332	5	1	6	0
WILLAMETTE DR / MOHAWK	6342	3	1	4	0
WILLAMETTE DR / CHOW MEIN LANE	9243	5	3	8	0
WILLAMETTE DR / MAPLETON	6331	12	5	17	0
WILLAMETTE DR / CEDAR OAK	6309	66	8	74	0
WILLAMETTE DR / WALLING	6349	9	7	16	0
WILLAMETTE DR / LAZY RIVER DR	9216	6	2	8	1
WILLAMETTE DR / SHADY HOLLOW	6346	5	4	9	0
WILLAMETTE DR / ARBOR	6301	3	1	4	0
WILLAMETTE DR / MARYLHURST	6334	33	18	51	0
WILLAMETTE DR / HOLY NAMES DRIVE	6335	13	5	18	0
WILLAMETTE DR / GLENMORRIE	6317	3	0	3	0
WILLAMETTE DR / CHERRY	6310	1	1	2	0
WILLAMETTE DR / LAUREL (LO)	6327	8	1	9	0
STATE / WILBUR	5514	22	6	28	13
STATE / NORTH SHORE	5512	19	9	28	0
STATE / FOOTHILLS	5509	29	3	32	0
B / 2ND (LO)	147	9	6	15	0
LAKE OSWEGO TC / B2/35,36 INBOUND	8207	170	62	232	9
A / 2ND	3	17	2	19	0
STATE / #544	5505	20	1	21	1
STATE / E	5508	4	1	5	0
RIVERSIDE / BRIARWOOD	4895	2	0	2	0
RIVERSIDE / ELK ROCK	4896	1	0	1	0
RIVERSIDE / GREENWOOD	4897	3	2	5	0
RIVERSIDE / MILITARY	4901	6	3	9	0



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 035 - Macadam

Inbound to Portland

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
RIVERSIDE / PALATINE	4904	1	1	2	0
RIVERSIDE / RIVERWOOD	4910	1	0	1	0
RIVERSIDE / RIVERDALE	4908	3	1	4	0
MACADAM / MILES	3617	5	4	9	12
MACADAM / NEVADA	3622	14	3	17	1
MACADAM / FLORIDA	3608	8	3	11	0
MACADAM / NEBRASKA	3619	15	2	17	0
MACADAM / PENDLETON	3623	16	1	17	0
MACADAM / FLOWER	3610	7	1	8	0
MACADAM / BOUNDARY	3603	21	6	27	1
MACADAM / JULIA	3616	10	2	12	0
MACADAM / HAMILTON CT	3613	61	4	65	0
MACADAM / BANCROFT	3602	21	1	22	0
MACADAM / THOMAS	3626	5	2	7	0
MACADAM / GAINES	3611	2	1	3	0
MACADAM / CURRY	3607	4	1	5	0
NAITO PARKWAY / ARTHUR	1923	2	28	30	0
NAITO PARKWAY / HARRISON	1926	3	29	32	0
CLAY / 1ST	1073	16	55	71	0
CLAY / 3RD	1075	4	27	31	1
CLAY / 5TH	1076	3	94	97	4
6TH / JEFFERSON	7765	13	43	56	1
6TH / MAIN	7767	21	109	130	3
6TH / SALMON	7788	14	63	77	13
6TH / YAMHILL	7806	29	164	193	16
6TH / ALDER	7746	16	58	74	3
6TH / STARK	7796	8	34	42	1
6TH / PINE	7786	7	32	39	2
6TH / COUCH	7758	2	21	23	1
6TH / FLANDERS	9300	2	19	21	0
6TH / HOYT	7763	1	29	30	2
IRVING / 5TH	3007	2	22	24	2
NORTH TERMINAL / NOT A STOP	9573	0	53	53	10
Totals:		1,114	1,096	2,210	113



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 036 - South Shore

Outbound to Tualatin Park & Ride

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
NORTH TERMINAL / NOT A STOP	9573	5	0	5	1
5TH / HOYT	8302	1	0	1	0
5TH / OAK	7627	17	1	18	0
5TH / WASHINGTON	7642	17	1	18	0
5TH / MORRISON	7625	19	3	22	2
5TH / TAYLOR	7640	3	0	3	0
5TH / MAIN	7614	14	2	16	0
5TH / COLUMBIA	7594	5	1	6	0
MARKET / 4TH	3761	4	1	5	0
MARKET / 2ND	3760	7	5	12	0
1ST / HARRISON	6479	0	1	1	0
1ST / LINCOLN	6483	2	1	3	0
1ST / MADISON TOWER	6473	0	1	1	0
SHERIDAN / NAITO	10480	0	0	0	0
NAITO PKWAY OVERPASS / ARTHUR	10468	0	0	0	0
KELLY / WHITAKER	3120	0	1	1	0
HOOD / GAINES	2797	0	0	0	0
MACADAM / HAMILTON CT	3612	0	3	3	0
MACADAM / JULIA	3615	0	1	1	0
MACADAM / BOUNDARY	3604	0	2	2	0
MACADAM / FLOWER	3609	0	1	1	0
MACADAM / PENDLETON	3624	0	2	2	0
MACADAM / CAROLINA	3606	0	1	1	0
MACADAM / NEBRASKA	3614	0	2	2	0
MACADAM / CALIFORNIA	3605	0	1	1	0
MACADAM / NEVADA	3620	0	1	1	0
MACADAM / TAYLORS FERRY	3618	0	1	1	0
MACADAM / #8421 RIVERVIEW	3625	0	0	0	0
RIVERSIDE / RADCLIFFE	4905	0	0	0	0
RIVERSIDE / RIVERDALE	4906	0	1	1	0
RIVERSIDE / RIVERWOOD	4909	0	0	0	0
RIVERSIDE / PALATINE	4902	0	0	0	0
RIVERSIDE / MILITARY	4900	0	0	0	0
RIVERSIDE / BREYMAN	4898	0	0	0	0
RIVERSIDE / MIDVALE	4899	0	0	0	0
RIVERSIDE / BRIARWOOD	4894	0	0	0	0
STATE / D	5507	0	1	1	0
STATE / B	5506	0	4	4	0
B / 2ND (LO)	147	0	2	2	0
LAKE OSWEGO TC / B3/36.37 OUTBD	8208	49	18	67	4
A / 2ND	3	1	1	2	0
STATE / FOOTHILLS	5510	1	5	6	0
STATE / NORTH SHORE	5513	2	2	4	0
STATE / MIDDLECREST	5511	1	3	4	2
MC VEY / #668 (APTS)	3812	0	0	0	0
MC VEY / LAKEFRONT	3816	0	1	1	0
MC VEY / CORNELL	3813	0	2	2	0
MC VEY / OAK	3817	0	6	6	0
SOUTH SHORE / PATTON	5309	1	6	7	0
SOUTH SHORE / #1855 P & R	5286	0	2	2	0
SOUTH SHORE / GREENTREE	5301	0	3	3	0
SOUTH SHORE / EDGE CLIFF	5298	0	0	0	0
SOUTH SHORE / #1755	5285	0	0	0	0
SOUTH SHORE / CEDAR CT	5295	0	3	3	0



*Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop*

Route: 036 - South Shore

Outbound to Tualatin Park & Ride

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
SOUTH SHORE / CEDAR CT 2	5296	0	2	2	0
SOUTH SHORE / PHANTOMBLUFF	5310	0	0	0	0
SOUTH SHORE / #2557	5288	0	1	1	0
SOUTH SHORE / GREENBRIER	5300	1	0	1	0
SOUTH SHORE / CEDAR RD	5297	0	0	0	2
SOUTH SHORE / MAPLE	5306	1	4	5	0
SOUTH SHORE / #3867	5289	0	1	1	0
SOUTH SHORE / #4101	5290	0	0	0	0
SOUTH SHORE / #4321	5292	0	1	1	0
LAKEVIEW / #4431	3364	0	4	4	0
BRYANT / LAMONT WAY	666	0	1	1	0
BRYANT / WILDWOOD	669	0	1	1	0
BRYANT / #17555	667	1	0	1	0
JEAN / BRYANT	3031	0	3	3	0
JEAN / HILL	3034	0	3	3	0
JEAN / SCHALIT	3036	0	1	1	0
JEAN / TUALATA	3033	0	1	1	0
JEAN / TAMARA	3035	1	4	5	0
PILKINGTON / KENNY	4447	0	3	3	0
PILKINGTON / FERNSBROOK	4446	0	0	0	0
PILKINGTON / MC EWAN	4450	1	1	2	0
PILKINGTON / DAWN	4444	2	0	2	0
PILKINGTON / CHILDS	4443	2	2	4	0
CHILDS / BENFIELD	1063	0	0	0	0
CHILDS / TERRY	1066	0	0	0	0
CHILDS / LONGFELLOW	1064	0	0	0	0
CHILDS / 65TH	8882	1	1	2	0
65TH / DAWN	7841	1	0	1	0
65TH / MC EWAN	7843	0	1	1	0
MCEWAN / NW NAT GAS	3821	0	0	0	0
MCEWAN / NW BOOK DEPOSIT	3820	1	2	3	0
MCEWAN / 65TH (1)	3824	1	4	5	1
TUALATIN PARK & RIDE / BAY 2	7879	0	26	26	1
Totals:		162	160	322	14



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 036 - South Shore

Inbound to Lake Oswego TC or Portland

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
TUALATIN PARK & RIDE / BAY 2	7879	38	0	38	1
LOWER BOONES FERRY / MCEWAN RD	8045	1	5	6	0
MCEWAN / HOMESTEAD REST	8769	0	1	1	0
MCEWAN / BURGER KING	3819	0	1	1	0
MCEWAN / NW NAT GAS	3822	0	0	0	0
MCEWAN / 65TH	3823	0	2	2	0
65TH / DAWN	7842	0	0	0	0
65TH / CHILDS	7840	1	2	3	0
CHILDS / #8110	1061	0	0	0	0
CHILDS / TERRY	1067	0	1	1	0
CHILDS / BENFIELD	1062	0	0	0	0
CHILDS / MARLIN	1065	2	1	3	0
PILKINGTON / #19030	4442	0	2	2	0
PILKINGTON / LAKE BAPTIST	4449	2	0	2	0
PILKINGTON / FERNBROOK	4445	0	0	0	0
PILKINGTON / KENNY	4448	0	0	0	0
JEAN / TAMARA	3037	4	4	8	0
JEAN / TUALATA	3038	1	0	1	0
JEAN / BRYANT SCHOOL	3032	6	1	7	0
JEAN / BRYANT	3030	2	1	3	0
BRYANT / #17522	668	0	0	0	0
BRYANT / #17495	663	0	0	0	0
BRYANT / CHAPMAN	664	0	0	0	0
BRYANT / LAKEVIEW	665	4	1	5	0
SOUTH SHORE / LAKEVIEW	5305	2	0	2	0
SOUTH SHORE / #4101	5291	0	0	0	0
SOUTH SHORE / CANAL CIRCLE	5311	1	0	1	0
SOUTH SHORE / KELOK	5303	4	0	4	0
SOUTH SHORE / CEDAR RD	10175	2	1	3	2
SOUTH SHORE / BLUE HERON (A)	5293	0	0	0	0
SOUTH SHORE / CANYON	5294	3	0	3	1
SOUTH SHORE / FERNWOOD	5299	2	1	3	0
SOUTH SHORE / LAKERIDGE	5304	3	0	3	0
SOUTH SHORE / GREENTREE	5302	2	0	2	0
SOUTH SHORE / #1855 P & R	5287	1	0	1	0
MC VEY / SOUTH SHORE	5307	5	3	8	0
MC VEY / OAK	3818	3	0	3	0
MC VEY / CORNELL	3814	2	0	2	0
MC VEY / ERICKSON	3815	2	0	2	0
MC VEY / #668 (APTS)	3811	4	0	4	0
STATE / WILBUR	5514	9	2	11	0
STATE / NORTH SHORE	5512	5	8	13	0
STATE / FOOTHILLS	5509	13	1	14	0
B / 2ND (LO)	147	2	1	3	0
LAKE OSWEGO TC / B2/35,36 INBOUND	8207	4	1	5	0
LAKE OSWEGO TC / B3/36,37 OUTBD	8208	28	48	76	4
A / 2ND	3	5	0	5	0
STATE / #544	5505	2	0	2	0
STATE / E	5508	1	0	1	0
RIVERSIDE / BRIARWOOD	4895	0	0	0	0
RIVERSIDE / ELK ROCK	4896	0	0	0	0
RIVERSIDE / GREENWOOD	4897	0	0	0	0
RIVERSIDE / MILITARY	4901	0	0	0	0
RIVERSIDE / PALATINE	4904	0	0	0	0



Tri-Met Passenger Census - Spring 2001
Weekday All-Day Ons and Offs by Route and Stop

Route: 036 - South Shore

Inbound to Lake Oswego TC or Portland

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
RIVERSIDE / RIVERDALE	4908	0	0	0	0
MACADAM / MILES	3617	0	0	0	0
MACADAM / NEVADA	3622	1	1	2	0
MACADAM / FLORIDA	3606	1	0	1	0
MACADAM / NEBRASKA	3619	1	0	1	0
MACADAM / PENDLETON	3623	4	0	4	0
MACADAM / FLOWER	3610	0	0	0	0
MACADAM / BOUNDARY	3603	3	1	4	0
MACADAM / JULIA	3616	2	0	2	0
MACADAM / HAMILTON CT	3613	0	2	2	0
MACADAM / BANGCROFT	3602	1	0	1	0
MACADAM / THOMAS	3626	0	0	0	0
MACADAM / GAINES	3611	0	0	0	0
MACADAM / CURRY	3607	0	0	0	0
NAITO PARKWAY / ARTHUR	1923	0	2	2	0
NAITO PARKWAY / HARRISON	1926	0	4	4	0
CLAY / 1ST	1073	1	12	13	0
CLAY / 3RD	1075	0	5	5	0
CLAY / 5TH	1076	1	14	15	0
6TH / JEFFERSON	7785	1	6	7	0
6TH / MAIN	7766	1	13	14	0
6TH / TAYLOR	7799	0	5	5	0
6TH / MORRISON	7776	0	2	2	0
6TH / WASHINGTON	7802	0	5	5	0
6TH / OAK	7781	0	3	3	0
IRVING / 5TH	3007	0	0	0	0
NORTH TERMINAL / NOT A STOP	9573	0	1	1	0
Totals:		183	164	347	9



TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop

Weekdays

Route: 035 - Macadam

Outbound to Oregon City TC

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
North Terminal & Not A Stop	9573	80	0	80	20
5th & Hoyt	9302	3	1	4	0
5th & Flanders	9304	21	1	22	0
5th & Davis	9301	25	2	27	3
5th & Burnside	7589	28	6	34	3
5th & Oak	7626	77	18	95	5
5th & Washington	7641	70	18	88	5
5th & Morrison	7624	167	28	195	14
5th & Taylor	7639	85	16	101	4
5th & Main	7613	86	13	99	5
5th & Jefferson	7608	40	16	56	2
Market & 4th	3761	67	22	89	2
Market & 2nd	3760	38	15	51	1
1st & Harrison	6479	5	4	9	5
1st & Lincoln	6483	14	5	19	0
1st & Madison Tower	6473	1	5	6	0
1st & Arthur Island	9397	24	5	29	0
Naito Parkway & Hooker	1929	1	0	1	0
Kelly & Curry	3120	1	4	5	0
Hood & Gaines	2797	1	3	4	1
Macadam & Hamilton Ct	3612	3	54	57	7
Macadam & Julia	3615	2	9	11	1
Macadam & Boundary	3604	4	20	24	3
Macadam & Flower	3609	2	7	9	1
Macadam & Pendleton	3624	1	14	15	1
Macadam & Carolina	3606	3	11	14	0
Macadam & Nebraska	3614	2	12	14	0
Macadam & California	3605	1	16	17	0
Macadam & Nevada	3620	2	16	18	1
Macadam & Taylors Ferry	3618	2	4	6	0
8421 Macadam (Riverview)	3625	1	1	2	0
Riverside & Radcliffe	4905	0	1	1	0
Riverside & Riverdale	4908	0	1	1	0
Riverside & Riverwood	4909	0	1	1	0
Riverside & Palatine Hill	4902	1	2	3	0
Riverside & Military	4900	1	3	4	0
Riverside & Breyman	4898	0	1	1	0
Riverside & Midvale	4899	0	1	1	0
Riverside & Briarwood	4894	1	3	4	0
State & D	5507	1	7	8	0
State & B	5506	1	18	19	0
B & Second in Lake Oswego	147	1	20	21	0
Lake Oswego Transit Center	8207	74	110	184	5
A & 2nd	3	7	6	13	1
State & Foothills	5510	7	28	35	0
State & North Shore	5513	8	16	24	0
State & Middlecrest	5511	8	23	31	0
Willamette Dr & Burnham	6328	1	7	8	0
Willamette Dr & Cherry	6311	1	4	5	0
Willamette Dr & Glenmorrie	6318	1	3	4	0
Willamette Dr & Brookhurst Dr	6336	2	13	15	0
Willamette Dr & Marybrook Dr.	6338	3	26	29	0
Willamette Dr & Arbor	6302	1	3	4	0

**TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop**

Weekdays

Route: 035 - Macadam

Outbound to Oregon City TC

<i>Stop Location</i>	<i>Location ID</i>	<i>Ons</i>	<i>Offs</i>	<i>Total</i>	<i>Monthly Lifts*</i>
Willamette Dr & Shady Hollow	6347	1	3	4	0
Willamette Dr & Maryhurst Dr	6337	3	11	14	0
Willamette Dr & Walling Circle	6350	2	10	12	0
Willamette Dr & Hidden Springs	6319	9	76	85	7
Willamette Dr & Mapleton Dr.	6300	2	5	7	0
Willamette Dr & Chow Mein Lane	9244	5	3	8	0
Willamette Dr & Mohawk	6343	1	4	5	0
Willamette Dr & Mark	6333	1	5	6	0
Willamette Dr & Jolie Pointe	6326	0	3	3	0
Willamette Dr & Pimlico	6345	1	6	7	0
Willamette Dr & Hughes	6324	1	2	3	1
Willamette Dr & Barlow	6304	1	8	9	0
Willamette Dr & West A	6314	2	11	13	0
Willamette Dr & Failing	6316	1	2	3	0
Willamette Dr & Holmes	6322	1	11	12	0
Willamette Dr & Webb	6352	0	4	4	0
Willamette Dr & Easy St	6313	2	12	14	0
Willamette Dr & McKilican	6339	3	9	12	0
Willamette Dr & Holly (near Shell Str)	6348	1	4	5	0
Willamette Dr & Mill	6341	2	11	13	0
Main & 6th (Oregon City)	3726	1	21	22	0
Oregon City Transit Center	8762	0	142	142	22
Totals:		1,014	1,006	2,020	118

**TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop**

Weekdays

Route: 035 - Macadam

Inbound to Portland

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
Oregon City Transit Center	8762	159	0	159	22
Main & 8th (Oregon City)	3727	5	0	5	0
8th & Railroad	11474	11	1	12	1
Willamette Dr & Willamette Falls Dr	6340	11	3	14	0
Willamette Dr & Holly	6320	13	3	16	0
Willamette Dr & Burns	6306	13	4	17	0
Willamette Dr & Lewis	6330	7	0	7	0
Willamette Dr & Holmes	6321	7	0	7	0
Willamette Dr & Failing	6315	5	1	6	0
Willamette Dr & Elliott	6312	5	2	7	0
Willamette Dr & Barlow	6303	6	1	7	0
Willamette Dr & Hughes	6323	2	1	3	0
Willamette Dr & Pimlico	6344	8	1	9	0
Willamette Dr & Jolie Pointe	6325	3	0	3	0
Willamette Dr & Mark	6332	5	1	6	0
Willamette Dr & Mohawk	6342	1	0	1	0
Willamette Dr & Chow Mein Lane	9243	2	4	6	0
Willamette Dr & Mapleton	6331	6	4	10	0
Willamette Dr & Cedar Oak	6309	73	7	80	0
Willamette Dr & Walling	6349	14	4	18	1
Willamette Dr & Lazy River Dr	9216	9	3	12	0
Willamette Dr & Shady Hollow	6346	4	3	7	0
Willamette Dr & Arbor	6301	3	2	5	0
Willamette Dr & Maryhurst Univ. Driveway	6334	19	4	23	0
Willamette Dr & Holy Names Drive	6335	9	6	15	0
Willamette Dr & Glenmorrie	6317	2	1	3	0
Willamette Dr & Cherry	6310	4	1	5	0
Willamette Dr & Laurel in Lake Oswego	6327	7	1	8	0
State & Wilbur	5514	20	8	28	0
State & North Shore	5512	19	7	26	2
State & Foothills	5509	28	6	34	0
B & Second in Lake Oswego	147	8	6	14	0
Lake Oswego Transit Center	8207	119	62	181	7
A & 2nd	3	16	2	18	0
State & B	5505	20	1	21	1
State & E	5508	6	0	6	0
Riverside & Brianwood	4895	1	0	1	0
Riverside & Elk Rock	4898	0	0	0	0
Riverside & Greenwood	4897	0	0	0	0
Riverside & Military	4901	4	1	5	0
Riverside & Palatine Hill	4904	1	1	2	0
Riverside & Riverwood	4910	0	0	0	0
Riverside & Riverdale	4908	1	1	2	0
Macadam & Miles	3617	4	3	7	0
Macadam & Nevada	3622	16	2	18	1
Macadam & Florida	3608	7	1	8	0
Macadam & Nebraska	3619	10	1	11	0
Macadam & Carolina	11812	9	3	12	0
Macadam & Pendleton	3623	22	2	24	1
Macadam & Flower	3610	6	0	6	0
Macadam & Boundary	3603	16	5	21	5
Macadam & Julia	3616	7	1	8	0
Macadam & Hamilton Ct	3613	32	1	33	10

**TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop**

Weekdays

Route: 035 - Macadam

Inbound to Portland

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
Macadam & Bancroft	3602	13	0	13	5
Macadam & Thomas	3626	3	1	4	0
Macadam & Gaines	3611	1	0	1	1
Macadam & Curry	3607	1	0	1	0
Naito Parkway & Arthur	1923	1	20	21	0
Naito Parkway & Harrison	1926	1	17	18	1
Clay & 1st	1073	15	55	70	2
Clay & 3rd	1075	4	22	26	2
Clay & 5th	1076	3	93	96	11
6th & Columbia	11486	13	38	51	4
6th & Main	7766	32	127	159	9
6th & Taylor	7799	22	145	167	5
6th & Morrison	7776	25	56	81	5
6th & Washington	7802	12	33	45	2
6th & Oak	7781	10	38	48	2
6th & Pine	7786	0	2	2	0
6th & Couch	7758	3	26	29	1
6th & Flanders	9300	1	22	23	3
6th & Hoyt	7763	3	28	31	2
Irving & 5th	3007	2	28	30	2
North Terminal & Not A Stop	9573	0	42	42	20
Totals:		950	965	1,915	123

TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop

Weekdays

Route: 036 - South Shore

Outbound to Tualatin Park & Ride

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
North Terminal & Not A Stop	9573	4	0	4	0
5th & Oak	7626	14	0	14	2
5th & Washington	7641	10	0	10	1
5th & Morrison	7624	13	2	15	1
5th & Taylor	7639	13	1	14	0
5th & Main	7613	13	1	14	1
5th & Jefferson	7608	5	2	7	0
Market & 4th	3761	2	3	5	0
Market & 2nd	3760	4	1	5	0
1st & Harrison	6479	1	0	1	0
1st & Lincoln	6483	1	0	1	0
1st & Madison Tower	6473	0	0	0	0
1st & Arthur Island	9397	1	0	1	0
Naito Parkway & Hooker	1929	0	0	0	0
Kelly & Curry	3120	0	0	0	0
Hood & Gaines	2797	0	0	0	0
Macadam & Hamilton Ct	3612	0	1	1	0
Macadam & Julia	3615	0	1	1	0
Macadam & Boundary	3604	0	1	1	0
Macadam & Flower	3609	0	2	2	0
Macadam & Pendleton	3624	0	2	2	0
Macadam & Carolina	3606	0	1	1	0
Macadam & Nebraska	3614	0	1	1	0
Macadam & California	3605	0	1	1	0
Macadam & Nevada	3620	0	2	2	0
Macadam & Taylors Ferry	3618	0	0	0	0
8421 Macadam (Riverview)	3625	0	0	0	0
Riverside & Radcliffe	4905	0	0	0	0
Riverside & Riverdale	4906	0	0	0	0
Riverside & Riverwood	4909	0	0	0	0
Riverside & Palatine Hill	4902	0	0	0	0
Riverside & Military	4900	0	0	0	0
Riverside & Breyman	4898	0	0	0	0
Riverside & Midvale	4899	0	0	0	0
Riverside & Brianwood	4894	0	0	0	0
State & D	5507	0	1	1	0
State & B	5506	0	2	2	0
B & Second in Lake Oswego	147	0	3	3	0
Lake Oswego Transit Center	8208	51	16	67	8
A & 2nd	3	1	1	2	1
State & Foothills	5510	1	5	6	0
State & North Shore	5513	2	2	4	5
State & Middlecrest	5511	2	2	4	0
668 McVey (Apts)	3812	0	0	0	0
McVey & Lakelmont	3816	1	4	5	0
McVey & Cornell	3813	1	2	3	0
McVey & Oak	3817	0	3	3	0
South Shore & Patton	5309	2	8	10	1
1855 South Shore (Park & Ride)	5286	0	1	1	1
South Shore & Greentree	5301	1	3	4	0
South Shore & Edgediff	5298	0	0	0	0
1755 South Shore	5285	0	0	0	0
South Shore & Cedar Ct	5295	0	4	4	0

TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop

Weekdays

Route: 036 - South Shore

Outbound to Tualatin Park & Ride

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
South Shore & Fernwood	5296	0	2	2	0
South Shore & Phantom Bluff	5310	0	0	0	0
2557 South Shore	5288	0	1	1	0
South Shore & Greenbrier	5300	0	1	1	0
South Shore & Cedar Rd	5297	0	1	1	15
South Shore & Maple	5306	0	3	3	0
3889 South Shore	5289	0	0	0	0
4101 South Shore	5290	0	0	0	0
4321 South Shore	5292	0	2	2	0
4431 Lakeview	3364	0	3	3	0
Bryant & Lamont Way	666	1	1	2	0
Bryant & Wildwood	669	1	2	3	0
17555 Bryant	667	0	0	0	0
Jean & Bryant	3031	0	4	4	0
Jean & Hill	3034	0	1	1	0
Jean & Schalit	3036	0	2	2	0
Jean & Tualata	3033	0	4	4	0
Jean & Tamara	3035	1	3	4	0
Pikington & Kenny	4447	0	3	3	0
Pikington & Fernbrook	4446	0	1	1	1
Pikington & McEwan	4450	0	1	1	0
Pikington & Dawn	4444	1	0	1	0
Pikington & Childs	4443	0	1	1	0
Childs & Benfield	1063	0	1	1	0
Childs & Terry	1066	1	0	1	0
Childs & Longfellow	1064	0	0	0	0
Childs & 65th	8882	0	0	0	0
65th & Dawn	7841	0	0	0	0
65th & McEwan	7843	1	2	3	0
7100 McEwan	3821	0	0	0	0
McEwan & NW Book Deposit	3820	0	2	2	0
McEwan & 65th	3824	0	2	2	0
Tualatin Park & Ride	7879	0	25	25	1
Totals:		149	147	296	36

**TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop**

Weekdays

Route: 036 - South Shore

Inbound to Lake Oswego TC or Portland

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
Tualatin Park & Ride	7879	29	0	29	1
Lower Boones Ferry & McEwan Rd	9045	0	3	3	0
17942 McEwan	8769	1	2	3	0
17990 McEwan	3819	1	0	1	0
7100 McEwan	3822	0	0	0	0
McEwan & 65th	3823	2	2	4	0
65th & Dawn	7842	0	0	0	0
65th & Childs	7840	0	0	0	0
6110 Childs	1061	0	0	0	0
Childs & Terry	1067	0	0	0	0
Childs & Benfield	1062	0	0	0	0
Childs & Marlin	1065	0	0	0	0
19030 Pilkington	4442	0	0	0	0
18788 Pilkington	4449	1	0	1	0
Pilkington & Ferrbrook	4445	0	0	0	0
Pilkington & Kenny	4448	1	0	1	0
Jean & Tamara	3037	5	2	7	0
Jean & Tualata	3038	2	0	2	0
Jean & Schalit Way	3032	4	0	4	0
Jean & Bryant	3030	4	0	4	0
Bryant & Lords Ln.	668	0	0	0	0
Bryant & Black Forest Ct.	663	0	0	0	0
Bryant & Chapman	664	1	0	1	0
Bryant & Lakeview	665	4	0	4	0
South Shore & Lakeview	5305	2	0	2	0
4101 South Shore	5291	0	0	0	0
South Shore & Canal Circle	5311	0	0	0	0
South Shore & Kelok	5303	3	0	3	0
South Shore & Cedar Rd	10175	1	0	1	10
South Shore & Blue Heron	5293	0	0	0	0
South Shore & Canyon	5294	1	0	1	0
South Shore & Fernwood	5299	2	0	2	0
South Shore & Lakeridge	5304	5	1	6	0
South Shore & Greentree	5302	2	0	2	0
1855 South Shore (Park & Ride)	5287	1	0	1	0
South Shore & Patton	11805	0	1	1	1
McVey & Parrish	5307	7	1	8	1
McVey & Oak	3818	2	0	2	0
McVey & Cornell	3814	2	1	3	0
McVey & Maple	3815	1	1	2	0
668 McVey (Apts)	3811	1	1	2	0
State & Wilbur	5514	3	4	7	0
State & North Shore	5512	5	3	8	7
State & Foothills	5509	8	1	9	0
B & Second in Lake Oswego	147	4	2	6	0
Lake Oswego Transit Center	8207	0	0	0	0
Lake Oswego Transit Center	8208	12	53	65	10
A & 2nd	3	1	0	1	0
State & B	5505	2	0	2	0
State & E	5508	1	0	1	0
Riverside & Briarwood	4895	0	0	0	0
Riverside & Elk Rock	4896	0	0	0	0
Riverside & Greenwood	4897	0	0	0	0

**TriMet Passenger Census - Spring 2005
All-Day Ons and Offs by Route and Stop**

Weekdays

Route: 036 - South Shore

Inbound to Lake Oswego TC or Portland

Stop Location	Location ID	Ons	Offs	Total	Monthly Lifts*
Riverside & Military	4901	0	0	0	0
Riverside & Palatine Hill	4904	0	0	0	0
Riverside & Riverwood	4910	0	0	0	0
Riverside & Riverdale	4908	0	0	0	0
Macadam & Miles	3617	2	0	2	0
Macadam & Nevada	3622	4	0	4	0
Macadam & Florida	3608	0	0	0	0
Macadam & Nebraska	3619	1	0	1	0
Macadam & Carolina	11812	0	0	0	0
Macadam & Pendleton	3623	2	0	2	0
Macadam & Flower	3610	2	0	2	0
Macadam & Boundary	3603	0	1	1	0
Macadam & Julia	3616	0	0	0	0
Macadam & Hamilton Ct	3613	0	0	0	1
Macadam & Bancroft	3602	0	0	0	1
Macadam & Thomas	3626	0	0	0	0
Macadam & Gaines	3611	0	0	0	0
Macadam & Curry	3607	0	0	0	0
Naito Parkway & Arthur	1923	0	1	1	0
Naito Parkway & Harrison	1926	0	5	5	0
Clay & 1st	1073	0	8	8	1
Clay & 3rd	1075	0	3	3	1
Clay & 5th	1076	1	10	11	0
6th & Columbia	11486	0	3	3	0
6th & Main	7767	0	6	6	1
6th & Salmon	7788	1	9	10	
6th & Alder	7746	1	12	13	
6th & Stark	7796	0	4	4	
Totals:		135	142	277	31

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Greeley - To University of Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
4th & Hall	12827	N	OP	4	0	4	1	0
SW 4th & Jefferson	12766	N	NS	34	1	35	1	2
SW 4th & Taylor	12769	N	NS	126	58	184	1	18
SW 4th & Washington	12772	N	NS	114	90	204	1	20
SW 4th & Ash	12775	N	NS	43	38	81	1	4
NW 4th & Davis	12776	N	NS	44	43	87	1	5
NW Everett & 2nd	1612	E	NS	35	9	44	1	1
Steel Bridge -- Not a Public Stop	12834	E	AT	1	0	1	1	0
Steel Bridge -- Not a Public Stop	12835	W	AT	2	0	2	1	0
N Interstate & Rose Quarter TC	11814	N	AT	134	26	160	1	7
N Interstate & Larabee	3365	N	FS	3	2	5	1	0
N Interstate & Tillamook	11840	N	FS	2	5	7	1	0
N Interstate & Albina	11839	N	FS	9	5	14	1	2
N Interstate & Graham	2962	N	FS	1	1	2	1	2
N Greeley & Going Overpass	2195	N	AT	1	4	5	1	0
N Greeley & Humboldt	2201	N	AT	6	30	36	1	2
N Greeley & Sumner	2226	N	NS	4	18	22	1	6
N Greeley & Killingsworth	2208	N	NS	11	30	41	1	2
N Greeley & Jessup	2206	N	NS	2	16	18	1	0
N Greeley & Ainsworth	2182	N	NS	4	25	29	1	1
N Greeley & Holman	2197	N	NS	2	18	20	1	0
N Greeley & Portland (Rosa Parks Way)	2221	N	FS	7	28	35	1	5
N Greeley & Dekum	2190	N	NS	1	14	15	1	0
N Greeley & Bryant	2185	N	NS	1	25	26	1	2
N Greeley & Buffalo	2187	N	NS	1	12	13	1	0
N Greeley & Lombard	2212	N	NS	2	32	34	1	2
N Lombard & Peninsular	3535	W	NS	25	49	74	1	8
N Peninsular & Farragut	4432	N	FS	1	21	22	1	0
N Peninsular & Watts	4438	N	FS	1	17	18	1	0
N Peninsular & Halleck	4434	N	NS	1	12	13	1	0
N Willis & Peninsular	6384	W	FS	6	27	33	1	10
N Willis & Bayard	6373	W	NS	5	27	32	1	1
N Willis & Wabash	6378	W	OP	2	21	23	1	0
N Willis & Washburne	6387	W	FS	2	15	17	1	1
N Willis & Chautauqua	10611	W	NS	3	19	22	1	3
N Willis & Wayland	6389	W	NS	2	17	19	1	1
N Willis & Woolsey	6391	W	NS	1	19	20	1	0
N Willis & Newman	6382	W	FS	1	20	21	1	0
N Willis & Druid	6375	W	FS	2	19	21	1	0
N Willis & Hereford	6379	W	NS	1	23	24	1	0
N Willis & Portsmouth	6385	W	NS	1	28	29	1	3
N Portsmouth & Lombard	4494	S	NS	3	34	37	1	3
N Portsmouth & Oberlin	4496	S	NS	1	11	12	1	0
N Portsmouth & Syracuse	4498	S	NS	0	10	10	1	0
N Portsmouth & Amherst	4491	S	NS	0	11	11	1	0
N Portsmouth & Harvard	4493	S	NS	1	5	6	1	0
N Portsmouth & Strong	9630	S	NS	2	71	73	1	21

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Greeley - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
N Portsmouth & Strong	9630	S	NS	62	2	64	19
N Van Houten & Willamette	10692	N	NS	3	1	4	1
N Portsmouth & Yale	4502	N	NS	9	0	9	0
N Portsmouth & Princeton	4497	N	NS	10	0	10	0
N Portsmouth & Depue	4492	N	FS	12	0	12	1
N Portsmouth & Lombard	4495	N	NS	35	2	37	2
N Portsmouth & Willis	4501	N	NS	34	1	35	2
N Willis & Hodge	6380	E	FS	17	1	18	1
N Willis & Druid	6376	E	NS	17	0	17	0
N Willis & Newman	6381	E	NS	24	0	24	0
N Willis & Woolsey	6392	E	NS	17	2	19	0
N Willis & Wayland	6390	E	NS	13	1	14	1
N Willis & Chautauqua	6374	E	NS	18	1	19	1
N Willis & Washburne	6388	E	NS	18	2	20	2
N Willis & Wabash	6386	E	NS	32	2	34	0
N Willis & Emerald	6377	E	NS	41	4	45	0
N Willis & Peninsular	6383	E	NS	48	3	51	13
N Peninsular & Halleck	4435	S	NS	15	1	16	0
N Peninsular & Warts	4439	S	NS	18	0	18	0
N Peninsular & Farragut	4433	S	NS	25	1	26	0
N Peninsular & Russet	4437	S	FS	27	13	40	3
N Greeley & Lombard	2213	S	FS	40	10	50	3
N Greeley & Buffalo	2188	S	NS	12	0	12	0
N Greeley & Bryant	2186	S	NS	28	2	30	2
N Greeley & Dekum	2191	S	NS	12	1	13	1
N Greeley & Portland (Rosa Parks Way)	2222	S	NS	34	7	41	3
N Greeley & Holman	2198	S	NS	16	1	17	0
N Greeley & Ainsworth	2183	S	NS	28	4	32	1
N Greeley & Jessup	2205	S	NS	10	1	11	0
N Greeley & Killingsworth	2209	S	NS	31	19	50	1
N Greeley & Sumner	2227	S	OP	32	7	39	7
N Greeley & Humboldt	2202	S	OP	13	2	15	1
N Greeley & Going	2196	S	NS	0	1	1	0
N Interstate & Graham	2964	S	OP	2	1	3	0
N Interstate & Albina	2945	S	NS	10	8	18	0
N Interstate & Tillamook	11844	S	NS	2	1	3	0
N Interstate & Larabee	11845	S	NS	2	4	6	0
N Interstate & Multnomah (Rose Quarter)	11813	S	NS	18	139	157	5
Steel Bridge - Not a Public Stop	12835	W	AT	0	2	2	0
Steel Bridge - Not a Public Stop	12834	E	AT	0	0	0	0
NW 3rd & Flanders	12777	S	NS	29	50	79	5
NW 3rd & Couch	12778	S	NS	55	58	113	12
SW 3rd & Pine	12779	S	NS	8	68	76	5
SW 3rd & Washington	12782	S	NS	4	24	28	0
SW 3rd between Taylor & Salmon	12785	S	FS	4	31	35	0
SW 3rd between Jefferson & Columbia	12788	S	FS	2	19	21	0
SW Market & 2nd	3760	E	OP	1	19	20	0
SW 1st & Harrison	6479	S	NS	0	5	5	0
SW 1st & Lincoln	6483	S	NS	0	5	5	0

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Macadam - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW 3rd & Pine	12779	S	NS	98	9	107	7
SW 3rd & Washington	12782	S	NS	142	92	234	24
SW 3rd between Taylor & Salmon	12785	S	FS	274	91	365	21
SW 3rd between Jefferson & Columbia	12788	S	FS	88	45	133	9
SW Market & 2nd	3760	E	OP	80	38	118	4
SW 1st & Harrison	6479	S	NS	49	16	65	4
SW 1st & Lincoln	6483	S	NS	32	15	47	2
SW 1st & Madison Tower	6473	S	AT	2	6	8	0
SW 1st & Arthur (on island)	9397	S	NS	37	9	46	1
SW Naito Parkway & Hooker St	1929	S	AT	4	6	10	0
SW Kelly & Curry	3120	S	NS	3	8	11	0
SW Hood & Guines	2797	S	NS	1	4	5	0
SW Macadam & Hamilton Ct	3612	S	OP	10	42	52	1
SW Macadam & Julia	3615	S	FS	3	15	18	1
SW Macadam & Boundary	3604	S	NS	8	41	49	10
SW Macadam & Flower	3609	S	NS	2	24	26	0
SW Macadam & Pendleton	3624	S	NS	3	25	28	1
SW Macadam & Carolina	3606	S	NS	4	21	25	0
SW Macadam & Nebraska	3614	S	NS	2	19	21	1
SW Macadam & California	3605	S	NS	4	22	26	0
SW Macadam & Nevada	3620	S	NS	2	20	22	1
SW Macadam & Taylors Ferry	3618	S	NS	3	4	7	0
8400 Block SW Macadam (Riverview)	3625	S	AT	4	3	7	0
SW Riverside & Radcliffe	4905	S	FS	1	1	2	0
SW Riverside & Riverdale	4906	S	NS	0	1	1	0
SW Riverside & Riverwood	4909	S	OP	0	1	1	0
SW Riverside & Palatine Hill	4902	S	FS	1	3	4	0
SW Riverside & Military	4900	S	NS	3	5	8	0
SW Riverside & Breyman	4898	S	NS	0	4	4	0
SW Riverside & Midvale	4899	S	FS	0	1	1	0
SW Riverside & Briarwood	4894	S	OP	1	2	3	0
N State & D Ave	5507	S	NS	1	13	14	1
N State & B Ave	5506	S	NS	1	30	31	0
B Ave & Second St	147	W	NS	3	28	31	0
Lake Oswego Transit Center	8207	S	AT	88	159	247	9
A Ave & Second St	3	E	FS	6	11	17	0
N State & Foothills	5510	S	OP	10	38	48	1
N State & North Shore	5513	S	NS	13	19	32	6
S State & Middlecrest	5511	S	NS	8	30	38	1
Pacific Hwy & Burnham	6328	S	OP	1	10	11	0
Pacific Hwy (Hwy 43) & Cherry	6311	S	FS	1	4	5	0
Pacific Hwy & Glenmorrie	6318	S	FS	1	4	5	0
Pacific Hwy & Brookhurst Dr	6336	S	FS	3	16	19	1
Pacific Hwy & Marybrook Dr	6338	S	FS	8	19	27	2
Willamette Dr & Arbor	6302	S	FS	1	3	4	0
Willamette Dr & Shady Hollow	6347	S	OP	1	6	7	0
Willamette Dr & Maryhurst Dr	6337	S	FS	7	13	20	0
Willamette Dr & Walling Circle	6350	S	NS	6	9	15	0
Willamette Dr & Hidden Springs	6319	S	NS	15	80	95	6
Willamette Dr & Mapleton Dr	6300	S	FS	4	6	10	0

*TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
Willamette Dr & Linwood	6333	S	NS	2	11	13	|	0
Willamette Dr & Jolie Pointe	6326	S	OP	1	6	7	|	0
Willamette Dr & Paulico	6345	S	NS	1	10	11	|	0
Willamette Dr & Hughes	6324	S	OP	0	2	2	|	0
Willamette Dr & Barlow	6304	E	NS	1	6	7	|	0
Willamette Dr & West A	6314	E	NS	3	16	19	|	0
Willamette Dr & Holmes	6322	S	OP	0	7	7	|	0
Willamette Dr & Webb	6352	S	NS	1	9	10	|	0
Willamette Dr & McKillean	6339	S	NS	6	31	37	|	0
Willamette Dr & Holly (near gas stn)	6348	S	FS	1	2	3	|	0
Willamette Dr & Mill	6341	S	NS	3	16	19	|	1
Main & 6th (Oregon City)	3726	W	NS	2	38	40	|	1
Oregon City Transit Center	8762	W	AT	6	179	185	|	37

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Macadam - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Oregon City Transit Center	8762	W	AT	210	13	223	37
Main & 8th (Oregon City)	3727	W	NS	10	4	14	0
6th & Railroad	11474	E	NS	22	1	23	0
Willamette Dr & Willamette Falls Dr	6340	N	FS	22	6	28	0
Willamette Dr & Holly	6320	N	NS	12	4	16	0
Willamette Dr & Burns	6306	W	NS	25	7	32	0
Willamette Dr & Lewis	6330	N	FS	7	1	8	0
Willamette Dr & Holmes	6321	N	NS	4	0	4	0
Willamette Dr & Elliott	6312	W	FS	13	2	15	0
Willamette Dr & Barlow	6303	W	OP	4	1	5	0
Willamette Dr & Hughes	6323	N	NS	2	0	2	0
Willamette Dr & Pindico	6344	N	OP	8	1	9	0
Willamette Dr & Jolie Pointe	6325	N	NS	7	0	7	0
Willamette Dr & Mark	6332	N	NS	8	2	10	0
Willamette Dr & Mapleton	6331	N	NS	10	9	19	0
Willamette Dr & Cedar Oak	6309	N	FS	77	13	90	0
Willamette Dr & Walling Way	6349	N	FS	12	9	21	0
Willamette Dr & Lozy River Dr	9216	N	NS	10	4	14	0
Willamette Dr & Shady Hollow	6346	N	NS	6	5	11	0
Willamette Dr & Arbor	6301	N	NS	3	1	4	0
Pacific Hwy & Marylhurst Univ. Driveway	6334	N	FS	21	14	35	3
Pacific Hwy & Holy Names Drive	6335	N	FS	10	3	13	1
Pacific Hwy & Glenmorrie	6317	N	FS	3	1	4	0
Pacific Hwy & Cherry	6310	N	OP	3	1	4	0
Pacific Hwy & Laurel	6327	N	OP	9	1	10	0
S State & Wilbur	5514	N	NS	27	8	35	1
S State & North Shore	5512	N	OP	28	12	40	4
N State & Foothills	5509	N	FS	44	9	53	0
B Ave & Second St	147	W	NS	11	8	19	0
Lake Oswego Transit Center	8207	S	AT	170	78	248	13
A Ave & Second St	3	E	FS	16	2	18	0
N State & B Ave	5505	N	FS	23	1	24	0
N State & E Ave	5508	N	OP	6	0	6	0
SW Riverside & Briarwood	4895	N	NS	2	1	3	0
SW Riverside & Elk Rock	4896	N	FS	1	0	1	0
SW Riverside & Greenwood	4897	N	OP	2	0	2	0
SW Riverside & Military	4901	N	NS	4	2	6	0
SW Riverside & Palatine Hill	4904	N	OP	1	1	2	0
SW Riverside & Riverwood	4910	N	NS	1	0	1	0
SW Riverside & Riverdale	4908	N	OP	2	1	3	0
SW Macadam & Miles	3617	N	NS	8	5	13	0
SW Macadam & Nevada	3622	N	OP	23	3	26	1
SW Macadam & Florida	3608	N	OP	16	2	18	0
SW Macadam & Nebraska	3619	N	NS	19	4	23	2
SW Macadam & Carolina	11812	N	NS	10	1	11	0
SW Macadam & Penelton	3623	N	NS	32	2	34	2
SW Macadam & Flower	3610	N	OP	13	1	14	1
SW Macadam & Boundary	3603	N	NS	39	6	45	9
SW Macadam & Julia	3616	N	OP	13	2	15	0
SW Macadam & Hamilton Ct	3613	N	NS	28	2	30	1

*TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW Macadam & Bancroft	3602	N	NS	4	2	6	0
SW Macadam & Thomas	3626	N	NS	3	2	5	0
SW Macadam & Gaines	3611	N	NS	2	2	4	0
SW Macadam & Curry	3607	N	NS	3	34	37	0
SW Naito Parkway & Arthur	1923	N	AT	3	35	38	1
SW Naito Parkway & Harrison	1926	N	NS	8	81	89	5
SW Clay & 1st	1073	W	NS	8	58	66	1
SW Clay & 3rd	1075	W	NS	10	74	84	6
SW 4th & Jefferson	12766	N	NS	89	118	207	11
SW 4th & Taylor	12769	N	NS	11	187	198	14
SW 4th & Washington	12772	N	NS	0	13	13	0
SW 4th & Ash	12775	N	NS	0	8	8	0

*TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW 3rd & Pine	12779	S	NS	9	0	9	0
SW 3rd & Washington	12782	S	NS	9	0	9	6
SW 3rd between Taylor & Salmon	12785	S	FS	17	1	18	3
SW 3rd between Jefferson & Columbia	12788	S	FS	9	1	10	0
SW Market & 2nd	3760	E	OP	4	0	4	0
SW 1st & Harrison	6479	S	NS	3	0	3	0
SW 1st & Lincoln	6483	S	NS	2	1	3	0
SW 1st & Madison Tower	6473	S	AT	0	0	0	0
SW 1st & Arthur (on island)	9397	S	NS	1	0	1	0
SW Nasto Parkway & Hooker St	1929	S	AT	0	0	0	0
SW Kelly & Curry	3120	S	NS	0	1	1	0
SW Hood & Gaines	2797	S	NS	0	0	0	0
SW Macadam & Hamilton Ct	3612	S	OP	1	1	2	0
SW Macadam & Julia	3615	S	FS	0	1	1	0
SW Macadam & Boundary	3604	S	NS	1	1	2	0
SW Macadam & Flower	3609	S	NS	0	1	1	0
SW Macadam & Pendleton	3624	S	NS	0	1	1	0
SW Macadam & Carolina	3606	S	NS	0	1	1	0
SW Macadam & Nebraska	3614	S	NS	0	1	1	0
SW Macadam & California	3605	S	NS	0	1	1	0
SW Macadam & Nevada	3620	S	NS	0	1	1	0
SW Macadam & Taylors Ferry	3618	S	NS	0	0	0	0
8400 Block SW Macadam (Riverview)	3625	S	AT	0	0	0	0
SW Riverside & Radcliffe	4905	S	FS	0	0	0	0
SW Riverside & Riverdale	4906	S	NS	0	0	0	0
SW Riverside & Riverwood	4909	S	OP	0	0	0	0
SW Riverside & Palatine Hill	4902	S	FS	0	0	0	0
SW Riverside & Military	4900	S	NS	0	0	0	0
SW Riverside & Breyman	4898	S	NS	0	0	0	0
SW Riverside & Midvale	4899	S	FS	0	0	0	0
SW Riverside & Briarwood	4894	S	OP	0	1	1	0
N State & D Ave	5507	S	NS	0	0	0	0
N State & B Ave	5506	S	NS	0	3	3	0
B Ave & Second St	147	W	NS	0	2	2	0
Lake Oswego Transit Center	8208	S	AT	41	15	56	25
A Ave & Second St	3	E	FS	1	2	3	0
N State & Foothills	5510	S	OP	4	5	9	0
N State & North Shore	5513	S	NS	2	1	3	2
S State & Middlecrest	5511	S	NS	3	2	5	0
600 Block MeVey	3812	W	AT	0	2	2	0
MeVey & Lakefront	3816	W	FS	1	3	4	0
MeVey & Cornell	3813	W	NS	0	2	2	0
MeVey & Oak	3817	W	FS	0	1	1	0
South Shore & Patton	5309	W	NS	2	9	11	0
1800 Block South Shore (Park & Ride)	5286	W	AT	0	1	1	0
South Shore & Greentree	5301	W	OP	0	4	4	0
South Shore & Edgcliff	5298	W	FS	0	0	0	0
1700 Block South Shore	5285	W	AT	0	0	0	0
South Shore & Cedar Ct	5295	W	FS	0	3	3	0
South Shore & Fernwood	5296	W	OP	1	1	2	0

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
South Shore & Phantom Bluff	5310	W	FS	0	0	0	0
2500 Block South Shore	5288	W	AT	0	0	0	0
South Shore & Greenbrier	5300	W	FS	0	1	1	1
South Shore & Cedar Rd	5297	W	OP	0	1	1	13
South Shore & Maple	5306	W	FS	0	1	1	4
3889 South Shore	5289	W	AT	0	2	2	0
4100 Block South Shore	5290	W	AT	0	0	0	0
4321 South Shore	5292	N	AT	0	2	2	0
4400 Block Lakeview	3364	W	AT	2	3	5	0
Bryant & Lamont Way	666	S	NS	1	1	2	0
Bryant & Wildwood	669	S	FS	0	1	1	0
17500 Block Bryant	667	S	AT	0	1	1	0
Jean Rd & Bryant	3031	W	FS	1	3	4	0
Jean Rd & Hill Way	3034	W	FS	0	0	0	0
Jean Rd & Schult	3036	W	FS	0	2	2	0
SW Jean Rd & Tualata	3033	W	OP	0	2	2	0
Jean Rd & SW Tamara	3035	W	OP	3	3	6	1
SW Pilkington & Kenny	4447	S	NS	0	3	3	0
SW Pilkington & Fernbrook	4446	S	NS	0	0	0	0
SW Pilkington & McEwan	4450	S	FS	0	0	0	0
SW Pilkington & Dawn	4444	S	OP	0	1	1	0
SW Pilkington & Childs	4443	S	NS	0	2	2	0
SW Childs & Benfield	1063	W	FS	1	1	2	0
SW Childs & Terry	1066	W	FS	0	1	1	0
SW Childs & Longfellow	1064	W	FS	0	0	0	0
SW Childs & 65th	8882	W	NS	1	0	1	0
SW 65th & Dawn	7841	N	FS	0	0	0	0
SW 65th & McEwan	7843	N	NS	5	2	7	0
7100 Block SW McEwan	3821	N	OP	0	0	0	0
SW McEwan & NW Book Deposit	3820	N	AT	0	1	1	0
SW McEwan & 65th	3824	N	NS	0	3	3	0
Tualatin Park & Ride Pseudo-stop	12836	W	AT	0	0	0	0
Tualatin Park & Ride	7879	N	AT	4	23	27	2

TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Tualatin Park & Ride	7879	N	AT	24	2	26	0
SW Lower Boones Ferry & McEwan Rd	9045	E	NS	0	1	1	0
17900 Block SW McEwan	8769	W	OP	4	2	6	0
17900 Block SW McEwan	3819	W	OP	2	1	3	0
7100 Block SW McEwan	3822	S	AT	0	0	0	0
SW McEwan & 65th	3823	E	NS	1	6	7	0
SW 65th & Dawn	7842	S	OP	0	0	0	0
SW 65th & Childs	7840	S	NS	1	0	1	0
SW Childs & Longfellow	1061	E	FS	0	0	0	0
SW Childs & Terry	1067	E	OP	1	0	1	0
SW Childs & Benfield	1062	E	OP	1	0	1	0
SW Childs & Marlin	1065	E	FS	2	0	2	0
19000 Block SW Pilkington	4442	N	AT	1	0	1	0
18700 Block SW Pilkington	4449	N	AT	0	0	0	0
SW Pilkington & Fernbrook	4445	N	OP	1	0	1	0
SW Pilkington & Kenny	4448	N	NS	1	0	1	0
SW Jean Rd & Tamara	3037	E	FS	4	3	7	2
SW Jean Rd & Tualata	3038	E	FS	2	0	2	0
Jean Rd & Schult Way	3032	E	FS	2	1	3	0
Jean Rd & Bryant	3030	E	NS	2	0	2	0
Bryant & Lords Ln	668	N	NS	0	0	0	0
Bryant & Black Forest Ct	663	N	OP	1	0	1	0
Bryant & Chapman	664	N	FS	1	1	2	0
Bryant & Lakeview	665	N	NS	2	2	4	0
South Shore & Lakeview	5305	S	FS	3	1	4	0
4100 Block South Shore	5291	S	OP	0	0	0	0
South Shore & Canal Circle	5311	E	FS	1	0	1	2
South Shore & Kelok	5303	E	NS	1	0	1	4
South Shore & Cedar Rd	10175	E	FS	0	0	0	12
South Shore & Blue Heron	5293	N	FS	0	0	0	0
South Shore & Canyon	5294	E	FS	1	0	1	0
South Shore & Fernwood	5299	E	NS	1	0	1	0
South Shore & Lakeridge	5304	E	FS	2	0	2	0
South Shore & Greentree	5302	E	NS	4	0	4	0
1800 Block South Shore (Park & Ride)	5287	E	OP	1	0	1	0
South Shore & Patton	11805	E	OP	0	1	1	0
McVey & Parrish	5307	E	NS	8	1	9	0
McVey & Oak	3818	E	FS	3	0	3	0
McVey & Cornell	3814	E	FS	3	0	3	0
McVey & Maple	3815	E	FS	2	1	3	0
600 Block McVey	3811	E	OP	3	2	5	0
S State & Wilbur	5514	N	NS	4	5	9	0
S State & North Shore	5512	N	OP	3	3	6	2
N State & Foothills	5509	N	FS	5	3	8	0
B Ave & Second St	147	W	NS	1	1	2	0
Lake Oswego Transit Center	8208	S	AT	11	48	59	21
A Ave & Second St	3	E	FS	1	0	1	0
N State & B Ave	5505	N	FS	2	0	2	0
N State & E Ave	5508	N	OP	0	0	0	0
SW Riverside & Briarwood	4895	N	NS	0	0	0	0

*TriMet Passenger Census - Spring 2008
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW Riverside & Elk Rock	4896	N	FS	0	0	0	0
SW Riverside & Greenwood	4897	N	OP	0	0	0	0
SW Riverside & Military	4901	N	NS	0	0	0	0
SW Riverside & Palatine Hill	4904	N	OP	0	0	0	0
SW Riverside & Riverwood	4910	N	NS	0	0	0	0
SW Riverside & Riverdale	4908	N	OP	0	0	0	0
SW Macadam & Miles	3617	N	NS	0	0	0	0
SW Macadam & Nevada	3622	N	OP	3	0	3	0
SW Macadam & Florida	3608	N	OP	0	1	1	0
SW Macadam & Nebraska	3619	N	NS	1	1	2	0
SW Macadam & Carlina	11812	N	NS	0	0	0	0
SW Macadam & Pendleton	3623	N	NS	2	0	2	0
SW Macadam & Flower	3610	N	OP	1	0	1	0
SW Macadam & Boundary	3603	N	NS	1	1	2	0
SW Macadam & Julia	3616	N	OP	0	0	0	0
SW Macadam & Hamilton Ct	3613	N	NS	0	1	1	0
SW Macadam & Bancroft	3602	N	NS	0	0	0	0
SW Macadam & Thomas	3626	N	NS	0	0	0	0
SW Macadam & Gaines	3611	N	NS	0	0	0	0
SW Macadam & Curry	3607	N	NS	0	4	4	0
SW Naito Parkway & Arthur	1923	N	AT	0	1	1	0
SW Naito Parkway & Harrison	1926	N	NS	0	7	7	0
SW Clay & 1st	1073	W	NS	0	4	4	0
SW Clay & 3rd	1075	W	NS	0	3	3	1
SW 4th & Jefferson	12766	N	NS	1	6	7	0
SW 4th & Taylor	12769	N	NS	0	8	8	0
SW 4th & Washington	12772	N	NS	0	7	7	0
SW 4th & Ash	12775	N	NS	0	5	5	0

TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Greeley - To University of Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
4th & Hall	12827	N	OP	3	0	3	0
SW 4th & Jefferson	12766	N	NS	34	1	35	0
SW 4th & Taylor	12769	N	NS	119	39	158	13
SW 4th & Washington	12772	N	NS	112	85	197	9
SW 4th & Ash	12775	N	NS	37	43	80	1
NW 4th & Davis	12776	N	NS	36	37	73	3
NW Everett & 2nd	1612	E	NS	28	7	35	1
Steel Bridge - Not a Public Stop	12834	E	AT	0	0	0	0
N Interstate & Rose Quarter TC	11814	N	AT	140	27	167	9
N Interstate & Larrabee	3365	N	FS	5	1	6	0
N Interstate & Tillamook	11840	N	FS	2	4	6	0
N Interstate & Albina	11839	N	FS	7	5	12	0
N Interstate & Graham	2962	N	FS	1	1	2	0
N Greeley & Going Overpass	2195	N	AT	0	2	2	0
N Greeley & Humboldt	2201	N	AT	3	28	31	0
N Greeley & Sumner	2226	N	NS	3	18	21	0
N Greeley & Killingsworth	2208	N	NS	9	30	39	0
N Greeley & Jessup	2206	N	NS	2	15	17	0
N Greeley & Ainsworth	2182	N	NS	4	21	25	1
N Greeley & Holman	2197	N	NS	1	17	18	0
N Greeley & Rosa Parks Way	2221	N	FS	6	27	33	4
N Greeley & Dekum	2190	N	NS	1	9	10	0
N Greeley & Bryant	2185	N	NS	1	27	28	0
N Greeley & Buffalo	2187	N	NS	1	9	10	0
N Greeley & Lombard	2212	N	NS	2	30	32	1
N Lombard & Peninsular	3535	W	NS	25	47	72	9
N Peninsular & Furrugat	4432	N	FS	1	21	22	0
N Peninsular & Watts	4438	N	FS	1	15	16	0
N Peninsular & Halleck	4434	N	NS	1	10	11	1
N Willis & Peninsular	6384	W	FS	4	29	33	6
N Willis & Bayard	6373	W	NS	7	21	28	1
N Willis & Wabash	6378	W	OP	2	20	22	0
N Willis & Washburne	6387	W	FS	1	11	12	0
N Willis & Chautauqu	10611	W	NS	2	17	19	2
N Willis & Wayland	6389	W	NS	1	16	17	0
N Willis & Woolsey	6391	W	NS	1	20	21	0
N Willis & Newman	6382	W	FS	2	17	19	0
N Willis & Druid	6375	W	FS	1	19	20	0
N Willis & Hereford	6379	W	NS	1	20	21	0
N Willis & Portsmouth	6385	W	NS	1	29	30	1
N Portsmouth & Lombard	4494	S	NS	3	34	37	2
N Portsmouth & Oberlin	4496	S	NS	1	10	11	0
N Portsmouth & Syracuse	4498	S	NS	1	12	13	0
N Portsmouth & Amherst	4491	S	NS	1	9	10	0
N Portsmouth & Harvard	4493	S	NS	1	7	8	4
N Portsmouth & Strong	9630	S	NS	1	65	66	14

**TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays**

Route: 35-Greeley - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
N Portsmouth & Strong	9630	S	NS	61	1	62	24
N Willamette & Van Houten	6291	E	NS	3	1	4	0
N Portsmouth & Yale	4502	N	NS	12	0	12	2
N Portsmouth & Princeton	4497	N	NS	12	1	13	0
N Portsmouth & Depuew	4492	N	FS	14	0	14	0
N Portsmouth & Lombard	4495	N	NS	39	4	43	5
N Portsmouth & Willis	4501	N	NS	35	1	36	1
N Willis & Hodge	6380	E	FS	21	2	23	0
N Willis & Druid	6376	E	NS	20	1	21	0
N Willis & Newman	6381	E	NS	21	1	22	2
N Willis & Woolsey	6392	E	NS	21	1	22	0
N Willis & Wayland	6390	E	NS	12	1	13	0
N Willis & Chautauque	6374	E	NS	20	2	22	2
N Willis & Washburne	6388	E	NS	18	1	19	2
N Willis & Wabush	6386	E	NS	29	2	31	0
N Willis & Emerald	6377	E	NS	34	4	38	0
N Willis & Peninsular	6383	E	NS	40	4	44	9
N Peninsular & Halleck	4435	S	NS	21	1	22	0
N Peninsular & Watts	4439	S	NS	18	1	19	0
N Peninsular & Furrugat	4433	S	NS	25	1	26	1
N Peninsular & Russet	4437	S	FS	22	12	34	3
N Greeley & Lombard	2213	S	FS	42	11	53	6
N Greeley & Buffalo	2188	S	NS	8	0	8	0
N Greeley & Bryant	2186	S	NS	30	1	31	0
N Greeley & Dekum	2191	S	NS	13	0	13	0
N Greeley & Rosa Parks Way	2222	S	NS	31	5	36	6
N Greeley & Holman	2198	S	NS	20	1	21	0
N Greeley & Ainsworth	2183	S	NS	27	4	31	1
N Greeley & Jessup	2205	S	NS	13	1	14	0
N Greeley & Killingsworth	2209	S	NS	31	21	52	1
N Greeley & Sumner	2227	S	OP	31	3	34	0
N Greeley & Humboldt	2202	S	OP	11	1	12	0
N Greeley & Going	2196	S	NS	1	0	1	0
N Interstate & Graham	2964	S	OP	1	0	1	0
N Interstate & Albina	2945	S	NS	11	5	16	1
N Interstate & Tillamook	11844	S	NS	2	2	4	0
N Interstate & Larrabee	11845	S	NS	0	5	5	0
N Interstate & Multnomah (Rose Quarter)	11813	S	NS	24	155	179	14
Steel Bridge - Not a Public Stop	12835	W	AT	0	0	0	0
NW 3rd & Flanders	12777	S	NS	26	41	67	3
NW 3rd & Couch	12778	S	NS	48	52	100	4
SW 3rd & Pine	12779	S	NS	9	66	75	6
SW 3rd & Washington	12782	S	NS	4	28	32	0
SW 3rd between Taylor & Salmon	12785	S	FS	6	28	34	0
SW 3rd between Jefferson & Columbia	12788	S	FS	2	27	29	0
SW Market & 2nd	3760	E	OP	1	15	16	0
SW 1st & Harrison	6479	S	NS	1	10	11	0
SW 1st & Lincoln	6483	S	NS	0	4	4	0

**TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays**

Route: 35-Macadam - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW 3rd & Pine	12779	S	NS	99	10	109	8
SW 3rd & Washington	12782	S	NS	140	76	216	13
SW 3rd between Taylor & Salmon	12785	S	FS	252	85	337	10
SW 3rd between Jefferson & Columbia	12788	S	FS	79	45	124	1
SW Market & 2nd	3760	E	OP	91	40	131	1
SW 1st & Harrison	6479	S	NS	55	22	77	3
SW 1st & Lincoln	6483	S	NS	30	16	46	0
SW 1st & Madison Tower	6473	S	AT	2	7	9	0
SW 1st & Arthur (on island)	9397	S	NS	43	11	54	2
SW Naito Parkway & Hooker St	1929	S	AT	3	5	8	0
SW Kelly & Curry	3120	S	NS	2	8	10	0
SW Hood & Gaines	2797	S	NS	2	5	7	2
SW Macadam & Hamilton Ct	3612	S	OP	9	34	43	0
SW Macadam & Julia	3615	S	FS	3	8	11	0
SW Macadam & Boundary	3604	S	NS	7	41	48	1
SW Macadam & Flower	3609	S	NS	2	28	30	2
SW Macadam & Pendleton	3624	S	NS	3	29	32	4
SW Macadam & Carolina	3606	S	NS	2	21	23	0
SW Macadam & Nebraska	3614	S	NS	2	15	17	1
SW Macadam & California	3605	S	NS	1	13	14	0
SW Macadam & Nevada	3620	S	NS	4	20	24	0
SW Macadam & Taylors Ferry	3618	S	NS	2	5	7	0
8400 Block SW Macadam (Riverview)	3625	S	AT	3	4	7	0
SW Riverside & Radcliffe	4905	S	FS	1	3	4	0
SW Riverside & Riverdale	4906	S	NS	1	1	2	0
SW Riverside & Riverwood	4909	S	OP	0	0	0	0
SW Riverside & Palatine Hill	4902	S	FS	0	2	2	0
SW Riverside & Military	4900	S	NS	1	5	6	0
SW Riverside & Breyman	4898	S	NS	1	4	5	0
SW Riverside & Midvale	4899	S	FS	1	1	2	0
SW Riverside & Briarwood	4894	S	OP	0	1	1	0
N State & D Ave	5507	S	NS	1	12	13	0
N State & B Ave	5506	S	NS	1	35	36	0
B Ave & Second St	147	W	NS	3	19	22	0
Lake Oswego Transit Center	8207	S	AT	88	159	247	10
A Ave & Second St	3	E	FS	5	6	11	1
N State & Foothills	5510	S	OP	9	34	43	1
N State & North Shore	5513	S	NS	10	20	30	2
S State & Middlecrest	5511	S	NS	8	30	38	0
Pacific Hwy & Burnham	6328	S	OP	1	13	14	0
Pacific Hwy (Hwy 43) & Cherry	6311	S	FS	1	3	4	0
Pacific Hwy & Glenmorrie	6318	S	FS	1	4	5	0
Pacific Hwy & Brookhurst Dr	6336	S	FS	2	15	17	0
Pacific Hwy & Marylbrook Dr	6338	S	FS	11	25	36	0
Willamette Dr & Arbor	6302	S	FS	2	4	6	0
Willamette Dr & Shady Hollow	6347	S	OP	2	4	6	0
Willamette Dr & Marylhurst Dr	6337	S	FS	7	9	16	0
Willamette Dr & Walling Circle	6350	S	NS	2	7	9	0

*TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
Willamette Dr & Hidden Springs	6319	S	NS	12	74	86	|	8
Willamette Dr & Mapleton Dr	6300	S	FS	3	5	8	|	0
Willamette Dr & Linwood	6333	S	NS	4	10	14	|	0
Willamette Dr & Jolie Pointe	6326	S	OP	1	5	6	|	0
Willamette Dr & Pimlico	6345	S	NS	2	10	12	|	0
Willamette Dr & Hughes	6324	S	OP	0	2	2	|	0
Willamette Dr & Barlow	6304	E	NS	2	7	9	|	0
Willamette Dr & West A	6314	E	NS	4	17	21	|	0
Willamette Dr & Holmes	6322	S	OP	0	5	5	|	0
Willamette Dr & Webb	6352	S	NS	2	7	9	|	0
Willamette Dr & McKillican	6339	S	NS	6	40	46	|	2
Willamette Dr & Holly (near gas stn)	6348	S	FS	1	5	6	|	0
Oregon City Transit Center	8762	W	AT	4	213	217	|	34

TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Macadam - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Oregon City Transit Center	8762	W	AT	232	9	241	37
Willamette Dr & Holly	6320	N	NS	21	4	25	0
Willamette Dr & Burns	6306	W	NS	27	7	34	0
Willamette Dr & Lewis	6330	N	FS	7	1	8	0
Willamette Dr & Holmes	6321	N	NS	3	0	3	0
Willamette Dr & Elliott	6312	W	FS	16	3	19	0
Willamette Dr & Barlow	6303	W	OP	5	1	6	0
Willamette Dr & Hughes	6323	N	NS	2	0	2	0
Willamette Dr & Pimlico	6344	N	OP	11	2	13	0
Willamette Dr & Jolie Pointe	6325	N	NS	7	1	8	0
Willamette Dr & Mark	6332	N	NS	9	3	12	0
Willamette Dr & Mapleton	6331	N	NS	6	7	13	0
Willamette Dr & Cedar Oak	6309	N	FS	75	9	84	0
Willamette Dr & Walling Way	6349	N	FS	11	4	15	1
Willamette Dr & Lazy River Dr	9216	N	NS	7	4	11	0
Willamette Dr & Shady Hollow	6346	N	NS	5	5	10	0
Willamette Dr & Arbor	6301	N	NS	5	2	7	0
Pacific Hwy & Marylhurst Univ. Driveway	6334	N	FS	22	14	36	0
Pacific Hwy & Holy Names Drive	6335	N	FS	10	3	13	0
Pacific Hwy & Glenmorrie	6317	N	FS	2	1	3	0
Pacific Hwy & Cherry	6310	N	OP	2	1	3	0
Pacific Hwy & Laurel	6327	N	OP	13	1	14	0
S State & Wilbur	5514	N	NS	30	8	38	1
S State & North Shore	5512	N	OP	24	11	35	2
N State & Foothills	5509	N	FS	50	5	55	0
B Ave & Second St	147	W	NS	10	7	17	0
Lake Oswego Transit Center	8207	S	AT	164	88	252	9
A Ave & Second St	3	E	FS	16	3	19	0
N State & B Ave	5505	N	FS	23	1	24	0
N State & E Ave	5508	N	OP	8	0	8	0
SW Riverside & Briarwood	4895	N	NS	1	0	1	0
SW Riverside & Elk Rock	4896	N	FS	2	1	3	0
SW Riverside & Greenwood	4897	N	OP	2	1	3	0
SW Riverside & Military	4901	N	NS	4	1	5	0
SW Riverside & Palatine Hill	4904	N	OP	3	0	3	0
SW Riverside & Riverwood	4910	N	NS	1	0	1	0
SW Riverside & Riverdale	4908	N	OP	3	1	4	0
SW Macadam & Miles	3617	N	NS	9	4	13	1
SW Macadam & Nevada	3622	N	OP	26	4	30	0
SW Macadam & Florida	3608	N	OP	10	1	11	0
SW Macadam & Nebraska	3619	N	NS	13	3	16	0
SW Macadam & Carolina	11812	N	NS	9	0	9	0
SW Macadam & Pendleton	3623	N	NS	44	2	46	2
SW Macadam & Flower	3610	N	OP	17	1	18	1
SW Macadam & Boundary	3603	N	NS	41	7	48	1
SW Macadam & Julia	3616	N	OP	8	1	9	0
SW Macadam & Hamilton Ct	3613	N	NS	25	1	26	0
SW Macadam & Bancroft	3602	N	NS	5	2	7	0

*TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam - To Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW Macadam & Thomas	3626	N	NS	2	0	2	0
SW Macadam & Gaines	3611	N	NS	4	2	6	0
SW Macadam & Curry	3607	N	NS	3	37	40	0
SW Naito Parkway & Arthur	1923	N	AT	2	31	33	0
SW Naito Parkway & Harrison	1926	N	NS	8	103	111	0
SW Clay & 1st	1073	W	NS	7	57	64	1
SW Clay & 3rd	1075	W	NS	8	70	78	0
SW 4th & Jefferson	12766	N	NS	81	105	186	2
SW 4th & Taylor	12769	N	NS	7	176	183	10
SW 4th & Washington	12772	N	NS	1	15	16	0
SW 4th & Ash	12775	N	NS	0	5	5	0

*TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
SW 3rd & Pine	12779	S	NS	10	0	10	0
SW 3rd & Washington	12782	S	NS	8	0	8	0
SW 3rd between Taylor & Salmon	12785	S	FS	19	1	20	0
SW 3rd between Jefferson & Columbia	12788	S	FS	8	1	9	0
SW Market & 2nd	3760	E	OP	5	0	5	0
SW 1st & Harrison	6479	S	NS	3	1	4	0
SW 1st & Lincoln	6483	S	NS	2	0	2	0
SW 1st & Madison Tower	6473	S	AT	0	0	0	0
SW 1st & Arthur (on island)	9397	S	NS	2	0	2	0
SW Naito Parkway & Hooker St	1929	S	AT	0	0	0	0
SW Kelly & Curry	3120	S	NS	0	0	0	0
SW Hood & Gaines	2797	S	NS	0	0	0	0
SW Macadam & Hamilton Ct	3612	S	OP	1	1	2	0
SW Macadam & Julia	3615	S	FS	0	0	0	0
SW Macadam & Boundary	3604	S	NS	1	1	2	0
SW Macadam & Flower	3609	S	NS	0	2	2	0
SW Macadam & Pendleton	3624	S	NS	0	1	1	0
SW Macadam & Carolina	3606	S	NS	0	1	1	0
SW Macadam & Nebraska	3614	S	NS	0	1	1	0
SW Macadam & California	3605	S	NS	0	1	1	0
SW Macadam & Nevada	3620	S	NS	0	0	0	0
SW Macadam & Taylors Ferry	3618	S	NS	0	0	0	0
8400 Block SW Macadam (Riverview)	3625	S	AT	0	0	0	0
SW Riverside & Radcliffe	4905	S	FS	0	0	0	0
SW Riverside & Riverdale	4906	S	NS	0	0	0	0
SW Riverside & Riverwood	4909	S	OP	0	0	0	0
SW Riverside & Palatine Hill	4902	S	FS	0	0	0	0
SW Riverside & Military	4900	S	NS	0	0	0	0
SW Riverside & Breyman	4898	S	NS	0	0	0	0
SW Riverside & Midvale	4899	S	FS	0	0	0	0
SW Riverside & Briarwood	4894	S	OP	0	0	0	0
N State & D Ave	5507	S	NS	0	1	1	0
N State & B Ave	5506	S	NS	0	4	4	0
B Ave & Second St	147	W	NS	0	2	2	0
Lake Oswego Transit Center	8208	S	AT	37	13	50	18
A Ave & Second St	3	E	FS	1	0	1	1
N State & Foothills	5510	S	OP	1	4	5	1
N State & North Shore	5513	S	NS	3	1	4	3
S State & Middlecrest	5511	S	NS	1	3	4	1
600 Block McVey	3812	W	AT	0	2	2	0
McVey & Lakefront	3816	W	FS	1	0	1	0
McVey & Cornell	3813	W	NS	0	1	1	0
McVey & Oak	3817	W	FS	1	2	3	0
South Shore & Putton	5309	W	NS	1	6	7	0
1800 Block South Shore (Park & Ride)	5286	W	AT	0	1	1	0
South Shore & Greentree	5301	W	OP	0	3	3	0
South Shore & Edgecliff	5298	W	FS	0	1	1	0
1700 Block South Shore	5285	W	AT	0	0	0	0

*TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
South Shore & Cedar Ct	5295	W	FS	0	1	1	0
South Shore & Fernwood	5296	W	OP	1	1	2	0
South Shore & Phantom Bluff	5310	W	FS	0	0	0	0
2500 Block South Shore	5288	W	AT	1	1	2	0
South Shore & Greenbrier	5300	W	FS	0	1	1	0
South Shore & Cedar Rd	5297	W	OP	0	3	3	13
South Shore & Maple	5306	W	FS	0	2	2	0
3889 South Shore	5289	W	AT	0	1	1	0
4100 Block South Shore	5290	W	AT	0	0	0	0
4321 South Shore	5292	N	AT	0	3	3	0
4400 Block Lakeview	3364	W	AT	0	3	3	0
Bryant & Lamont Way	13044	S	NS	1	1	2	0
Bryant & Wildwood	669	S	FS	0	1	1	0
17500 Block Bryant	667	S	AT	0	0	0	0
Jean Rd & Bryant	3031	W	FS	0	2	2	0
Jean Rd & Hill Way	3034	W	FS	0	0	0	0
Jean Rd & Schalit	3036	W	FS	1	2	3	0
SW Jean Rd & Tualatin	3033	W	OP	0	2	2	0
Jean Rd & SW Tamara	3035	W	OP	2	2	4	0
SW Pilkington & Kenny	4447	S	NS	2	2	4	0
SW Pilkington & Fernbrook	4446	S	NS	0	0	0	0
SW Pilkington & McEwan	4450	S	FS	0	1	1	0
SW Pilkington & Dawn	4444	S	OP	1	0	1	0
SW Pilkington & Childs	4443	S	NS	0	1	1	0
SW Childs & Benfield	1063	W	FS	0	0	0	0
SW Childs & Terry	1066	W	FS	0	0	0	0
SW Childs & Longfellow	1064	W	FS	0	0	0	0
SW Childs & 65th	8882	W	NS	1	2	3	0
SW 65th & Dawn	7841	N	FS	0	0	0	0
SW 65th & McEwan	7843	N	NS	2	2	4	0
7100 Block SW McEwan	3821	N	OP	0	0	0	0
SW McEwan & NW Busk Deposit	3820	N	AT	1	1	2	1
SW McEwan & 65th	3824	N	NS	0	1	1	0
Tualatin Park & Ride Pseudo stop	12836	W	AT	0	0	0	0
Tualatin Park & Ride	7879	N	AT	6	28	34	1

TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Tunlain Park & Ride	7879	N	AT	20	1	21	0
SW Lower Boones Ferry & McEwan Rd	9045	E	NS	0	0	0	0
17900 Block SW McEwan	8769	W	OP	1	0	1	1
17900 Block SW McEwan	3819	W	OP	2	1	3	0
7100 Block SW McEwan	3822	S	AT	0	0	0	0
SW McEwan & 65th	3823	E	NS	1	2	3	0
SW 65th & Dawn	7842	S	OP	0	0	0	0
SW 65th & Childs	7840	S	NS	2	0	2	0
SW Childs & Longfellow	1061	E	FS	0	0	0	0
SW Childs & Terry	1067	E	OP	0	0	0	0
SW Childs & Benfield	1062	E	OP	0	0	0	0
SW Childs & Marlin	1065	E	FS	0	0	0	0
19000 Block SW Pilkington	4442	N	AT	2	0	2	0
18700 Block SW Pilkington	4449	N	AT	0	0	0	0
SW Pilkington & Fernbrook	4445	N	OP	0	0	0	0
SW Pilkington & Kenny	4448	N	NS	1	1	2	0
SW Jean Rd & Tamara	3037	E	FS	4	4	8	0
SW Jean Rd & Tunlain	3038	E	FS	3	0	3	0
Jean Rd & Schalit Way	3032	E	FS	2	0	2	0
Jean Rd & Bryant	3030	E	NS	2	1	3	0
Bryant & Lords Ln	668	N	NS	0	0	0	0
Bryant & Black Forest Ct	663	N	OP	3	0	3	0
Bryant & Chapman	664	N	FS	1	0	1	0
Bryant & Lakeview	665	N	NS	2	1	3	0
South Shore & Lakeview	5305	S	FS	2	0	2	0
4100 Block South Shore	5291	S	OP	1	0	1	0
South Shore & Canal Circle	5311	E	FS	0	0	0	0
South Shore & Kelok	5303	E	NS	1	0	1	0
South Shore & Cedar Rd	10175	E	FS	5	1	6	13
South Shore & Blue Heron	5293	N	FS	0	0	0	0
South Shore & Canyon	5294	E	FS	1	0	1	0
South Shore & Fernwood	5299	E	NS	2	0	2	0
South Shore & Lakeridge	5304	E	FS	2	1	3	0
South Shore & Greentree	5302	E	NS	2	0	2	0
1800 Block South Shore (Park & Ride)	5287	E	OP	0	0	0	0
South Shore & Patton	11805	E	OP	1	0	1	0
McVey & Parrish	5307	E	NS	5	0	5	0
McVey & Oak	3818	E	FS	4	0	4	0
McVey & Cornell	3814	E	FS	1	0	1	0
McVey & Maple	3815	E	FS	1	1	2	0
600 Block McVey	3811	E	OP	3	1	4	0
S State & Wilbur	5514	N	NS	4	5	9	1
S State & North Shore	5512	N	OP	1	3	4	1
N State & Foothills	5509	N	FS	6	1	7	0
B Ave & Second St	147	W	NS	1	1	2	0
Lake Oswego Transit Center	8208	S	AT	8	43	51	15
A Ave & Second St	3	E	FS	1	0	1	0
N State & B Ave	5505	N	FS	2	0	2	0

*TriMet Passenger Census - Spring 2009
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
N State & E Ave	5508	N	OP	1	0	1	0
SW Riverside & Briarwood	4895	N	NS	0	0	0	0
SW Riverside & Elk Rock	4896	N	FS	0	0	0	0
SW Riverside & Greenwood	4897	N	OP	0	0	0	0
SW Riverside & Military	4901	N	NS	1	0	1	0
SW Riverside & Palatine Hill	4904	N	OP	0	0	0	0
SW Riverside & Riverwood	4910	N	NS	0	0	0	0
SW Riverside & Riverdale	4908	N	OP	0	0	0	0
SW Macadam & Miles	3617	N	NS	1	0	1	0
SW Macadam & Nevada	3622	N	OP	1	0	1	0
SW Macadam & Florida	3608	N	OP	0	0	0	0
SW Macadam & Nebraska	3619	N	NS	1	1	2	0
SW Macadam & Carolina	11812	N	NS	0	0	0	0
SW Macadam & Pendleton	3623	N	NS	2	0	2	0
SW Macadam & Flower	3610	N	OP	2	0	2	0
SW Macadam & Boundary	3603	N	NS	2	1	3	0
SW Macadam & Julia	3616	N	OP	1	0	1	0
SW Macadam & Hamilton Ct	3613	N	NS	1	0	1	0
SW Macadam & Bancroft	3602	N	NS	0	0	0	0
SW Macadam & Thomas	3626	N	NS	0	0	0	0
SW Macadam & Guines	3611	N	NS	0	0	0	0
SW Macadam & Curry	3607	N	NS	0	4	4	0
SW Naito Parkway & Arthur	1923	N	AT	0	1	1	0
SW Naito Parkway & Harrison	1926	N	NS	0	3	3	0
SW Clay & 1st	1073	W	NS	0	4	4	0
SW Clay & 3rd	1075	W	NS	0	4	4	1
SW 4th & Jefferson	12766	N	NS	1	5	6	1
SW 4th & Taylor	12769	N	NS	1	16	17	1
SW 4th & Washington	12772	N	NS	0	7	7	0
SW 4th & Ash	12775	N	NS	0	6	6	0

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam/Greeley - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
N Portsmouth & Strong	9630	S	NS	72	0	72	1	13
N Willamette & Van Houten	6291	E	NS	5	1	6	1	0
N Portsmouth & Yale	4502	N	NS	14	0	14	1	0
N Portsmouth & Princeton	4497	N	NS	7	0	7	1	0
N Portsmouth & Depaaw	4492	N	FS	15	0	15	1	0
N Portsmouth & Lombard	4495	N	NS	47	3	50	1	20
N Portsmouth & Willis	4501	N	NS	32	0	32	1	0
N Willis & Hodge	6380	E	FS	17	1	18	1	0
N Willis & Druid	6376	E	NS	20	1	21	1	0
N Willis & Newman	6381	E	NS	23	1	24	1	0
N Willis & Woolsey	6392	E	NS	19	1	20	1	1
N Willis & Wayland	6390	E	NS	13	1	14	1	0
N Willis & Chautauqua	6374	E	NS	18	1	19	1	1
N Willis & Washburne	6388	E	NS	19	2	21	1	2
N Willis & Wabash	6386	E	NS	27	1	28	1	1
N Willis & Emerald	6377	E	NS	41	5	46	1	0
N Willis & Peninsular	6383	E	NS	34	3	37	1	7
N Peninsular & Halleck	4435	S	NS	17	1	18	1	1
N Peninsular & Watts	4439	S	NS	21	0	21	1	0
N Peninsular & Farragut	4433	S	NS	25	0	25	1	0
N Peninsular & Russet	4437	S	FS	30	12	42	1	3
N Greeley & Lombard	2213	S	FS	49	7	56	1	4
N Greeley & Bryant	2186	S	NS	33	1	34	1	0
N Greeley & Dekum	2191	S	NS	12	0	12	1	0
N Greeley & Rosa Parks Way	2222	S	NS	35	4	39	1	6
N Greeley & Holman	2198	S	NS	21	2	23	1	0
N Greeley & Ainsworth	2183	S	NS	31	3	34	1	0
N Greeley & Jessup	2205	S	NS	9	1	10	1	0
N Greeley & Killingsworth	2209	S	NS	41	19	60	1	3
N Greeley & Sumner	2227	S	OP	31	5	36	1	0
N Greeley & Humboldt	2202	S	OP	9	0	9	1	0
N Greeley & Going	2196	S	NS	1	2	3	1	0
N Interstate & Graham	2964	S	OP	2	1	3	1	0
N Interstate & Albina	2945	S	NS	9	4	13	1	0
N Interstate & Tillamook	11844	S	NS	1	2	3	1	1
N Interstate & Larrabee	11845	S	NS	0	4	4	1	0
N Interstate & Multnomah (Rose Quarter)	11813	S	NS	27	146	173	1	27
Steel Bridge – Not a Public Stop	12835	W	AT	0	0	0	1	0
NW Glisan & 3rd	9311	W	FS	2	19	21	1	1
NW 5th & Davis	9301	S	NS	35	48	83	1	7
SW 5th & Pine	7631	S	OP	114	105	219	1	10
SW 5th & Alder	7586	S	NS	180	185	365	1	24
SW 5th & Main	7614	S	NS	168	69	237	1	8
SW 5th & Clay	13167	S	NS	97	54	151	1	3
SW Harrison & 4th	2580	E	NS	113	126	239	1	3
200 Block SW Harrison	2566	E	AT	53	11	64	1	1
SW River Pkwy & River Dr	13180	E	NS	7	8	15	1	4
SW Moody & Sheridan	13181	S	FS	3	7	10	1	1

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam/Greeley - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
SW Moody & Curry	13447	S	NS	33	26	59	1	6
SW Moody & Gaines	12880	S	FS	3	5	8	1	1
SW Moody & Thomas	13183	S	NS	2	5	7	1	0
SW Macadam & Hamilton Ct	3612	S	OP	3	20	23	1	0
SW Macadam & Julia	3615	S	FS	1	8	9	1	0
SW Macadam & Boundary	3604	S	NS	10	39	49	1	3
SW Macadam & Flower	3609	S	NS	3	25	28	1	2
SW Macadam & Pendleton	3624	S	NS	2	31	33	1	1
SW Macadam & Carolina	3606	S	NS	2	16	18	1	0
SW Macadam & Nebraska	3614	S	NS	2	12	14	1	1
SW Macadam & California	3605	S	NS	2	17	19	1	1
SW Macadam & Nevada	3620	S	NS	4	19	23	1	1
SW Macadam & Taylors Ferry	3618	S	NS	4	5	9	1	0
8400 Block SW Macadam (Riverview)	3625	S	AT	2	4	6	1	0
SW Riverside & Radcliffe	4905	S	FS	0	3	3	1	0
SW Riverside & Riverdale	4906	S	NS	0	4	4	1	0
SW Riverside & Riverwood	4909	S	OP	0	0	0	1	0
SW Riverside & Palatine Hill	4902	S	FS	1	1	2	1	0
SW Riverside & Military	4900	S	NS	0	3	3	1	0
SW Riverside & Breyman	4898	S	NS	0	2	2	1	0
SW Riverside & Midvale	4899	S	FS	0	1	1	1	0
SW Riverside & Briarwood	4894	S	OP	0	2	2	1	0
N State & D Ave	5507	S	FS	1	12	13	1	0
N State & B Ave	5506	S	NS	2	41	43	1	0
B Ave & Second St	147	W	NS	3	25	28	1	1
Lake Oswego Transit Center	8207	S	AT	86	145	231	1	7
A Ave & Second St	3	E	FS	6	10	16	1	1
N State & Foothills	5510	S	OP	7	31	38	1	1
N State & North Shore	5513	S	NS	9	16	25	1	0
S State & Middlecrest	5511	S	NS	7	33	40	1	0
Pacific Hwy & Burnham	6328	S	OP	1	13	14	1	0
Pacific Hwy (Hwy 43) & Cherry	6311	S	FS	1	4	5	1	0
Pacific Hwy & Glenmorrie	6318	S	FS	1	3	4	1	0
Pacific Hwy & Brookhurst Dr	6336	S	FS	3	14	17	1	2
Pacific Hwy & Marylbrook Dr	6338	S	FS	8	25	33	1	0
Willamette Dr & Arbor	6302	S	FS	0	3	3	1	0
Willamette Dr & Shady Hollow	6347	S	OP	1	7	8	1	0
Willamette Dr & Marylhurst Dr	6337	S	FS	5	16	21	1	0
Willamette Dr & Walling Circle	6350	S	NS	3	6	9	1	0
Willamette Dr & Hidden Springs	6319	S	NS	10	73	83	1	8
Willamette Dr & Mapleton Dr	6300	S	FS	4	5	9	1	0
Willamette Dr & Linwood	6333	S	NS	2	7	9	1	0
Willamette Dr & Jolie Pointe	6326	S	OP	1	5	6	1	3
Willamette Dr & Pimlico	6345	S	NS	2	8	10	1	1
Willamette Dr & Hughes	6324	S	OP	1	2	3	1	0
Willamette Dr & Barlow	6304	E	NS	2	8	10	1	0
Willamette Dr & West A	6314	E	NS	2	13	15	1	0
Willamette Dr & Holmes	6322	S	OP	1	8	9	1	4

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam/Greeley - To Oregon City TC

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Willamette Dr & Webb	6352	S	NS	1	4	5	0
Willamette Dr & McKillican	6339	S	NS	6	37	43	2
Willamette Dr & Holly (near gas stn)	6348	S	FS	1	4	5	0
OCTC Approach & Not A Stop	10496	S	AT	0	0	0	0
Oregon City Transit Center	8762	W	AT	6	171	177	27

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam/Greeley - To University of Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
Oregon City Transit Center	8762	W	AT	204	10	214	29
Willamette Dr & Holly	6320	N	NS	18	5	23	0
Willamette Dr & Burns	6306	W	NS	31	6	37	2
Willamette Dr & Lewis	6330	N	FS	6	1	7	9
Willamette Dr & Holmes	6321	N	NS	4	0	4	0
Willamette Dr & Elliott	6312	W	FS	14	3	17	0
Willamette Dr & Barlow	6303	W	OP	3	1	4	0
Willamette Dr & Hughes	6323	N	NS	3	1	4	0
Willamette Dr & Pinlico	6344	N	OP	9	2	11	0
Willamette Dr & Jolie Pointe	6325	N	NS	5	1	6	3
Willamette Dr & Mark Ln	6332	N	NS	7	1	8	0
Willamette Dr & Mapleton	6331	N	NS	6	7	13	0
Willamette Dr & Cedar Oak	6309	N	FS	77	9	86	1
Willamette Dr & Walling Way	6349	N	FS	12	4	16	0
Willamette Dr & Lazy River Dr	9216	N	NS	10	4	14	0
Willamette Dr & Shady Hollow	6346	N	NS	7	3	10	0
Willamette Dr & Arbor	6301	N	NS	3	1	4	0
Pacific Hwy & Marylhurst Univ. Driveway	6334	N	FS	27	12	39	1
Pacific Hwy & Holy Names Drive	6335	N	FS	11	3	14	2
Pacific Hwy & Glenmorrie	6317	N	FS	2	1	3	0
Pacific Hwy & Cherry	6310	N	OP	5	1	6	0
Pacific Hwy & Laurel	6327	N	OP	13	1	14	0
S State & Wilbur	5514	N	NS	33	6	39	0
S State & North Shore	5512	N	OP	22	9	31	2
N State & Foothills	5509	N	FS	51	6	57	0
B Ave & Second St	147	W	NS	18	7	25	1
Lake Oswego Transit Center	8207	S	AT	155	83	238	10
A Ave & Second St	3	E	FS	20	2	22	0
N State & B Ave	5505	N	FS	26	1	27	0
N State & E Ave	5508	N	OP	6	0	6	0
SW Riverside & Briarwood	4895	N	NS	1	0	1	0
SW Riverside & Elk Rock	4896	N	FS	1	0	1	0
SW Riverside & Greenwood	4897	N	OP	1	0	1	0
SW Riverside & Military	4901	N	NS	3	1	4	0
SW Riverside & Palatine Hill	4904	N	OP	1	0	1	0
SW Riverside & Riverwood	4910	N	NS	1	0	1	0
SW Riverside & Riverdale	4908	N	OP	8	0	8	0
SW Macadam & Miles	3617	N	NS	8	4	12	0
SW Macadam & Nevada	3622	N	OP	26	2	28	1
SW Macadam & Florida	3608	N	OP	14	1	15	1
SW Macadam & Nebraska	3619	N	NS	15	2	17	1
SW Macadam & Carolina	11812	N	NS	8	1	9	0
SW Macadam & Pendleton	3623	N	NS	46	3	49	2
SW Macadam & Flower	3610	N	OP	21	1	22	1
SW Macadam & Boundary	3603	N	NS	47	7	54	2
SW Macadam & Julia	3616	N	OP	9	1	10	0
SW Macadam & Hamilton Ct	3613	N	NS	24	2	26	0
SW Macadam & Lowell	13184	N	NS	6	1	7	0

TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays

Route: 35-Macadam/Greeley - To University of Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts	
SW Macadam & Gaines	3611	N	NS	7	2	9	1	0
SW Macadam & Tram Tower	13185	N	AT	8	52	60	1	2
SW Naito Parkway & Arthur	1923	N	AT	2	20	22	1	0
2100 Block SW Naito Parkway	13179	N	OP	0	0	0	1	0
200 Block SW Harrison	2567	W	OP	22	101	123	1	3
4th & Hall	12827	N	OP	2	0	2	1	0
SW Harrison & 6th	13305	W	NS	40	142	182	1	4
SW 6th & Columbia	11486	N	NS	82	84	166	1	5
SW 6th & Salmon	7789	N	NS	134	198	332	1	20
SW 6th & Washington	7803	N	NS	138	126	264	1	9
SW 6th & W Burnside	7751	N	NS	91	59	150	1	6
NW Everett & 5th	8886	E	NS	34	17	51	1	3
NW Everett & 2nd	1612	E	NS	18	9	27	1	2
N Interstate & Rose Quarter TC	11814	N	AT	156	35	191	1	32
N Interstate & Larrabee	3365	N	FS	3	1	4	1	1
N Interstate & Tillamook	11840	N	FS	2	9	11	1	0
N Interstate & Albina	11839	N	FS	8	7	15	1	1
N Interstate & Graham	2962	N	FS	1	2	3	1	0
N Greeley & Going Overpass	2195	N	AT	1	2	3	1	0
N Greeley & Humboldt	2201	N	AT	3	22	25	1	0
N Greeley & Sumner	2226	N	NS	4	23	27	1	0
N Greeley & Killingsworth	2208	N	NS	10	44	54	1	7
N Greeley & Jessup	2206	N	NS	1	10	11	1	1
N Greeley & Ainsworth	2182	N	NS	5	29	34	1	0
N Greeley & Holman	2197	N	NS	2	22	24	1	1
N Greeley & Rosa Parks Way	2221	N	FS	6	33	39	1	8
N Greeley & Dekum	2190	N	NS	1	14	15	1	0
N Greeley & Bryant	2185	N	NS	2	33	35	1	0
N Greeley & Lombard	2212	N	NS	2	42	44	1	5
N Lombard & Peninsular	3535	W	NS	22	56	78	1	9
N Peninsular & Farragut	4432	N	FS	1	20	21	1	0
N Peninsular & Watts	4438	N	FS	1	17	18	1	0
N Peninsular & Halleck	4434	N	NS	2	15	17	1	0
N Willis & Peninsular	6384	W	FS	4	25	29	1	6
N Willis & Bayard	6373	W	NS	7	28	35	1	1
N Willis & Wabash	6378	W	OP	2	18	20	1	0
N Willis & Washburne	6387	W	FS	2	11	13	1	0
N Willis & Chautauque	10611	W	NS	2	21	23	1	2
N Willis & Wayland	6389	W	NS	1	17	18	1	0
N Willis & Woolsey	6391	W	NS	1	21	22	1	1
N Willis & Newman	6382	W	FS	1	19	20	1	0
N Willis & Druid	6375	W	FS	1	21	22	1	1
N Willis & Hereford	6379	W	NS	1	20	21	1	0
N Willis & Portsmouth	6385	W	NS	1	30	31	1	1
N Portsmouth & Lombard	4494	S	NS	3	44	47	1	16
N Portsmouth & Oberlin	4496	S	NS	1	12	13	1	0
N Portsmouth & Syracuse	4498	S	NS	1	7	8	1	0
N Portsmouth & Amherst	4491	S	NS	0	11	11	1	0

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 35-Macadam/Greeley - To University of Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
N Portsmouth & Harvard	4493	S	NS	2	8	10	1	0
N Portsmouth & Strong	9630	S	NS	1	78	79	1	15

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts
North Terminal 5th & Not A Stop	9573	S	AT	1	0	1	0
NW Everett & Broadway	11915	E	NS	0	0	0	0
SW 5th & Pine	7631	S	OP	9	1	10	0
SW 5th & Alder	7586	S	NS	12	0	12	1
SW 5th & Main	7614	S	NS	14	1	15	1
SW 5th & Clay	13167	S	NS	6	1	7	0
SW Harrison & 4th	2580	E	NS	4	0	4	0
200 Block SW Harrison	2566	E	AT	3	0	3	0
SW River Pkwy & River Dr	13180	E	NS	0	0	0	0
SW Moody & Sheridan	13181	S	FS	0	0	0	0
SW Moody & Curry	13447	S	NS	6	0	6	0
SW Moody & Gaines	12880	S	FS	0	1	1	0
SW Moody & Thomas	13183	S	NS	0	0	0	0
SW Macadam & Hamilton Ct	3612	S	OP	0	1	1	0
SW Macadam & Julia	3615	S	FS	0	0	0	0
SW Macadam & Boundary	3604	S	NS	0	1	1	0
SW Macadam & Flower	3609	S	NS	0	2	2	0
SW Macadam & Pendleton	3624	S	NS	0	2	2	0
SW Macadam & Carolina	3606	S	NS	0	1	1	0
SW Macadam & Nebraska	3614	S	NS	0	0	0	0
SW Macadam & California	3605	S	NS	0	1	1	0
SW Macadam & Nevada	3620	S	NS	0	2	2	0
SW Macadam & Taylors Ferry	3618	S	NS	0	0	0	0
8400 Block SW Macadam (Riverview)	3625	S	AT	0	0	0	0
SW Riverside & Radcliffe	4905	S	FS	0	0	0	0
SW Riverside & Riverdale	4906	S	NS	0	0	0	0
SW Riverside & Riverwood	4909	S	OP	0	0	0	0
SW Riverside & Palatine Hill	4902	S	FS	0	0	0	0
SW Riverside & Military	4900	S	NS	0	0	0	0
SW Riverside & Breyman	4898	S	NS	0	0	0	0
SW Riverside & Midvale	4899	S	FS	0	0	0	0
SW Riverside & Briarwood	4894	S	OP	0	0	0	0
N State & D Ave	5507	S	FS	0	1	1	0
N State & B Ave	5506	S	NS	0	6	6	0
B Ave & Second St	147	W	NS	0	1	1	0
Lake Oswego Transit Center	8208	S	AT	20	35	55	16
A Ave & Second St	3	E	FS	0	1	1	0
N State & Foothills	5510	S	OP	0	6	6	0
N State & North Shore	5513	S	NS	2	2	4	1
S State & Middlecrest	5511	S	NS	0	7	7	0
600 Block McVey	3812	W	AT	0	2	2	0
McVey & Lakefront	3816	W	FS	0	0	0	0
McVey & Cornell	3813	W	NS	0	1	1	0
McVey & Oak	3817	W	FS	0	2	2	0
South Shore & Patton	5309	W	NS	2	3	5	0
1800 Block South Shore (Park & Ride)	5286	W	AT	0	1	1	1
South Shore & Greentree	5301	W	OP	0	7	7	0
South Shore & Edgecliff	5298	W	FS	0	0	0	0

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Tualatin Park & Ride

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts	
1700 Block South Shore	5285	W	AT	0	0	0	1	0
South Shore & Cedar Ct	5295	W	FS	0	2	2	1	0
South Shore & Fernwood	5296	W	OP	0	1	1	1	0
South Shore & Phantom Bluff	5310	W	FS	0	0	0	1	0
2500 Block South Shore	5288	W	AT	0	1	1	1	0
South Shore & Greenbrier	5300	W	FS	0	1	1	1	0
South Shore & Cedar Rd	5297	W	OP	0	1	1	1	14
South Shore & Maple	5306	W	FS	0	1	1	1	0
3889 South Shore	5289	W	AT	0	1	1	1	0
4100 Block South Shore	5290	W	AT	0	0	0	1	0
4300 Block South Shore	5292	N	AT	0	5	5	1	0
4400 Block Lakeview	3364	W	AT	2	3	5	1	0
Bryant & Lamont Way	13044	S	NS	0	3	3	1	0
Bryant & Wildwood	669	S	FS	0	0	0	1	0
17500 Block Bryant	667	S	AT	0	1	1	1	0
Jean Rd & Bryant	3031	W	FS	1	1	2	1	1
Jean Rd & Hill Way	3034	W	FS	0	2	2	1	0
Jean Rd & Schalit	3036	W	FS	0	2	2	1	0
SW Jean Rd & Tualata	3033	W	OP	0	5	5	1	0
Jean Rd & SW Tamara	3035	W	OP	0	4	4	1	0
SW Pilkington & Kenny	4447	S	NS	0	2	2	1	0
SW Pilkington & Fernbrook	4446	S	NS	0	0	0	1	0
SW Pilkington & McEwan	4450	S	FS	0	0	0	1	0
SW Pilkington & Dawn	4444	S	OP	0	1	1	1	0
SW Pilkington & Childs	4443	S	NS	2	1	3	1	0
SW Childs & Benfield	1063	W	FS	1	0	1	1	0
SW Childs & Terry	1066	W	FS	0	0	0	1	0
SW Childs & Longfellow	1064	W	FS	0	1	1	1	0
SW Childs & 65th	8882	W	NS	1	1	2	1	0
SW 65th & Dawn	7841	N	FS	0	0	0	1	0
SW 65th & McEwan	7843	N	NS	3	3	6	1	0
7100 Block SW McEwan	3821	N	OP	0	0	0	1	0
SW McEwan & NW Book Deposit	3820	N	AT	0	0	0	1	0
SW McEwan & 65th	3824	N	NS	0	0	0	1	0
Tualatin Park & Ride Pseudo-stop	12836	W	AT	0	0	0	1	0
Tualatin Park & Ride	7879	N	AT	5	23	28	1	1

TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total		Monthly Lifts
Tualatin Park & Ride	7879	N	AT	16	1	17	1	2
SW Lower Boones Ferry & McEwan Rd	9045	E	NS	0	0	0	1	0
17900 Block SW McEwan	8769	W	OP	1	0	1	1	0
17900 Block SW McEwan	3819	W	OP	0	2	2	1	0
7100 Block SW McEwan	3822	S	AT	0	0	0	1	0
SW McEwan & 65th	3823	E	NS	1	7	8	1	0
SW 65th & Dawn	7842	S	OP	0	0	0	1	0
SW 65th & Childs	7840	S	NS	0	0	0	1	0
SW Childs & Longfellow	1061	E	FS	0	0	0	1	0
SW Childs & Terry	1067	E	OP	0	0	0	1	0
SW Childs & Benfield	1062	E	OP	0	0	0	1	0
SW Childs & Marlin	1065	E	FS	2	0	2	1	0
19000 Block SW Pilkington	4442	N	AT	3	0	3	1	0
18700 Block SW Pilkington	4449	N	AT	0	0	0	1	0
SW Pilkington & Fernbrook	4445	N	OP	0	0	0	1	0
SW Pilkington & Kenny	4448	N	NS	4	0	4	1	0
SW Jean Rd & Tamara	3037	E	FS	0	1	1	1	0
SW Jean Rd & Tinalata	3038	E	FS	3	0	3	1	0
Jean Rd & Schalit Way	3032	E	FS	3	2	5	1	0
Jean Rd & Bryant	3030	E	NS	0	0	0	1	0
Bryant & Lords Ln	668	N	NS	2	0	2	1	0
Bryant & Black Forest Ct	663	N	OP	1	0	1	1	0
Bryant & Chapman	664	N	FS	2	0	2	1	0
Bryant & Lakeview	665	N	NS	3	0	3	1	0
South Shore & Lakeview	5305	S	FS	3	0	3	1	0
4100 Block South Shore	5291	S	OP	0	0	0	1	0
South Shore & Canal Circle	5311	E	FS	0	0	0	1	0
South Shore & Kelok	5303	E	NS	3	0	3	1	0
South Shore & Cedar Rd	10175	E	FS	0	0	0	1	14
South Shore & Blue Heron	5293	N	FS	2	0	2	1	0
South Shore & Canyon	5294	E	FS	2	0	2	1	0
South Shore & Fernwood	5299	E	NS	0	0	0	1	0
South Shore & Lakeridge	5304	E	FS	0	0	0	1	0
South Shore & Greentree	5302	E	NS	9	0	9	1	0
1800 Block South Shore (Park & Ride)	5287	E	OP	0	0	0	1	0
South Shore & Patton	11805	E	OP	0	2	2	1	0
McVey & Parrish	5307	E	NS	15	0	15	1	0
McVey & Oak	3818	E	FS	2	0	2	1	0
McVey & Cornell	3814	E	FS	1	0	1	1	0
McVey & Maple	3815	E	FS	0	0	0	1	0
600 Block McVey	3811	E	OP	0	0	0	1	0
S State & Wilbur	5514	N	NS	6	11	17	1	0
S State & North Shore	5512	N	OP	0	0	0	1	1
N State & Foothills	5509	N	FS	12	3	15	1	0
B Ave & Second St	147	W	NS	2	1	3	1	0
Lake Oswego Transit Center	8208	S	AT	15	12	27	1	13
A Ave & Second St	3	E	FS	0	0	0	1	0
N State & B Ave	5505	N	FS	1	0	1	1	0

*TriMet Passenger Census - Spring 2010
All Day Ons and Offs by Route and Stop
Weekdays*

Route: 36-South Shore - To Lake Oswego TC or Portland

Stop Location	Location ID	Direction	Position	Ons	Offs	Total	Monthly Lifts	
N State & E Ave	5508	N	OP	0	0	0	1	0
SW Riverside & Briarwood	4895	N	NS	0	0	0	1	0
SW Riverside & Elk Rock	4896	N	FS	0	0	0	1	0
SW Riverside & Greenwood	4897	N	OP	0	0	0	1	0
SW Riverside & Military	4901	N	NS	0	0	0	1	0
SW Riverside & Palatine Hill	4904	N	OP	0	0	0	1	0
SW Riverside & Riverwood	4910	N	NS	0	0	0	1	0
SW Riverside & Riverdale	4908	N	OP	0	0	0	1	0
SW Macadam & Miles	3617	N	NS	0	0	0	1	0
SW Macadam & Nevada	3622	N	OP	1	0	1	1	0
SW Macadam & Florida	3608	N	OP	0	0	0	1	0
SW Macadam & Nebraska	3619	N	NS	0	0	0	1	0
SW Macadam & Carolina	11812	N	NS	0	0	0	1	0
SW Macadam & Pendleton	3623	N	NS	1	0	1	1	0
SW Macadam & Flower	3610	N	OP	1	0	1	1	0
SW Macadam & Boundary	3603	N	NS	1	0	1	1	0
SW Macadam & Julia	3616	N	OP	0	0	0	1	0
SW Macadam & Hamilton Ct	3613	N	NS	0	0	0	1	0
SW Macadam & Lowell	13184	N	NS	0	0	0	1	0
SW Macadam & Gaines	3611	N	NS	1	0	1	1	0
SW Macadam & Tram Tower	13185	N	AT	0	2	2	1	0
SW Naito Parkway & Arthur	1923	N	AT	0	0	0	1	0
2100 Block SW Naito Parkway	13179	N	OP	0	0	0	1	0
200 Block SW Harrison	2567	W	OP	1	7	8	1	0
SW Harrison & 6th	13305	W	NS	1	5	6	1	1
SW 6th & Columbia	11486	N	NS	1	3	4	1	0
SW 6th & Salmon	7789	N	NS	1	13	14	1	0
SW 6th & Washington	7803	N	NS	1	6	7	1	0
SW 6th & W Burnside	7751	N	NS	0	6	6	1	0



See where it takes you.

35-Macadam/Greeley

Weekday

To Portland City Center and Oregon City TC

N Portsmouth & Strong Stop ID 9630	N Willis & Chautauque Stop ID 6374	N Greeley & Sumner Stop ID 2227	N Interstate & Multnomah (Hoose Quarter) Stop ID 11813	SW 5th & Alder Stop ID 7586	SW Harrison & 4th Stop ID 2580	SW Macadam & Boundary Stop ID 3604	SW Macadam & Taylors Ferry Stop ID 3618	Lake Oswego Transit Center Stop ID 8207	Pacific Hwy & Marybrook Dr Stop ID 6338	Williams Dr & McKellean Stop ID 6330	Oregon City Transit Center
5:05	5:12	5:20	5:27	5:32	5:36	5:46	5:50	5:59	6:04	6:10	6:17
5:36	5:43	5:52	5:59	6:04	6:08	6:18	6:23	6:31	6:37	6:43	6:51
6:03	6:10	6:19	6:26	6:31	6:34	-	-	-	-	-	-
6:25	6:32	6:42	6:50	6:55	6:59	7:09	7:13	7:24	7:30	7:37	7:45
6:30	6:40	6:51	6:59	7:04	7:07	-	-	-	-	-	-
6:40	6:51	7:02	7:11	7:17	7:20	-	-	-	-	-	-
6:53	7:01	7:13	7:22	7:28	7:32	7:43	7:47	7:58	8:04	8:11	8:19
7:01	7:09	7:22	7:31	7:37	7:40	-	-	-	-	-	-
7:12	7:20	7:33	7:42	7:48	7:51	-	-	-	-	-	-
7:20	7:28	7:41	7:50	7:56	8:00	8:11	8:15	8:28	8:34	8:40	8:48
7:38	7:46	8:00	8:09	8:15	8:18	-	-	-	-	-	-
7:52	8:00	8:14	8:22	8:28	8:32	8:43	8:47	8:59	9:05	9:11	9:19
8:26	8:33	8:43	8:52	8:58	9:02	9:13	9:17	9:28	9:34	9:40	9:48
9:02	9:09	9:19	9:28	9:34	9:38	9:48	9:52	10:03	10:09	10:15	10:23
9:37	9:44	9:53	10:02	10:08	10:12	10:22	10:26	10:37	10:43	10:49	10:57
10:12	10:19	10:28	10:37	10:43	10:47	10:57	11:01	11:12	11:18	11:25	11:33
10:47	10:54	11:03	11:12	11:18	11:22	11:32	11:36	11:48	11:54	12:01	12:09
11:21	11:28	11:37	11:46	11:52	11:56	12:06	12:10	12:22	12:28	12:35	12:43
11:58	12:05	12:14	12:23	12:29	12:33	12:43	12:47	12:59	1:05	1:12	1:20
12:32	12:39	12:48	12:57	1:03	1:07	1:17	1:21	1:33	1:39	1:46	1:54
1:07	1:14	1:23	1:32	1:38	1:42	1:52	1:56	2:08	2:14	2:22	2:30
1:37	1:44	1:53	2:02	2:08	2:12	2:22	2:26	2:38	2:44	2:52	3:00
2:11	2:18	2:27	2:36	2:43	2:47	2:57	3:01	3:14	3:20	3:28	3:37
2:36	2:43	2:52	3:01	3:08	3:12	3:22	3:26	3:39	3:45	3:53	4:01
2:54	3:01	3:10	3:19	3:26	3:30	3:41	3:45	3:58	4:05	4:14	4:23
-	-	-	-	3:45	3:49	4:01	4:06	4:18	4:25	4:34	4:43
3:31	3:38	3:49	3:58	4:05	4:09	4:21	4:26	4:38	4:45	4:54	5:03
3:48	3:56	4:06	4:15	4:22	4:26	4:38	4:42	4:55	5:02	5:11	5:20
4:06	4:14	4:24	4:33	4:40	4:44	4:56	5:00	5:13	5:20	5:29	5:38
4:24	4:32	4:42	4:51	4:58	5:02	5:14	5:18	5:31	5:38	5:48	5:57
4:41	4:49	4:59	5:08	5:15	5:19	5:32	5:36	5:48	5:55	6:05	6:13
5:01	5:09	5:19	5:28	5:35	5:39	5:51	5:55	6:07	6:14	6:23	6:30
5:36	5:43	5:52	5:59	6:06	6:09	6:21	6:25	6:35	6:41	6:49	6:56
6:05	6:12	6:20	6:27	6:33	6:37	6:48	6:52	7:02	7:08	7:16	7:23
6:35	6:42	6:50	6:57	7:03	7:06	-	-	-	-	-	-
7:05	7:12	7:20	7:27	7:33	7:37	7:48	7:52	8:02	8:08	8:16	8:23
8:04	8:11	8:19	8:26	8:32	8:36	8:47	8:51	9:01	9:07	9:15	9:22
9:04	9:11	9:19	9:26	9:32	9:36	9:46	9:50	10:00	10:06	10:13	10:20
10:05	10:12	10:20	10:27	10:32	10:36	10:46	10:50	11:00	11:06	11:14	11:21
11:10	11:17	11:25	11:32	11:37	11:41	11:51	11:55	12:05	12:11	12:17	12:24
12:10	12:17	12:25	12:31	12:36	12:40	12:50	12:54	1:04	1:10	1:16	1:23

Note: In downtown Portland, board at the C stops on 5th Avenue.

Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at trimet.org/alerts or call 503-238-RIDE (7433) for real-time arrival information from TransitTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.

35-Macadam/Greeley

Weekday To Portland City Center and University of Portland

Oregon City Transit Center Stop ID: 8762	Willamette Dr & Burns Stop ID: 8006	S State & Wilbur Stop ID: 5514	Lake Oswego Transit Center Stop ID: 8007	SW Macadam & Boundary Stop ID: 3603	SW 6th & Washington Stop ID: 7603	N Interstate & Rose Quarter TC Stop ID: 11814	N Greeley & Sumner Stop ID: 2226	N Willis & Chestnut Stop ID: 10511	N Portsmouth & Strong Stop ID: 3630
4:48	4:54	5:03	5:06	5:15	5:24	5:31	5:38	5:45	5:51
5:34	5:40	5:50	5:53	6:03	6:13	6:20	6:27	6:34	6:40
6:00	6:07	6:18	6:21	6:31	6:44	6:51	6:58	7:05	7:11
6:19	6:26	6:37	6:40	6:50	7:03	—	—	—	—
6:27	6:34	6:47	6:50	7:00	7:13	7:20	7:27	7:35	7:41
6:37	6:45	6:58	7:01	7:13	7:26	—	—	—	—
6:47	6:55	7:08	7:12	7:24	7:37	7:44	7:51	7:59	8:05
6:57	7:05	7:19	7:23	7:35	7:48	—	—	—	—
7:12	7:20	7:34	7:38	7:51	8:04	8:11	8:18	8:26	8:32
7:30	7:38	7:52	7:56	8:09	8:21	8:28	8:35	8:42	8:48
7:49	7:57	8:11	8:15	8:27	8:39	—	—	—	—
8:05	8:13	8:26	8:30	8:41	8:53	9:00	9:07	9:14	9:20
8:38	8:44	8:56	9:00	9:11	9:23	9:30	9:37	9:44	9:50
9:11	9:17	9:29	9:33	9:44	9:56	10:03	10:10	10:17	10:23
9:42	9:48	10:00	10:04	10:15	10:27	10:34	10:41	10:48	10:54
10:15	10:21	10:33	10:37	10:48	11:00	11:07	11:14	11:21	11:27
10:45	10:51	11:03	11:07	11:19	11:31	11:38	11:45	11:52	11:58
11:17	11:24	11:36	11:40	11:52	12:04	12:11	12:18	12:25	12:31
11:50	11:57	12:09	12:13	12:25	12:37	12:44	12:51	12:58	1:04
12:23	12:30	12:42	12:46	12:58	1:10	1:17	1:24	1:32	1:38
12:55	1:02	1:14	1:18	1:31	1:44	1:52	1:59	2:07	2:13
1:22	1:29	1:41	1:45	1:58	2:11	2:19	2:26	2:34	2:40
1:55	2:02	2:14	2:18	2:31	2:44	2:52	2:59	3:07	3:13
2:23	2:30	2:43	2:47	3:00	3:13	3:21	3:28	3:37	3:43
2:45	2:52	3:05	3:09	3:22	3:35	3:44	3:51	4:00	4:07
3:07	3:14	3:27	3:31	3:44	3:57	4:05	4:14	4:24	4:31
—	—	—	—	—	4:08	4:17	4:25	4:35	4:42
3:29	3:36	3:50	3:54	4:07	4:20	4:29	4:37	4:47	4:54
3:47	3:55	4:09	4:13	4:27	4:40	4:49	4:57	5:07	5:14
4:08	4:16	4:31	4:35	4:48	5:02	5:11	5:19	5:29	5:36
4:29	4:47	5:02	5:06	5:19	5:32	5:41	5:49	5:59	6:06
—	—	—	—	—	5:44	5:53	6:01	6:10	6:16
5:07	5:15	5:29	5:33	5:45	5:58	6:07	6:15	6:24	6:30
—	—	—	—	—	6:17	6:25	6:33	6:42	6:48
5:35	5:43	5:57	6:01	6:11	6:24	6:32	6:39	6:48	6:54
6:12	6:19	6:30	6:34	6:44	6:57	7:05	7:12	7:21	7:27
6:35	6:42	6:53	6:57	7:07	7:20	7:28	7:35	7:43	7:49
—	—	—	—	—	7:50	7:57	8:04	8:12	8:18
7:35	7:42	7:52	7:56	8:05	8:19	8:26	8:32	8:41	8:47
—	—	—	—	—	8:57	9:04	9:11	9:19	9:25
8:50	8:56	9:06	9:10	9:20	9:33	9:40	9:47	9:55	10:01
9:51	9:57	10:07	10:11	10:21	10:33	10:40	10:46	10:54	11:00
10:53	10:59	11:08	11:11	11:21	11:33	11:40	11:46	11:54	12:00
11:53	11:59	12:08	12:11	12:21	12:33	12:40	12:46	12:54	1:00

Note: In downtown Portland, board at the **X** stops on 6th Avenue.

Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at trimet.org/alerts or call 503-238-RIDE (7433) for real-time arrival information from TransitTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.

Weekdays

224

Note: In downtown Portland, board at the SW (Southwest-Rose) stops on 5th Avenue.
 Note: Service between Oregon City and Canby sponsored by CAT/Canby Area Transit.
 Light figures are A.M. Dark figures are P.M.
 Scheduled times MAY BE CHANGED WITHOUT NOTICE by as much as three minutes to relieve overcrowding or to adjust to traffic conditions.
 & All trips are lift-equipped.

Weekdays		Macadam to Oregon City TC	
NW 5th & Hoyt Union Station	5:32	5:39	5:44
SW 5th & Oak	5:39	5:46	5:51
1st & Lincoln 17H 36	5:46	5:53	5:58
Macadam & Boundary 35 40T 43	5:53	6:00	6:05
Lake Oswego Transit Center 36 37 78	6:00	6:07	6:12
State St & Wilbur 36	6:07	6:14	6:19
Willamette & Hood	6:14	6:21	6:26
Oregon City Transit Center 32 33M 34 79 82 85 154	6:21	6:28	6:33
Canby at 1st & Grant	6:33		
	5:55	6:02	6:07
	6:23	6:30	6:35
	6:54	7:01	7:06
	7:24	7:31	7:36
	8:00	8:07	8:12
	8:36	8:43	8:48
	8:56	9:03	9:08
	9:26	9:33	9:38
	10:01	10:08	10:13
	10:27	10:34	10:39
	10:57	11:04	11:09
	11:01	11:08	11:13
	11:26	11:33	11:38
	11:56	12:03	12:08
	12:26	12:33	12:38
	12:59	1:06	1:11
	1:25	1:32	1:37
	1:55	2:02	2:07
	2:25	2:32	2:37
	2:50	2:57	3:02
	3:08	3:15	3:20
	3:32	3:39	3:44
	3:53	4:00	4:05
	4:08	4:15	4:20
	4:28	4:35	4:40
	4:53	5:00	5:05
	5:10	5:17	5:22
	5:31	5:38	5:43
	6:02	6:09	6:14
	6:29	6:36	6:41
	7:29	7:36	7:41
	8:29	8:36	8:41
	9:29	9:36	9:41
	10:29	10:36	10:41
	11:29	11:36	11:41

Note: In downtown Portland, board at the SW (Southwest-Rose) stops on 5th Avenue.
 Note: Service between Oregon City and Canby sponsored by CAT/Canby Area Transit.
 Light figures are A.M. Dark figures are P.M.
 Scheduled times MAY BE CHANGED WITHOUT NOTICE by as much as three minutes to relieve overcrowding or to adjust to traffic conditions.
 & All trips are lift-equipped.

Saturday		Macadam to Oregon City TC	
NW 5th & Hoyt Union Station	7:29	7:32	7:37
SW 5th & Oak	7:32	7:35	7:38
1st & Lincoln 17H	7:35	7:38	7:41
Macadam & Boundary 40T 43	7:38	7:41	7:44
Lake Oswego Transit Center 78	7:41	7:44	7:47
State St & Wilbur	7:44	7:47	7:50
Willamette & Hood	7:47	7:50	7:53
Oregon City Transit Center 32 33M 34 79 82 85 154	7:50	7:53	7:56
	8:29	8:32	8:35
	9:29	9:32	9:35
	10:29	10:32	10:35
	11:27	11:31	11:35
	12:27	12:31	12:35
	1:27	1:31	1:35
	2:27	2:31	2:35
	3:27	3:31	3:35
	4:27	4:31	4:35
	5:27	5:31	5:35
	6:29	6:32	6:35
	7:29	7:32	7:35
	8:29	8:32	8:35
	9:29	9:32	9:35

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Saturday

35 Macadam		Macadam to Portland										
Weekdays		Canby at 1st & Grant	Oregon City Transit Center 32 33M 34 79	Williamette & Burns 154	State St & Willbur 36	Lake Oswego Transit Center 36 37 78	Macadam & Boundary 36 40T 43	SW 6th & Main	Union Station	NW 6th & Irving		
		4:47	4:51	5:01	5:05	5:15	5:24	5:30	5:36	5:40	5:55	6:05
5:48		6:05	6:09	6:19	6:23	6:33	6:43	6:50	6:56	7:00	7:15	7:18
6:22		6:38	6:42	6:54	6:59	7:10	7:21	7:31	7:39	7:47	7:59	8:08
		6:51	6:58	7:02	7:14	7:19	7:30	7:41	7:51	8:01	8:19	8:27
			7:36	7:40	7:53	7:57	8:08	8:19	8:27	8:38	8:49	8:57
			8:05	8:10	8:22	8:27	8:38	8:49	8:57	9:08	9:19	9:27
			8:35	8:40	8:52	8:57	9:08	9:19	9:27	9:38	9:49	9:57
			9:05	9:10	9:22	9:27	9:38	9:49	9:57	10:08	10:19	10:27
			9:35	9:40	9:51	9:57	10:08	10:19	10:27	10:38	10:49	10:57
			10:05	10:10	10:21	10:27	10:38	10:49	10:57	11:08	11:19	11:27
			10:35	10:40	10:51	10:57	11:08	11:19	11:27	11:38	11:49	11:57
			11:05	11:10	11:21	11:27	11:38	11:49	11:57	12:08	12:19	12:27
			11:35	11:40	11:51	11:57	12:08	12:19	12:27	12:38	12:49	12:57
			12:05	12:10	12:21	12:27	12:38	12:49	12:57	1:08	1:19	1:27
			12:35	12:40	12:51	12:57	1:08	1:19	1:27	1:38	1:49	1:57
			1:05	1:10	1:21	1:27	1:38	1:49	1:57	2:08	2:19	2:27
			1:35	1:40	1:51	1:57	2:08	2:19	2:27	2:38	2:49	2:57
			2:05	2:10	2:21	2:27	2:38	2:49	2:57	3:08	3:20	3:28
			2:35	2:40	2:51	2:57	3:08	3:20	3:28	3:39	3:51	3:59
			3:05	3:11	3:22	3:28	3:39	3:51	3:59	4:10	4:22	4:30
			3:31	3:36	3:47	3:53	4:05	4:18	4:26	4:38	4:50	4:58
			3:57	4:02	4:13	4:19	4:31	4:44	4:52	5:04	5:16	5:24
			4:15	4:20	4:31	4:36	4:48	5:01	5:09	5:21	5:33	5:41
			4:45	4:50	5:01	5:06	5:18	5:31	5:39	5:51	6:03	6:11
			5:15	5:20	5:31	5:36	5:48	6:01	6:09	6:21	6:33	6:41
			5:44	5:49	6:00	6:06	6:17	6:27	6:35	6:47	6:59	7:07
6:22			6:37	6:41	6:51	6:56	7:07	7:17	7:24	7:34	7:44	7:52
			7:40	7:44	7:53	7:58	8:08	8:17	8:24	8:34	8:44	8:52
			8:40	8:44	8:53	8:58	9:08	9:17	9:24	9:34	9:44	9:52
			9:43	9:47	9:55	9:58	10:08	10:16	10:22	10:31	10:39	10:47
			10:42	10:46	10:54	10:57	11:07	11:15	11:21	11:29	11:37	11:45

Light figures are A.M. Dark figures are P.M.
 Scheduled times MAY BE CHANGED WITHOUT NOTICE by as much as three minutes to relieve overcrowding or to adjust to traffic conditions.
 All trips are lift-equipped.

34 River Road		River Road to Milwaukie TC										
Saturday		Oregon City Transit Center 32 33M 35 79	Jennings & River Road	Dak Grove & River Road	Williamette View	Manor	Milwaukie TC 31 33M 40T 70 75					
		9:06	9:11	9:16	9:19	9:22	9:22	9:22	9:22	9:22	9:22	9:22
		10:03	10:09	10:14	10:18	10:22	10:22	10:22	10:22	10:22	10:22	10:22
		11:03	11:09	11:14	11:18	11:22	11:22	11:22	11:22	11:22	11:22	11:22
		12:03	12:09	12:14	12:18	12:22	12:22	12:22	12:22	12:22	12:22	12:22
		1:03	1:09	1:14	1:18	1:22	1:22	1:22	1:22	1:22	1:22	1:22
		2:03	2:09	2:14	2:18	2:22	2:22	2:22	2:22	2:22	2:22	2:22
		3:02	3:08	3:14	3:18	3:22	3:22	3:22	3:22	3:22	3:22	3:22
		4:02	4:08	4:14	4:18	4:22	4:22	4:22	4:22	4:22	4:22	4:22
		5:02	5:08	5:14	5:17	5:22	5:22	5:22	5:22	5:22	5:22	5:22
		6:03	6:09	6:15	6:18	6:22	6:22	6:22	6:22	6:22	6:22	6:22
		7:03	7:08	7:13	7:16	7:19	7:19	7:19	7:19	7:19	7:19	7:19

34 River Road		River Road to Oregon City TC										
Saturday		Milwaukie TC 31 33M 40T 70 75	Williamette View	Manor	Dak Grove & River Road	Jennings & River Road	Oregon City Transit Center 32 33M 35 79					
		9:33	9:37	9:40	9:45	9:50	9:50	9:50	9:50	9:50	9:50	9:50
		10:33	10:37	10:40	10:45	10:50	10:50	10:50	10:50	10:50	10:50	10:50
		11:33	11:37	11:40	11:45	11:50	11:50	11:50	11:50	11:50	11:50	11:50
		12:33	12:37	12:40	12:45	12:50	12:50	12:50	12:50	12:50	12:50	12:50
		1:33	1:37	1:40	1:45	1:50	1:50	1:50	1:50	1:50	1:50	1:50
		2:33	2:38	2:42	2:48	2:54	2:54	2:54	2:54	2:54	2:54	2:54
		3:33	3:38	3:42	3:48	3:54	3:54	3:54	3:54	3:54	3:54	3:54
		4:33	4:38	4:42	4:48	4:54	4:54	4:54	4:54	4:54	4:54	4:54
		5:33	5:37	5:40	5:46	5:52	5:52	5:52	5:52	5:52	5:52	5:52
		6:33	6:36	6:39	6:44	6:49	6:49	6:49	6:49	6:49	6:49	6:49
		7:33	7:36	7:39	7:44	7:49	7:49	7:49	7:49	7:49	7:49	7:49

Light-figures are A.M. Dark figures are P.M.
 Scheduled times MAY BE CHANGED WITHOUT NOTICE by as much as three minutes to relieve overcrowding or to adjust to traffic conditions.
 All trips are lift-equipped.

Weekday Departure Times

From Oregon City or South Shore to Portland

2nd & Tumwater Oregon City 33,34,72	Maryhurst	Lakeview & Pikington South	Lakeview & Pikington North	Pallasades Park	Lake Oswego 37,77	Johns Landing 37	Front & Arthur	S.W. 6th & Stimson
8:06	8:21				6:25	6:37	6:39	6:43
M6:33	6:56				6:25	6:37	7:14	7:18
6:50	7:05	6:55	7:00	7:07	7:10	7:22	7:24	7:28
M7:01	7:16				7:21	7:33	7:35	7:39
7:15	7:30				7:35	7:47	7:49	7:53
7:28	7:44	7:15	7:20	7:27	7:40	7:52	7:54	7:58
7:38	7:54				E7:50	8:02	8:14	8:18
					8:00	8:12	8:14	8:18
		7:35	7:40	7:47	8:00	8:12	8:14	8:18
		8:10	8:15	8:22	8:35	8:47	8:54	8:58
8:23	8:38				9:20	9:32	9:34	9:38
9:03	9:18				9:25	9:37	9:39	9:43
		9:00	9:05	9:12				
					9:50	10:02	10:04	10:08
9:33	9:48				10:15	10:27	10:29	10:33
10:23	10:38	9:50	9:55	10:02	10:40	10:52	10:54	10:58
		10:40	10:45	10:52	11:05	11:17	11:19	11:23
11:13	11:28				11:30	11:42	11:44	11:48
					11:55	12:07	12:09	12:13
12:03	12:18	11:30	11:35	11:42	12:20	12:32	12:34	12:38
12:53	1:08	12:20	12:25	12:32	12:45	12:57	12:59	1:03
		1:10	1:15	1:22	1:10	1:22	1:24	1:28
					1:35	1:47	1:49	1:53
					2:00	2:11	2:13	2:17
1:43	1:58				2:25	2:36	2:38	2:42
2:33	2:48	1:51	2:05	2:12	2:50	3:01	3:03	3:07
3:33	3:48	2:41	2:55	3:02	3:15	3:26	3:28	3:32
					3:50	4:01	4:03	4:07
					4:13	4:24	4:26	4:30
4:16	4:31				4:33	4:44	4:46	4:50
4:31	4:46				4:48	4:59	5:01	5:05
		4:22	4:33	4:40	4:48	5:01	5:03	5:07
5:06	5:21				5:13	5:24	5:26	5:30
					5:23	5:34	5:36	5:40
					5:30	5:43	5:54	6:00
		4:57	5:23	5:30	5:58	6:09	6:11	6:15
5:41	5:56				6:08	6:19	6:21	6:25
		5:27	5:48	5:55	6:08	6:19	6:21	6:25
		6:00	6:07	6:14	T6:27	6:39	6:41	6:45
		5:40	6:08	6:15	6:28	6:39	6:41	6:45
					6:38	6:49	6:51	6:55
6:21	6:36				T7:00	7:11	7:13	7:17
M7:05	7:20	6:30	6:40	6:47	7:22	7:33	7:35	7:39
		7:05	7:12	7:19	T7:32	7:43	7:45	7:49
7:33	7:48				7:50	8:01	8:03	8:07
M7:39								
		7:33	8:06	8:07	8:20	8:31	8:33	8:37
		8:27	8:40	8:47	9:00	9:11	9:13	9:17
		9:25	9:31		9:49			
		10:12	10:18		10:36			

Light figures are A.M. Dark figures are P.M.
 Subject to Change Without Notice
 E Express from Lake Oswego, State & A Ave.
 to SW 2nd & Clay.
 M Leaves Molalla at 5:56, 6:42 AM, 6:28 &
 7:02 PM. Leaves Canby to 6:19, 6:47 AM,
 6:51 & 7:24 PM.
 T Transfer to Portland Mall bus.
 For the latest information during
 snow & ice, call 231-3197

Weekday Departure Times

From Portland to Oregon City or South Shore

S.W. 6th & Oak	1st & Arthur	Johns Landing 37	Lake Oswego 37,77	Pallasades Park	Lakeview & Pikington South	Lakeview & Pikington North	Maryhurst	2nd & Tumwater Oregon City 33,34,72
			6:25	6:33	6:40		6:34	6:47
6:51	7:00	7:02	6:30	7:21	7:28		7:19	7:32
7:26	7:35	7:37	7:13	7:56	8:03			
07:36	7:48	7:50	8:01				8:05	8:18
07:51	8:03	8:05	8:16				8:20	8:33
8:11	8:23	8:25	8:36	8:44	8:51			
08:15	8:27	8:29	8:40				8:44	8:57
08:26	8:38	8:40	8:51				8:55	9:08
9:00	9:14	9:16	9:27	9:35	9:42			
09:26	9:38	9:40	9:51				9:55	10:08
9:51	10:03	10:05	10:16	10:24	10:31			
10:10	10:28	10:30	10:41				10:45	10:58
10:41	10:53	10:55	11:06	11:14	11:21			
11:06	11:18	11:20	11:31				11:35	11:48
11:31	11:43	11:45	11:56	12:04	12:11			
12:11	12:23	12:25	12:36	12:44	12:51		12:55	13:08
12:21	12:33	12:35	12:46	12:54	1:01			
12:46	12:58	1:00	1:11				1:15	1:28
1:11	1:23	1:25	1:36	1:44	1:51	1:56		
01:36	1:48	1:50	2:01				2:05	2:18
2:01	2:13	2:15	2:26	2:34	2:41	2:46		
02:25	2:39	2:41	2:52				2:56	3:09
2:50	3:04	3:06	3:17	3:25	3:32	3:37		
03:15	3:29	3:31	3:42				3:46	3:59
3:40	3:54	3:56	4:07	4:15	4:22	4:27		
03:58	4:12	4:14	4:25				4:29	4:42
4:15	4:29	4:31	4:42	4:50	4:57	5:02		
04:38	4:52	4:54	5:05				5:09	5:22
4:45	4:59	5:01	5:12	5:20	5:27	5:32		
4:58	5:12	5:14	5:25	5:33	5:40	5:45		
M05:00	5:14	5:16	5:27				5:31	
05:13	5:27	5:29	5:40				5:44	5:57
5:18	5:32	5:34	5:45	5:53	6:00	6:05		
M05:36	5:52	5:54	6:05				6:09	
5:48	6:02	6:04	6:15	6:23	6:30	6:35		
06:08	6:22	6:24	6:35				6:39	6:52
6:25	6:37	6:39	6:50	6:58	7:05	7:10		
06:33	6:45	6:47	6:58				7:02	7:15
6:53	7:05	7:07	7:18	7:26	7:33	7:38		
7:47	7:59	8:01	8:12	8:20	8:27	8:32		
8:45	8:57	8:59	9:10	9:18	9:25	9:30		
M9:32	9:44	9:46	9:57	10:05	10:12	10:17		

Light figures are A.M. Dark figures are P.M.
 Subject to Change Without Notice
 To Molalla via Canby. Board in Oregon City
 at 6th & Main at 5:42 & 6:20 PM. Arrives
 Canby at 6:02 & 6:40 PM. Arrives Molalla at
 6:22 & 7:00 PM.
 Regular route to Lakeview & Pikington, then
 to 65th, Boones Ferry, 72nd, Carmen Dr.,
 Lake Forest, Boones Ferry to Lake Oswego,
 to Oregon City.
 For the latest information during
 snow & ice, call 231-3197

Route Ridership Report

Weekdays

Spring 2010 Quarter

Route	Spring 2010 Quarter							Spring 2009 Quarter			
	Boarding Rides	Rides Revenue Hour	Rides Vehicle Hour	Cost Per Ride	Passenger Miles	Passenger Miles Per Revenue Mile	Avg. Trip Length	Boarding Rides	Rides Per Vehicle Hour	Rides Change	Rides Per Hour Change
MAX Blue Line	62,200	197.6	161.4	\$1.70	397,360	65.2	6.4	68,180	166.2	-5,980	-4.7
MAX Green Line	19,440	180.2	145.3	\$1.88	84,530	44.8	4.3	.	.	.	.
MAX Red Line	23,620	174.9	142.6	\$1.92	119,714	44.9	5.1	23,980	137.1	-360	5.6
MAX Yellow Line	14,880	177.3	127.9	\$2.14	41,512	37.5	2.8	13,440	112.8	1,440	15.1
MAX Mall Shuttle	570	119.7	96.2	\$2.85	292	9.1	0.5	.	.	.	.
WES Commuter Rail	1,250	86.9	51.3	\$18.23	.	.	.	1,160	47.6	90	3.7
1-Vermont	440	27.6	20.4	\$4.65	1,563	6.5	3.5	680	15.8	-240	4.6
4-Division/Fessenden	17,790	58.9	47.0	\$2.02	54,359	14.4	3.1	17,510	44.5	280	2.5
6-Martin Luther King Jr Blvd	6,570	58.9	45.4	\$2.09	15,567	10.8	2.4	7,350	46.3	-780	-0.9
8-Jackson Park/NE 15th	6,770	44.6	34.1	\$2.78	17,715	10.7	2.6	7,450	36.8	-680	-2.7
9-Powell/Broadway	10,080	51.1	39.1	\$2.43	33,004	13.1	3.3	11,170	40.5	-1,090	-1.4
10-Harold St	1,820	26.9	22.3	\$4.25	6,144	6.1	3.4	2,050	27.5	-230	-5.2
12-Barbur/Sandy Blvd	11,610	47.4	37.3	\$2.54	47,256	13.0	4.1	12,290	37.4	-680	-0.1
14-Hawthorne	6,890	57.0	44.0	\$2.16	15,331	10.8	2.2	7,230	45.2	-340	-1.2
15-Belmont/NW 23rd	8,210	51.1	37.3	\$2.55	17,839	10.3	2.2	9,240	37.6	-1,030	-0.3
16-Front Ave/St Johns	480	18.9	14.2	\$6.68	3,325	5.7	6.9	430	12.8	50	1.4
17-Holgate/NW 21st	6,790	39.9	31.7	\$3.00	23,259	9.9	3.4	7,450	32.8	-660	-1.1
18-Hillside	20	8.0	7.0	\$13.50	66	2.1	2.8	60	10.1	-40	-3.1
19-Woodstock/Glisan	6,230	37.8	30.4	\$3.12	20,735	9.3	3.3	6,940	32.2	-710	-1.7
20-Burnside/Stark	10,240	47.7	38.8	\$2.44	35,818	11.5	3.5	10,520	38.5	-280	0.4
22-Parkrose	570	32.1	24.3	\$3.91	1,259	4.1	2.2	460	18.1	110	6.2
23-San Rafael	140	19.2	12.7	\$7.49	389	2.8	2.7	160	16.3	-20	-3.6
24-Fremont	670	20.7	16.2	\$5.87	1,816	3.9	2.7	1,780	20.0	-1,110	-3.9
25-Glisan/Rockwood	170	23.3	17.2	\$5.51	464	3.3	2.7	190	20.6	-20	-3.4
27-Market/Main	60	11.9	8.4	\$11.33	197	2.8	3.4	120	9.1	-60	-0.7
28-Linwood	180	16.3	14.2	\$6.70	575	3.8	3.1	170	12.8	10	1.4
29-Lake/Webster Rd	260	20.3	16.1	\$5.90	1,084	5.2	4.3	260	16.2	0	-0.1
30-Estacada	490	15.5	11.5	\$8.26	6,285	7.0	12.9	.	.	.	.
31-King Rd	1,220	37.0	23.4	\$4.06	4,779	10.6	3.9	1,910	21.0	-690	2.4
32-Oatfield	1,000	27.3	18.7	\$5.09	4,804	7.6	4.8	1,240	19.3	-240	-0.7
33-McLoughlin	5,580	41.9	31.4	\$3.03	29,793	14.2	5.3	5,380	34.8	200	-3.4
34-River Rd	230	22.1	15.4	\$6.18	778	3.8	3.3	310	14.5	-80	0.9
35-Macadam/Greeley	3,750	35.7	26.0	\$3.64	21,633	12.8	5.8	3,720	26.2	30	-0.1
36-South Shore	360	29.9	20.6	\$4.62	2,225	10.3	6.2	240	9.5	120	11.1
37-Lake Grove	60	13.4	8.6	\$11.05	168	1.9	2.9	140	11.1	-80	-2.5
38-Boones Ferry Rd	340	20.3	13.6	\$6.98	2,228	7.6	6.5	330	13.3	10	0.3
39-Lewis & Clark	230	27.2	17.6	\$5.39	499	3.6	2.1	180	14.2	50	3.4

Route Ridership Report

Weekdays

Spring 2010 Quarter

Route	Spring 2010 Quarter							Spring 2009 Quarter			
	Boarding Rides	Rides Revenue Hour	Rides Vehicle Hour	Cost Per Ride	Passenger Miles	Passenger Miles Per Revenue Mile	Avg. Trip Length	Boarding Rides	Rides Per Vehicle Hour	Rides Change	Rides Per Hour Change
43-Taylor's Ferry Rd	640	16.9	12.0	\$7.91	2,392	4.6	3.7	720	11.7	-80	0.3
44-Capitol Hwy/Mocks Crest	5,150	49.8	36.4	\$2.81	20,734	14.5	4.0	5,510	35.7	-360	0.7
45-Garden Home	1,000	23.0	17.9	\$5.29	4,863	7.4	4.9	1,120	20.5	-120	-2.6
46-North Hillsboro	-	-	-	-	-	-	-	280	20.0	-	-
47-Baseline/Evergreen	430	19.4	14.2	\$6.70	1,445	3.7	3.4	550	17.1	-120	-2.9
48-Cornell	590	22.5	16.7	\$5.88	2,346	5.4	4.0	680	18.2	-90	-1.4
50-Cedar Mill	180	20.9	12.6	\$7.51	678	4.1	3.8	-	-	-	-
51-Vista	450	22.0	16.6	\$5.73	974	4.0	2.1	440	15.4	10	1.1
52-Farmington/185th	3,870	46.0	33.9	\$2.80	13,415	11.1	3.5	3,930	34.7	-60	-0.8
53-Arctic/Allen	150	32.3	19.0	\$5.00	216	3.4	1.5	200	25.9	-50	-5.9
54-Beaverton-Hillsdale Hwy	2,360	52.3	38.8	\$2.45	9,269	13.4	3.9	2,480	36.9	-120	1.8
55-Hamilton	100	23.8	12.1	\$7.84	401	6.4	4.1	180	11.7	-80	0.5
56-Scholls Ferry Rd	1,870	41.3	29.0	\$3.28	9,090	12.6	4.9	2,060	31.2	-190	-2.2
57-TV Hwy/Forest Grove	7,440	56.4	41.9	\$2.27	31,564	13.5	4.2	7,350	40.7	90	1.2
58-Canyon Rd	1,030	34.9	24.7	\$3.85	4,452	7.7	4.3	1,210	27.1	-180	-2.4
59-Walker/Park Way	150	19.1	13.1	\$7.22	507	3.7	3.4	260	15.1	-110	-1.9
61-Marquam Hill/Beaverton	390	61.1	33.2	\$2.86	2,560	24.8	6.5	380	33.0	10	0.2
62-Murray Blvd	2,190	34.4	25.0	\$3.80	8,497	8.1	3.9	2,220	25.1	-30	-0.1
63-Washington Park	160	24.3	16.2	\$5.87	322	3.2	2.1	180	14.3	-20	1.8
64-Marquam Hill/Tigard	360	48.1	25.2	\$3.77	1,589	13.9	4.3	390	27.1	-30	-1.9
65-Marquam Hill/Barbur Blvd	230	33.1	19.8	\$4.80	646	6.6	2.8	230	19.4	0	0.4
66-Marquam Hill/Hollywood	520	55.8	34.4	\$2.76	2,108	18.2	4.0	550	35.9	-30	-1.5
67-Jenkins/158th	930	34.3	24.3	\$3.90	3,914	9.1	4.2	940	22.9	-10	1.4
68-Marquam Hill/Collins Circle	480	48.9	24.8	\$3.83	869	8.9	1.8	500	25.8	-20	-1.0
70-12th Ave	3,060	41.4	29.8	\$3.19	6,839	7.8	2.2	3,210	31.6	-150	-1.8
71-60th Ave/122nd Ave	7,690	44.4	35.9	\$2.65	22,148	8.6	2.9	7,970	33.6	-280	2.3
72-Killingsworth/82nd	16,540	57.7	45.2	\$2.10	45,606	12.1	2.8	18,760	51.3	-2,220	-6.0
73-NE 33rd Ave	1,330	26.3	18.5	\$5.14	3,514	4.9	2.6	1,770	23.7	-440	-5.2
75-Lombard/39th	10,890	51.8	41.4	\$2.29	31,631	10.9	2.9	11,010	38.9	-120	2.5
76-Beaverton/Tualatin	2,760	47.5	37.2	\$2.55	9,828	12.7	3.6	2,610	35.1	150	2.1
77-Broadway/Halsey	4,660	33.6	26.0	\$3.65	15,975	8.2	3.4	4,920	26.0	-260	-0.0
78-Beaverton/Lake Oswego	2,700	44.7	33.7	\$2.82	10,627	11.8	3.9	2,600	32.5	100	1.2
79-Clackamas/Oregon City	1,400	46.3	29.6	\$3.20	6,828	13.6	4.9	1,160	25.3	240	4.3
80-Kane/Troutdale Rd	300	27.0	17.7	\$5.36	803	3.8	2.7	300	18.8	0	-1.1
81-Kane/257th	340	41.8	26.3	\$3.62	771	4.8	2.3	330	26.2	10	0.1
82-Eastman/182nd	190	20.1	13.8	\$6.88	449	2.5	2.4	240	17.0	-50	-3.2
84-Kelso/Boring	30	9.2	6.0	\$15.70	114	1.3	4.0	40	7.4	-10	-1.3

Appendix 55

Route Ridership Report

Weekdays

Spring 2010 Quarter

Route	Spring 2010 Quarter							Spring 2009 Quarter			
	Boarding Rides	Rides Revenue Hour	Rides Vehicle Hour	Cost Per Ride	Passenger Miles	Passenger Miles Per Revenue Mile	Avg. Trip Length	Boarding Rides	Rides Per Vehicle Hour	Rides Change	Rides Per Hour Change
85-Swan Island	350	25.8	18.0	\$5.29	1,448	4.8	4.2	400	16.6	-50	1.3
87-Airport Way/181st	240	20.2	14.3	\$6.66	804	3.8	3.4	290	14.6	-50	-0.4
88-Hart/198th	1,100	27.1	21.7	\$4.37	4,995	7.2	4.5	1,250	25.1	-160	-3.4
89-Tanasbourne	410	21.2	15.7	\$6.05	1,709	5.0	4.1	760	20.3	-350	-4.6
92-South Beaverton Express	410	31.2	18.8	\$5.04	3,620	16.1	8.9	410	19.3	0	-0.5
94-Sherwood/Pacific Hwy	1,480	39.7	23.5	\$4.04	11,318	18.0	7.7	1,450	24.2	20	-0.7
96-Tualatin/I-5	1,280	35.5	19.9	\$4.76	9,033	11.2	7.0	1,270	20.1	10	-0.2
99-McLoughlin Express	690	42.6	23.3	\$4.07	4,707	15.5	6.8	670	23.2	20	0.1
152-Milwaukie	230	18.7	13.3	\$7.15	759	4.5	3.3	230	13.2	0	0.1
154-Willamette	110	16.0	8.7	\$10.91	439	2.7	4.2	100	12.3	10	-3.6
155-Sunnyside	420	29.1	20.6	\$4.60	1,309	4.7	3.1	330	15.7	90	4.9
156-Mather Rd	190	17.5	13.3	\$7.14	1,029	5.0	5.5	220	12.4	-30	0.9
157-Happy Valley	60	14.8	10.1	\$9.41	249	3.1	4.0	120	11.9	-60	-1.8
Washington Park Shuttle											

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/21/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Pam Foster

Affiliation (if any) _____

Address (required) 1291 Lake Garden Ct, Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other LO Street Car

Comment (use back or attach additional sheets if necessary)

I am opposed to the Lake Oswego Street Car project because of the cost to build and maintain the line. In addition, I do not believe the street car will increase economical development. I have commuted to downtown Portland on hwy 43 since 1987 and do not find the traffic unbearable. I never encounter traffic in the AM commute and the PM traffic is manageable.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Gerald Fox [gdfox@q.com]
Sent: Saturday, January 15, 2011 9:04 AM
To: Trans System Accounts
Subject: Comments on Lake Oswego to Portland Transit Project DEIS

My name is Gerald Fox. I live at 01607 SW Greenwood Road, Portland, in Dunthorpe.

I am writing to express my strong support for the proposed streetcar between LO and Portland. The fundamentals of this project are pretty clear,

1) There is a need for more capacity in the Highway 43 Corridor, and the roadway cannot be widened enough to provide it, and even if it could, there is nowhere for more traffic to go.

2) Expanding bus service cannot provide long term relief, because buses get stuck in the same congestion, making them unattractive to ride, and costly to operate. Increasing bus frequency on Highway 43 will actually reduce traffic capacity, because of the impedance caused by bus stops.

3) The streetcar provides the most practical way to expand transportation capacity in the corridor with the least impact.

- It is a well proven and popular transit mode that can provide an attractive alternative to driving.

- Unlike the no-build and bus options, the streetcar has a large capacity reserve for future travel demand growth.

- The streetcar will help senior citizens (many of whom do not like drive, nor to wait for a bus along Highway 43) to get to OHSU, and Portland for professional services and entertainment

- The streetcar will improve transit service, and reduce transit operating cost

- It will stimulate the redevelopment of Foothills area, enhance downtown Lake Oswego, and encourage transit use throughout the corridor.

- It will reduce greenhouse gas emissions, and oil dependency

- It will connect Lake Oswego to Portland's growing regional rail system, and to the Airport

- It could eventually be extended southwards towards West Linn, and thus provide long term relief to the State Street bottleneck.

- It will never be cheaper.

4) Rail Transit to Lake Oswego has been planned since the 1970s. In 1988, the old rail right-of-way was purchased to preserve it for this purpose. There is now a unique window of opportunity to fund and construct this line. If this is lost, the funds will be reallocated to other projects and other cities, and Lake Oswego will face many more years of planning uncertainty, and growing congestion. And when this project is eventually built, as eventually it will be, it will certainly cost far more, attract a smaller federal share, and thus requiring a larger local contribution. Just ask Milwaukie!

I have a number of specific concerns;

- The streetcar should be as independent of Highway 43 as possible to avoid traffic congestion interfering with rail operations.

The extra lane option on Macadam would achieve this.

- The Riverwood Road option would close the exit to Highway 43, and divert all neighborhood traffic to the Military Road/Highway 43 intersection, which is dangerously steep. Far better to mitigate impacts by using the existing ROW, and for instance, lowering the grade 6 to 10 feet, southwards from the Long trestle, so that the driveways can bridge the tracks. This could also improve noise mitigation.

- The private driveways are a big concern to Dunthorpe residents. Skillful design is needed to make these crossings safe without undue impacts on the properties. Some could be diverted, some consolidated, and yet others grade separated. Maybe lesser clearances could be used for bridges over driveways?

- There are several sharp reverse curves in the track alignment that could be improved. Sharp curves cause extra noise, screeching and maintenance, and they impede operating speed, which irritates riders.

- Withdrawal of bus route 35 north of Lake Oswego will deprive hundreds of people in my neighborhood of transit service.

There needs to be bus service north of Lake Oswego that does not duplicate the streetcar. Maybe the #39 bus should be extended to Lake Oswego, thus connecting Lake Oswego to Burlingame via Riverdale School and Lewis and Clark. This would serve a large area that currently lacks transit service, and replace the Dunthorpe bus withdrawn by TriMet in the 1980s.

Thank you for this opportunity to comment. I look forward to riding the streetcar.

Gerald Fox



Date 12/14/10

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) GERALD FOX
Affiliation (if any) Dunthorpe Resident.
Address (required) 01607 SW Greenwood Rd.
E-mail (optional) G D FOX @ Q.com.

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

This rail line has been planned for many years.
It is the only long term solution to future congestion
on Highway 43.
If we don't build it now, it will cost far more
in the future.
I'm depending on this line being there when
I'm too old to drive!

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date ¹⁶ ¹⁶ ¹⁶ Dec 15, 2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Heidi Fox

Affiliation (if any) _____

Address (required) 01607 Greenwood Rd, Portland 97219

E-mail (optional) HMFOX@G.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am very much in favor of a Streetcar going through Dunthorpe to L.O. I hope there will be a stop in Dunthorpe so that I can use it to go to down town Portland + L.O. without using my car. I would also use it to go to the airport. We need to be connected to the region — the sooner the better. One of these days gasoline prices are going to go way up and if we are not prepared with alternative transportation options, we will be at a distinct disadvantage in the region.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

**ANALYSIS OF NEIGHBORHOOD CONCERNS RELATING TO THE MILITARY ROAD TO SELLWOOD BRIDGE
SEGMENT OF THE LAKE OSWEGO TO PORTLAND TRANSIT PROJECT – December 2010**

Neighborhood Concern: Retention of public transit service to the Riverdale neighborhood

Present Situation: Bus service is provided by Tri Met lines 35 and 36 with stops at Military Road, Palatine Hill Road, Riverwood Road, Riverdale Road, Radcliffe Road and the Sellwood Bridge.

The following information has been extracted from the DEIS:

- The Project Purpose states in part “optimize the regional transit system by *improving* [emphasis added] transit within the Lake Oswego to Portland transit corridor” [Ref:1.1, Page 1-1]
- “Large *decrease* [emphasis added] in access to transit in Segment 5” [Ref: Table 3.3-4, Page 3-48]
- “...there is generally a draw area of approximately 0.20 mile radius for a bus stop and 0.35 mile radius for a streetcar station.” [Ref: 6.1-4, Page 6-7]
- In 2000 some 1025 persons [592 households] lived in the unincorporated Multnomah County section of the Riverdale/Dunthorpe neighborhood [Ref: Table 3.3-1, Page 3-35]. It is interesting to note that Table 3.3-2, Page 3-37 uses a different number, 1078, for this statistic

No Build Option: This option represents no change

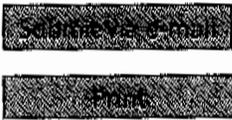
Enhanced Bus Service Option: Bus stops at Palatine Hill Road, Riverwood Road, Riverdale Road and Radcliffe Road will be eliminated leaving bus stops at only Military Road and the Sellwood Bridge. Distances from the Riverdale intersection to the Military Road and the Sellwood Bridge stops are 0.6 miles and 1.1 miles respectively, far in excess of the “draw area” cited above. It is also fair to say that pedestrian use of Riverside Drive [Hwy. 43] is unsafe. Thus, this option completely eliminates public transit service to the Riverdale neighborhood which comprises some 500 persons and to the Lewis & Clark students who use the #35 and #36 bus lines.

Recommendation: Reinstate the bus stop at Riverdale Road which is the only signaled pedestrian crossing in this section of Riverside Drive [Hwy 43].

Streetcar Option: In the DEIS, stations are identified only at Riverwood Road and the Sellwood Bridge, resulting in a distance of 1.7 miles between stations. For the same reasons as stated above, this configuration will result in the Riverdale neighborhood and Lewis & Clark students losing all access to public transit.

Recommendation: Add a streetcar station in the vicinity of the Lewis and Clark boat ramp opposite Radcliffe Road. With minor design changes, this “Radcliffe Station” could also provide much-needed pedestrian access to the south end of Powers Marine Park.

This analysis prepared by Andrew Franklin: resident of the Riverdale neighborhood of unincorporated Multnomah County – December 3, 2010.



Date 1:28:11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Elaine Franklin

Affiliation (if any) _____

Address (required) 11760 SW Riverwood Rd PORTLAND OR 97219

E-mail (optional) elainefranklin1@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental Impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

P. 3-105 of the DEIS identifies the streetcar as running in zones of Greatest Earthquake Hazard"
P. 3 103-109 talks about steep slopes, erosion, instability and landslides.

The document inadequately addresses geological properties west of the Sellwood Bridge area, does not adequately address what the new bridge design will mean for the potential streetcar alignment (retaining walls etc) and how it will affect costs. Clearly more geological study will be needed and more costs entailed. The DEIS should give a transparent cost accounting for the construction in this area and clearly delineate the potential for cost over runs, delays and uncertainties associated with construction and building in this hazardous area.

In short, justification needs to be made as to why the community should spend in excess of one half billion dollars on building an infra-structure over two significant fault lines - Portland Hills Fault and Oatfield Fault.

The Effects to Floodplains are inadequately addressed in the cursory section 3.9.3.2 of the DEIS.

The mitigation measures and the costs of these measures are not adequately described to assure that there is "no net rise" from the streetcar project.

The streetcar option and the Foothills development are intertwined throughout the DEIS and in community discussions. However, the DEIS does not address the impact and costs to the flood plain and Tryon Creek park areas of the intense development anticipated in this area.

The streetcar therefore fails to meet the stated purpose and need of being "environmentally sensitive" (page S-1)

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Lake Oswego to Portland Transit Project – Public Comment Period

Submitted December, 16 2010

At the December 15, 2010 Citizens Advisory Committee Meeting, project staff acknowledged that they had presented wrong numbers in re-development charts in the December 2010, Draft Environmental Impact Statement. Project staff numbers inflated the square footage re-development potential of Lake Oswego by 36%.

There are other numbers in the DEIS redevelopment charts for other areas which must be checked for accuracy.

Elaine Franklin.

11760 SW Riverwood Rd

Portland. OR 97219



December 16 2010.

From: frazierco@comcast.net
Sent: Monday, January 31, 2011 5:07 PM
To: Trans System Accounts
Subject: LO To Portland Transit Project

I'd like to voice my opposition to the proposed transit project from LO to Portland. The risks to the environment are extreme. However, those pale in comparison to the cost and potential overruns that will inevitably be encountered. With the dangerous financial peril Oregon and most of the cities within Oregon are facing using funds for this type of project is a slap in the face to taxpayers.

K. Frazier
LO 97034



Date 1/24/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Jeremy Fried

Affiliation (if any)

Address (required)

1911 Park Forest Ct.

E-mail (optional)

public@tullyfried.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Expansion of transit (non-automobile) from L.O. to Portland is essential. I am agnostic between street car and enhanced bus (regular, more frequent service), but the status quo is not acceptable. Equally important is a safe, car-free bike path suitable for commuting to Portland - if the street car is not built, because enhance bus is selected, the r.o.w. should be developed as a bike path without delay. Enhanced bus service is more flexible, has less up-front cost, and is easier to modify (say by adding bus stops, if warranted). Focusing on promoting bicycle commuting with a bike path will enhance health, fitness, and satisfaction with life. I commute by both bus & bike regularly and would like to continue to do so, safely and with less delay (currently bike up Tenwillizer, which takes me a while due to the grade). Money saved by not doing streetcar, if that is how the playout, should be spent on increasing bus frequency.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

in the rest of L.O. (and marketing it successfully) for lower carbon footprint

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date December 3, 2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) James Furnanz

Affiliation (if any) _____

Address (required) 727 Ninth St., Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Environmental Impacts:

Thank you for the environmental impact statement. I note that there are no major environmental impacts for the 43 corridor project, no matter what form of enhanced transportation is finally decided. This leaves the decision on which of the tree options is selected (none, enhanced bus, train) to be made primarily on other issues: transportation, community effects, finance. Hence follow my inputs as an informed citizen.

Transportation, Community Effects, Finance: CHOOSE THE ENHANCED BUS SOLUTION

Train:

The train is not an effective solution due to the community impacts on Lake Oswego. This is primarily due to the fact that the major need for enhanced transportation along the corridor is due to traffic coming from Oregon City and West Lynn. A review of the transportation route alternatives for the population distributed throughout the corridor quickly proves this. However, the proposed train cannot solve the problem and only increases congestion in Lake Oswego without providing a very good solution to those in Oregon City and West Linn, as they have to bus or drive to the train in Lake Oswego. Very poor solution. When one considers the cost per tax payer throughout the four affected cities (Portland, Lake Oswego, West Linn, and Oregon City) and the effective price per rider for a train, the train is more than very poor. It is a true waste of resources and with the result of congesting Lake Oswego in the vicinity of the proposed train hub (end of the line for the train). The other problem with the train is that almost everybody who arrives in Portland will have to continue bus rides to get to their destination. Their commute day will be unacceptably long

Enhanced Bus:

The enhanced bus is clearly a winning solution, as buses are added as required. Flexibility is built into the proposal. Note that as a rider who often takes the bus along 43 from Lake Oswego to Portland, I am very satisfied with the current solution, so will gladly sign on for extended service along Hiway 43 as more transportation is required. Note that I can get to anywhere I desire in downtown or the Pearl with a single ride currently. I however feel that it will be worthwhile to use the already paid for train right of way to add buses in the long run, since that will also provide for the very much needed walking and biking route from Lake Oswego into Portland. Note that it is only three miles from Lake Oswego to Sellwood. Walkers and bikers cannot get to Portland currently. Please solve that problem.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

1/31/11 Comments

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* Jana Fussell

Affiliation *(if any)*

Address *(required)* 924 Cumberland Road, Lake Oswego, Oregon 97034

E-mail *(optional)*

Include my e-mail in your project notification list.

Comment topic(s) *(check all that apply)*

X Land use and planning X Economic activity X Community Effects Public safety and security

X Environmental impacts X Transportation X Finance X Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other

Comment *(use back or attach additional sheets if necessary)*

I have lived in Lake Oswego for 19 years, work in Portland, and also make frequent trips to Portland for a variety of activities. I strongly support extending the streetcar to Lake Oswego. I believe that this wise investment in public infrastructure will spur economic activity both during its construction and afterwards, further land use and planning goals, make Lake Oswego even a better place to live, help the environment by cutting down on car trips in a way that bus transport cannot, and help clear up and prevent further congestion on Highway 43. I seldom ride the bus to downtown Portland (except in snow/icy conditions) but I would ride the streetcar. In relation to alternatives and/or design options, I support using the existing rail right-of-way for the streetcar line and I also would like to see a bike/walking path included as a part of the project. If the bike path were available, I would definitely use it, as it is a much safer alternative than trying to ride a bike along Highway 43.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/10/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) jeanne e galick

Affiliation (if any) _____

Address (required) 7005 sw virginia, portland 97219

E-mail (optional) galick@europa.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I tried submitting comments on the web but I don't think they went through. Here is my second attempt at comments.

I enthusiastically vote for the streetcar option. The streetcar presents many advantages:

- provides frequent, reliable service including evenings and during snow events
- encourage commercial development and perhaps even a town center along Macadam — something which South Portland has yet to successfully accomplish
- the funding package would include monies to develop a much-needed bike trail between LO and Portland
- it is quiet
- and, quite frankly, it is fun to ride.

My concerns:

- that the Macadam Corridor zoning rules remain in place. This means that along Macadam (south of Boundary), building heights are restricted to 45'. Also, drive-ins are prohibited. The height limit is important to the neighborhood, which is pinched between the hillside and Macadam, so that a "wall" is not created along the corridor.
- that any impacts to Willamette Park, Powers Marine Park and the Willamette Butterfly Park are kept to an absolute minimum. And that funds might be found to enhance these natural areas.
- that the very narrow bike corridor along Macadam between the Sellwood bridge and Macadam Bay houseboats be greatly improved
- Keep pedestrian access to Willamette Park at both Nebraska and Nevada open and safe
- Provide safe pedestrian crossings along Macadam

Thank you for the opportunity to comment.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: Betty Gallucci [bettylakegrove2002@yahoo.com]
Sent: Sunday, January 30, 2011 9:06 PM
To: Trans System Accounts
Subject: Updating trolley.

I say no trolley upgrades or light rail. Already light rail is above budget. Do we want more of this nonsense, The trolleys are mostly half empty except to the airport. I ride the bus into Portland, to catch light rail to the airport. and would often if the schedules would meet on the buses and if there was better bus parking in Oswego. In bad weather the trolley is in trouble but the buses go through. The buses are going to Oregon City anyway. Upgrading the track and more rides per hour are hard on Real Estate value for those homes on the river. A bad idea. People from Portland will not come to Oswego to shop. Most of our business downtown are local or West Linn as far as I can see. We have a nice town lets not make it a Tourist town. Betty Gallucci

From: Lynda Gardner [lyndagard@live.com]
Sent: Monday, January 31, 2011 9:32 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar Comment in Opposition

My name is Lynda Gardner and I reside at 11075 SW Riverwood Road, Portland, Oregon 97219. After much consideration, my husband and I have decided to voice our opposition to the Lake Oswego Streetcar Project. Whatever merits the proposal might have at another time, it is too costly a project to undertake at this time. Even if the project were fully funded by the federal government, it would not change our opinion because all of the costs must ultimately be borne by taxpayers at the expense of other needs. Additionally, our neighborhood does not want it, and it would interfere with the use and enjoyment of our property.

Thank you for your consideration.

Lynda Gardner

From: Sarah Gary [garynote@msn.com]
Sent: Monday, January 31, 2011 9:23 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar Opposition

I am writing to voice my opposition to the Lake Oswego Streetcar. The project is too expensive to justify. Improve the bus system on Highway 43.
Sarah Gary

—Original Message—

From: Robert Gates <rgates1411@yahoo.com>

To: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Mon, Jan 24, 2011 5:00 am

Subject: Why consider a Street Car with the Willamette River so accessible to us?

To Panel Members,

I am puzzled why so little attention has been spent on considering the Willamette River as an alternative to spending over \$400 million for a Street Car route. The Willamette River is navigatable 12 months a year, 24 hours a day, at no cost. I am sure that a vessel such as the Spirit of Portland or something much smaller could be chartered for a year initially, to give a reasonable opportunity to analyze the usage by the commuting public. Several trips could be scheduled during the rush hour, both in the morning and in the evening. Depending on available dockage on the river, the vessel may also pick up commuters on the east side of the river.

Who knows, maybe this form of transportation would even attract a number of residents and tourists who think it is fun just to take the trip. This happens in San Francisco, Seattle and New York. Imagine the number of people in the area who have never enjoyed a boat ride on the River.

As a long time resident of Lake Oswego, I am very troubled with the proposed expenditure for a Street Car when, at the same time, we are considering closing three elementary schools and a high school due to lack of students. The reason for the decline in students seems to be related to the fact that young families can no longer afford to live in our community. It is likely that the families who avoid our community because housing is unaffordable are the very ones who might use the commuter facilities. The emergence of office space along Kruse Way also detracts from increased commuter usage. Why commute to downtown Portland when jobs can be found close to home?

Before adopting a course of action which will cost our community an unknown amount in increased taxes, I strongly suggest we explore the use of a vessel on the Willamette as a solution for our future estimated commuter congestion. This alternative can be easily discontinued if the increased number of commuters does not materialize. Otherwise, if a street car system is built we have mortgaged the future of our City with no significant benefit.

Thank you,

Robert S. Gates
1411 Lakefront Road
Lake Oswego, OR 97034
503-636-2605

mail.aol.com/.../PrintMessage.aspx

1/2

RCVD: 04/21/2006

LO - Portland Transit Project
500 NE Grand Ave
Portland, OR 97232

Training a rail-based driver.

... is followed on
the W side of the Willamette River
in central OR. Historically,

LO has been a focal point for transport
-tion since pioneer days. Various

companies including the Southern Pacific,
the Oregon Electric, and present successor, the
Portland and Western RR, have provided
passenger and freight services. In 1910-20

- my own grandfather went to work at Miller
using the Red Electric to go
to Portland. That line (Kincaid
So. Pacific RR) still runs the
along N. Suobe, later known (Cooking
at home through) and down the
to Eugene, mostly freight today.

With a short ^{line} ^{from} ^{W. to} ^{Portland},
growing ^{population} ^{pressure} ^{of} ^{increasing}
gasoline prices will force ^{expansion} of ^{that} ^{to}
Lanes Long Range Ferry ^{with}
Oregon's ^{first} ^{decommissioned} Electric
Rail and High Speed ^{is} ^{an} ^{attractive} ^{option}.
Ed Young, former ^{of} ^{the} ^{Red} ^{Electric}

(503) 315 5127
4500 NE Grand Ave
L.S. OSWEGO

From: kgelbrich@gmail.com
Sent: Thursday, December 02, 2010 6:25 PM
To: Trans System Accounts
Subject: No on streetcar to Lake Oswego

This project seems like a colossal waste of public funds and resources. It is hard to grasp why a project of this magnitude would even be considered. Almost all local governments in the Tri-County (and Nationwide) are battling crippling budget shortfalls. How it is considered to be justifiable to spend money our governments don't have on a project that is unneeded is baffling. Let's do our local schools, police, fire, and needed public works projects a favor but not pursuing this any further.

Kevin Gelbrich
Clackamas County Resident

From: norma jean germond [hngermond@dslnorthwest.net]
Sent: Wednesday, January 12, 2011 10:10 AM
To: Trans System Accounts
Subject: rail transit from Lake Oswego to Portland

It seems only logical to continue our development of means to travel between Lake Oswego and Portland by rail. Now is the time to develop an existing right of way. Failure to do so would give up an existing path. To wait nay longer will mean that future right of way will be far more expensive. The cost of that future path would be staggering. Do it now. Henry Germond, Lake Oswego

From: Scott Gibson [scottgibson16@comcast.net]
Sent: Tuesday, January 11, 2011 3:43 PM
To: Trans System Accounts
Subject: Comments on the Lake Oswego to Portland Project

Dear Metro:

Please put us on record as strongly supporting the Lake Oswego to Portland Transit Project. We think that it is a very good solution to the problem of reducing the heavy congestion now found on Highway 43.

Remember that we already own the right-of-way which we bought for only \$1.7 million years ago! Remember that streetcars cannot get stuck in the Highway 43 car traffic which is projected to become even worse than it is today!

We are both long time residents of Lake Oswego, and we both would be happy to pay any additional taxes that this project might require because the long term benefits will far outrun the costs of the project.

Walter S. Gibson & Eloise Gibson
16 Hotspur Street
Lake Oswego, OR 97035

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

From: Gale Gipson <gggipson8853@comcast.net>

To: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Sat, Jan 22, 2011 1:21 pm

Subject: Count us against the streetcar

The onslaught of articles/letters in favor of the streetcar over the last few editions of the Lake Oswego Review could have all been produced on a single night at a single meeting, they are so close in content and phrasing. "Act now to make future better" says Roger Hennagin; "Let's look to the future and build now" says Judie Hammerstad. Both articles referred to history in support of acting now. Both encouraged not missing the opportunity to have the streetcar. Both stated it would bring needed development to Lake Oswego (the foothills). Both indicated it was affordable. Neither supported their writings with facts. Neither mentioned the change in character the streetcar and foothills high-density development would bring to our community. Next time you are in downtown LO, stand facing the river while you are walking east towards Manzana's. Look to the southeast and envision a high-rise parking garage in the Albertson's parking area looming over State Street. Look due east and envision apartment buildings towering over the rest of the city. Do you get the feeling we will be bringing Portland into our front yard? Is that what you want? Is that what you came to Lake Oswego to become a part of? If not, then let Metro and other representatives know you oppose the streetcar. If the owners of the foothills want to develop their property, let them do it on their own. Let your city council know you've had enough of their free spending and want to get back the to basics of maintaining the nature and security of our city. The streetcar will not benefit congestion. It is not affordable. It is just a bad idea for Lake Oswego.

Gale and Gary Gipson
Lake Oswego, OR

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/20/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) GARY GIPSON

Affiliation (if any) _____

Address (required) 19 EL GRECO

E-mail (optional) gggipson8853@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The LO to PD streetcar makes absolutely no sense. LO can't afford it. PD can't afford it. The counties can't afford it. The state can't afford it. Ultimately the Federal Government will reject it. There is insufficient need. It will not prevent congestion on 43. It will not service either community. People will not ride it consistently. It is simply too expensive to build and to operate. Without Foothills Development, it is not needed. Without the Streetcar, Foothills cannot be developed. Neither project can be completed in the next decade. Until the economy improves, we all need to cut back on expensive projects and ensure we can maintain the core services the community needs and the quality of education the children deserve.

The following comes from the Wall Street Journal: "The "buyers' strike" has caused house prices to drop, along with an epidemic of foreclosures. What's worse, the long depression in real estate is probably not over. Oregon

Unemployment: 10.6% (Tied for 5th Worst)
Decrease in Building Permits 2006-2010: -74.08% (7th Worst)
Number of Listings With Price Reductions (Portland): 35% (Tied for 8th Worst Among 50 Largest U.S. Cities)

Oregon's real estate market has suffered the double blow of a sharp drop in both building permits and price reductions on existing homes. Unemployment is 10.6%, the fifth worst rate in the country. The number of new building permits decreased by 74% from 2006 to 2010. In December 2010, 35% of listings in Portland, the state's largest city, had price reductions."

The reason I put this in is when the value of the "right of way" is reassessed (and since it assumed an unrealistic 19% increase in value annually to create the original figure), you are going to find this asset is not worth nearly what you depended upon. That results in increased costs for all of us.

Metro is already in deep financial trouble. Don't increase it by continuing on this road to waste.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date 1-19-12

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Gabe GIPSON

Affiliation (if any) Resident - Lake Oswego

Address (required) 19 EL GRECO LO

E-mail (optional) gggipson8853@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other I-5 TRAIN would be more practical

This is not a LIRR situation where Train is necessary

We have enough of failed or over the budget projects in
Comment (use back or attach additional sheets if necessary)

1. Project is impractical
2. Timing is bad
3. Too costly - Economy very bad
4. Divides community
5. Only involves downtown LO - we live in mt Park close to I-5 - we only would be stuck w/ taxes - have no use for it at all
6. We are not listened to. Need change of these people - vote them out
7. Too few making money on this -
8. Footbills should be developed privately -
9. Buses needed regardless -
10. Use Ten williger - better bus system
4. Portland South - near Spaghetti Factory - where is the shopping - retail stores - convenience - Emergency ^{NO} med center - buildings empty - low bid

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Best part of downtown - Library - Restaurants - Chico's - millenium PK

12. The Pearl - doing poorly
13. It's the Economy - Stupid
14. 100 many incompetent people making decisions for us, no common sense. Should invest their own money.
15. We have been Lied to - Sellwood - registration Fee \$5.00/ not going To Sellwood, but Light Rail
16. Milwaukie does not want Light Rail
17. Oregon - Portland - anti - business - does not support jobs
18. Downtown LO does not have stores like a mall - very high end - Corner + go stores
19. Why put people out of Oswego Pointe - where are they going to go?
20. Interests Too Selfish and narrow.
21. Hoffman & Hammerstadt - Spenders unrealistic, narcissists, web - page forced through and a complete costly mistake. Did away w/ revenue coming "LO"
22. Not business people who understand the bottom line.
23. Destroying LO - this is not a thriving City or Town - 40% Foreclosures Schools Closing, Hoffman wants another Tax
24. Alternatives - Leave LO, City Oregon - Loser attitude - Socialistic
25. metro does not have money for these projects as read in "The Oregonian - Federal not Promised"

If you don't understand then you should be doing something else for a living - You are too dependent on FERS + spending money that is not yours.

— Thank you - Dale Dixon
 Vate your Conscience. There is a God.
 "We do care about Lake Oswego and its future."

We need to be able to vote on this.

A future for Lake Oswego

A **THRIVING** Town or A **DEBT RIDDEN** City

Rendering of proposed developments, looking east down B Street.



Schools not Streetcar
Library not Streetcar
Road Repairs not Streetcar
Police not Streetcar

Scarce Resources!



Set Priorities for Tax Payer Dollars!

Half a **BILLION** dollars to build streetcar on right
of way designated as high risk zone for
Landslides & Earthquakes makes **NO SENSE!***

(*Source Draft Environmental Impact Statement 3-105)

The Streetcar - A Financial Burden

- *Estimated \$458 million just to build the streetcar**
- *At least \$132 million demanded from local communities - no guaranteed sources for the rest**
- *Annual operating/maintenance costs - \$3.7 million. Paid for by whom?****

(**Source - consultants, project managers, staff and proponents of streetcars. **Source DEIS 2-32, 33*)

An increased tax burden on us, on local businesses & our children

The Streetcar - What we love best about Lake Oswego will be lost*

- *Funding for streetcar takes funds from schools, library, police/fire depts., street maintenance*
- *Streetcar will bring an increase in criminal activity***
- *Traffic congestion & rush hour delays as park & riders leave parking garage****

(**Letter from City of LO Planning to LCDDC 8.31.2010. **Source IO Review 09:30:2010 Clackamas Co. Sheriff. ***Source Project Staff Briefing 11:15:2010*)

The Charm & Character of Lake Oswego will be changed forever

The Streetcar - No Congestion Relief

- *No decrease in traffic on Hwy 43**
- *Increased traffic delays in downtown Lake Oswego **
- *Commute to Portland will be slower - 43 minutes by streetcar - 29 minutes by auto ***

(**Source - Project staff report to IO City Co. 11:15:2010 **Source Project Steering Committee Update 11:06:2010*)

\$458 Million Tax Payer Dollars Spent & Still NO TRAFFIC IMPROVEMENT

CALL TO ACTION! Send in your opinions to
stoploststreetcar@aol.com

Rep. Kurt Schrader - <http://schrader.house.gov>
Mayor Hoffman & City Council Members - councildistribution@ci.oswego.or.us
Metro Council Members - metro council@oregonmetro.gov
Clackamas Co. Commissioners - bcc@co.clackamas.or.us

January 13, 2011 Article Lake Oswego Revised
by: Gale Gipsman

1/13/11
(before
S. Horton's
+ 2
Revised)

My husband and I have lived in Lake Oswego for over 25 years. We love our neighborhood, our church, the convenience and all the nice people we have come to know. We appreciate the job that was done with downtown development and the stores, restaurants and parks it included. We enjoy the businesses we frequent and their trust and kindness. It is fun to have people acknowledge us as customers, be helpful and go out of their way just to say hello.

A couple of years ago, we became aware of what is going on in Lake Oswego. Up until then, we were content and complacent in our ignorance. The initial clue that there were problems was the dissent in the community over the purchase of the property that came to be known as the West End Building (WEB). The citizens were not consulted about the obtaining of this large building located almost in the center of the city and which had been a large source of tax revenue. Many were angered, claiming all citizens of Lake Oswego should have approved the transaction before it went through. When the bottom fell out of land values across the country it cut the value of the property almost in half, leaving a debt of 20 million dollars for a property worth \$12 million (now maybe closer to 10).

At about the same time, we also became aware of the ramifications of the Sensitive Lands Ordinances and the affects it has on our use of our private property and its resale value. We had been notified years before that our property was subject to the overlay, but were not informed of details (though there were apparently meetings we could have attended, both of us were working and we did not make the time).

We slowly became aware of an undercurrent of progressive plans for massive spending existing in the city involving the WEB, Sensitive Lands, the Streetcar and Foothills projects, and others where large sums of public money are being dedicated to the use of private developers and land owners. We began attending Budget Committee and City Council meetings. We observed a mayor who does not listen to his citizens. He constantly calls meetings that end up being pointless because their outcomes are predetermined. His followers on the council insult us with their poor decisions and put us down because we oppose their grand plans.

The mayor thinks that all of his plans will bring more business and revenue income for the city. When the businesses on the east side of State Street are demolished for a train, Oswego Pointe is razed to rebuild for high-density housing, and the Albertsons Complex is gone, where are the advantages? Think how long this area will be under construction, disrupting our lives and inhibiting our traffic flow. Downtown businesses should not depend on a train or foothills to bring them business, because their new taxes will be so high, they will have to relocate. These blueprints of the mayor will forever change the nature of our residential community and we will become "Portland South", an extension of a

city with problems larger than ours.

We are delighted the City Council has two newcomers who have principles and financial and business experience. We were surprised when the Chamber of Commerce endorsed council candidates with little or no business or financial experience and ignored candidates having those qualities. That did not seem to support businesses in Lake Oswego. We thought that was the goal of a Chamber of Commerce. Even with the election of the two councilors, the mayor maintains control with the ability to cast the deciding vote if the remainder of the council is consistent with their voting records. That means two more years of tedious observation as more and more money is risked in dubious ventures.

Right now we feel like leaving Lake Oswego. The peace we felt here is gone. Living here has become a chore. Going to council meetings with people not being listened to, an arrogant makeup at City Hall, progressives who have no sense of our fiscal concerns, and environmentalists who think they have a right to our property means constant conflict. Our home values have sunk unbelievably yet we face a 3+% annual increase in our property taxes, along with rapidly escalating utilities that show no indication they will soon abate. Does that sound like our representatives are looking out for us? Don't think so.

It is the responsibility of all of us to get involved and learn what is really going in our City Hall. It is scary. Don't be complacent like we were. Get tuned in and stay that way. Demand your voices be heard.

A handwritten signature in cursive script, appearing to read "Dale G. Prior". The signature is written in dark ink and is centered below the text.

During the last twenty months before this year, if you sat in on Lake Oswego City Council meetings or Budget Committee meetings one word you didn't hear often was "schools". Suddenly, the bleak schools situation has become apparent to Mayor Hoffman. He describes it as "unthinkable". Try "not thought about" instead. I'm not saying members of the council haven't been aware. Mary Olson and new councilors Mike Kehoe and Jeff Gudman have been attending meetings with parents and school board members in search of solutions on their own. Now for the mayor to leap into the fight is management by crisis (as opposed to crisis management).

Schools have long been the main priority in LO and rightly so. In the 80's and 90's our children were in the LO school system. I served on parents' advisory committees and kept up on current school events, including budget matters. I am not knowledgeable of the current issues and don't have answers regarding school closures or funding. I do know that the mayor is right regarding one factor, there are "significant legal obstacles to the city increasing financial commitment." Nevertheless, I hear him suggesting such things as a city income tax and something called a municipal "franchise tax" tacked on to our utility bills. This is not the city paying for anything. This is the already over-burdened citizenry being put in a worse financial plight.

It would seem the streetcar and foothills development are being put to the background while the schools issue takes prominence. This isn't quite true. The spending for these projects continues with the \$1.3 million towards foothills and a potential four to five million dollars in obligations on the horizon for the streetcar in upcoming voting by Metro and the City Council. As the opposition to the streetcar/foothills was growing, it was becoming a political liability for the mayor. The Schools Issue has offered him somewhat of a reprieve.

Though we continue to do nothing except pay interest on the loan for the WEB (\$800,000+ per annum), decisions in that regard are also apparently put off. We are told that since the building has lost half of it's worth, we must be patient until it substantially regains value. We have no indication when that might occur, if ever. Meanwhile we are also losing tax revenue we could be receiving should the building be in private hands once again. The mayor has no intentions of moving city government to the WEB and abandoning down town, which would be a reasonable alternative to selling the WEB.

There's a reason giving is down for churches, charities, and foundations (such as for schools). People, especially retirees, have had to dip into their savings to pay for the growing fees for visionary projects by city government. The City of Lake Oswego and the decisions made over the last ten years are prime reasons for their economic predicament. LO needs to confront our financial limitations as a

city and free up monies to ensure the maintenance of core city services. LO needs to curtail the use of public money for private development. Stop the free spending habits and perhaps other priorities, such as schools, will have additional sources for revenue.

Gary Gipson
COLA-LO Board Member
19 El Greco
Lake Oswego, OR 97035
503-635-8430

From: Jane Gjester [janegjester@gmail.com]
Sent: Thursday, December 02, 2010 12:02 PM
To: Trans System Accounts
Subject: LO Streetcar Comment

I'd like to give my feedback regarding the LO Streetcar.

I grew up in LO and returned after attending University out of state and overseas. I have lived and studied in many cities in Europe and utilized and observed public transport there. I am the mother of 2 elementary school children.

I live within walking distance of the proposed streetcar area and my husband works in downtown Portland.

I am NOT in favor of the streetcar project. The high cost does not provide different benefits from an enhanced bus option, should one be required. I have lived in Europe and spend time there each year and while it sounds very romantic and cool to be able to take the streetcar to Portland, in reality it will take longer than the bus and cost more. As for environmental impact, in Europe they add diesel or electric buses rather than dig up the streets and force people to move so they can build more streetcar.

Highway 43 does not have enough space as it is for cars and streetcar, and it will create a logistical traffic nightmare for years during construction.

My husband leaves for work at 5am and returns home at 6pm. There is no streetcar line near his office downtown and he would not waste time walking from his office to the line at Riverplace. So he would not use the streetcar for everyday work.

It seems you are building this to a) entice shoppers from other parts of Portland to come shop. At where? Sur La Table? The antiques store?

Farmers market??

Or are you planning on erecting huge apartment buildings at foothills?

You assume those people will work in Portland and take the streetcar to their jobs in Portland?

What about the people that live on the other side of LO or are in West Linn...they will drive to the streetcar and park where?

It sounds so romantic and European but let's face it. It is a better dream and not a practical reality.

Jane Gjester

janegjester@gmail.com

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Peter Glazer

Affiliation (if any) _____

Address (required) 4500 Kruse Way, suite 390, Lake Oswego 97035

E-mail (optional) pkglazer@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I favor going forward with planning for the LO-Portland streetcar. I believe it will have some impact on reducing Hwy 43 traffic. I am certain that the energy source for the streetcar will be preferable to using petroleum in cars or busses. Most importantly, I believe that the streetcar will lead to redevelopment of the under-utilized Foothills area which should become the home to residences and commercial buildings that enhance the vitality of Lake Oswego, particularly downtown Lake Oswego. I cannot see Foothills being developed as well for the benefit of our city without the streetcar.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Metro Council
Sent: Friday, January 21, 2011 9:20 AM
To: Trans System Accounts
Subject: FW: The Proposed Lake Oswego Trolley

From: KMGBrokerage@aol.com [<mailto:KMGBrokerage@aol.com>]
Sent: Friday, January 21, 2011 9:07 AM
To: stopthelostreetcar@aol.com; councildistribution@ci.oswego.or.us; Metro Council; bcc@co.clackamas.or.us; mforbes@lakeoswegoreview.com
Subject: Re: The Proposed Lake Oswego Trolley

To whom it may concern:

My wife Nancy and I are 28 year residents of Lake Oswego and when we saw the proposal for a new trolley system serving the city, we were very concerned! Why?

Some may have visions of Van Johnson and Judy Garland dancing and singing and “celebrating” the progression of new transportation and supposed “benefits” to commerce, however, from experience, let me give you the “other side”!

Nancy and I used to live in a quiet, almost quaint suburban town in the Bay Area. We lived in a single-level upper middle-class home, swimming pool, redwood spa and one of the safest areas of the town.

Then a BART (Bay Area Rapid Transit) extension system was built in our town and located a good mile and a half from our home, the changes begin to occur almost immediately!

The dark reality is that now “undesirables” had easy access to our community.

Soon after the station was built, crime rates soared, break-ins climbed, trash accumulated and with this negative “spike”, home values plummeted!

Some may think that these “undesirables” would probably then take the last trolley back to their homes, and they would be wrong. Not only many late nights did I notice strangers prowling the streets now, but we not only had our home broken into twice, but my wife even awoke one morning to find a young man asleep on a couch in our den!

I thank God that she thought it was a friend of my son’s sleeping over (it wasn’t), because later the police we had notified later had told us that the young man fitting the same description, had pulled a gun on others who had tried to roust him from his drug 0induced sleep (He had also rifled through my wife’s purse before having the audacity to climb onto our couch to sleep!

The “uniqueness” of our town was forever lost.

So we have “been there” and I urge all to realize that once Pandora’s Box is opened.....

Ken and Nancy Gomes ,8 Pimlico Terrace, Lake Oswego

503-635-8199

From: Laura Gordon [dr_gordon@mac.com]
Sent: Sunday, December 19, 2010 5:39 PM
To: Trans System Accounts
Subject: LO to Portland Transit Project

There is no question that transit between Lake Oswego and Portland needs to be improved. I believe the streetcar option is the best in the short term and long term. The enhanced bus option is not as good a choice, but is better than nothing..

Laura Gordon
750 First St. #23
Lake Oswego

From: Daniel H. Gottlieb [dhg@geniansystems.com]
Sent: Saturday, January 08, 2011 8:10 AM
To: Trans System Accounts
Subject: Comments on the Streetcar Project

Streetcar projects are all about livability.

Livability is the topic that is making or breaking cities across the country right now.

Below are some comments on streetcars from the mayor and the city planner of Salt Lake City. They are commenting on a recent project, the Sugar House streetcar project in that city. (My comments follow.)

On Streetcars, Livability, and Cooperation:

“...I learned overall that streetcars are a very powerful economic development tool, can help to transform cities, and are much more broadly popular than many other forms of mass transit in the U.S. They improve livability of a city.”

“As our work to strengthen partnerships and livability in Salt Lake City continues, our path forward is informed by both our vision for the future and the accomplishments of the past.”

“The Sugar House streetcar won't be just a transit line. It will be a wonderful asset in one of our most treasured neighborhoods. ... The Sugar House area will be enhanced as a 'destination neighborhood,' with bikeways and trails, locally owned eclectic small businesses, restaurants, shops and a wide array of housing options.”

“...These projects reflect—in style and in substance—the goals, values and priorities we have set for our great city. It exemplifies our continued commitment to move Salt Lake City forward despite challenging economic conditions...” It was added “...The cooperatively-focused nature of the streetcar work in Salt Lake City seems to be a very admirable feature of the project. This is a key component of successful urban planning in a democracy and Salt Lake City has nailed it...”

My Comments:

- 1) Why are some assuming the project is a dead-ended project for the purpose of linking a small community, Lake Oswego, to Portland? The streetcar links Portland with communities to the south. This is an important step forward for our region, step leading to an integrated rail transport system here in Oregon.
- 2) Street cars are, and always has been, an economic engine. This should be further clarified so people can see that this is an investment in commerce, not a high cost/low volume transportation project to create jobs and move people around.
- 3) The environmental impact of a streetcar system, vs. private transport, over the life of the project needs to be elucidated so people can understand the environmental costs and benefits.
- 4) The quality of life is enhanced along the route for the majority of the population. For those whose property directly abuts the route there are noise and vibration issues that makes the streetcar unattractive to these property owners. There is no good answer for them. On the other hand, the economic vitality that a streetcar project brings to our area matters more. This is a case of the greater good though I would like to see some kind of relief for property owners negatively impacted by the service.
- 5) The quality of life enhancement from streetcar seems to grow over time—just ask the residents of San Francisco.

Daniel H. Gottlieb

The Streetcar from Portland to Lake Oswego needs to be selected as the preferred alternative over No-Build and Enhanced Bus.

No-Build doesn't address the growing bottleneck of Highway 43 between Lake Oswego and Portland. No-Build doesn't address the need for efficient public transportation and connectivity. No-Build doesn't optimize the value of our investment in the Willamette Shore Line right of way. No-Build increases the pollution that comes from autos & buses, increases worker commute time and kicks the can down the road

The advantages of the Streetcar far outweigh the Enhanced Bus alternative. By 2035 547,500 more people will be riding the Streetcar each year than the bus.

The Streetcar will be faster than Enhanced Bus, because most of the Streetcar route has its own right-of-way. The bus cannot go faster than the traffic it is stuck in, even with fewer stops or more buses.

Because the Streetcar is electric, it will pollute far less than the Enhanced Bus. The Streetcar will produce 5,000 – 6,000 fewer tons per year of CO2 over the Bus. The Streetcar will save 73,000 hours per year of idling in traffic than the Enhanced Bus.

The Streetcar has a higher carrying capacity than Enhanced bus. As rider demand grows, longer cars can be added as needed, but not longer buses.

Data shows that where streetcars and light rail have become operational, development and redevelopment have followed. This is not true of buses. Jobs at South Waterfront and housing in Lake Oswego would follow the Streetcar.

The Willamette Shore Line right-of-way purchased in 1988 for \$2 million has a value in 2017 dollars estimated at \$94-\$97 million. With Streetcar, that value will be used as our local match for federal funds, but with Enhanced Bus that value is lost.

The federal contribution to the project at 60% would be \$228-\$275 million. This amount is not guaranteed, but we should reach for the opportunity. These are dedicated transportation dollars that have nothing to do with school, health, water or social services funding. We have already paid our taxes into these dollars. If we don't use them, they will go to another state's transportation project. We should be proactive about bringing our own federal tax dollars back to Oregon.

Some say that now is not a good time for an outlay of \$380-\$458 million, which is the cost range for the entire project in 2017 dollars. This is actually an excellent time to be planning for this project. Subtracting the already-paid-for Willamette Shore Line right-of-way and federal contribution leaves \$57-\$86 million to be paid by state, regional and local dollars. Those costs for the Enhanced Bus are estimated at \$20.4 million. Thus, the Streetcar capital costs at this level are \$37-\$67 million more than Enhanced Bus, which is just \$28-\$50 million in 2010 dollars.

The operational cost of the Streetcar is \$1.54 million less than Enhanced Bus each year in 2010 dollars. If one applied those operational savings to the Streetcar capital costs, the point at which the Enhanced Bus costs would exceed the Streetcar costs would be between 18 and 32 years. Investment is important. The price for the Portland to Lake Oswego Streetcar will never be lower. It's the right thing to do.

Paul Graham
460 Second St.
Lake Oswego, Or. 97035

Submit via e-mail

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Print



Date 1/19/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Lisa Greenfield

Affiliation (if any) I work at Metro; I am submitted comments personally, not in my capacity

Address (required) 2688 Rivendell Road Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I strongly support light rail to Lake Oswego. As a newer resident to the Lake Oswego area (we previously lived in Portland, close to downtown), I am disappointed by the lack of public transportation options to other parts of the city and metropolitan area. I believe light rail would stimulate economic development for downtown Lake Oswego, encourage individuals in other parts of the tri-county area to come to Lake Oswego, and provide an affordable, environmentally-attractive transportation option for both daily commutes and leisurely outings. The time is now to act on this project, particularly in light of the federal funds which have been earmarked for the project and the current extension to Sellwood.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
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Date Jan 31, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Nancy Gronowski

Affiliation (if any) _____

Address (required) 2160 Crest Drive, Lake Oswego, OR 97034

E-mail (optional) nancyharveyg@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am in support of the Streetcar as the preferred alignment for the following reasons:

Connections between Portland and LO are limited now and will decline in the future as more cars attempt to use Rt. 43. Rt. 43 cannot be expanded to accommodate any more automotive traffic due to the physical limitations of geography and topography without an extreme amount of engineering and at great cost both in dollars and in loss of natural resources. The streetcar alignment exists and provides the needed additional capacity with little or no loss of natural resources. It provides this capacity with fewer GHG emissions than the alternatives. It is the best choice from an environmental point of view.

It will provide an important link between the downtowns of Portland and LO and connect jobs, housing and education, thereby providing more choices and attracting younger people who want to take advantage of LO's fine schools and work in Portland. It will be a safe way for students of any age to attend PSU, OHSU or Marylhurst, which should be included in this alignment. It will provide an important form of reliable transportation to seniors or anyone who chooses to drive less. It is the best choice from a transportation point of view.

It will be a wonderful addition to the community in conjunction with development of the Foothills area and an economic advantage to LO. Businesses in LO will benefit from a much larger pool of possible customers. It is more economical to build and operate over the long term making it the best choice from an economic point of view.

It will encourage development in an area that can support the appropriate density and the appropriate amenities of housing, shopping and open space making it a good choice from a land use point of view.

Additionally, in the future (sooner rather than later, I hope), it allows for construction of a bike and ped trail in the right-of-way that will be another very important form of transportation with no GHG emissions, that provides great exercise and is an important recreation component and link in the regional trail system.

For all of these reasons it will have a positive effect on LO, making it the best choice for the community of Lake Oswego and its residents.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Ann Hadley [hadley.ann@gmail.com]
Sent: Friday, December 03, 2010 3:09 PM
To: Trans System Accounts
Subject: DEIS-just say no

As a 35 year resident of Lake Oswego, I am emphatically against a rail line or enhanced bus between Portland and Lake Oswego. I oppose the plans because they are horribly expensive and the levels of ridership will never justify the costs. I don't believe Foothills should or will be developed in the next 10 years. I think LO should retain the rail corridor but definitely go with the "NO BUILD" option at this time.

Ann Hadley
Lake Oswego



Date 1-19-2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Dennis Hageman

Affiliation (if any)

Address (required)

17841 Cardinal Drive, LO 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input type="checkbox"/> Environmental impacts | <input type="checkbox"/> Transportation | <input type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____ | | |

Comment (use back or attach additional sheets if necessary) Re: Portland to LO Streetscar

1. Absolutely opposed to this Common Sense Shows a bus enhancement is the way to go.
2. The benefits do NOT outweigh the \$480M cost (or \$28M to LO) Congestion on 43 will not diminish by Metro's own admission.
3. Although this is a "transit" project, it is clear that certain developers want this to enhance their opportunity in Foothills development.
4. Foothills will never be developed to the level that Fed'd funding requires to support the density required to justify such public transportation.
5. Lake Oswego is built out and will not support the population growth the DEIS projects to justify this.

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Date 1/19/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Dennis Hageman

Affiliation (if any)

Address (required) 17841 Cardinal Drive, Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I oppose the streetcar option and support the enhanced bus option for the following reasons:

1. The financial burden heavily outweighs the benefits of a streetcar between Portland and Lake Oswego. While \$132M of the total project cost estimate of \$458M will be demanded from local communities, there is no guaranteed sources for the rest of the costs such as an annual operating/maintenance cost of \$3.7M (Source DEIS 2-32,33). Lake Oswego's base liability is currently placed at \$28.8M. The projected ridership is 1700/day. Seems to me an expensive travel bill while the current bus system handles that fine and does not have anywhere near that cost. Enhance the bus system and any growth in ridership would be handled quite adequately.
2. Funding for the streetcar takes funds from schools, library, police/fire dpts., street maintenance (TIF financing has already placed a burden on our school funding and elegant locations such as Millenium Park will be routing tax dollars away from those basic needs for years to come. Now our school district is looking to consolidate or close a number of schools due to reduced funding.
3. Interestingly, one justification for the streetcar rests heavily on the need for population growth. Lake Oswego is built out and there is no way it will realize the high density growth that would be required to justify a 1/2 billion dollar project.
3. The streetcar will NOT decrease traffic on Highway 43 (Source: Project staff report to LO City Council-11/15/2010). If there will be limited city growth and no traffic reduction this is a project trying to find a problem.
4. Rather than a transit project, what this is really all about is the development of the Foothills District. If the developers want that, then they should pay for it.....not utilize public funds to pursue the opportunity through the guise of public transportation.
5. There will be increased traffic delays in downtown Lake Oswego (Source: Project staff report to Lake Oswego City Council 11/15/2010). That traffic will obviously stem from West Linn since those people will have to drive in and park in Lake Oswego to ride the streetcar since the terminus of the line is Lake OswegoT.
6. The commute to Portland will be slower-43 minutes by streetcar-29 minutes by auto(Source: Project Steering Committee Update 11/06/2010). That alone will ensure reduced ridership. People will not engage in something this difficult to get to their place of business. Even though Metro would like to consider commuters as being just people who go to and from Portland for personal reasons....the fact remains that commuters are those who go to work, period. If a public transit system is not convenient, it will not be used. There is not transportation problem here.

I

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
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Date 12-3-10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Arley K Hall

Affiliation (if any)

Address (required) 685 SW Blaine Place, Gresham.Or

E-mail (optional) hallakls@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

A project such as this during a time of severe depression should be stopped. All of Metro's transportation projects have been financial busts. The people planning this should be removed. You cannot spend your way out of a financial hole.(if you could all unemployed would be rich). This does not make financial sense ever and now during a downturn it makes less sense. Stop the project cold and use the money for something worthwhile.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date January 30, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Frank Hall

Affiliation (if any) Lakewood Neighborhood

Address (required) 307 Northshore Rd

E-mail (optional) frank@fhall.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am writing in support of the streetcar option for the Lake Oswego to Portland Transit Project. There are many reasons to select the streetcar over the enhanced bus in this comment I will focus on the environmental reasons.

Streetcars that run on either hydroelectric or coal-generated power product less greenhouse gases per passenger mile than diesel buses.

With buses and automobiles, emissions are produced at the street level from exhaust pipes where pedestrians, cyclists and children breath the fumes.

With a streetcar, the emissions for electric power generation are either non-existent (hydro, geothermal, solar, and wind) or they are generated out of the city where they can dissipate into the atmosphere.

The modern electric streetcar is highly adaptable. It requires no modification to utilize new and evolving forms of clean energy.

Even running on conventional electricity a typical streetcar offers a 10x improvement in greenhouse emissions over an automobile

Gas prices will continue to increase

Our dependency on foreign oil will continue to undermine our national security.

It is incumbent on us as leaders to make decisions not only for the near term but for the long term to make our city more livable.

Not choosing to invest \$20M to get a \$1/2 B transit systems for our city would be irresponsible.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
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TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Frank Hall

Affiliation (if any) Lakewood Neighborhood

Address (required) 307 North Shore Rd

E-mail (optional) frank@fhall.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

What if our forefathers decided to stop at the Mississippi River because of lack of funds or vision, or because of the nay-sayer who didn't want to be proactive. If we didn't have vision and waited for everything to be perfect our country as we know it would not exist.

We in Lake Oswego are indeed blessed because we have had people who saw the potential of our community and have gone forward to make it the community it is today. We are now at a crossroads with the potential to once again go forward and have a transit plan that will help us in the future to have energy efficient access to Portland and in turn draw new residents such as the professional people that will soon come to the OHSU facilities in the South Waterfront. These people will put needed energy in our community, by buying homes and in turn help finance our school system.

The oil situation is an obvious fact – we desperately need an alternative to the car congestion of the Highway 43 corridor. Lake Oswego is fortunate that we have a right of way to the Portland community and by using an already established route we can transport people on streetcars. Don't be confused, this is a streetcar – quiet, non-polluting, a small vehicle – which wouldn't impact the highway nor cause a widening of same and the need for buying land to accommodate a potential bus lane.

Why the resistance to the streetcar line? Our ancestors used this line to access Lake Oswego a number of years ago and it certainly helped to build our community then.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/10/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* Frank Hall

Affiliation *(if any)* _____

Address *(required)* 307 Northshore Road, Lake Oswego

E-mail *(optional)* frank@fhall.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

We have a unique opportunity to fully utilize an existing right of way in a major north-south traffic choke point. I hope the WSL alignment is chosen without the Macadam and Robinwood detours (from the WSL) that will raise cost and slow down the streetcar due to traffic congestion.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Erik Halstead

Affiliation (if any) Daily TriMet bus rider, regional resident and taxpayer

Address (required) 13045 S.W. Grant Avenue, Tigard, OR 97223

E-mail (optional) sp_redelectric@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am a daily TriMet bus rider and am frustrated at Metro's ignorance of daily, current bus riders in favor of a select few riders who get the first-class Streetcar, WES or Light Rail experience.

Metro has an obligation to treat EACH CITIZEN fairly and provide the same quality of service - that means a bus rider should have just as much access to regional transportation funding, as anyone else. Yet, Metro continues to downplay bus riders under a false assumption that "people favor rail"...no, people favor investment.

Give a child a choice of bread and butter (and make the child pay for it) or a candy store where everything is free - of course the child is going to choose candy. Likewise, give a citizen a choice of a 20 year old bus, of course few will take up the offer. Give the citizen a choice of a poorly designed bus stop, of course few will take it.

Metro needs to see that its' decisions to fund rail investments have had a direct and negative impact on regional transit service, with specific impact to bus service. The residents of Lake Oswego have access to bus service, and will continue to need bus service. The proposed streetcar line provides a subsidy to a very select number of people, and the greatest benefit isn't even to riders - but to developers, who will also enjoy substantial tax breaks, the true reason why they will develop near the streetcar line. The result is that regional taxpayers will have to fund the operation of the streetcar to the expense of less expensive bus service.

What guarantees are there that regional bus service will not be negatively impacted? What guarantees are there that Metro will finally end the anti-bus policy, and start funding regular bus improvements, improved bus service, and upgrading existing bus stops, to encourage more bus ridership, development around bus stops, and acceptance of the bus system? What guarantees are there that regional taxpayers aren't on the hook to fund massive capital projects that have zero benefit to them -- why should a Forest Grove, or Sherwood, or Estacada, or Troutdale, citizen pay for Lake Oswego's streetcar and watch their own bus service get cut?

It's time to put the brakes on the rail projects, and analyze the regional transportation system. It's time to stop Metro's rail-specific planning, and start a true transit plan that puts transportation needs as the top priority; only identifying a mode of transport when the need is determined. The existing 35 bus that runs in the same corridor isn't even a Frequent Service bus, ranks about middle of the road with transit productivity - clear examples that the bus route is in no need for upgrades or improvements beyond regular bus stop upgrades.

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

Sent to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave. Portland 97232
503-797-1756 trans@oregonmetro.gov

Comment on the DEIS for the Lake Oswego to Portland Transit Project
Submitted Jan 11, 2011

Judie Hammerstad
former Mayor, City of Lake Oswego; Board member, Portland Streetcar Inc
17330 Grand View Ct., Lake Oswego, OR 97034
Jhammerstad@aol.com

Support for the streetcar as the preferred alternative.

I have a long history with this project. First as a Clackamas County Commissioner when the right of way was purchased and later as the Mayor of Lake Oswego. This corridor was purchased by public jurisdictions with foresight and intent to become a transit corridor. That vision took a step forward when the South Waterfront in Portland was developed, the tram was constructed, and the streetcar line was extended to OHSU. Now we have the opportunity to take advantage of the publicly owned right of way and extend the streetcar to the nearest city to the South, Lake Oswego.

Streetcar has many advantages over no build or enhanced bus. Neither of those alternatives will solve the problem of growing population and congestion on Highway 43.

In addition the advantages of the streetcar are numerous and are both direct and indirect:

Population projections state that this region can expect one million additional residents in the coming years. Lake Oswego has development potential, both for housing and jobs, but a poor transportation system - one two/three lane highway from Lake Oswego to Portland on the east side.

A significant part of that growth will be in South Waterfront. It is expected that OHSU will be creating 6,000 jobs as it develops. With Lake Oswego's outstanding school district and other amenities, it is reasonable to expect that young families will want to settle in Lake Oswego – especially if it is connected by an easy-to-ride streetcar.

Lake Oswego is an aging community. We need a variety of smaller housing types to attract younger families and to provide housing alternatives for seniors who need to downsize and want the amenities of downtown Lake Oswego as well as the connection to Portland and the regional transportation network via the streetcar. This has the added advantage of having seniors leaving their large family homes, making way for younger families to purchase those homes and increasing the housing stock and age diversity that we so badly need. This development is dependent on the streetcar. Busses will not serve this purpose.

The streetcar will be the catalyst and the beneficiary of the development of over 100 acres in the Foothills area. In order to keep the Urban Growth Boundary tight, Lake Oswego needs additional developable land for housing and services. If the success of the

streetcar in Portland, and other places, is any indication, development will occur as this preferred mode of pleasant, quiet, clean transportation is in place. This development will add to a stable tax base and the continued vitality of the downtown.

The Streetcar adds the equivalent of an extra lane to highway 43, but can be sited in its own corridor or in a mix of street and public right of way. This creates a viable alternative as congestion gets increasingly worse.

Energy saving and reducing the carbon footprint - over cars and busses (no build)

Streetcar is a transportation choice, especially as the cost of oil increases. A bus does not have the same appeal.

The enhanced bus system will still be traveling in traffic on a highway that cannot be widened due to topographic constraints.

The streetcar is SAFE. The record of the streetcar in Portland shows that crime is very low and minor. People seem to fear that it is like light rail and some perceive that light rail brings crime. There is no reason to think that Lake Oswego would experience any increase in crime. A car is a much more efficient for a quick get away!

And – it is affordable. We need the help of the federal and state government. The Small Starts program is designed for streetcar projects, but we need to act now as there are many other cities pursuing this money. The local match is enhanced by public ownership of the line, and the cost is very favorable in comparison to other transit projects or building roads.

Let's look to the future and plan and build now. This opportunity should not be lost

From: smharm@comcast.net
Sent: Tuesday, February 01, 2011 4:47 PM
To: Trans System Accounts
Subject: LO to Portland transit project

I think it is irresponsible for the City of Lake Oswego to sign up for the Streetcar alternative in these economic times when we are certain that it will cost much more than the current study projects. We are not out of the woods yet from this terrible recession and we know for certain that the state and federal government are facing huge deficits with no clear way to handle them. It seems to me that it is a time to be prudent and to keep our financial house in good order. Mike Harman 1882 Ridgecrest Drive, Lake Oswego.

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date Dec. 21, 2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Dennis Harper

Affiliation (if any) Interested citizen

Address (required) 221 NW 18th Avenue

E-mail (optional) dmhyvhs@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I strongly support construction of the streetcar to Lake Oswego. I do not think that an enhanced bus route will accomplish the important public transit and economic redevelopment goals that could be attained with a streetcar. I also feel that buses will simply encounter the same congested conditions on the highway that car commuters experience. Doing nothing is NOT an option.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Gail Hart [gailhart@bridgeworxscapital.com]
Sent: Monday, January 31, 2011 4:17 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar Project

To Whom it May Concern:

I am writing to ask you to support the proposed streetcar project from Portland to Lake Oswego. I attended the public hearing held on the 24th at the Lakewood Center and it seemed to me that most opponents to this concept are concerned with keeping their money in their pocket right now. I see this streetcar as being the beginning of a larger project linking Portland to Lake Oswego, West Linn, Bridgeport Village, Tualatin, and Wilsonville via public transportation, and what a difference it will make 10, 20 or 50 years from now. I hope you will not be deterred by the naysayers as this is the kind of forward thinking that has made Lake Oswego great. It's what has made this a special town and what will contribute to the growth and vitality of this entire area.

Thanks in advance for having the courage and foresight to do the right thing for the people, the town of Lake Oswego, and the environment. The time is right and we need to take advantage of this golden opportunity.

Gail Hart
1820 North Shore Road
Lake Oswego, OR 97034

From: Liz Hartman [glenmorrie@aol.com]
Sent: Monday, January 31, 2011 8:23 AM
To: Trans System Accounts
Subject: Hwy. 43 trolley

FROM: Liz Hartman, 1748 Glenmorrie Terrace, Lake Oswego, OR 97034

Thank you for the opportunity to comment. I oppose the trolley for the following reasons:

- federal dollars involved will not impact a large enough population to warrant an expenditure of this magnitude.
- local dollars historically increase on a project like this. The City of Lake Oswego continues to extend and overextend its budget.
- the state of Oregon and subsequently the city of Lake Oswego have not succeeded in solving stable funding schools which every survey indicator says is the number one concern of Lake Oswego residents. Any planning funds should go **at this time** to establishing an education stability funding solution before transportation funding.
- the trolley is a "want" not a need. Bus and alternative transportation options have not been exhausted (there have been no major changes in bus service for more than ten years).

A trolley is a luxury. The right of way is a wonderful asset for the City and region and still can be utilized for pedestrian, bicycle and other "people-powered" transportation options. These rights of ways should not ever be released.

The option of a trolley (or other form of transportation) may arise again. The immediacy of the decision and financial impact are not the best use of federal, state or local dollar at this time. A functioning bridge system impacts more people and better use of these dollars. Most of all, for citizens of Lake Oswego, a stable educational system and continued successful safety program **are** at the top of the list.

I chair the Glenmorrie neighborhood association, located on highway 43. The majority of our board opposes the trolley, but we have some supporters in the neighborhood. I believe this is reflective of the community as well - a majority oppose, there are a few supporters. This is not the time to plan for a trolley.

Sincerely, Elizabeth Hartman 503-697-7727

Jan. 24, 2011

Dear Public Officials Serving Lake Oswego:

My opinion is that the street car is not needed for Lake Oswego. It is too expensive especially during recessionary times, we have other projects that are far more important, people will generally ride it once as a novelty and never again which means it will not reduce traffic on Macadam, and it won't bring many consumers to Lake Oswego,

Our current bus system works just fine when anyone needs to travel to Portland and back without using a car, although few people feel the need because I rarely see anyone on the buses. Obviously Lake Oswegans value their independency so they drive instead of riding buses or street cars if they existed.

For outgoing traffic from Lake Oswego, people will continue to drive cars regardless of fuel costs because their income levels afford them. Moreover, many Lake Oswegans own their own businesses which means their commuting require flexibility and not subservient to a trolley schedule.

For incoming traffic from other areas, we do not have Wal Marts and Costco type of businesses to attract the economizing type of people that would travel via street car to our city. For the most part we have few anchor stores that would attract people from Portland. Generally people living north of Lake Oswego can get the services they need from their own areas.

Lake Oswego is a unique place which will remain so without a street car. We have some officials saying we need a new library, we need a new city hall because the old one leaks, we need to spend millions of dollars on the Safeco building and of course the Feds said we had to spend millions of dollars on the sewer interceptor project. Now we are supposed to spend more money on a street car we don't need?

Please show some restraint and cancel any thoughts of the street car. Take the bus and leave the driving to them.

Sincerely,

Larry Hayes (35 year resident of LO)

15596 Village Drive

Lake Oswego, OR 97035

From: caphedges@comcast.net
Sent: Monday, January 31, 2011 10:34 AM
To: Trans System Accounts
Subject: LO Trolley

I favor the LO Trolley for what it will do to revitalize and advance downtown Lake Oswego and the Foothills District. As a sensible solution to the long term congestion of Highway 43, it's a luxurious band-aid.

Guess that places me smack dab in the wishy-washy 50-50 middle.

--

Cap Hedges
503 697-5102
c. 503 816-0355
f. 503 697-5104



Date 1/17/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) MARILYN HEYM

Affiliation (if any) _____

Address (required) 1531 LARCH ST

E-mail (optional) wehelm@msn.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input type="checkbox"/> Environmental impacts | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____ | | |

Comment (use back or attach additional sheets if necessary)

We are totally against the Lake Oswego to Portland Streetcar. It will do very little to reduce congestion, will cost over \$400 million and will change the character of our city by increasing traffic and adding to congestion

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Proposed Lake Oswego Streetcar

Our concerns January 24, 2011:

On January 19, 2011, approximately 75 concerned Lake Oswego citizens met to find out more about the proposed Lake Oswego Streetcar project. We heard that the tri-county Metro and Lake Oswego city project planners' stated purpose is to reduce congestion on Highway 43. However, we also learned that the Draft EIS concludes that the streetcar will actually only reduce traffic by a few hundred cars in 20 years! That is an unacceptable and nonsensical cost for such a small benefit.

The proposal also includes building a 300 car transit parking garage along Lake Oswego's main street. This will require tearing down numerous existing small businesses, removing them from the tax rolls and will in fact increase city congestion if people actually use the streetcar as planners theorize. It will radically change the nature of our small town, turning a quiet and lovely area into a big commuter and high density urbanesque horror. The only ones who think this change is good are the planners and their developer partners who stand to gain both power and money, leaving the taxpayers with the capital costs, the operating costs and the mess they will have made of our beautiful town!

The Streetcar will eliminate or radically curtail existing bus routes #35 and #36 forcing bus riders to transfer from their previously through buses into Portland and onto the streetcar in the middle of downtown Lake Oswego to finish their trip. The effect of this forced de-bussing was not even considered in the Draft EIS. The streetcar trip will then require commuters to make at least one more transfer before reaching the same point within the city of Portland than they previously had when using the existing bus service— thus **adding to commute time**. Streetcar commute times will actually increase the current 29 minutes by car to the new 43 minutes by Streetcar according to the Streetcar Project Steering Committee. Who among Lake Oswego's meager mass transit commuters now or in the future will sign up for that gross inconvenience? Lake Oswego is not and never will be a mass transit population. Therefore, it must be assumed that the outside developers of costly rail transit solutions, regional and city politicians who never saw a growth project they didn't embrace and the developers of the Oswego

Foothills yearning for a high density development opportunity will be the only beneficiaries of this project.

The reality is that currently, over 40% of Lake Oswego residents are either retired or self-employed and do not commute into Portland. The demographics for Lake Oswego show that this fact and the aging in place of our population actually refute the future need for increased mass transit. As an example, we have a Park and Ride lot along one of our main streets, South Shore Blvd., which I personally observe sits completely empty 99% of the time. Demographics point to slower population growth in our city compared with other urban areas in Clackamas County which to any reasonable observer seems to refute the planners' stated need for a big mass transit project.

In conclusion, fixed rail mass transit, whether light rail or the proposed Lake Oswego Streetcar, is a costly and ridged answer to a slow growing public transportation need that requires flexibility. Busses, whether express or multi-stop routes provide maximum flexibility to respond to changing or uncertain future transportation needs. Fixed rail is a costly and inflexible solution chasing a simple need. What makes sense is flexible transit to meet flexible needs whether growing or declining. **A streamlined bus service is the best answer.**

Marilyn Helm

1531 Larch Street

Lake Oswego, Or 97034

wehelm@msn.com



Date 1-19-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Wallace E. Helm

Affiliation (if any)

Address (required)

1531 Larch St Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input type="checkbox"/> Environmental impacts | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____ | | |

Comment (use back or attach additional sheets if necessary)

The proposed street car project from Lake Oswego to Portland is not a justified project - it will not reduce congestion a bit - the reduction of 100 cars out of 4600 is laughable - please shelve this project. Perhaps revisit in 15 years or so

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

We are against the Proposed Lake Oswego Streetcar

Lake Oswego citizen concerns:

We have asked that the Federal Government reject the money now planned toward the proposed Lake Oswego Streetcar project. This project is estimated to cost nearly half a BILLION dollars half of which is expected to come from “free” federal transit funds. It is currently in the Draft EIS stage but the deck is already stacked in favor of professional politicians, planners and developers leaving concerned citizens and taxpayers seemingly powerless to affect this arrogant and misguided decision. If the US Congress is serious about bringing our crushing national debt under control, they should strongly consider bowing out of local transportation issues, first and foremost, this Lake Oswego Streetcar project. The promise of “free” federal money skews local planning and encourages bad decisions. It forces projects onto citizens who have little influence over their public officials who are ever hungry for “free” federal dollars. Federal intrusion (whether dollars or regulations) into what should be local decisions has wide-reaching and damaging effects on the freedom and responsibility of citizens at the local level to make the most beneficial and cost effective decisions for our own community needs. In addition, the siren song of “free” money for the capital phase leaves unsuspecting and deliberately misinformed taxpayers and their grandchildren to struggle to cover the operating expenses for years into the future.

Wally Helm, 1531 Larch St, Lake Oswego, 97034



Date 12/16/10 ^{cat}

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

ROGER HENNAGIN

Affiliation (if any)

CITY OF LD.

Address (required)

8 NORTH STATE ST. # 300 LD OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I BELIEVE THAT THE STREETCAR SHOULD BE RESTRICTED TO THE EXISTING RIGHT OF WAY. SPEED OF COMMUTING WILL BE IMPORTANT TO ATTRACTING RIDERS. PLACING TRACKS IN MACADAM WILL SLOW THE COMMUTE. A WALK FROM RIGHT OF WAY TO MACADAM WOULD BE VERY SHORT.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
 Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Norma Edythe Heyser [grandnorma@bigplanet.com]
Sent: Monday, January 24, 2011 9:19 PM
To: Trans System Accounts
Subject: Testimony

To: Lake Oswego to Portland Transit Project
From: Norma Edythe Heyser

I am not sure I made these points clear at the hearing.

1) Our developing regional rail system is recognized all over the country and planners come here to study transit success ...HOW CAN WE POSSIBLY LEAVE LAKE OSWEGO OUT OF THE LOOP? (or West Linn, Oregon City, Canby and on)

2) We citizens don't always have enough planning information to see the BIG PICTURE. Had I been able to vote for our regional system, I might have voted "no" because I couldn't see or imagine it. It isn't until I began to see it grow that I really knew how important it is to efficient travel - even if it is not yet fully used or fully functional. It will take time for new generations to accept it, use it and be comfortable with it.

3) I believe in spending what money I have on repairing the infrastructure and planet damage I have done by mindlessly consuming nonrenewable resources. It's past pay-back time and, in that regard, our growing transit system is a wise effort.

From: Bill Hoadley [bhoadley12@comcast.net]
Sent: Monday, December 06, 2010 2:54 PM
To: Trans System Accounts
Subject: LO to Portland transit project

Putting a streetcar line between Lake Oswego and Portland (South Waterfront?) is absolutely ridiculous!!! Replace the Sellwood bridge... then with all the leftover money, think about enhancing rt.43, which I travel all the time and cannot complain about the traffic volumes today.

IF money were to be available, the idea of a rail/trolley line should be at the bottom of Metro/TriMet's wants list!!!

Thank you for allowing my opinion,
Bill Hoadley
264 Birdshill Rd.
Portland

Submit via e-mail

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Date 1-27-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Victoria Holzendorf

Affiliation (if any) none - but I live in the Foothills District

Address (required) 5063 Foothills Dr. #H, Lake Oswego, OR, 97034

E-mail (optional) vinvanmo@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Last night I attended a presentation at the Oswego Pointe Condominiums by representatives from Lake Oswego Government and the Developer, both were very nice men who graciously discussed the proposed projects. I was greatly relieved that our property will not be condemned, but I am still strongly against the proposed light rail and the expanded bus service.

I choose Lake Oswego as my home due to it's setting. If I wanted to live in a more urban area, I would have done so. I am very concerned with the increased traffic, congestion, population density, safety, etc.

I realize that the value of my home may increase, but that is a steep price to pay for all of my above concerns.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Houser, Doug [Doug.Houser@bullivant.com]
Sent: Monday, December 06, 2010 3:39 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

NO! NO! This project makes no economic sense. Please do not waste our money.

Doug Houser

Douglas G. Houser

Bullivant Houser Bailey PC

888 S.W. Fifth Avenue, Suite 300

Portland, OR 97204

doug.houser@bullivant.com

direct dial: 503.499.4415 - fax: 503.295.0915

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mail.bullivant.com made the following annotations

Please be advised that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended to be used by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.

From: Andrew Howell [andrewdavidhowell@gmail.com]
Sent: Monday, January 31, 2011 10:23 PM
To: Trans System Accounts
Cc: Sarah Howell
Subject: Comments on the Lake Oswego to Portland transit project - Streetcar

My name is Andrew Howell and I live at 411 Ridgeway Road, in Lake Oswego, Oregon. I have lived in Lake Oswego for over six years, and in Oregon for my whole life. On January 24th I listened to the testimony of many of our residents (at the Lakewood Center). I left convinced that this project needs to move forward in order to address the growth of our area. Therefore, I strongly support the street car, as I believe it provides economic opportunities to the state and the metro area as well as fitting well into the environmental and social impacts that make us all proud to be Oregonians.

The long range benefits of this project present an opportunity for all of us to make Lake Oswego into an even stronger community. I believe strongly that we need a street car for several reasons.

1. The Street car will add mass transit that's safe, clean, and convenient. I use MAX and the downtown streetcar, but have failed to navigate buses.
2. This project will bring more jobs and residents to our community – which is vital to the growth of our schools, my #1 priority
3. The City projects like this are what brought me to this community, our city planning is extraordinary. The way the city has found ways to bring the best of such projects makes me proud to be a resident.
4. Purchasing and supporting mass transit (such as street cars) that are manufactured in Oregon, has the potential to be a future export (as I've noticed Denver, San Diego, and Seattle all try to replicate what we have).
5. This will link Lake Oswego with the strong economic investment that OHSU and others have put into the waterfront district.
6. This will be something my children and I will be able to walk to, and use to ride downtown for shopping, movies, our gym, Timbers/Blazer games, and other events in the Portland metro area.
7. Simply put, the HWY 43 corridor can't sustain, nor should it sustain the traffic of future generations.

We can not pass up on opportunities such as this. Putting the federal dollars to good use and establishing this infrastructure for future generations is imperative. This project would help take Lake Oswego to the next stage. Thank you for your consideration.

From: Sarah and Andrew Howell [howell.family@hotmail.com]
Sent: Thursday, January 06, 2011 11:16 AM
To: Trans System Accounts
Cc: andrewdavidhowell@gmail.com
Subject: Support of Lake Oswego streetcar

Hello,

I want to register my support for the Lake Oswego streetcar development and further development of the Foothills location downtown. A streetcar will be a green alternative to reduce congestion on Hwy 43. The streetcar provides a great economic opportunity for our region. Further, Foothills development will provide affordable housing for seniors and other residents. We support any projects that make our neighborhood more walkable and that will bring revenue to our neighborhood shops and restaurants.

Sincerely,
Sarah Howell
Lakewood neighborhood resident
411 Ridgeway Rd
Lake Oswego, OR 97034



Date 12/16/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Diane Howison

Affiliation (if any)

Address (required)

11322 SW Riverwood Rd

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

① Make rail use for bikes + pedestrians.

② If streetcar, keep stop on Riverwood Rd

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



Metro

Date 1/19/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Lauren Hughes

Affiliation (if any) _____

Address (required) 18711 Westview Dr. Lake Oswego OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I have reviewed the Ecosystem portion of the DEIS and find the impact on the floodplain, wetlands, wildlife, fish, vegetation to be absolutely unacceptable. (street car option)

Metro's support of this project given the severe environmental impact is absolute hypocrisy given the over-reaching, heavy handed regulations Metro & the City of Lake Oswego have imposed on the already developed backyards of private citizens!

Our properties are not available to you for "mitigation" of this project.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

To: LO to Portland Transit Project Steering Committee--January 24, 2011

I have read the DEIS and can find no support within this document for our tax dollars to be spent on a streetcar project.

The DEIS indicates that the project “should be environmentally sensitive”, if so, then the streetcar option can not be selected. Here are some highlights of the damage from streetcar construction and operation:

- 6.5 to 10.1 acres of fill in floodplain—impacting the hydrology of the area.
- 11.2 to 25.8 acres of new impervious surfaces—impacting the water quality and increasing flood risk
- The 100 year floodplain would be altered
- Crosses by/through/near 18 park, recreation and natural areas.
- Impacts 4 wetland areas.
- Impacts 23 “observed waterways”.
- Impacts the root zone of several Oregon White Oak trees (a rare species)
- Impacts 4 protected bird species including bald eagles and falcons.
- Impacts the Western Painted Turtle
- Areas with “high habitat values” would be significantly impacted long term resulting in the death of wildlife.
- Retaining walls ranging from 1 ft to 15 ft with a fence on top would impact wildlife because it is anticipated that animals would fall into the rail alignment, resulting in injury or death. Or, they would be trapped and run over by the streetcar.
- Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats. Species disturbed or killed include Coho and Chinook Salmon, Steelhead, green sturgeon and others.

Despite all these details, the DEIS indicates that more work needs to be done to assess the wildlife in the corridor, some of which is endangered or threatened species, and that further costly studies and extensive mitigation measures will be required. But costs are not provided.

Ironically, many citizens of Lake Oswego are regulated beyond reason in their own backyards for so called habitat that is nothing like what would be destroyed by the streetcar. Our true “sensitive lands” are along this corridor.

Additionally, the DEIS indicates that the energy savings is very minimal.

The decision should be made on facts not feelings. Please recommend a bus alternative for a more environmentally sound and cost effective approach than streetcar.

Thank you.

Lauren Hughes
18711 Westview Dr.
Lake Oswego OR 97034



Date 1-24-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Karen Ingels

Affiliation (if any) _____

Address (required) 12831 SW Alto Park Rd LO OR 97034

E-mail (optional) Kjane.i@Comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am concerned about the extra traffic the Park & Ride would create. It seems like the benefits of a street car (less traffic) would be negated by increased traffic, ie if there are less cars on 43, more people will drive.

(be encouraged to)

I've ~~noticed~~ noticed that the buses in L.O. are almost empty. How about launching an educational program to increase current bus use / ridership. Let the citizens of L.O. prove & demonstrate that we are supportive ~~to~~ ^(and willing) public transportation, before developing the streetcar.

I support enhanced bus service.

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

From: Metro Council
Sent: Tuesday, January 18, 2011 8:33 AM
To: Trans System Accounts
Subject: FW: Lake Oswego Streetcar

LO Streetcar email received in the Metro Council email account.

From: Rick Jacobson [<mailto:jacobsonrr@gmail.com>]
Sent: Saturday, January 15, 2011 2:28 PM
To: Metro Council
Subject: Lake Oswego Streetcar

Dear Metro Council Members, I believe public transportation is important for a number of reasons. However I am strongly against the proposed Lake Oswego Streetcar because the massive construction and operating cost will drain money from other vital and more meaningful services, especially when there are less costly and more effective alternatives such as more frequent bus service. Sincerely, Richard Jacobson

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 01/30/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Rick Jacobson

Affiliation (if any)

Address (required) 3166 Stonebridge Way, Lake Oswego, OR 97034

E-mail (optional) jacobsonrr@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

My concern is that the massing of the transit center around the Albertson's parking lot and "A" Avenue will have the effect of shifting all of the parking and transit stop traffic to that location, thereby making the traffic in Lake Oswego worse than it already is. When you talk about heavy traffic on Highway 43, there are three places that generally are the cause of it: 1). the intersection with McVey; 2). the intersection with "A" Avenue; and, 3) the southbound left turn lane for the Sellwood bridge. The proposed rail line would not relieve traffic from any of those points, but would add more traffic to the main two bottlenecks of McVey and A Avenue. I live south of McVey, so I would see much worse traffic with the light rail.

It could also have the effect of ruining the ambiance of the area around Albertson's by the demolition of the market, or the construction of parking structures on the existing parking lot next to the street. That could easily end up as disaster.

On the other hand, enhanced bus service would keep the traffic pattern distributed much the way it is now, but with potentially less traffic as people take the bus. A successful bus system would require an express bus from Oregon City or West Linn, and more buses from Lake Oswego. Move that transit station from 4th, closer to Highway 43 and the bus service time would be much quicker than the route proposed in the current version of the Enhanced bus route option.

I also want to say that the proposed route along Riverwood Drive seems like a social injustice. I don't live near there, and I don't know a single person who does, so I only speak for myself, but I have been on that street and it is so bucolic and unique, that it would just be flat out wrong to ruin it by putting rail traffic down the middle of the street where neighbors now walk and kids play. That neighborhood can never be duplicated or replaced, and it would be so unjust to knowingly wreck it in this day and age.

My last comment is that I drive downtown several times each week, sometimes daily, at all different times, and the vast majority of the time, there are no traffic jams, and when there are, they are in areas that will not be served by the proposed light rail line.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: billjau@comcast.net
Sent: Monday, January 31, 2011 11:39 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project (Public Comment)

Steering Committee,

I have been a resident of Lake Oswego since 1994. Most of my working years since then have been a commute between Lake Oswego and Hillsboro. During some periods I rode the West Side Light rail, including a period the first week after it was completed. Using Light Rail was relatively efficient, low-cost, and pleasurable. The West Side Light rail was from Beaverton Transit Center to the Airport and large undeveloped areas including open pastures. The light rail project was an economically smart since it provided a fast growing Washington County with an opportunity to develop high density housing and shopping.

The Lake Oswego to Portland line does appear to have many of the economic advantages that West Side Light rail due the following conditions which I have been made aware of in various local newspaper articles:

- A general slowing of the Portland region's economic growth in comparison to other areas in the US.
- The City of Lake Oswego's unpaid projects, including the West End Building which still does not have proper funding for the building, even without improvements.
- Large tracts of land that could attract high-density development.
- Competition presented by the Foothills development project for the Kruse Way office complexes. Currently Kruse Way corridor office building have a relative high vacancy rate compared with downtown Portland.
- Lake Oswego's projected slow population growth.
- Current US economic uncertainty not seen since the Great Depression.
- Impact to Lake Oswego's School District's funding since local residents (via the city) will need to pay approximately 50 million dollars for the project. I would rather see this money be directed toward the continuation of our excellent schools.

In spite of the fact that I am not opposed to use of public transit, I currently do not see a future need for a new public transit project from Lake Oswego to Portland at this time. I appreciate that Metro continues to study transit options, but I believe such projects should only be pursued if the benefit to local residents and business is clear from an economic perspective. Please note that my comments are based upon my personal analysis of reading news articles on the subject. I would have preferred direct references, and third party analysis, but I simply did not have the available research time.

Sincerely,
Bill Jaursch



Date 1/31/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Carolyn R. Jones
Affiliation (if any) Lake Oswego Resident
Address (required) 2818 S. Poplar Way, Lake Oswego, OR 97034
E-mail (optional) jonescarolyn@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Independent Research on street car Ridership - Reference
Page 5-1 & Page 1-6 Section 1.5

Please put into the record - 4 pages attached.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Independent Research Study

A Survey Local Ridership - Lake Oswego to Portland Streetcar

January 2011

Introduction and Purpose of the Study:

The following summarizes key points of survey research conducted on January 19, 2011 at a forum sponsored by the Lake Oswego Neighborhood Action Coalition (LONAC). The purpose of the Forum was to offer a multi-perspective panel discussion, including the pro's and con's of the recently released Draft Environmental Impact Statement (DEIS) for the proposed Lake Oswego to Portland Transit Project in the Highway 43 Transit Corridor. According to Metro, the government body overseeing the proposed transit project, a regional transit system consisting of either a streetcar or an enhanced bus would improve transit and provide relief from traffic congestion within the Lake Oswego to Portland Transit Corridor (Page S-1 Lake Oswego to Portland Transit Project DEIS Summary). The discussions of the four-member panel primarily centered on the streetcar option, the expense of building a streetcar, and potential ridership.

The audience/participants were drawn to the Forum through a variety of means of public outreach. LONAC members received invitations through e-mails and on January 6 and 13, 2011, articles were placed in the local newspaper, the Lake Oswego Review, inviting attendance. The Lake Oswego Neighborhood Action Coalition is one of the oldest and largest member organizations in Lake Oswego and its membership is composed of representatives of Lake Oswego neighborhoods though out the Lake Oswego area.

Research Design and Method

This research was designed to determine the attitudes from the Forum audience toward ridership of a streetcar; whether they would ride the streetcar, and whether ridership would more be to commute to work, or more for pleasure or entertainment purposes. A copy of the questionnaire was placed on each chair and at the Forum's end the moderator asked attendees to respond to the questionnaire and to leave it on a table positioned at the Forum's entry.

Research Results

A total of 81 participants attended the Forum and 46 surveys were placed in a box as participants left the forum. Not all questions on returned surveys were answered. Questions where no response was given are labeled nonresponse. The percentages were not rounded and below the number of responses and the percentages are highlighted in bold type.

Overall Response Rate - 55% (45/81)

1. As a resident of Lake Oswego and at this point in time, how likely do you think you would be to ride the Streetcar between LO and Portland?

___ very likely - 3	(6%)
___ somewhat likely - 2	(4%)
___ don't know - 0	
___ not very likely - 12	(26%)
___ not at all likely - 28	(62%)

2. If you are likely to ride the Streetcar, would it be more to commute to work, or more for pleasure and entertainment purposes?

___to commute to work - **0**
___more for pleasure and entertainment - **30 (66%)**
nonresponse (meaning the question was left blank) - **15 (33%)**

3. If you are likely to ride the Streetcar to Portland to commute to work, how often do you think you would ride it?

___daily - **0**
___weekly - **1 (2%)**
___bi-monthly - **1 (2%)**
___monthly - **0**
___less than once a month - **16 (35%)**
nonresponse - **27 (60%)**

4. If you are likely to ride the Streetcar more for pleasure and entertainment purposes, how often would you ride it?

___daily - **0**
___weekly - **1 (2%)**
___bi-monthly - **1 (2%)**
___monthly - **3 (6%)**
___less than once a month - **24 (53%)**
nonresponse - **16 (35%)**

Conclusions and Recommendations

The findings of the study suggest that the need for a street car should be questioned. Based upon this sample the project does not garner wide support from residents in Lake Oswego neighborhoods.

Limitations of the Study

This research should be considered as informal and was not designed to be scientifically valid as the sample is not representative of the population of Lake Oswego, which is approximately 35,000. Historically, LONAC has served as a forum to discuss and represent the common interests of the community. Many of its members are long-term residents of Lake Oswego who live within the various neighborhoods or within close proximity to Lake Oswego's City limits. In other words, the participants in this research can be considered as informed representatives of their neighborhoods in terms of how city policy may impact the quality of life within their neighborhoods.

Although invited to participate, the project staff of the proposed Lake Oswego to Portland Transit Project in the Highway 43 Transit Corridor Project did not attend which resulted in an imbalance in the panel discussion with 1 panel member on the con side and 3 panel members on the con side. (See attached e-mail from Karen Withrow dated 1/13/11)

After the questionnaires were collected it became apparent that for Question #1, if respondent answered not at all likely, the rest of questions seemed irrelevant. That likely explains the high nonresponse rates for questions #2, #3, and #4.

This research study was done by Carolyn Jones who has been involved in research since the early 1990's and has a master's level education.

RE: Public Outreach - DEIS

To see messages related to this one, group messages by conversation.

Karen Withrow Add to contacts 1/13/11
 To Carlyne Jones, Clifford Higgins, Jamie Sno... Reply 

Carolyne,

Thank you for the quick, clear responses to my questions. After better understanding your plans, I am unable to arrange staff for the meeting. Project staff are not the appropriate people to participate in a panel discussion with pro and con positions. Project proponents beyond staff could be contacted by LONAC to participate in the panel, if you so choose.

As you noted, there is often more information about streetcar. The reason for that is not because project staff favor the streetcar alternative but rather because there are five design options for the streetcar alternative -- five options to describe and share analysis results for. In addition, the DEIS is obliged to document potential benefits and impacts of the alternatives and there are more changes associated with the streetcar alternative than the enhanced bus alternative, which primarily runs where bus #35 runs today. Because there are more changes associated with the streetcar alternative, there tends to be more questions about it and time is devoted to answering those questions based on the best information available.

Karen

Karen M. Withrow,
 Public involvement manager

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From: Carlyne Jones [mailto:jonescarolyne@hotmail.com]
Sent: Tuesday, January 11, 2011 5:31 PM
To: Karen Withrow
Cc: Clifford Higgins; Jamie Snook
Subject: RE: Public Outreach - DEIS

1/31/2011

Page 2 of 3

Subject: RE: Public Outreach - DEIS

Hi Karen:

LONAC's policy is to present non-partisan forums that provide information from multiple perspectives. This forum will host 4-6 individuals, 2-3 from a more pro perspective and 2-3 from a more con perspective.

I think that the specific format will be a combination of both sides presenting what is contained in the DEIS and the panel members interpretation of what their understanding is. Panel members would be able to ask questions of each other to clarify issues in the DEIS that could be interpreted to be a pro or con for a particular option.

Most of the conversation will be centered around the streetcar, since the DEIS devotes so much discussion on that. The open houses put on by Metro included maps and stations where people could ask questions, which were manned by people who were very heavily geared toward the pro street car side. For our forum we would like equal attention given to both the street car as well as the rapid bus option.

The Forum will start out with topical issues like cost estimates and federal match requirements, local match estimates and ratios, such as, is the 60-40 match still a basic assumption, and what ridership is being assumed for the project to be feasible? Etc...

I hope I have clearly answered your questions?

Carolyne

From: Karen.Withrow@oregonmetro.gov
To: jonescarolyne@hotmail.com
CC: Clifford.Higgins@oregonmetro.gov;
Jamie.Snook@oregonmetro.gov
Date: Tue, 11 Jan 2011 13:46:00 -0800
Subject: RE: Public Outreach - DEIS

Carolyne,

Kristin forwarded your email to me as their contract to work with us on the Lake Oswego to Portland Transit Project has concluded.

Can you tell me what the format of the meeting will be? At our previous presentation, it seemed that we were being asked to present information but then the meeting was in a panel/debate format. Will this meeting have a similar format? Will there be other speakers? What topics will they cover?

Karen M. Withrow,
Public involvement manager

1/31/2011

Page 3 of 3

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From: Carolyn Jones [mailto:jonescarolyn@hotmai.com]
Sent: Thursday, January 06, 2011 3:45 PM
To: Hull, Kristin/PDX
Subject: Public Outreach - DEIS

Dear Kristin:

Approximately one year ago you were kind enough to assist me in scheduling speakers (Karen Withrow, Ellie McPeak & Dave Jorling) for a LONAC Meeting (Lake Oswego Neighborhood Action Coalition on the Portland to Lake Oswego Street Car Proposal.

On January 19th in the evening LONAC will be hosting a panel discussion on the DEIS and I was wondering if you might be able to assist me again in lining up two speakers who could provide a summaries of the findings in the DEIS?

The panel discussion is scheduled for Wednesday, January 19 from 6:30 to 9:30 PM. It will be held at the Christ Parrish Episcopal Church at 1060 Chandler Road which is the large church across from the Heritage House. I will confirm the amount of time each speaker should plan on.

Best wishes for the New Year!

Carolyn

From: Pamela [pamela@jonespartners.biz]
Sent: Thursday, January 06, 2011 7:18 AM
To: Trans System Accounts
Subject: Transit Project - Lake Oswego to Portland

Comments were requested via a recent mailing. I own two pieces of property in Lake Oswego and one in Portland – all rentals. I have attended public gatherings on this project (Lake Oswego to Portland Transit) in the past. My thoughts:

- Forecasted riders do not provide a return on investment
- Current use of MAX throughout the Portland area has not provided a return on investment. Ridership numbers remain low.
- Tax dollars from the “working class” (not on the public sector payroll) have dwindled in Oregon and Portland
- Please *stop this make work project* that continues to bankrupt our society when the *full paycheck for public workers is excluded in the 'cost estimate'* – I am talking about the rich pension system that tax payers do not have - and will not have in the future.

Pamela Jones

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 30 Jan 11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Pierre Jones

Affiliation (if any)

Address (required) 15474 Heritage Court, Lake Oswego OR 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
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- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Hello,

I am a proponent for mass transit and a link from Lake Oswego into Portland and Milwaukie.

Because of fiscal constraints, it seems the price tag for the currently envisioned streetcar project will doom Trimet's Lake Oswego Street Car proposal.

It might be best to postpone the project until a regional plan is developed incorporating the Portland-Milwaukie Light and the Lake Oswego Rail to share the cost and infrastructure of both proposed Lake Oswego and Portland/Milwaukie mass transit projects. Rather than both the Lake Oswego and the Portland/Milwaukie lines running into downtown Portland, they could share a single line from the Willamette crossing into downtown Portland.

If the Portland/Milwaukie line were to cross the Willamette on the new Sellwood Bridge, it would save the additional cost of a bridge across the Willamette and reduce the length of the line from Lake Oswego significantly. It might also save on right of way costs for the Portland/Milwaukie line, because the Lake Oswego railbed is already owned into Portland.

I don't believe I'm the first to point these savings out; but today's environment begs for cost savings where-ever/when-ever feasible.

thank you,
Pierre Jones

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: dleej29@aol.com
Sent: Wednesday, December 15, 2010 3:57 PM
To: Trans System Accounts
Subject: Local option for Lake Oswego

To Whom It May Concern:

The only option that makes sense to continue studying is the streetcar option between Portland and Lake Oswego. It is the only option that reduces greenhouse gases, provides frequent & reliable service, and also creates the possibility for Lake Oswego to increase housing options adjacent to the line in the Foothills area. Without regular public transit options that relieve congestion on Hwy. 43, Lake Oswego can't expand its density within its existing city limits where infrastructure is already available.

Please list me as a supporter of the streetcar option.

Sincerely,
E. Andrew Jordan
3485 Upper Drive
Lake Oswego, Oregon 97035

COMMENTS ON PORTLAND TO LAKE OSWEGO STREETCAR PROJECT

01.26.2011

Some say that the City Council election results indicated that Lake Oswego does not want the streetcar. This is not a correct assessment. For example, during the campaign the LO Chamber of Commerce hosted a candidate forum where all 7 candidates supported the streetcar. The differences had to do with timing. If anything is to be gleaned from the election, it is that the streetcar was endorsed by the voters – not rejected.

There are many reasons for its construction that have been expressed by the voters. There are other compelling reasons that still need to be mentioned.

In the month of August, 2010, the United States imported 382 million barrels of oil, at a cost of over 29 billion dollars. On a per capita basis, this means each American spent over \$88.00, and the citizens of Lake Oswego over 3 million dollars, for foreign oil in August. In about 4 months, the citizens of Lake Oswego send enough money to foreign countries that could otherwise pay for its portion of the streetcar project.

Secondly, oil prices are now hovering around \$90 a barrel, which is matching the worst case estimate published in 2008 by the US Department of Energy. This

estimate projects the price of a barrel of oil in 2017, when the streetcar is expected to be completed, at approximately \$120 a barrel. We are now paying over \$3.00 for a gallon of gas. We must be prepared for prices in 2017 that will be so high that some of us will no longer be able to afford to drive, and many of us will not be able to drive as often as we do now.

Oil production worldwide has been flat for years, which indicates that the peak of production has been reached and is on the verge of a steady decline. This is despite new discoveries of oil, most of which will be more expensive to produce. In addition, the demand for oil in developing nations, particularly India and China, is increasing significantly. These developments will result in increased prices that may go beyond the Energy Department's worst case estimates. One investment periodical, *Money Morning*, states that Oil will cost \$150 a barrel by July of this year.

Finally, the most compelling reason to build this project, in my view, is to help win the war on terror and support our troops. The United States is engaged in the first war in human history where one of the belligerents is funding both sides. It has been widely reported that significant amounts of the proceeds from our oil purchases from the Middle East are sent to the Taliban and Al Qaeda. Yet we continue to purchase Middle Eastern oil despite the fact that by doing so we are helping our enemies.

Building the streetcar line will not by itself solve these problems, but transit will be one of the major solutions. Over 80 American cities have recognized the advantages of streetcar systems and are in the various stages of planning and construction of streetcar lines, which will be run on electricity, a domestic resource. Lake Oswego should not miss out on being part of the solution. For the sake of future generations, the time to build the streetcar is now.

Respectfully Submitted

David L. Jorling
Lake Oswego resident

From: Joy [joy_29719@msn.com]
Sent: Tuesday, February 01, 2011 11:45 AM
To: Trans System Accounts
Subject: street car

I hope that I am not too late to give my opinion on the street car from Portland to Lake Oswego. To me it is the sign of a mature society that you use public transport instead of driving a car when the public transport is available or when it could be available if we have the resolve to lessen our dependence on fossil fuels. The uprising in Egypt plainly shows that we can't be at the mercy of the Gulf States when this kind of thing is going to happen more and more as their populations get sick and tired of being under the thumbs of dictators and tyrants. What happens when oil runs out or when the pipelines are blown up or the cost because so inhibitive that it is no longer feasible for the average person to run a car? Do we wait until this happens before we take steps to be independent and have public transport in place?

From: Betty Jung [bettyjung@reachone.com]
Sent: Monday, January 31, 2011 6:48 AM
To: Trans System Accounts
Subject: Lake Oswego Street Car Proposal - Citizen Input

I live at 14503 Camden Lane, Lake Oswego, OR 97035 and I work at 5800 Meadows Rd. #100, Lake Oswego, OR 97035. I have lived in Lake Oswego since 1986 and have worked in Lake Oswego since 1975.

Here are my comments:

Lake Oswego is aging and the sentiment is that we want to attract families and professionals to our city. The majority of those professionals will be working at the west end of town, i.e. Kruse Oaks Corporate Park, Kruse Way and Centerpointe. Yet, none of those workers have access to any kind of reasonable transportation into Lake Oswego and Portland. I work in one of the Kruse Oaks buildings. The parking lot has been filled to capacity on many occasions and I can't find a place to park.

Yet, my question is who will benefit from the street car? The occasional dinner guest into town? Those that want to attend the Lakewood Theater production or visit family? Certainly not the masses that would use transportation if it were at the west end. I feel our leaders are trying to squeeze everything they can into the downtown area and are neglecting other parts of the city. The west end doesn't even have any of the 65 pieces of art in the Gallery Without Walls except one piece at I-5. Everything seems to be focused on the downtown core yet that's not where most of the city's money is coming from and where the majority work. The city's largest tax base comes for those three business centers. Yet, the city does not provide any benefits to its west end.

The downtown area is getting crowded as well. The city has done a great job in creating our area as a destination spot. In fact they've done such a good job I've also not found parking on the street or in the garage there. I know people that won't go to the farmers market because they can't find parking. Now if Mr. Wizer would only let us use his lot! I remember the days when restaurants closed in LO for lack of business as people went to Portland instead. Not any longer as the city has some of the best restaurants around and they are usually filled to capacity.

On a recent trip to Hawaii I rode their buses, shuttles and trolleys going from one end of town to the other without the hassle of a car. I felt they had a great transportation system. Why don't we have shuttles into town like we do when there's the Arts festival and during the farmers market? Why can't we run a max line down I-5 so that one day, if and when it is decided to finally extend the UGB, that area can also have access into Lake Oswego and provide all the workers in our business parks with transportation? Or why aren't there shuttles that take the employees from the west end to the transit station on Barbur or Washington Sq.?

I really believe the leaders of Lake Oswego are being narrow-minded with the only options being the bus service or the street car. There are other options - i.e. shuttle services, expanded bus service, street car, trolleys and the max line down I-5. If you want to attract the families and professionals, we will have to do a better job providing them with transportation to get to work, i.e., the west end of Lake Oswego.



Betty Jung, Broker, CRS, GRI, , ABR, CNHSS
Successfully Selling Real Estate Since 1975!
RE/MAX equity group
5800 Meadows Rd., #100
Lake Oswego, OR 97035
Email: bettyjung@remax.net
Direct/Voice Mail: 503-495-5220
Fax: 503-495-5296
Toll Free: 888-927-6789 Extension 5220
Website: <http://bettyjung.com>
Blog: <http://allaboutportlandoregonrealestate.com>

503-797-1930



Date 1/30/2011

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Steven R. Kaer

Affiliation (if any)

Address (required)

17110 Cedar Rd., Lake Oswego, OR 97034

E-mail (optional)

SteveKaer@chseal.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am against the streetcar
ramp up into Oswego and the
various impacts to the city
it would cause.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Vidya/Sara Kale [vidyasarakale@gmail.com]
Sent: Friday, January 21, 2011 2:11 PM
To: Trans System Accounts
Cc: Susan Milhauser; Bruce Brown
Subject: DEIS on the Portland to LO Transit Project

Dear Jamie Snook,

As a member of the City of Lake Oswego Sustainability Advisory Board, I would like to make a few comments regarding the Draft Environmental Impact Statement for the Portland to Lake Oswego Transit Project. Most of all my comments relate to the hidden costs in the No Build option which are not taken into consideration. In my opinion the following items should be considered.

- Highway 43 is very steep in many places with shear rock faces on the side of the highway. Some of these areas are possibly slide prone. There have been past examples in Oregon where large slides shut down a highway for many weeks and caused several million dollars worth of repairs. It is possible that such costs come out of a different pool. Nevertheless we as tax payers ultimately bear those costs and therefore they should be considered in the No Build option with some sort of probability attached to it over the next 25 to 100 years. The street car will reduce traffic on Highway 43 and thus reduce the effective costs of a long closure.
- We were told in a presentation on the DEIS to our board that there are 10 or more toxic sites which must be addressed and the materials removed. This will be happening within the Streetcar construction scenario. Even if the streetcar does not go through, eventually our state will have to clean those sites. Therefore the same consideration applies in terms of cost estimates.
- The streetcar transit corridor will also allow better options for a trail and bicycle travel. The No Build option does not include these and we are told currently there are no funds for it. When you compare the various options, this creates a somewhat misleading picture in favor of the No Build option.
- What will Trimet do to accommodate additional bus passengers that would materialize if the cost of energy goes up? Even under the No Build option, they will need additional rolling stock. Shouldn't those expenses be considered?

Please consider these issues in your treatment of the various options.

Thank you very much.

Vidya Kale
115 Furnace Street,
Lake Oswego, OR 97034



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (*required*) David Kaplan

Affiliation (if any) _____

Address (*required*) 1630 SE Elliott Ave

E-mail (optional) davidalankaplan@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts Transportation Finance Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Please note for my support of the Portland-Lake Oswego streetcar extension. Transportation options for the next fifty years can not depend on the current automobile model – even in Dunthorpe and Lake Oswego. If the region were to lose this precious right-of-way, we would regret it for generations to come.

Efficient rail transportation will be the backbone for transit in the region. There are limited opportunities in this corridor. We need to take advantages of each of them.'

David Kaplan

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Keates, Nancy [Nancy.Keates@wsj.com]
Sent: Tuesday, December 07, 2010 1:12 PM
To: Trans System Accounts
Subject: comment on the lake oswego to portland transit project

I believe this report doesn't really consider the overall environmental impact of adding transit to this corridor. Right now it is a beautiful area that leads to two very small, quaint shopping center in downtown Lake Oswego. KEEP IT THAT WAY!!!!!! By adding streetcar service you would be increasing development. Why is bigger always better?

Instead, build a wide bike and pedestrian path that goes from John's Landing to Lake Oswego – something similar to the Spring Water Trail.

DO NOT PUT IN A STREET CAR.

Nancy Keates
503.697.5989
nancy.keates@wsj.com



Date 12/16/10 ^{ca}

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Nancy Keates

Affiliation (if any)

Address (required)

01320 SW Kaddcliffe Rd 97219

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|---|---|---|
| <input checked="" type="checkbox"/> Land use and planning | <input checked="" type="checkbox"/> Economic activity | <input checked="" type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input checked="" type="checkbox"/> Environmental impacts | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____ | | |

Comment (use back or attach additional sheets if necessary)

Please do not put in a streetcar. It is not necessary. It is growth for god's sake. you will be destroying a beautiful part of the city. It is not worth the cost.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date 1/19/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Timothy Keener

Affiliation (if any)

Address (required)

2277 Summit Dr. Lake Oswego

E-mail (optional)

tk@orspine.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I do not support the
Lake Oswego street car
as there is no evidence
it will decrease Hwy 93 traffic.
There is a divided community
over this issue!

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Nathan Kemalyan [nkemalyan@comcast.net]
Sent: Sunday, January 02, 2011 3:34 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

Dear Transit Project staff;

I am responding to the mailing I received from the City of Portland Bureau of Planning and Sustainability. I have read the draft environmental statement posted online. I am a resident of the John's Landing area for 23 years.

I am in favor of seeing a streetcar development occur between Portland and Lake Oswego. Although the capital cost is higher than the other options, the streetcar option is the one best suited to moving us away from the disadvantages of an automobile-based transit system. Buses are more efficient than single occupant vehicles, but they are dependent on the same roads and driving conditions. I doubt we will see the disappearance of buses in my lifetime, but only a bold and visionary planning process will grant us an additional option for transportation along this key corridor in our metro area. A right-of-way exists that is currently very under-utilized, and the connections on either end are insufficient to make the trolley a viable option for transportation. However, the opportunity for connection to Portland's streetcar is immediately available with very little additional work on the northern terminus. The ultimate environmental impact of the streetcar over many years will be the lowest of all options. Enhancement of the rail right-of-way is an investment that can be of value for the next century, to a time when fossil fuels and the single occupant petroleum powered vehicle may well be a thing of the past.

I will be a user when the streetcar comes to my neighborhood.

Nathan Kemalyan
0414 SW Nevada St.
Portland, OR 97219

From: Sandra Kennedy [sankenn@mac.com]
Sent: Monday, January 31, 2011 10:43 AM
To: Trans System Accounts
Subject: Lake Oswego streetcar

I am strongly opposed to the streetcar option. I favor enhanced bus service with a bike path on the rail line. I could elaborate on my feelings but I think you have received good input from others as to cost, parking, etc. Please count me as another citizen who supports the bus option

Thank you
Sandra Kennedy
1451 horseshoe curve
Lake Oswego. OR. 97034

From: Tom Kennedy [tfkennedy@mac.com]
Sent: Sunday, January 30, 2011 10:21 PM
To: Trans System Accounts
Subject: Lake Oswego Street Car

I am strongly opposed to the proposal to construct a street car line from LO to Portland. This is probably least efficient and most costly option under consideration. The federal funds should not be spent at all - here or anywhere else- and our community cannot afford the increase in taxes and related costs. Tri Met has proven to be incompetent and should now focus only on getting their costs and operations under control. We cannot afford their continued growth.

Metro should make plans to maximize the available surface transportation routes using reversible lanes and other resources available at reasonable cost.

Sincerely,
Thomas F Kennedy
Citizen of Lake Oswego

Sent from my iPhone



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Benjamin Kerensa

Affiliation (if any) _____

Address (required) PO BOX 33010, Portland, OR 97292

E-mail (optional) bkerensa@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I rarely travel to Lake Oswego although I have friends who live in Lake Oswego and take Trimet into Portland and they indicate that the existing transportation is fast, efficient and underused.

I feel that a Street Car would be a bad option since it operates at such a low speed and is stuck on a fixed route. If any additional transportation is needed perhaps an enhance bus service would be the way to go since a bus can always adjust its routes and cost much less than developing a street car route.

I think that Metro has an obligation to spend federal funding in a efficient and at the lowest possible cost.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Benjamin Kerensa [bkerensa@gmail.com]
Sent: Thursday, December 02, 2010 5:41 PM
To: Trans System Accounts
Subject: Public Comment RE Lake Oswego to Portland Transit Project

To Whom It May Concern,

I oppose any transit project that connects Lake Oswego to Portland on the grounds that such a project would burden local economy further and due to the state of the economy and the likelihood that such a project could be sustainable I totally object. Our existing transit systems are not even sustainable and we should not further expand transit projects that put us in debt.

--

Sincerely,
Benjamin Kerensa



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Catherine J. Kerr

Affiliation (if any)

Address (required)

4 Gershwin Court, Lake Oswego, OR 97035

E-mail (optional)

Kay.3917@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other Street car in L.O.

Comment (use back or attach additional sheets if necessary)

It is ridiculous to think that people in Lake Oswego will support a streetcar in Foothills area. Not many of them ride the buses now.

If the streetcar would not pay its way in the future, Tri-Met would minimize the bus service elsewhere in Lake Oswego to help pay the costs as they did in Milwaukee with the light rail.

I and many of my neighbors worry about how this city can afford this with all of the other ^{projects} being considered

for us to pay for.

WE DO NOT WANT or NEED THIS STREETCAR.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: kay3917@aol.com
Sent: Monday, January 31, 2011 9:33 AM
To: Trans System Accounts
Subject: Lake Oswego streetcar

We live in the Mountain Park area of Lake Oswego. We have a Tri-Met bus that services our area satisfactorily. We now have streetcar which we can use if we want. We probably would never use the proposed streetcar. The streetcar will only come to the Northeast corner of this city. I do not see that seniors or the majority of our residents would get much use of this EXPENSIVE project. We usually drive places and then do errands along the way.

To ride the street car, you would have to transfer several times to get to your destination.

Lake Oswego and the USA residents cannot afford this project at this time. We have the \$20,000,000 WEB building, the proposed Tiigard/Lake Oswego water expansion project of several millions, the sewer system of almost \$100,000,000, the schools in financial trouble.

We think it would be irresponsible of the city and Metro to put us in line to bankrupt our city at this time,

vote NO.

J. M, KERR and CATHERINE J. KERR
4 Gershwin Court
Lake Oswego, Oregon 97035



Date 12-16-10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Kay Kerr

Affiliation (if any) _____

Address (required) 4 Gershwin Court, Lake Oswego, OR 97035

E-mail (optional) Kay3917@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Take a look at "E + F" avenues. Do you think this street car project is a priority for our people to pay for at this time? Many residents have lost their jobs. Our country should not be spending billions on this at this time. We have the WEB to pay for.

When you calculate the time it would take to go to Portland, are you counting from the time the street car takes after you board, or, does it include the time it will take including the time you leave your car?

I think we are looking at too much and too many projects for 2011-14. Let's prioritize our needs. OVER

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Let us keep the bus lines and maybe improve coverage of a larger area.

Our buses travel many hours with few passengers, but we need them. We do not need to spend \$450,000,000 for something new. Yes, it is our money whether returning us Federal dollars or Lake Oswego paying all. We all have to pay it in the end.

You people need to "LISTEN" to the residents.

Thank you,

From: Jeanne Kistner [jeannekistner@msn.com]
Sent: Monday, January 31, 2011 8:25 PM
To: Jeanne Kistner
Cc: Trans System Accounts
Subject: Re: Comment for Streetcar Project

On Jan 31, 2011, at 8:23 PM, Jeanne Kistner wrote:

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print) Name (required) Affiliation (if any) Address (required) E-mail (optional)

Include my e-mail in your project notification list. Comment topic(s) (check all that apply) Land use and planning Economic activity Community Effects
 Environmental impacts Transportation Finance Section 4(f) preliminary findings of de minimis impacts to public parks

Submitted by Jeanne Kistner
13490 Fielding Rd Lake Oswego OR 97034

jeannekistner@msn.com

Comments

Another needed improvement to our infrastructure, or another government boondoggle? Look at WES, ridership is almost nonexistent, we will continue to subsidize it for the foreseeable future. Who in Lake Oswego is going to ride the streetcar? Not me, and I could walk to a stop ear my house. I'm a typical Lake Oswegan, I've worked hard to get where I'm at and I don't like to make a lot of sacrifices, especially when it comes to transportation. I don't think I'm alone in my thinkinhg.

I have a better suggestion. Let's take advantage of existing infrastructure. What I'm referring to is the millions spent on Foothills Park and the new boat dock. We can run water taxis from Lake Oswego to downtown Portland every morning and then again in the afternoons. All we have to do is hire the Willamette Rive Jet Boats, have them put a cover (which I'm sure they'd be happy to do) and the suggested traffic issues we have are solved. If, in fact, we see ridership soar, then perhaps, we should consider spending millions and millions on a "nice to have" streetcar. If needed, we can even stop at Willamette Park to accomadate the John's Landing neighbors.

This idea is so simple, easy to execute, and can provide a true baramoter of wheather or not people would actually use alternative transportation to get downtown? And the best part is it would take very little innvestment.

Let's stop pitting neighbor against neighbor for something we can't all agree on and get back to focusing on the real issues that face our community, funding basic services, especially schools. The streetcar is of far less importance than educating the next generation of citizens, our kids, and for my money, lets fulfill the promise that all of our citizens take great pride in, funding the best schools in the state!

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date Jan 31, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Peter Klaebe

Affiliation (if any) _____

Address (required) 5438 Tree St, Lake Oswego, OR 97035

E-mail (optional) pklaebe@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The options considered are not sufficiently long range looking. When planning for rail transportation, it should be done to separate the heavier than road traffic from the public roadway to provide for better safety and faster commute times. In addition, the streetcar as planned dead-ends in downtown Lake Oswego, which does not support a viable commute alternative for people not within easy walking distance, such as those residents at the other end of Lake Oswego (West Lake, Lake Grove, Bryant, Rosewood neighborhoods).

A bolder more forward looking approach would include not a streetcar, but a MAX-like extension of light rail through Lake Oswego, joining on the existing rail lines running along the north shore of the lake all the way to Tualatin. This would only be truly a viable transportation option if there were two sets of rail tracks running to Tualatin (to allow rail traffic to run in opposite directions at the same time), together with no rail crossings at street level. ie. All rail crossings would be by a bridge or a tunnel, so as not to delay commuters on the light rail, or those people traveling by car. In the second decade of the 21st century it is amazing to believe that Portland is planning transportation options that date back to the 1920s and consider this advanced! If the approach I have recommended were to be considered, then planning for a more comprehensive light rail transportation network would allow commuters to travel from Tualatin to Beaverton to Portland to Lake Oswego to Tualatin in a large circle without needing to switch to buses. This would truly give more options for those people who may not work in downtown and encourage a larger ridership than is projected. It would also allow ultimately for inter-city commuting with a high speed train between Portland and Eugene, with a stop in either Lake Oswego or Tualatin.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/4/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) David Koen and Carolyn Berns

Affiliation (if any)

Address (required) 102 NE Fargo St. Portland, OR 97212

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

We are in favor of the streetcar option. It will benefit the environment and the economy.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

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Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) candace kramer

Affiliation (if any) Windermere Realestate

Address (required) 1870 Twin Points rd

E-mail (optional) candace@candacekramer.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am currently a broker in Lake Oswego and have marketed 3 condo projects in lake oswego. Currently I am marketing the 555 condos project at 2nd and b ave, there are 30 units and across the street is the Stafford Commons condo project with 24 units. For the past 4 years i have sold property in downtown LO and ALL my clients want this streetcar project to move forward in fact it was one of the reasons they purchased their home. They are baby boomers downsizing and not needing two cars and wanting to stay independent and not move in retirement homes. Having this type of transportation is vital for the downtown businesses and entertainment. The tourist industry is important for out of towners to come and visit LO, shop, dine and visit our beautiful parks. They may even end up purchasing a home! I have a blog www.downsizemyspace.com taht discuess the important needs of the boomers and a central core downtown with smart efficient transportaion.

The fear factor should be dismissed since we have strong neighborhood assoictions, wonderful police department and and metro will also assist in well lighted protected stations.

I have traveled all over Europe by train and it was the best way to travel!

I believe metro is moving in the right direction with investing in rail rather than more buses.

Candace Kramer
top producing agent lake oswego office 2010 Windermere

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

From: Susanna Kuo [susannakuo@comcast.net]
Sent: Sunday, January 30, 2011 3:21 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar Comments

To whom it may concern:

We members of the Kuo family -- Frank, Susanna, and Emma -- are writing to express our support for the streetcar to Lake Oswego. Susanna's family has lived in Lake Oswego for 60 years and as long as she can remember, they have longed for the day when commuter rail service would be restored to Lake Oswego.

From 1914 to 1929, the Red Electric train provided quick and convenient transportation from Oswego to Portland, the kind of service residents of Beaverton and Gresham enjoy today on the MAX line. Susanna's father (former Lake Oswego mayor Herald Campbell) rode the Red Electric to Oswego as a youngster. The Red Electric was as crucial to the development of Oswego in the early 20th century as the streetcar is to its development in the 21st century.

The transportation corridor between Portland and Lake Oswego is severely limited by topography. Rail service is the obvious solution. Enhanced bus service will only aggravate the problem. Buses will be trapped in the same traffic congestion as cars. Moreover, buses create pollution and are more expensive to operate than the streetcar. Streetcars are cleaner and quieter than automobiles and buses.

We are confident that the streetcar will be just as safe as any other form of public transportation. The suggestion that it will be unsafe is a scare tactic raised by streetcar opponents.

We support a streetcar line that runs in the existing rail corridor and terminates near the site of the original Oswego Depot at the intersection of A Avenue and State Street. We are not in favor of running the streetcar in the congested traffic of Highway 43. And we are not in favor of the proposed depot in the Oswego Village Shopping Center. Extending the line to Albertson's adds to the cost of the project and will have a negative impact on the historic Sundleaf buildings on State Street and on Oswego's Old Town neighborhood.

Of the three options under consideration (no build, enhanced bus, and streetcar) only the streetcar offers a sustainable and long-term solution. Postponing streetcar construction will result in higher construction costs, not to mention increased air pollution and wasted fuel from drivers stuck in traffic. The rail corridor for the streetcar has already been purchased and federal dollars for the project are available now at a time when we desperately need the jobs. Waiting until traffic on Highway 43 reaches gridlock is not a responsible choice.

Yours sincerely,
Frank, Susanna, and Emma Kuo
15 Cellini Court
Lake Oswego, OR 97035

Lake Oswego to Portland Transit Project

Date

Draft Environmental Impact Statement and preliminary Section 4(f) assessment
comment

(Please print)

Name (required) Kathleen A. Lairson

Affiliation (if any)

Address (required) 6126 Irving St. West Linn, OR 97068

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning **Economic activity** Community Effects Public safety and security

Environmental impacts **Transportation** **Finance** Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other

Comment (use back or attach additional sheets if necessary)

I support the No-Build option because it is the only option that will be the best for public transportation from West Linn to Portland. The other options will add two transfers to the current transit route. Any time a transfer is introduced it increases the time for travel. Someone who is mobility challenged any transfer causes a problem.

Another concern is the cost. The benefits are not worth the cost of this project. It is time for the public sector to act more like the private sector when costing a project. No private company would ever take on this project, because it will never pay for itself. That fact that there is federal money does not make the project any more viable. Federal money just means it comes out of another of my pockets. Federal money should be used for projects that have greater benefit for more people.

It is time for regional and local governments to remember that we cannot keep spending without thinking about what we are doing to the financial future for our kids and grandkids.

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Date Dec. 3, 2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Gerard H. Langelier

Affiliation (if any)

Address (required) 11522 SW Riverwood Road, Portland, OR 97219

E-mail (optional) langeler@ovp.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Those of us who live to the east on SW Riverwood of where the proposed streetcar would run (about 40 homes) have grave concerns about the safety issues of potentially being cut off from emergency services in the event of a streetcar breakdown at or near the proposed Riverwood Rd. stop. This is not just an issue if the option is chosen to run the line up Riverwood to Rt. 43 and cut off access there. This is a serious problem in either chosen route. So far, I have seen nothing that addresses this public safety risk in any of the responses given in public hearings.

This is not a wild-eyed corner case. We all remember the streetcar breaking down in the South Waterfront and having to wait a week or more for parts to be flown in from Germany. Even tens of minutes could be life and death to the 40 families at risk in our community. A stuck streetcar can not easily be moved, while a bus can be towed with readily available equipment to allow emergency vehicle access if the bus stalled in a similar blocking situation.

Perhaps there are other areas within Metro where stalled streetcars or light rail trains have the potential to completely cut off neighborhoods from emergency services - where there is literally no other way around. But I am not aware of them.

Now add the option of potentially closing the Rt. 43 access from Riverwood, and you force something like 80 homes to rely only on the steep SW Military Road access to Rt. 43. As anyone who lives in the area can tell you, in snow or freezing rain, that last 50 yards is impassable. That can be true both ways, as vehicles heading down the hill (which could include emergency vehicles responding to a call) often head right to the ditch - even with chains on. We all use the Riverwood Rd. access to Rt. 43 in bad weather.

The street car alternative is simply not safe for the residents of the Riverwood Rd area. And there are other safety concerns, such as the fact that it takes almost 1/2 a football field to emergency stop a streetcar going 30mph. Yet the train would run so close to existing homes and yards (and potentially across driveways and front walks) that there is no way streetcar drivers will have adequate visual range to see a child or elderly person who ran/stepped out without noticing the oncoming train.

If you are serious about public safety, you will decide for the enhanced bus alternative - where none of these risks apply. If not, when the day comes (and it probably will) of a tragic event in the Riverwood Road area caused by the streetcar, we will be left to mourn the consequences, and you will have to live with your conscience.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: marcy lasley [awesumm97034@yahoo.com]
Sent: Monday, January 31, 2011 2:16 PM
To: Trans System Accounts
Subject: Streetcar extension/LO

I would like to express my opposition to the inane plan to "extend" a streetcar to and through Lake Oswego. It would be nothing but a huge disruption to the community, as well as being of very little reasonable benefit to the community, its residents or business.

Please keep Multnomah County/Metro disfunctional fiascos out of Lake Oswego!

Sincerely,

ML

Submit via e-mail

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Print



Date 1/26/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Grace LeChevallier

Affiliation (if any) _____

Address (required) 1570 Bonniebrae Dr. Lake Oswego, OR 97034

E-mail (optional) grace.lechevallier@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

This summer I participated in the Lake Oswego Buddy Walk with four adults with disabilities that I work with. Adam put a smile on the baker's face at St. Honoré when he told her what a great job she was doing. Marilyn's desire to introduce herself to everyone she met, was met with the hospitality of others to make Marilyn feel welcome. Erin's laughter filled Millennium Park and Joni used her friend sign to everyone she met. As we left to go back to Southeast Portland people stopped to thank me for bringing my friends to Lake Oswego to participate in the Buddy Walk. I am continually appreciative for the rich friendships I have with people with disabilities and was thankful to see that day that the community of Lake Oswego sees the gifts that people with disabilities can bring to a community.

The Lake Oswego to Portland Transit Project that would convert the old rail line into a Streetcar would provide accessibility for people with disabilities to be more active in the community of Lake Oswego.

While I appreciate the great service that Trimet Lift provides to the adults that I work with, I enjoy the opportunities that we have to ride other public transportation. Riding the MAX gives the larger community to interact with people with disabilities, supporting inclusion, the goal of the ADA, passed 20 years ago.

While our society have come a long way in including people with disabilities into our community, people with disabilities still live on the outskirts of society. I call on Lake Oswego to make our community an accessible city center for all to be welcome. Vote for the street car and provide transportation for people with disabilities living in and outside Lake Oswego to be welcome.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Rob LeChevallier [rlechevallier@msn.com]
Sent: Thursday, December 02, 2010 6:06 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Streecar Project

I am in favor of this project particularly since the existing Willamette Shore Line right a-way will be used for the federal match.

Lake Oswego has very poor public transportation access. I would like to see the streetcar extended in a second phase to the Marylhurst Campus.

The project will jumpstart development in the Foothills areas and make downtown Lake Oswego, a town center, more liveable and provide access to senior and disabled persons to the new OHSU medical center and to downtown Portland.

Rob LeChevallier
1570 Bonniebrae Drive
Lake Oswego, OR 97034

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

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Date 01/8/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Carolee Lee

Affiliation (if any) LO resident

Address (required) 850 Schukart Lane

E-mail (optional) caroleelee503@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The westend building has great potential and should be developed. Time to have a library, recreation center and community center that benefits everyone on both sides of the lake.

✂ Let's create a city that is a model for public transportation. My vote is for a street car. Buses are just a temporary solution and still add to traffic and pollution. ✂

The time to act is now as the costs will continue to escalate.

It is also important to consider how we expand affordable housing in LO to accommodate younger families and to keep prices affordable for boomers who want to downsize.

Great job on the foothills development and we should keep opening up pathways to connect LO and West Linn along the river.



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Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Moshin Lee

Affiliation (if any) _____

Address (required) 180 Middlecrest Road, Lake Oswego, OR 97034

E-mail (optional) moshinlee@alum.mit.edu

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I believe that the Lake Oswego - Portland streetcar project is of strategic importance to Lake Oswego. We are struggling and failing in LO to adequately fund our schools based on the state education funding mechanism. Only the streetcar project, amongst all the Highway 43 corridor projects considered, can motivate and serve high density mixed use development (including affordable housing) in the Foothills area. This will provide LO with a much needed increase in the number of students to be served by our public schools and therefore a larger slice of state education funding.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Pzacle@gmail.com [pzacle@gmail.com]
Sent: Saturday, January 29, 2011 10:03 AM
To: Trans System Accounts
Subject: Lake Oswego Street Car Citizen Input

I am a Lake Oswego homeowner who lives just south of the lake. Both my wife and I work in Portland in professional careers and each travel alone, two times each day, in our cars to work on Highway 43. I believe even slow infill development in Dunthorpe, Lake Oswego and West Linn will increase the population of people traveling on Highway 43 and will strain this important artery into the city. I believe it is prudent for the Portland and Lake Oswego communities to develop long term strategies to address this issue.

I am in favor of the development of the streetcar line.

I left work Thursday at 4:50 PM and it took 1 hour to travel the 9.5 miles from my work to my house. Traffic leaving the city onto the 43 is an unpleasant experience. Fortunately I am usually able to alter my travel time to avoid peak travel, but when it is unavoidable and I must leave at peak travel time, the trip is indeed unpleasant.

I believe a significant contributor to Highway 43 traffic are Metro buses. Highway 43 is a two lane highway. Buses stop dead in traffic ever quarter mile to on load and offload passengers. My commute time expands significantly when there is a bus somewhere in front of me. From a traffic point of view I see no value in adding more buses to the mix that will impede traffic even more frequently. From a rider standpoint I find buses unpleasant. The seats are tight, hard, and uncomfortable. The fumes are irritating. The stopping every quarter mile is unpleasant. It takes considerably more time to get where I need to go via bus. Standing on a bus, cramped, for an hour in peak stop and go traffic is awful. I would never give up the relative comfort of my own automobile to ride a bus, even though driving forces me to incur significantly higher costs to be comfortable.

There is much negative rhetoric in the Lake Oswego community about the cost of the streetcar program; especially how the proponents are intentionally misleading the public with cost and trend assumptions that are baseless or overly generous. I, like many, do not believe any of the projections or cost assumptions presented to support the plan.

That said, I support the street car program because I see it as a quality of life issue. It is an enhancement, a pleasant alternative, for those of us who would use it to commute to the city. I believe it will add value to our community, and it will relieve traffic on the 43. It will also provide the backbone for the kind of higher density growth both Lake Oswego and West Linn favor around its retail anchors. I believe if you build it the riders will come. I would encourage proponents and developers, however, to ground the projections and assumptions in a believable dissertation that does not seek to mislead a critical public.

Portland is the 10th major city in which I have lived. I have commuted in and out of New York, Chicago, San Francisco and Tokyo via some form of rail transportation. If the capacity fits ridership, it is a comfortable commuting option that can reduce stress and enhance one's life pursuits by providing quiet time between work and home to read, work, listen to music, watch a movie, or just look out the window. I miss that. I would use the streetcar regularly. That means you would get me out of my large SUV. The streetcar is the only alternative that would do that.

I plan to work for at least another 20 years, and look forward to a time when a street car commute would be possible.

Thank you for considering my comments.

Phil Lesch
17108 Chapin Way
Lake Oswego, OR 97034

January 3, 2011

**Lake Oswego to Portland Transit Project. Attention: Jamie Snook
Metro, 600 NE Grand Avenue, Portland, Oregon, 97232**

Our names are Derek and Lydia Lipman, home owners of 252 Stampher Road, Lake Oswego, Oregon 97034, where we have lived for over 30 years. We have been able to observe the growth and traffic patterns in our area over this period of time. In addition, Ms Lipman has served on the Community Advisory Committee which has afforded her access to the numerous documents and allowed participation in the many presentations and discussions pertaining to the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement of December 2010.

With reference to the DEIS, we offer the following observations as objections to the street-car alternative.

1) We are concerned that those presenting the DEIS are in most instances the same entities who purchased the Willamette Shore Right of Way. These participants and project proponents include Tri-County Metropolitan (TRI-MET) Transportation District of Oregon, Metro, City of Lake Oswego, City of Portland, Clackamas County, Multnomah County, Oregon Department of Transportation (ODOT), and Portland Street Car (PSI)

On Page 2-1 Chapter 2.1.1. A, the following details are stated regarding the Willamette Shore Right of Way:

“A CONSORTIUM FORMATION AND RIGHT OF WAY PURCHASE

In 1988, the Willamette Shore Line rail right of way was purchased from the Southern Pacific Railroad for approximately \$2 million by a consortium of local governments, which include METRO, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TRIMET, (title to right of way currently held by TriMet).

Knowing that HW 43 corridor is and will remain very constrained, the purchase was intended to preserve the right of way for future transit use.” (writers highlights)

As you will see, the entities preparing this DEIS are the same as those who purchased the Willamette Shore Right of Way with the express goal of using the railway right of way for transit.

We believe that many of the findings in the DEIS are skewed toward the streetcar to justify the original purchase of the Willamette Shore right of way. There is considerable bias towards the Street Car

alternative as a way of using this right of way. For example, on pages 3-17 to 3-20 the DEIS cites policies of the Regional Transportation Plan, Lake Oswego Comprehensive Plan, and Portland Transportation System Plan, the South Waterfront Plan and the Portland Streetcar System Concept Plan.

In this analysis, they identify those policies which give more weight to the streetcar system e.g. page 3-20, Objective A under TSP Policy 6.41, Southwest Transportation District states:

“Use the Willamette Shore Line right-of-way, the corridor identified in the Macadam Corridor Improvement Plan, or other alignment as appropriate to provide future streetcar commuter service or light rail in the Macadam corridor”

There are many other instances of this alleged conflict of interest and the desire to present the best possible scenarios in support of the street car. Some of these, are as follows:

Over-estimate of Ridership, Traffic Improvements and Travel Time

There is not enough density along the Macadam Corridor, now, or in the future to justify the costs of a street car. A cursory glance of the corridor map shows the limits to growth and density due to the barrier of the Willamette River on the east and the fact that the largest segment of the right of way passes through the lowest density single family areas – Dunthorpe and Birdshill – which have no capacity for development or increased density under current land-use plans. This corridor is "dumbbell shaped", serving the needs of only those to the furthest north and south of the corridor, with minimal benefits to those in between, who will have limited access to transit stops and stations.

The street-car will not serve the major population areas of Lake Oswego. The city's growth and development takes place approximately 5 – 8 miles west of the Street Car Right of Way Alignment in the Kruse Way Commercial Corridor, West Lake, and Lake Grove areas.

The reality of this area being the true core of a "downtown Lake Oswego" is evidenced by Lake Oswego's purchase of the West End building, which is located in this growth corridor, to serve as LO's administrative headquarters. This area is not referenced or included in the designs, maps or drawings.

The majority of Lake Oswego's inhabitants and those to the South in fast-growing West Linn and beyond, in Oregon City, will have no direct access to the Street Car. They will either have to drive 5 – 10 miles to the proposed Lake Oswego Park and Ride, scheduled to hold 400 cars, or catch a connecting bus to this facility. In addition, no feasible solution is offered to ease the gridlock along State Street, A and B Avenues in Lake Oswego, as an additional 400 cars attempt to park in the Albertson's parking garage.

The savings of travel time on the street car, compared with enhanced bus service – supposedly a savings of 7 minutes - does not take into account the above mentioned fact of Lake Oswego's population distribution.

Under-estimation of cost

Consider the following:

The DEIS optimistically projects that Federal Funds will provide 60% of the funds.

Recent experience with the Milwaukie Line shows a 50% match to be a more realistic number

The DEIS optimistically projects the Willamette Shore Line value between \$94.5 to \$97 million. This is based on an outdated appraisal, conducted a number of years ago, during the height of the real-estate bubble. There have been no updated or accurate appraisals ever since to reflect a more realistic valuation.

A 60-40 local match could bring the total to \$ 86 million; a 50-50 match could be as much as \$132 million. A lower value for the Willamete Shore Line could also negatively impact these numbers.

Page 3

The maths simply do not add up.....

Enhanced bus carries 9800 riders
Street Car estimates 11,500 riders

This represents a difference of 1700 riders.
Cost estimates per streetcar is \$248,000 per rider
Only 25% of the 1700 riders [425] are rush-hour commuters

Conclusion: \$992,000 per rush hour street car rider is too hefty a price to pay.....

The DEIS on pages 5 – 12 tries to identify local matching funds such as Urban Renewal, Local Improvement Districts, local share of payroll tax revenues and passenger revenues. However, in chapters 5:3 through 5:4 on pages 5 – 8 and 5 – 9 show the true story – the extremely large revenue shortfall for this project. Some other potential funding sources, as outlined on pages 5 -10 to 5-14, are speculative at best.

CONCLUSIONS

To sum up, the street-car alternative poses huge financial risks on local funding sources, diverting resources from other areas, including diversions from other critical transportation needs. The street car offers too little for too much.

A far better alternative would be to use the Willamette Shore Line Right of way for a Pedestrian and Bike path, opening up views of the Willamette River without impeding access, both physical and psychological, by creating a transit barrier to this critical resource.

A flexible bus system would logically provide for a cost -effective alternative to the street car, allowing for the controlled development and funding of the South Waterfront neighborhood, the Sellwood Bridge project, and allow the potential for the Foothills project and economic and job growth to develop over time.

\$485,000 is too much, too risky, too questionable unless we have a report that does not reflect a conflict of interest, and which is not blindly biased towards one solution at the expense of other affordable common sense alternatives.

From: Mike Litt [littm10@comcast.net]
Sent: Thursday, December 09, 2010 11:54 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Streetcar

Date

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (*required*) Michael Litt

Affiliation (if any) _____

Address (*required*) 92 Wheatherstone Place, Lake Oswego 97035

E-mail (optional) Littm10@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts Transportation Finance Alternatives and/or design options

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other

Comment (use back or attach additional sheets if necessary)

Having experienced gridlock on Rte. 43, I support the Lake Oswego to Portland Streetcar. By 2035, Metro predicts peak period traffic volumes on that road to increase by 40 to 99%, depending on location. The increased congestion will incur significant increases in fuel cost and greenhouse gas emissions and will degrade the quality of life for Lake Oswego commuters. Because, unlike the “enhanced bus,” the streetcar will not compete with car traffic for most of its route, its riders will find their commute times predictable and relatively stress free. Streetcar riders will also save a lot of money on fuel, depreciation and parking. Medical costs for the treatment of stomach ulcers will also be minimized. And they can read or use their laptops or cell phones while riding. As a former resident of a New York City suburb, I experienced the critical importance of rail-based mass transit to the quality of life in a large metropolitan area.

Metro estimates the total capital cost of the streetcar at 380-460 million dollars. Nearly 100 million dollars will be defrayed by the value of the Willamette Shore Line which is owned by Lake Oswego and which will be used as a local match for the Federal funds. Sixty percent of the capital cost will be available from the Federal Government, but only if we choose the streetcar as the preferred alternative. Some Lake Oswego City Councilors suggest that now is not the time for a streetcar. But we have a rather narrow window of opportunity during which those Federal funds will be available. If the streetcar is not supported by Lake Oswego, Federal funds will be used by other jurisdictions and the streetcar option will be dead for the foreseeable future.

Those who oppose the streetcar seem to have lost the vision of a better future, clinging instead to a narrow, shortsighted notion of self interest. For the sake of Lake Oswego’s future livability, I support the streetcar as the locally preferred alternative.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Lilly Logan [mslilly@nwlinc.com]
Sent: Monday, January 31, 2011 8:16 AM
To: Trans System Accounts
Subject: No LO street car

Sent from my iPhone

From: Samuel Lowry [samlowry44@hotmail.com]
Sent: Thursday, December 23, 2010 4:52 PM
To: Trans System Accounts
Subject: Lake Oswego Corridor Testimony

I strongly support investment in the rail-transit option as opposed to the enhanced-bus-service option for the Portland City Center-Lake Oswego corridor project now receiving public testimony. The ways that fixed-line transit spurs business and residential development in appropriate and vibrant ways is already being amply demonstrated on Interstate Avenue and elsewhere. My only strong concern would be that the line be built to operate at reasonably high speeds. At streetcar speeds, as opposed to light-rail speeds, the crucial target ridership, commuters, will be less inclined to ride. Thanks for the chance to comment. Sam Lowry, Portland.

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/29/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Karl MacNair

Affiliation (if any) _____

Address (required) 2811 NE Holman St

E-mail (optional) macnair.engineerd@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

This is a great project! I am so excited to be able to take the streetcar to Lake Oswego for dinner and a show at Lakewood Center for the Performing Arts.

Go transit!

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

**Comments on
Draft Environmental Impact Statement
Lake Oswego to Portland Transit Project**

A century ago local leaders established a trolley line along the west shoreline of the Willamette to move people between Oswego and Portland. As evidence that few things are truly new, Portland and Lake Oswego are again considering rail transportation along the west side of the Willamette. An extension of Portland's streetcar to the south Waterfront neighborhood has been posed as an alternative to enhanced buses along Highway 43 and to making no changes in the existing transit service between Portland and Lake Oswego.

I have been a resident of Lake Oswego since 2001 and resided in Portland for the 25 years before that. I regularly ride the #35 bus from my Lake Oswego home to downtown Portland. For a number of years I represented Oregon House District 38, which includes the portion of the transportation corridor in question from Texas Street on the north (in the Johns Landing area) to Marylhurst University on the south. I now serve on the Oregon Land Conservation and Development Commission ("LCDC"), which oversees Oregon's statewide land use planning system. As one of my LCDC responsibilities, I serve on its Transportation Subcommittee. I offer the comments below on the Draft Environmental Impact Statement ("DEIS") for the choice among the three alternatives for the Lake Oswego to Portland Transit Project. These comments reflect my own views and not any official position of LCDC.

1. Highway 43 Will Not be Widened

The current transit and main automobile connection to Portland for Lake Oswego and West Linn is Highway 43 (also known as Macadam Avenue and State Street in places). Portions of Highway 43 are four-lane. However, physical constraints narrow the highway to three lanes for substantial distances.

At points between Lake Oswego and Portland, Highway 43 is carved tightly into the uphill bank on the west side and comes close to the downhill drop-off on the east side. At other points it closely abuts residences in the Dunthorpe neighborhood. Any widening of Highway 43 would face extraordinary costs. It would also have serious impacts on the neighborhood through which it runs. Given the inevitable resistance to these costs and impacts, it is not realistic to expect Highway 43 to be widened to accommodate increases in automobile and bus traffic. These facts are set out in Section 1.4 of the DEIS, noting that roadway widening of Highway 43 has been ruled out in prior transportation studies.

The enhanced bus and no-build alternatives would continue to rely entirely on Highway 43 to move automobiles and transit riders between Lake Oswego and Portland. Because the capacity of Highway 43 will not expand, all increases in auto traffic and transit ridership attributable to population growth and development to the south must flow along the highway to reach the services provided in the central part of the metro area. If either the enhanced bus or no-build alternative is selected, the community will be forced to cope with the limited capacity of this highway.

2. Rail Line Adds Capacity

Past policy makers showed considerable foresight in retaining public ownership of the rail line between Lake Oswego and Portland. The line offers the opportunity for increased capacity in the corridor in the absence of any widening of Highway 43. Under the streetcar alternative, transit travel times will improve rather than worsen from the increasing congestion on the highway. Furthermore, buses will be removed from Highway 43, improving automobile travel times.

The relationship between the streetcar alternative and congestion on Highway 43 is discussed in Section 1.5 of the DEIS. The discussion notes the travel time reduction and operating efficiencies from having a separate right of way. However, the impact of removing buses from Highway 43 on automobile congestion is not discussed. Adding capacity with the streetcar alternative provides benefits not just to those who ride it. That additional capacity will also improve the flow of traffic on Highway 43.

3. State Climate Change Goals Require More Compact Development

In 2007 the Oregon legislature set ambitious goals for reduction in global greenhouse gas (“GHG”) emissions that contribute to climate change. The goals call for a reduction from Oregon’s 1990 levels of GHG emissions of 10 percent by 2020 and 75 percent by 2050. The LCDC is now focused on how to attain those goals, working with the Oregon Commission on Global Warming.

This work has determined that emissions from transportation, mainly the private automobile, are the source of 37 percent of carbon dioxide emissions in Oregon, the principal GHG by volume. In order to achieve the state goals for GHGs, the number of vehicle miles traveled per capita must be reduced. To accomplish that, development patterns must shift toward compact communities, served by transit, with access to many services by foot or bicycle. The Foothills neighborhood of Lake Oswego, lying between Highway 43 and the Willamette River, is a prime area for redevelopment as a compact community in which residents will be less automobile dependent.

Climate change is discussed in 3.11.3.4 of the DEIS, noting that emissions of carbon dioxide, the principal source of GHGs, are 23 percent lower with bus transit than single occupant vehicles (“SOVs”) and 62 percent lower with light rail than SOVs. Therefore, the information on climate change in the DEIS already supports the choice of the streetcar alternative over no-build or enhanced buses.

The DEIS also states that GHGs are a global challenge on which this individual project will have only a de minimis impact. While this statement is accurate as far as it goes, it disregards the role Oregon plays by showing leadership by example in finding solutions to a global problem. The community should choose the streetcar alternative because, in addition to other factors supporting it, that choice will help build public understanding of what is necessary to cope with climate change and show the way for other communities that are considering similar decisions.

4. Capacity of Highway 43 Constrains Foothills Development

LCDC maintains the Transportation Planning Rule (the “TPR”), an administrative rule codified at OAR 660, Division 12, requiring that local government plan amendments be reviewed by the Oregon Department of Transportation (“ODOT”) for their impact on the mobility standards of the Oregon Highway Plan. ODOT can block development that increases traffic on state highways.

Any redevelopment of the Foothills neighborhood will add traffic to Highway 43 unless new capacity is added outside the highway right of way. If Lake Oswego facilitates redevelopment by amending the city’s land use plan and ODOT concludes that the additional traffic generated would impair mobility on Highway 43, it could block the amendment under the TPR.

The streetcar provides an alternative transportation route for residents of a redeveloped Foothills neighborhood. By adding capacity off of Highway 43, the streetcar can help make redevelopment happen that the TPR otherwise might prevent.

5. Stafford Road Area Designated for Urbanization

Last year the Metro regional government, together with Multnomah, Clackamas, and Washington counties, designated “urban reserves” and “rural reserves” outside the metro area Urban Growth Boundary (“UGB”). In this process Metro and the counties designated the Stafford area south of Lake Oswego as an urban reserve. This means that within the 50 year time horizon covered by the process the Stafford area is expected to urbanize and will be given priority when the UGB is expanded. Since Stafford is closer to the center of the metro area than many other lands designated as urban reserves, it is likely to occur relatively earlier within that time horizon.

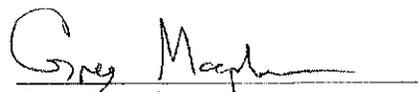
Challenges to the designation of urban and rural reserves came to the LCDC in October 2010, including challenges to the designation of the Stafford area. Because doing otherwise would have meant urbanizing more prime farm land in Washington County, LCDC upheld the Stafford designation. While many local residents (including this commenter) have misgivings about it, the reality is that the Stafford area is likely to be developed in coming years.

Transit service to Lake Oswego and West Linn now is provided primarily by line 35, running along Highway 43 all the way from South Waterfront to Oregon City. As Stafford develops, there will be a need for two bus lines south from Lake Oswego, one along Highway 43 and another on Stafford Road. This divergent development pattern calls for the higher capacity of the streetcar from Lake Oswego to Portland, with the two bus lines feeding into it.

6. Conclusions

All the considerations discussed above support the streetcar instead of the enhanced bus and no-build alternatives. Both the enhanced bus and no-build alternatives suffer from the limited capacity of Highway 43, which will not be widened. Only the streetcar alternative adds capacity to a corridor that will be increasingly pressured by development in Lake Oswego and

further south. Oregon has set ambitious goals for reductions in carbon dioxide and other gases contributing to climate change, which can only be achieved by redevelopment that generates lower vehicle miles traveled per capita. The Foothills neighborhood of Lake Oswego presents a prime opportunity, but without the streetcar its redevelopment is constrained by the limited capacity of Highway 43. As the Stafford area south of Lake Oswego urbanizes, the greater capacity of the streetcar is needed to accommodate passengers from multiple bus lines running further south.



Greg Macpherson
322 Second Street
Lake Oswego, OR 97034
(503) 294-9205

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2738
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Cindy Maddox

Affiliation (if any) LONAC, Waluga Neighborhood Vice-Chair

Address (required) 4735 Heritage Lane Lake Oswego, Oregon 97035

E-mail (optional) maddox4@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Dear Metro Councilors:

I am writing to you to express my opposition to the proposed streetcar project. I DO NOT support the extension of the streetcar to Lake Oswego. With the economic downturn I believe it isn't fiscally responsible to be constructing a streetcar line. I did attend the town hall hearing on Monday night and listened to the opponents and proponents. I believe that the mayor (and Lake Oswego city staff) and some of the city council support this project, while most of the citizens do not. This is not a time when Lake Oswego needs to be spending dollars when it has many other projects and needs (financial) in the city. I believe that those that support it do so that Foothills can be developed, using this as a carrot to entice developers. With the schools in need of money and interceptor project costing millions of dollars now is not the time for it. I do believe that the benefit the streetcar will bring is way overstated/overrated. It WILL NEVER support itself as it will never have the ridership. The fact that it stops at LO is another flaw in this project. As a Lake Grove resident it is much easier for me to go to the Tualatin Park and Ride. There is terrible Tri-Met service in LO. I cannot get from my neighborhood to downtown LO or downtown Portland on the weekend via public transportation. I would have to drive my car to a stop in downtown Lake Oswego or go to Tigard. I object to proponents who say, well if we don't get the dollars someone else will. Shame on the them and the government for giving money it doesn't have. I could say more, but will stop for now.

Thank you for allowing me to express my opinion about this unnecessary project.
 Regards,
 Cindy Maddox

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
 Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: William M. Maginnis [WMaginnis@maginnis-carey.com]
Sent: Wednesday, December 01, 2010 1:22 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

Ladies and Gentlemen:

In all the information I have read about the streetcar project, I have not heard of the idea of beginning it at one of the Milwaukie stations of the MAX line which have already been planned and approved. The MAX from Portland to Milwaukie will travel much faster than a streetcar ever could through Dunthorpe. It is less than one mile from either of the stations in Milwaukie to the Foothills District of Lake Oswego. The line could parallel the railroad bridge across the river with a bridge of similar height. The bridge could also allow bicycle and pedestrian traffic between Milwaukie and Lake Oswego. I believe that the cost to build a bridge across the river would be less than the cost to rehabilitate the 6 miles of track (single line) and build a second track from Lake Oswego to Portland through Dunthorpe. The service would be faster and would have the added benefit of increasing accessibility between Lake Oswego and Milwaukie. Please consider my suggestion.

William M. Maginnis, CPA
Maginnis & Carey LLP
220 NW Second Ave., Suite 1000
Portland, Or 97209-3971
(503) 227-0519
wmaginnis@maginnis-carey.com



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (*required*) Leslie Mahler

Affiliation (if any) _____

Address (*required*) 11445 SW Riverwood Rd, Portland 97219

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts and/or design options Transportation Finance Alternatives

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

My families house is 10 feet from the trolley tracks, so this decision greatly effects the quality of life for us as well as possible structure damage that could be done to our home during any construction.

I am opposed to the street car coming through for many reasons. First, I truly feel not enough people will actually utilize this route to make it a worthwhile project for the amount of money that it is projected to cost. I have read that federal funding is available but where is the local funding coming from? How are people and most especially businesses supposed to be able to carry this financial strain in such tough economic times?

Secondly, it is stated in the environmental impact statement that no "known" eagle nests are within a quarter of a mile of the tracks. This is wrong! For the past 3 years we have had a mating pair of bald eagles living in a tree on the other side of the tracks from our house. They are close to the tracks! We have many deer, turkeys, chinese pheasant, hawks and many osprey in our neighborhood. The street car would greatly threaten this beautiful wildlife in our neighborhood.

Thirdly, I am very worried about there possibly being a stop on Riverwood Road. We already have a very narrow road and with the added burden of permit street parking for outsiders it will become very dangerous for cars and most especially for the many children of our street. This is also a dangerous problem for emergency vehicles trying to come down our road.

Please do not bring this street car right past my house!

Leslie Mahler

From: Mark Mahler [memahler@comcast.net]
Sent: Monday, January 31, 2011 10:34 PM
To: Trans System Accounts
Subject: NO Lake Oswego Streetcar

America, Her Ideals And Her Symbol-Ignored

I request that the streetcar not be extended into Lake Oswego. If forced to choose an alternative, I select No Build. With all of the transportation and financial issues we have in the region, let alone our country, I simply cannot see how we can justify the tremendous cost of this project which would aid so few people. There is so much need for these funds beyond the scope of transportation. Not all of the alternatives are on the table here, e.g. Lake Oswego congestion or highway improvements. Only the ones preferred by the government consortium. Of course, my home is next to the Willamette Shore Line in the Riverdale area and I believe a streetcar would be a tremendous loss to our community. And if that isn't enough, the DEIS has missed the fact that a very important and threatened species nests very near the tracks which will be a great loss for our community and our nation if this streetcar is forced through our neighborhood.

Take a drive around any freeway on most American Freeways at rush hour. It is clear that millions of travelers are negatively impacted by traffic congestion every work day of the year wasting billions in energy costs and lost productivity. Of course, commuters using Hwy 43 at these hours may also be inconvenienced by congestion, but it doesn't occur every workday, and at different hours depending most likely on how congested traffic is in downtown Lake Oswego. Even in our humble region of Portland/Vancouver, I would estimate the number of travelers who will benefit from the streetcar is a fraction of a fraction of one percent. What makes Lake Oswego so important as to deserve this huge chunk of my tax dollars? I believe that the tremendous sum of money estimated for the streetcar should be used for something where it can do the most good for the most people.

I have a B.S. in Geography from Portland State University. I have studied transportation issues from some of the regions' experts in the field. But I don't believe it takes any degree to see that the real issue is with the traffic lights in Lake Oswego. Why isn't one of the alternatives a highway bypass of Lake Oswego? That would solve the problem of traffic congestion. Perhaps Hwy 43 should be widened, but that would not help the problem as long as the bottleneck of Lake Oswego exists. Get traffic flowing through Lake Oswego and widening Hwy 43 would not be necessary; enhanced bus would not be necessary; and a half billion dollar streetcar would not be necessary. The bypass can be built for a fraction of the cost of the streetcar.

My family, including two small children, lives next to the proposed route for the streetcar. I will stop at nothing to ensure my family is kept safe. I must resist the installation of the streetcar through my neighborhood mainly for safety reasons. According to a Security Expert who is uniquely familiar with this neighborhood and is well aware of the dangers of Tri Met, our neighborhood could suffer greatly from the introduction of streetcar service here. It is well documented how crime follows Tri Met wherever it goes. Even without a station, platform or stop in this area, I cringe to think about all of the eyes peering out of the windows of the streetcar at my property or people therein. Riverwood Rd. is passed by so many people yet most have no idea our neighborhood exists. That is one reason why we enjoy a relatively low crime rate. If a stop is provided to anyone on Riverwood Road, I will most likely be forced to move from the area since I will not be forced to live in a fortress. As a matter of fact, please keep my contact information on file. If the streetcar goes through, I may offer to sell my property to the consortium for a Park N Ride.

Parking. If a stop is offered in my neighborhood, what will stop riders from parking their cars on the road? As it is, negotiating our narrow, winding road can be challenging, made even more difficult with each parked car. Allowing outsiders to park on our road will prove to be disastrous for this neighborhood. It will greatly reduce our quality of life, increase carbon emissions due to idling while waiting for a turn from oncoming traffic to pass parked cars, and will make transit by emergency vehicles that much more difficult if not impossible at times.

I understand that a closure of Riverwood Rd. may be in the works, meaning that our neighborhood will have only one road on which to enter or leave. This will not only make living here much less convenient, but is another major safety concern which I have. Someday there may be a wildfire here, or a flood, or a landslide, but I promise this: there will be an earthquake here. It may not occur for many decades, maybe even centuries, maybe next week, but it will occur and the residents may be trapped with their only exit blocked. This, of course, also means that emergency vehicles will be blocked from getting in. Furthermore, when there is a snow event here, only the unwise use Military Rd. It is so steep that Riverwood is the only safe alternative. During the pre-Christmas snowfall of 2008, I personally pulled 5 vehicles out of ditches on the short stretch of Military Rd. east of Hwy 43. There were three large ODOT trucks and two wreckers called in

to extract one ODOT truck as well. There were, however, no known incidents on Riverwood Rd. A long queue of West-facing vehicles on Military Rd. at 43 will result in more carbon emissions from idling vehicles. It also takes more fuel to power the vehicle up that hill. It will also necessitate longer red lights for vehicles on Hwy 43, adding even more carbon, and causing even more back ups and congestion on Hwy 43.

I have many environmental concerns about the streetcar project. There is noise pollution, light pollution, electricity use most likely provided by a coal fired power plant, construction in a riparian zone, sediment runoff, the disturbance and disposal of creosote soaked railroad ties, etc. Perhaps my greatest concern is with a pair of Bald Eagles which have been nesting for several years in a single tree very near the project area. I am reluctant to say exactly where, for I fear someone could cause them harm. After all, then the streetcar can go through. According to the DEIS page 3-124: **"Of the avian species identified, both peregrine falcon and bald eagle have nested in the project vicinity, though documented nests occur outside the quarter-mile threshold for noise disturbance resulting in take..."** Suffice it to say, their home is well within the quarter mile study area. I can document it for the consortium or I would, of course, be happy to show a qualified wildlife official the exact location of the nest so that this nesting pair can be identified and protected from the streetcar. What's most disturbing about this is that this species was missed by the wildlife survey required through the DEIS. It's a pair of Bald Eagles. Our nations' symbol was overlooked, you know, the really big, noisy bird with the white head and tail? A species barely back from the brink of extinction and still listed as threatened. What else was overlooked that isn't nearly as conspicuous? I can say for a fact Band Tailed Pigeons were overlooked also, and they're quite conspicuous as well.

I ask you, please, do not waste our precious resources on this streetcar to nowhere project. It is absurdly expensive and it's only benefit will be to a select few for convenience, and to enrich those who own or lease commercial property along or at either end of the route. If we must spend that kind of money on moving people, then let's move lots of people, better yet, let's use the money on schools, or enhancing/ saving natural habitat, or curing cancer... If this is really a project to reduce congestion on Hwy 43, reconfigure the Hwy around Lake Oswego for that's what's causing the South bound backups. I bought a house next to railroad tracks, freight tracks. I would much prefer freight trains than streetcars dropping off strangers and possible criminals in my neighborhood.

Throughout this streetcar process, I have heard many rumors and much speculation. Unfortunately, when I ask for answers from consortium officials I am usually told "I don't know," or "I am not allowed to say..." If these officials are instructed not to tell me what they know, then I cannot trust them or their superiors. They are hiding the truth. It makes me feel misled, as if I'm being tricked. And if those charged with surveying the environment cannot identify a pair of Bald Eagles or Band Tailed Pigeons well within the study boundaries, then the entire process must be flawed.

This streetcar project has ignored the fundamentals of American ideals, wastes hard working Americans' tax dollars and has turned it's back on our nations proudest and most precious symbol, and not one shovel of dirt has been moved nor one spike been driven.

Mark Mahler
11445 SW Riverwood Rd.
Portland, OR 97219
memahler@comcast.net

From: Richard Marantz [richamar@easystreet.net]
Sent: Friday, January 28, 2011 10:18 AM
To: Trans System Accounts
Subject: Comment on DEIS-- Lake Oswego to Portland Tansit Project

1. Concerning street car alternatives, I support the Macadam in street alternatives for segment 3. I do not support any street car south of a minimally operable segment terminating either at Carolina, Nebraska or the Sellwood bridge. The cost of the southern segment does not justify the benefits, and is not a good expenditure of limited regional transportation funding.
2. I consider the optimal use of the Willamette Shoreline right of way in the segment from the Sellwood Bridge to Lake Oswego is as a multi use trail without rail.
3. I support enhanced bus service from Lake Oswego to Portland (over no build) only if it is evaluated against other improvements to the bus system and is found to be of high value in terms of increased ridership, reduced congestion and reduced vehicle emissions when compared to other bus projects in the region.
4. I believe that the best route for any public rail transportation from Lake Oswego north, should cross the Willamette River on either the the current Portland and Western rail bridge or over a new rail bridge built near Lake Oswego and tie into the Milwaukie light rail.

Richard Marantz
11941 S.W. 25th Ave.
Portland, OR., 97219

From: marlaf5@comcast.net
Sent: Thursday, January 27, 2011 8:29 AM
To: Trans System Accounts
Subject: steetcar

Please vote for the Macadam alternative.
Thank You.

Dorothy Martin
17480 Holy Names Drive #414
Lake Oswego, OR 97034

503-675-5396

January 18, 2011

To members of the Lake Oswego Portland Transit Project

Following are my thoughts for consideration concerning development of a streetcar line along the waterfront to link with the Portland streetcars.

Official and informal expressions of ideas about future transportation needs reveal the complexity of a problem to be solved. My husband and I are frequent users of the bus and streetcar between home and downtown Portland and we always take Max to and from the airport. We've sat in traffic creeping along Highway 43 during commute hours and when there have been tie-ups on I-5 or 205. With the projected increase in population during the coming years, we recognize that decisions about meeting future needs for better transportation need be made now.

Ignoring a future transportation problem won't make it go away; it will just make it worse. As the population in this area increases, residential and commercial development will be affected by the availability of public transportation. Just as our outstanding Lake Oswego schools attract new residents, availability of outstanding public transportation will attract new residents and commercial developers, as exemplified by the Kruse Way area in recent years. Widening Highway 43 is not possible in the section between Lake Oswego and the Sellwood Bridge. Enhanced buses would add to the congestion when accidents on Highway 43, I-5 or 205 occur. It is also predicted that over time, buses would be much more costly to maintain than streetcars

Development of the streetcar line between Lake Oswego and Portland offers the best solution. The railroad land paralleling Highway 43 is already owned by the state for development of public transportation. Federal funds and regional resources are currently available. Our Lake Oswego costs are a small percentage of the total costs. We don't know what funding will be available in the future as residential and business areas develop to the south of us along the 205 corridor. Now is the time for us to take action.

Thank you for your interest in my letter and for your attention to this project.



Dorothy Martin
17480 Holy Names Drive #414
Lake Oswego, OR 97034
503-675-5396



The projected rail line between Lake Oswego and Portland appears to be the most expensive of three options described in the recent Draft Environmental Impact Statement (DEIS). This relative expense is deceptive and only true if one considers the issues from a narrow perspective. Only the initial cost of building the system is more expensive. Rail transportation once built, is cheaper to run with a cost per rider approximately half that of bus transportation. The more the rail is used, the more efficient it becomes. The DEIS analysis projected the cost to operate the rail system each year will be \$1.54 million less than an expanded bus service. It is likely these costs are predicated on a stable and low price of oil which was not specified, but as the price of oil rises in the decades ahead our autos and buses will become prohibitively more expensive to operate.

The cost to build the rail system seems expensive in part because of the options selected. The remaining "Right of Way" costs along the rail path are strikingly at \$76-107 million, and represent a very substantial part (26%) of the entire project. This includes additional right of way around each of 10 stations planned for 6 miles of rail line. This is probably more stations than necessary. We also need only six rail cars to get started, not 11 used in the cost calculations, according to the Oregonian's Steve Duin.

Most of the financing will come from federal dollars. The money this will bring into our community is very large, approximately \$228 to 275 million, as estimated in the DEIS review. Only \$32.9 to 59.9 million needs to come from local revenue. Lake Oswego's share of this local revenue number is predicted to be about 20%. Even this may still seem a lot of money but is it really that much compared to the problem? The DEIS document only looks at short time, 25 years, and a small segment of the Portland community. If amortized beyond 2035, the total cost is more favorable. Their narrow viewpoint is a critical deception.

Portland is growing rapidly along the corridor between Portland and Lake Oswego. And while the Portland area as a whole is projected to grow 58% between 2005 and 2035, the corridor along the rail line will grow at twice this rate, 113%, regardless of any congestion from inadequate transportation. Highway 43 is a bottleneck now from heavy use and this inevitable growth will severely impact both commute times and quality of life for the whole area. Inadequate transportation will not limit or even retard this growth. If you do not like the present congestion, you will deplore the future. Only rail provides a workable alternative to stifling road traffic.

We also need to expand our vision beyond the communities directly along the rail line. Southeast of Lake Oswego lies West Linn and Oregon City, while southwest is the city of Tualatin. The transportation needs of these communities impact the whole region and will turn critical in the future. All future road traffic into Portland from West Linn will flow through Lake Oswego via highway 43 as will any development along Stafford Road between Lake Oswego and Tualatin. If we do not develop rail connections to the south of Portland now, while we have an opportunity, it will only become increasingly expensive to accomplish in the future. This is a critical juncture for our community. If we do not make a truly comprehensive assessment, we risk being penny wise and very pound foolish.

William Mathers

717 8th Street, Lake Oswego, OR

Comment - DEIS Lake Oswego to Portland Transit Project

Win McCormack. 11878 SW Riverwood Rd. Portland, OR 97219

Regarding the proposed Lake Oswego to Portland Streetcar Transit project, the DEIS is woefully inadequate in addressing both the environmental impacts and the resulting costs. The DEIS falls short as it attempts to gloss over the impacts of building the infra structure for the streetcar and attempts to justify building such a transit system over two major fault lines.

First, Section 3.7-3 raises the issue, but inadequately addresses concerns such as the costs and impacts of removing 76,200 cubic yards of excavated material for the streetcar option.

Secondly, it is important to calculate what would be the additional costs of the 45,000 cubic yards expected to be used as "fill"

This same section 3.7-3 raises, but does not address the transportation impacts during the 24 months of construction. How many trucks will be required, at what cost and which part of Hwy 43 will be impacted.

There are many questions about air quality impacts during the construction phase that need to be addressed with greater clarity.

The DEIS states that it will take 11.2 million gallons of gasoline for construction of the streetcar and an additional 140,000 gallons of gasoline for maintenance yards. So to build the streetcar will take 11.34 million gallons of gasoline. The Table 3.16-4 shows this to be ten times the impact of the enhanced bus option. Table 3.12-3 discusses the annual reduction in fuel of operating the streetcar versus the enhanced bus - 66,400 gallons at best. So if you take the 11.34 million gallons of gasoline needed to construct the streetcar and the 66,400 gallons of gasoline per year the streetcar is purportedly going to save it will take 170 years to realize fuel consumption savings.

A full explanation is needed for why this streetcar project is a smart energy play for the communities.

A much fuller explanation is needed for why consultants are intentionally routing the streetcar over significant fault lines.

A far fuller explanation is needed on the costs of further detailed geological studies in the hazardous areas.

The DEIS is seriously inadequate in details. It is a marketing tool for the streetcar and cannot be viewed as a serious and detailed analysis of transit options upon which the communities affected can make informed decisions.

From: Johanna McCormick [annahjmc@gmail.com]
Sent: Friday, January 28, 2011 10:55 AM
To: Trans System Accounts
Cc: Liz Hartman
Subject: Lake Oswego Trolley Question

When I first moved to Lake Oswego in 2007, I embraced the idea of the Trolley. But since then I have refined my understanding of the situation.

I believe in widespread, integrated public transportation (think Chicago or New York City). These cities are proof that people do indeed fully use public transportation when it gets them where they need to go within a reasonable timeframe and cost. And for that to happen you need a vast commitment of capital, such as I fear we are not ready to make, though I am all for it.

But if you only build a slice of it (i.e., the Trolley), I fear it will make no discernible difference and only be used to line a few pockets and offer an example of failure to those who will always oppose building the necessary infrastructure.

Others just want to carve out some funds here and there, now and then. But that would be like only constructing first base, yet accusing people of rejecting baseball when sufficient numbers don't show up to play.

I would sooner spend far, far, far more than the Trolley is currently predicted to cost if it would ensure that we are taking a step toward a thoughtful, state-of-the-art, fully integrated mass transit system throughout the entire metro area. Because I firmly believe that "if you build it, they will come."

But until you complete that fully integrated system, you have to be prepared for dismal ridership. And so I'm willing to put up with that and not call it a boondoggle if the Trolley is truly part of a thoughtful, fully integrated, widespread, sufficiently funded grand plan. But until I see such a plan for mass transit in the TriMet area that services citizens as fully as they are serviced in exemplar cities, then I agree that the Trolley is a weak, isolated, idea. A boondoggle.

Which is it?

Regards,
Johanna McCormick
2165 Glenmorrie Drive
Lake Oswego OR 97034

From: Lomac98@aol.com
Sent: Tuesday, February 01, 2011 10:28 AM
To: Trans System Accounts
Subject: stoplostreetcar@aol.com

Please Disregard any movements toward implementation of the "Street Car" debacle !!! It Will be a Financial Burden, funds are needed elsewhere for more important projects, will not relieve traffic congestion on Hwy 43. The "scene" in Lake Oswego is just fine, NO tinkering, Thank you Warren Mckinney lomac98@aol.com

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2738
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12 January 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Dawn Heather McLean

Affiliation (if any)

Address (required) 5620 SW Riverside Lane #4 ; Portland, OR 97234

E-mail (optional) river.gardener@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I have owned a river view ground level unit at Willamette Shores where the trestle crossing is since 2004. Having a river and Ross Island view, peace and quiet, hummingbird and eagle sightings on a regular basis contribute to an aesthetic that I value and greatly appreciate. Easy access to beautiful park and river walks, boating, paddling make the property valuable to me for quality-of-life reasons. I am grateful for the natural beauty of the location so close to amenities of a city. This is an area I value for slowing down and smelling the roses and the madrone, feeling the sand between my toes, sniffing the windblown air, gazing upon Mt. Hood and Ross Island, paddling without even getting into a car, picking blackberries in August, and disconnecting from the urban hustle and bustle.

I was a volunteer gardener at the Good Sam Healing garden in 2008 and a horticultural therapy student before that and used the streetcar to get to the garden on a regular basis. I loved using that form of transportation and look forward to the possibility of having it become more accessible to my front door where I would welcome accessing the streetcar. Our backyards are considered private and in making them public as the Willamette Shore Line design option would do, one loses a necessary sanctuary to recover to face the next urban day. Please don't choose that.

I support the Macadam In-Street or the Additional Lane Design options, in the interests of protecting the sanctuary of a residential setting, peace and quiet, and a sense of community. I encourage the decision to bring the streetcar to the business district already in existence along Macadam in John's Landing.

Please support 3b. or 3c design options.

Signed,
Dawn H. McLean



For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date February 3, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Gregory McMurray

Affiliation (if any) _____

Address (required) 4745 Oakridge Road, Lake Oswego, OR 97035

E-mail (optional) chorusrana@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Simply put, I support the Portland - Lake Oswego streetcar project. Why? This country is struggling with infrastructure decline, and rail lines are high on the list. We've just put rails back into the downtown grid. Any realistic vision of the future will trend towards less automobile traffic and towards more public transportation. The Portland - Lake Oswego rail line is already in place - let's use it!

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: McNeil, Daniel [Daniel.McNeil@bullivant.com]
Sent: Tuesday, January 25, 2011 2:51 PM
To: Trans System Accounts
Subject: Portland - Lake Oswego Street Car Proposal

Dear Sir/Madame,

I live in Northwest Portland and work in downtown Portland. My neighborhood is serviced by the NW Northrup streetcar line. In my view, the streetcar is a significant enhancement to my neighborhood, and to the downtown area as well.

I have followed the evolution of the proposed Lake Oswego line since Southern Pacific Railroad abandoned that line in the early 1980s. I thought the acquisition of that line shortly thereafter by Portland and other related municipal entities was far an astute and far-sighted decision. I still have that view.

I am strongly in favor of the proposed Portland-Lake Oswego streetcar line and link. Since the right of way has already been acquired, the cost of proceeding is relatively inexpensive, and it will never be less expensive to build in the future. That reality also causes me to oppose the idea of acquiring an alternate right of way for the line because doing so would add significant and duplicative costs to the project.

Finally, riding a streetcar on a dedicated line away from Hwy 43 and Macadam Blvd would be a much more pleasant experience than riding a bus on the same (already crowded) streets.

Portland and Lake Oswego residents would benefit from this link for the next 50 years or more. In my opinion, it would be unwise and short-sighted not to proceed with the project.

Daniel F. McNeil

Portland, Oregon

mail.bullivant.com made the following annotations

Please be advised that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended to be used by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.

From: elynor mcpeak [elliemcpeak@comcast.net]
Sent: Saturday, January 08, 2011 1:33 PM
To: Trans System Accounts
Subject: Transit Project Public Comment

I support the streetcar alternative for the following reasons:

1. The most important reason is that selecting the streetcar alternative will best improve transportation in the corridor. Enhance bus is superior to no-build, but it does not result in as much ridership as the streetcar. Streetcar is the only way to increase capacity in the corridor, because it will add a “lane,“ the use of the rail line for streetcar travel, while there is no acceptable way to increase the capacity of Hwy 43 in that area. Without additional lanes on Hwy 43, auto and bus will be in more and more congestion as time goes by. Streetcar adds an efficient option for travel between Lake Oswego and all the destinations now served by the Portland Streetcar.
2. There are community benefits to the streetcar alternative. It will lead to more use of public transportation, which has proven health impacts. It will help the redevelopment of the Foothills area in Lake Oswego, which will provide additional housing in a mix that will attract both younger and older citizens, freeing up larger homes in the city for families with children. Presently, seniors have nowhere to go if they want to downsize without leaving town. Streetcar will also result in attractive retail in the Old Town neighborhood, enhancing property values and the quality of life there. Another benefit to the community is the ability to switch from the use of the automobile and its dependence on foreign oil and the pollution that results from that use.
3. Opponents of streetcar have never made the case that public safety will be diminished if we have a streetcar. The Lake Oswego police chief does not agree with that claim. He anticipates that the community in Lake Oswego will establish and maintain a safe environment at streetcar stops and at the park & rides.
4. Economic activity is always improved at streetcar stops. For Lake Oswego, this will be true first in Foothills and in Old Town, but those prosperous areas will lead to more revenues for the city and higher property values elsewhere. Estimates of economic growth if Foothills redevelops are around \$1billion.
5. The major problem area is the cost of streetcar. But in exchange for a higher capital cost, 60% of which may be born by the federal government, we will have a long term piece of infrastructure whose per trip cost will continue to fall as use increases, and continues to increase, over time. Many costs of both auto and bus transportation aren't counted in the comparison: what does a family pay to own and use a second (or third or fourth) car? What is the cost of maintaining our roads, which will have less use and less maintenance needs if travelers switch to the streetcar? How much of the total costs of the streetcar is already paid by our ownership of the Willamette Shore Line? Including it as a cost is legitimate, but it is a cost we have already paid for. How much of the cost is represented by streetcars we'll purchase years from now, when ridership does increase and more capacity is needed? Every year, the cost of operating the streetcar will be about half as much as operating the enhanced bus alternative. Over 25 years, that is a substantial amount of saved money.

A choice of the streetcar now allows us to go forward through additional engineering and the FEIS process, where we will learn more about the actual costs of the chosen design alternative and the LID and SDC tools available to help pay for the local match. If we find the outcomes are disappointing, we can cease the process, but we must pursue it through the next stage. To do otherwise would be an unconscionable waste of this special opportunity. I urge the selection of the streetcar alternative.

Ellie McPeak
123 Furnace St.
Lake Oswego OR 97034

L. 11. 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

MERRILL McPEAK

Affiliation (if any)

Address (required)

123 FURNACE ST LAKE OSWEGO OR

E-mail (optional)

mamepeak@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|---|---|---|
| <input checked="" type="checkbox"/> Land use and planning | <input checked="" type="checkbox"/> Economic activity | <input checked="" type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input checked="" type="checkbox"/> Environmental impacts | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____ | | |

Comment (use back or attach additional sheets if necessary)

I STRONGLY SUPPORT THE STREETCAR
BECAUSE:

1) IT WILL BE THE CENTERPIECE
OF CONTINUED MODERNIZATION AND
ECONOMIC DEVELOPMENT ALONG THE
ROUTE, ESPECIALLY IN LAKE OSWEGO.

2) IT IS THE ONLY PRACTICAL WAY
TO IMPROVE TRANSPORTATION INFRASTRUCTURE
ALONG HWY 43.

3) IT'S ENVIRONMENTAL IMPACT
IS QUITE POSITIVE.

4) IT IS AFFORDABLE, WHEN ALL
COSTS AND FUNDING SOURCES ARE WEIGHED.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

From: MICHELLE MEHRABI [michellemehrabi@msn.com]
Sent: Monday, January 31, 2011 4:12 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar Citizen Comment

January 24th, 2011

Dear Elected Officials,

My husband and I live on SW Midvale Rd off Highway 43 in the Birdshill neighborhood. We moved here in 2005 with the plan of starting a family. What drew us to this neighborhood is the Lake Oswego Schools. With the severe economic downturn, we are astonished that there is discussion recently of closing 3 elementary schools, and possibly combining middle schools and high schools. Yet, Lake Oswego Mayor Jack Hoffman, select Lake Oswego City Council Members, and many in the county, state, and Metro continue to promote a half-billion dollar Streetcar project?

This Streetcar project is expected to cost up to \$460 million dollars (future 2017 dollars). I keep hearing by law "we can't use money from "budget A or B" for the school budget. I keep hearing that "if we don't take the federal money, somebody else will". But does that mean we have to take it and spend it??

Oregon is facing over a \$3.0 billion dollar general fund deficit. Our country is 14 trillion dollars in debt. We do not know how long and how bad the economy is going to get. What are our priorities? Is a transportation project more important than educating our children and providing public safety? How is our local governments going to pay for this? And what budget is the money going to be taken from? The money has to come from somewhere.

We have entered a new, very uncertain time in our state and country. We are asking our elected officials to put the brakes on spending projects that are not a necessity right now. We must prioritize better. Our family is not spending like we used to. We have adjusted our lifestyles. We are saving more because we are uncertain at what the future holds.

My husband and I have always tried to stay informed at how our taxpayer money is being spent. It seems our elected officials from local to the national levels are not adjusting their spending habits as our family has. This is unacceptable to us. What kind of debt-ridden future do our children have to endure?

We are asking to put a stop to the Lake Oswego Streetcar and focus our energy and resources on educating our children.

Thank you,
Michelle and Amir Mehrabi
1750 SW Midvale Rd
Portland, OR 97219

—Original Message—

From: John Metcalf <john.metcalf@brookwater.net>

To: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Sat, Jan 22, 2011 11:53 am

Subject: Let's be Fiscally responsible

It's absurd to consider approving the streetcar project. The city government has been wildly irresponsible with our tax dollars. We all know the list—Safeco Building purchase, etc. I actually heard Mayor Jack Hoffman boast about the huge dollars that Lake Oswego, a town of about 36,000 residents, recently has spent, has approved to spend, and is proposing to spend. I also heard him reference that "Obama money" would be paying for some of the proposed street car project. I thought to myself, this Obama guy must have a lot of money. But of course, Obama has NO MONEY, only future financial burdens to add onto the backs of current taxpayers and our children. This is idiotic to think this way. Stop this madness.

John

John Metcalf

11609 SW Military Road
Portland, OR 97219
john.metcalf@brookwater.net
Home: 503-697-4621
Cell: 503-784-9557

From: Maja Meyer [majarow@comcast.net]
Sent: Monday, January 31, 2011 7:01 PM
To: Trans System Accounts
Subject: no Streetcar!

. The anticipated cost is \$450 million dollars. Seems like we wouldn't even need more reasons than that not to build six miles of track.

2. It is not anticipated to materially reduce traffic on Hwy 43. Metro's own study (which I assume is optimistic) shows that the Streetcar would reduce rush hour traffic by 100 cars in 2035. That's \$450 million to reduce 100 cars during the busiest hour of the day.
3. They would build commuter parking garages in downtown LO which would make traffic worse there.
4. The Streetcar is not fast. The most likely route would go into the street on Macadam through John's landing which means it would move no faster than traffic.
5. It goes to the wrong place downtown. It goes up by PSU instead of the to bus mall where people who use public transit make connections.
6. It doesn't go to West Linn, so anyone commuting from West Linn will have to transfer and their commute will be longer than it is now.
7. If the price of gas goes up dramatically as many people are predicting, that alone will force many people out of their cars and into buses which will lessen traffic.
8. There is not much developable land, except Foothills, between John's Landing and Oregon City. Where are all of the people coming from that need this expensive project?

John and Maja Meyer

From: kate miller [kate@katemillerstudio.com]
Sent: Tuesday, January 11, 2011 4:31 PM
To: Trans System Accounts
Subject: re Lake Oswego transit project

Hello

I am resident of Lake Oswego and live at 421 Middlecrest Rd 97034. I am writing in favor of the proposed green alternative of a streetcar. I would use the streetcar to commute for work and personal trips to Portland . The bus service is inadequate. We are family of four with four drivers .

I am strongly in favor of the proposed streetcar and have reservations about the benefit of the other alternatives .Congestion on Hwy 43 is already limiting the community. It is great that we have this opportunity and I think it should proceed. The next few years will undeniably see increases in gas and oil and the more we can leverage resources now to transition away from dependence on cars the better.

In a separate issue I would also really like to see more transportation options to the Kruse Way area to assist in having employees and business owners(many of whom live in Portland)alternatives again to everyone driving . Consider a shuttle bus from the Bridgeport area where there are express buses .Offer a shuttle service in the am and in the pm. Like the Lloyd center business district , areas like Mountain Park and Kruse way employ multiple people inservice jobs , they really need some alternatives. We as part of metro should think smart about how to use the fact that the business district of Kruse way offers no viable public transportation. This is an oversight in the planning . Please test a pilot !

The streetcar and bicycle options will reduce air pollution and all of these are to the benefit of the greater community.

Warmly,

Kate Miller LEED AP
503.459.2292
kate@katemillerstudio.com

When we moved to Oregon, from the east coast, 32 years ago, we chose Lake Oswego because of the schools and in spite of the dreary, uninviting and frankly dead (or at least dying) downtown. Most people that came to LO said, "Where's the lake?" People may have forgotten or don't know what our town was like in those days and what it would still be like without leaders and citizens who had the vision to see what Lake Oswego could become and the willingness to work against strong odds to create the lovely, vibrant city we have today.

There was opposition to change all along the way. We were told that changes to downtown would make us the new Beaverton. Lawn signs went up saying, "Don't mall LO". *It was too expensive. No one would shop or frequent restaurants in Lake Oswego; it was too close to Portland where they could go for those things.* I could go on but we all know that today Lake Oswego is a community with a distinct personality, with a reputation as a city of flowers, parks, busy restaurants and shops, with the best library in the state and citizens who support the schools and arts and community projects. Our beloved farmers' market draws citizens from all over the metro area to our LO living room, Millennium Park, overlooking Oswego Lake.

Now we are at another important, decision point in the on-going evolution of our city. Those with vision and a desire to make investments in our future want us to support the streetcar option which is vital to the vision that will develop the prime Foothills area of our city and open it up to Willamette River. (Yes, we are on the riverfront as well.) They ask us once again to believe that Lake Oswego can continue to be a leader in green investments and economic opportunity. And they are right.

There are, of course, the naysayers: *No change. It's too expensive. It will bring outsiders in. Not now. Not ever.* But now is exactly the wrong time to turn our backs on a vision of growth and economic vitality.

These are not abstract thoughts. My husband and I believe in Lake Oswego and its future. Our children are no longer in the schools but we can envision the next phase of our life here: walking to shops and restaurants and the library –and, hopefully, living long enough to take the streetcar to OHSU, leaving the car at home.

We strongly urge you to support the Streetcar option.

From: Glenn Moragne [pdxmoragne@gmail.com]
Sent: Tuesday, December 07, 2010 11:19 AM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project Options

To whom it may concern,

In reading about the possible options for the Lake Oswego to Portland Transit Project, I am surprised there is not a fourth option, which would be to construct a bike/pedestrian trail along the current Lake Oswego trolley car line. Similar to the Springwater Corridor trail which follows an old rail bed, the trolley line would make an ideal alternative travel route to and from Portland for people opting for a sustainable and healthy option. Currently, traveling by bike from Lake Oswego to Portland is done via the hilly Terwilliger Blvd and the generous but not ideal route through River View Cemetery, because travel along Hwy 43 through the Dunthorpe area is too dangerous for bike riders. Having a route along the river at a constant grade would be far superior and much safer for bikes and pedestrians and would encourage more people to commute by bike, therefore reducing natural resources required to operate light rail or bus lines.

Please add a fourth option: Bike/Pedestrian corridor along trolley line

Thank you,
Glenn Moragne

From: Eli Morgan [eli@2030inv.com]
Sent: Monday, January 31, 2011 3:39 PM
To: Trans System Accounts
Subject: DEIS Comments

Our names are Eli and Jill Morgan. We reside at 11000 SW Riverwood Road and have a special interest in and perspective about the flaws in the DEIS as they relate to the Dunthorpe-Riverdale segment of the Streetcar alignment. In addition, I, Eli Morgan, represent our neighborhood on the Citizen Advisory Committee of the Portland to Lake Oswego Transit Project and so have some comments based on my study of the entire process for selecting a locally preferred alternative.

We are writing to express our concerns about the Streetcar alternative. Like so many others, we are opposed to spending so much money on a project that has not made a credible case for transportation benefits. On each of the significant elements of the Project Purpose, the streetcar alternative is deficient: it is not "fiscally responsive", environmentally sensitive" nor does it "garner broad public support".

Specifically, we want to raise the following points:

1. Project Finance and Local Match.

The DEIS persists in presenting a set of choices that are not realistic or financially sustainable. Specifically, the financial analysis for the project is based on a 60-40 federal/local split in funding -- there is no evidence the federal government will provide this much match and evidence exists the project will receive 50% federal match placing a greater burden on local, state and regional governments and taxpayers -- bumping the local share for the streetcar in excess of \$50 million dollars. At the very least, local decision-makers should be presented with a financial analysis of the streetcar that includes this 50-50 likelihood. Similarly, Chapter 5 of the DEIS references TriMet's intention to raise the payroll tax in 2013 and the implication is these funds would be used for the Streetcar, however, no credible evidence is presented indicating TriMet would use these funds as implied as opposed to other system priorities, including restoration of bus service. This flawed analysis should be addressed before local jurisdictions are asked to make a decision on an LPA. See testimony by John Charles of Cascade Policy Institute on these issues.

2. Right of way and Local Match.

The rationale for the streetcar alternative rests in large measure on the use of the Willamette Shore right-of-way as a significant component of the local match. However, the value of the right-of-way is grossly inflated without any evidence. There have been substantial issues raised with the methodology and results of this valuation. Additionally, it is recognized that decision options for the alignment in Johns Landing and Dunthorpe-Riverdale would substantially lessen the eligible values of the right-of-way thereby inflating the amount of match that must be borne by local governments and taxpayers. The DEIS provides no credible analysis of the impact of this diminished right-of-way value on the cost-effectiveness of the streetcar as the LPA.

3. Congestion and Auto Traffic on Highway 43.

The DEIS makes it clear the streetcar and bus options will have the same effect on congestion-relief for Hwy 43 -- namely they will not reduce congestion -- making the \$458 million to build the streetcar a foolish waste of money, compared to the \$51 million price tag for the enhanced bus. In addition, the claim of the DEIS that the streetcar will eliminate 100 autos in 30 years is undermined by the testimony of West Linn and Oregon City residents who currently ride the bus and are outraged by the reduction of bus service and the forced transfer in Lake Oswego to a streetcar. There is testimony that current bus riders would prefer to use autos if this elimination service were to occur and yet there is no analysis in the DEIS that takes this into account.

4. A Minimal Operating Segment.

The information in chapter 2 dealing with Finance-related phasing options is incomplete and misleading. If a segment were constructed from Lowell Street to the Sellwood Bridge it might carry as many riders as a Full Project construction project. There is no cost-benefit analysis for this option providing detail on the cost of the Sellwood Bridge to Lake Oswego segment, which would appear to be the most costly segment because of the geologic hazards, landslide risks and environmental impacts of the "Full Project".

5. Design Options.

While the Johns Landing alternative design on Macadam solves a "NIMBY" problem for Johns Landing residents, no such solution is available in the Dunthorpe-Riverdale segment -- which is why there is consistent neighborhood opposition to both designs. In particular, the in-Riverdale Road option dramatically changes the character of that residential community, creates safety hazards,

puts burdens on Military Road and nearby student crossings, and closes the exit/entrance to highway 43 without offering a solution to the service/emergency vehicle issues raised...all at an added cost of nearly \$10 million to the project. The DEIS insufficiently deals with these important issues.

6. **Sellwood Bridge.**

During the course of the development of the DEIS, new designs for the Sellwood Bridge have been reached between the City of Portland and Multnomah County. Additional issues relating to the South Portal costs and dramatic changes in the square footage available for station area development have all come to light but are not reflected in the DEIS. Supplemental materials providing an analysis of these issues should be incorporated in the DEIS before decisions about the LPA are to be made.

Thank you.

Eli and Jill Morgan
11000 SW Riverwood Road
Portland, OR 97219
503-636-4111

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/30/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Steve and Linda Morse

Affiliation (if any)

Address (required) 18744 SW Benfield Ave Lake Oswego, Or 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

We oppose the proposed street car to Lake Oswego. We don't think it will alleviate the traffic on highway 43 and the cost seems extremely high for something that is not guaranteed to solve any problems.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Terry Morse [twmorse@comcast.net]
Sent: Monday, January 31, 2011 6:16 AM
To: Trans System Accounts
Subject: L.O. to Portland Transit Project

To Whom it may concern:

I believe that a improved bus service between Lake Oswego/West Linn to Portland would be a better option for improved transportation than a trolley car. Though in general I approve of street car/ rail line transportation, the amount of money that it would cost for the LO to Portland Trolley line would be better used to expand/ extend existing rail lines. An express bus line would better utilize existing Metro transportation infrastructure with the least environmental impact than attempting to rebuild the rail line that runs from Lake Oswego to Portland. I don't believe that there would be an increase in ridership on the trolley line to warrant the expense of the trolley line. An improved bus service would be a much better use of transportation funds.

Sincerely

Teresa Morse
18048 S. Skyland Circle
Lake Oswego, OR 97034

—Original Message—

From: Rick Moulton <rickmolton@msn.com>
To: stoplostreetcar <stoplostreetcar@aol.com>
Sent: Sat, Jan 22, 2011 10:35 am
Subject: Lake Oswego Streetcar

City Council Members,

I want to go on record as **strongly opposing** any plans currently being considered for a Lake Oswego Streetcar. I just can't imagine what possible benefit will be derived from spending hundreds of millions of dollars on a streetcar that might be able to transport a few people between Lake Oswego and Portland. We don't have enough money to fund our schools, pay for the West End Building, pay for our new sewer system, maintain our streets, etc., etc., etc..... We just can't afford to keep borrowing money and putting this community further and further in debt. I have lived in Lake Oswego for since 1975 and would like to continue to live here, but if projects like this are allowed, I will be forced to move to an area that is more affordable. I am very concerned that many of our city officials continue to turn a deaf ear on the concerns of the citizens of Lake Oswego.

Robert Moulton
592 7th Street
Lake Oswego, OR 97034



Date Dec 16,

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Mertie Muller

Affiliation (if any) none

Address (required) 11821 SW Riverwood

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I strongly support the current design to use the existing tracks to ~~with~~ restore the street cars between Portland and L.O as long as there is a stop at Riverwood Ave

Two access^{trails} to the tracks have been lost from lack of use! ~~only one~~
If the ~~front~~ public does not use this land, much of it will revert to the ~~the~~ original land owners
~~so so~~ ~~if it is so~~ If this happens thank you for $\frac{1}{2}$ to $\frac{1}{4}$ more access added to my lot!

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave, Portland, OR 97232

From: Nancy Muller [mullernancy@yahoo.com]
Sent: Sunday, January 30, 2011 6:07 PM
To: Trans System Accounts
Subject: No Streetcar for Lake Oswego, Oregon

Ladies and Gentlemen:

We in Lake Oswego do not need or want a streetcar, max train, or high speed rail car into Portland, nor do we need any such mode of transportation running through Lake Oswego on the way to any other city.

We are doing just fine with our cars and buses. We are doing just fine without large parking lots for park and ride. We have long survived without expensive rail lines which must be subsidized in order to be built and subsidized in order to remain viable. One look at Amtrack is enough to

convince us that government-built and controlled rail systems are boondoggles which require our taxes for survival. We in Lake Oswego are already sustainable and viable as a thriving community. We do not need to bus in new clients, customers, and visitors, some of whom may not have the respect for Lake Oswego that is needed to keep our community a beautiful place in which to live and work. Several years ago, Lake Oswego bought the Safeco building, and is still paying at least one million dollars in interest a year for it, as it sits virtually empty. Now the city is rebuilding its sewer system at great cost to the taxpayers. In this stressed economy we can not afford a new rail line. Take a deep breath, and forget about it.

Nancy Muller, resident of Lake Oswego

From: Smith-Bouwer, Diana [dbouwer@ci.oswego.or.us]
Sent: Thursday, December 30, 2010 4:38 PM
To: Trans System Accounts
Subject: DEIS comment

This is an automated message from the web server. Do not reply to this message.

Topic: Portlant to Lake O Transit

On 12/6/2010 8:40:34 AM a user kindly commented:

I and many other citizens this this "light rail" project is a massivily expensive and unnecessary waste of tax payers money. There are many other much better and more necessary projects that could be done with the amount of money this project will ultimately cost.
Abandon this project at once!

Please respond to: johnm@pacificcoastia.com

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From: John.Witmer@dot.gov [mailto:John.Witmer@dot.gov]
Sent: Wednesday, December 15, 2010 4:20 PM
To: gregnelson4@msn.com
Cc: Jamie Snook
Subject: RE: Proposed Rail System Between Portland And Lake Oswego, OR

Thanks for your comments. We'll make sure they are considered as part of the DEIS comment period.

John Witmer
FTA Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002
206-220-7964
http://www.fta.dot.gov/regions/regional_offices_918.html

From: W G NELSON [mailto:gregnelson4@msn.com]
Sent: Wednesday, December 15, 2010 12:20 PM
To: Witmer, John (FTA)
Subject: Proposed Rail System Between Portland And Lake Oswego, OR

Dear Mr. Witmer:

I am writing as a concerned citizen of Lake Oswego, OR about a very flawed and perhaps even corrupt process which has been utilized by the Lake Oswego City Council to obtain access to federal funding for a proposed rail system (streetcar) between Portland and Lake Oswego. I say this for a number of reasons.

1. The effort to build the rail system appears to be financially motivated even though there is no financial justification for building the system. The initial cost of the proposed system far outweighs any benefits because the proposed ridership will never justify the cost, and there are less expensive, more efficient alternatives such as enhanced bus service. The city council has tried to justify the rail line on the basis of transit-oriented development, but the development they are looking at will only increase congestion, decrease the quality of life and livability, while not reducing automobile congestion.
2. On traffic congestion, the city council is opposed to development of an area near the city known as Stafford Triangle due to cost, but is using a traffic study of Stafford Triangle development to justify the streetcar. The city is claiming the streetcar will mitigate traffic from 7,000 new housing units, which the city opposes. The council can't have it both ways. If council opposes significant development in the Stafford Basin due to infrastructure costs, it can't use phantom traffic generated by significant development in the Stafford Basin to justify a rail system.
3. The City Council appears to be most interested in developing an area known as Foothills, which exists in a floodplain on the Willamette River. This area could only be developed if the city obtained "offsite mitigation" of environmental factors, which would lift restrictions on development in a floodplain. The council did this by placing restrictions on private properties throughout the city. These restrictions have been placed arbitrarily, unevenly and unfairly. As a result of a recent measure passed by the city, there will no doubt be many lawsuits filed to lift the restrictions which will negate the "offsite mitigation" and affect the ability of the city to implement a rail system. In short, the foundation of the city's plan is seriously flawed and could be undermined by litigation.

I could go on, but I will conclude by asking that you investigate the situation to make sure that the expenditure of any federal funds for such a proposed rail system has sound financial, environmental and practical justifications. There are many citizens in the area who feel as I do and I hope that you will hear from them. Thank you for your consideration of my request.

Sincerely,

Greg Nelson
62 Wheatherstone Court
Lake Oswego, OR 97035
503-635-8163

From: mjb@comcast.net
Sent: Monday, January 17, 2011 2:10 PM
To: Trans System Accounts
Subject: In Favor of the Lake Oswego Streetcar

I have been following the discussions regarding the option of having the streetcar extend to Lake Oswego and I strongly support it! I have lived here with my family for about 30 years and have watched the community change and grow. I also have seen and experienced the increasing logjam of traffic using highway 43 and believe that we need another option! We have an opportunity to get federal support for this project, even if we can't begin to build it tomorrow. It is a rare opportunity that we shouldn't let slip by.

When I am in downtown Portland, I often use the streetcar to get from the waterfront up to the northwest. It is comfortable, clean and I feel very safe. I would love to see it extended into Lake Oswego so that I could use it instead of my car.

*Thanks you for your kind attention.
Regards, Marci Nemhauser*

Marci Nemhauser, Psy.D.
Professional Certified Coach

Professional Growth Services
6950 SW Hampton, Suite 310
Tigard, Oregon 97223
503-684-5322
marci@professionalgrowthservices.com

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/15/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Jack Newlevant

Affiliation (if any) _____

Address (required) 1904 SE Hemlock

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The bike path component is extremely important in the Lake Oswego to Portland Transit Project. It must be constructed as close to the river level as is at all possible, in order to minimise climbing (which discourages bike traffic).

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Chris Nickerson [chsnickerson@aol.com]
Sent: Wednesday, January 26, 2011 3:41 PM
To: Trans System Accounts; councildistribution@ci.oswego.or.us; bcc@co.clackamas.or.us
Subject: Lake Oswego Street Car Comment

Hello,

Can you please tell me how you justify spending hundreds of millions of dollars to move people from Lake Oswego to Portland on a train that is no more efficient than driving a car? If you haven't noticed, Lake Oswegans are upper class, independent type people. They not only enjoy, but covet the freedom they have of getting into their cars which are parked in their driveways, and going wherever they want without the hassles of a train schedule, parking in a car park and changing trains just to get down town.

I believe in public transport but there must be a need attached to it. There simply is no need at all attached to the idea of a street car originating in Lake Oswego. If there was a need, people would have been clamoring for the little train that chugs to South Waterfront to run more frequently. The mayor would have been seen riding that little train to meetings in Portland. There would have been some indication somewhere that people were having issues getting to Portland. Perhaps over the years, we would have seen growing numbers of people at Lake Oswego bus stops. Please! Don't fool yourselves into thinking people will give up the freedom their cars give them and suddenly be enamored with having to get their car parked at a certain time in order to catch a train at a certain time (a train that goes no faster than their car, mind you).

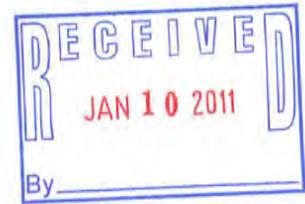
The only real traffic problem any resident along Macadam witnesses every single day, is that of bicyclists riding along it. I suppose it will take a bike fatality before this becomes urgent enough to address. It is a precarious journey on bike and a driver's nightmare when one sees a bicyclist in the rain trying to maneuver along 43. I see it everyday.

Perhaps a better idea than a street car, because it promotes health and preserves independence, would be a dedicated bike path from Lake Oswego to Portland. The citizens of Lake Oswego might even get excited about occasionally being able to get on their bikes from home and safely riding all the way to downtown Portland (without having to deal with a train schedule, parking garage and train change). Mayor Hoffman might ask his wife, a biker, about the numbers of bikers who would get behind the idea of a dedicated bike path on this side of the Willamette.

I see how all of that money looks enticing, and that if we don't get it Santa Fe might. In the long run, however, does a street car improve anything about our lifestyle in Lake Oswego? I am sure it does not. A street car is a step backward in time. Encouraging biofuel cars and creating bike paths is a step forward. We have the ability to do both of those things in Lake Oswego right now and create an environment that would be the envy of every small city in the US.

Please do not ruin our home just because of some free money with strings attached to it.

Sincerely,
Chris Nickerson



January 7, 2011

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

To Whom It May Concern:

SUBJECT: Support of Enhanced Bus Option

We live within the corridor of Metro's Transit Project between Portland and Lake Oswego. We are daily users of the corridor, and would be daily recipients of any impacts the Project would create. We support enhanced bus service for the following reasons:

- Buses offer the most cost effective and efficient way to move more people between Portland and Lake Oswego. Buses can be easily added/reduced as required, and they use established public roads. The Street Car, with an estimated budget of over \$400 million does not make economic sense, even in good times.
- Buses do not further degrade public safety along the various routes, particularly in the various neighborhoods. The Street Car plan, with routes planned down neighborhood streets would have a seriously negative effect on public safety. Those neighborhoods have children and pets that are not equipped to avoid the dangers presented by a multi-ton vehicle frequently moving down a neighborhood street.
- Buses would have no significant impact on the wildlife (deer, beaver, muskrat, raccoon, sea hawk and bald eagle) that inhabit these neighborhoods.

We appreciate all the efforts made by Metro with regard to planning for the future of our City. Enhanced bus service would be the most effective solution to future transportation needs. We also hope that Metro could work on a safe and efficient bicycle route between Portland and Lake Oswego.

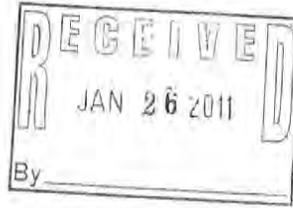
Thank you for your consideration.

Sincerely,

Christine and Peter Nickerson
11175 SW Riverwood Road
Portland, Oregon 97219
503-699-8188

January 25, 2011

Carlotta Collette
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232



Dear Ms. Collette:

SUBJECT: Portland to Lake Oswego Transit Project

I live and work within the scope of the above mentioned project, and am a constituent of yours. I write today to ask you to support enhanced bus service over the other options of the project (no-build. or the streetcar.)

I have attended nearly all the Citizen Advisory Committee (CAC) meetings held in this regard, and have carefully considered all the data presented. It is clear that buses offer the most cost effective and efficient way to move more people between Portland and Lake Oswego.

The advantage of cost is the most glaring advantage buses have over the street car, both in terms of capital cost and operating cost. Further, buses offer increased flexibility in terms of both capacity (add/reduce quickly) and routing. Lastly, buses can use the infrastructure that already exists, offering savings in both cost and time.

It is clear from the proceedings of the CAC meetings that the streetcar option is the one preferred by the consultants, and City (Portland and Lake Oswego) and Metro representatives. Perhaps that option is the one that will ultimately prevail. However, to ask the public to spend \$400 million, no matter the source, does not make economic sense at this time. Over-all, enhanced bus service is the best option.

I appreciate and thank you for all the efforts you make on behalf of the community, and thank you for your consideration of my letter.

Sincerely,

A handwritten signature in cursive script that reads 'Peter Nickerson'.

Peter Nickerson
11175 SW Riverwood Road
Portland, Oregon 97219
503-699-8188

Ruth Nickodemus
5620 SW Riverside Lane #17
Portland, OR 97239

Dear Metro,

I am writing to you about the **Lake Oswego to Portland Transit Project**. I live in the Willamette Shores Condominiums in John's Landing. I have attended a number of the CAC meetings, the public information meetings, and read the Draft Environmental Impact Statement.

My first choice is enhanced bus service. The street car option is far more costly and would adversely affect myself and many neighbors along the route if the current tracks are used.

However, if the **streetcar** option is chosen I would **strongly urge the Macadam in-street** option for the following reasons:

1. In the 1980's the city assured the developers of the John's Landing condominiums that the Willamette Shore ROW would not be used as a major transportation corridor and that Macadam would be the traffic corridor. This made sense then and is even more valid now that the residential development has occurred.
2. If this agreement had not been made, we doubt that the developers would have built residences around and so close to a railroad track. They certainly would not have been able to sell them and our property values will be degraded if the City changes their promise.
3. Metro suggested that some barriers for safety would be needed to protect homeowners, their children, grandchildren and guests from wandering onto the streetcar's path. These barriers and the streetcars themselves will interfere in our current "view path".
4. "View Path" is an operative phase used by the City of Portland. It specifically calls for allowing views of the river and river traffic. Our view path at Willamette Shores will be compromised as it will for many of the people living all along the trolley tracks. I brought my unit at Willamette Shores because I have a gorgeous unobstructed view of the river. This is a special treasure to all of us who live here and is exactly why we chose this place. Our property would definitely decrease should this view path disappear!
5. If the streetcar were to come through the housing in this area, some of the unit's decks and windows are only ten to twenty feet from the tracks. This is hardly an acceptable set back. A streetcar passing every 15 minutes would rob us of the tranquil peaceful natural environment that we enjoy in this area. The quality of life would be disrupted and the property values would decrease.
6. The most beneficial streetcar route through Johns Landing is the Macadam option. It will give more exposure to the merchants and businesses in the Johns Landing area. It should add value to their properties. Conversely, they will not get any

exposure if the streetcar is inappropriately routed through the condominium developments.

7. If done correctly, the design for the streetcar on Macadam will give the Johns Landing the “village” image that Portland is trying to offer. It would certainly give the businesses more exposure; therefore, increasing the commercial value of their properties.
8. Finally a Macadam route with appropriate stops might also add value to the residential properties in John’s Landing.

In summary:

First choice is the **enhanced bus service**.

Second choice is the **streetcar only if located on Macadam, the appropriate transit and commercial corridor**.

Sincerely,
Ruth Nickodemus

From: Ed Oeltjen [joedo98@hotmail.com]
Sent: Monday, December 06, 2010 11:51 AM
To: Trans System Accounts
Cc: gojodyo@gmail.com; janegjester@gmail.com
Subject: Lake Oswego Trolley

As to my vote on the trolley. No, No, a thousand times no. With all the other projects in need , why would anyone in sane mind raise taxes of state, federal, or local residents for a trolley that no one will use. It's worse than the Alaskan Bridge to nowhere.

Ed Oeltjen

From: Jody Oeltjen [joedo99@hotmail.com]
Sent: Monday, December 06, 2010 12:17 PM
To: Trans System Accounts
Subject: Trolley

I have a strong vote for No on a trolley plan for Lake Oswego. We do not need to spend money we don't have. We need to get back to paying for what we can afford on city, state and federal budgets. Again, No for the trolley.

*JoAnn Oeltjen
18785 Westview Dr.
Lake Oswego, OR 97034*

From: M White [maggi922@gmail.com]
Sent: Sunday, January 30, 2011 9:30 AM
To: Trans System Accounts
Subject: Lake Owego-Portland trolley

I live in Johns Landing and feel it is more cost-effective to keep the line where it is. Harriett Olmos

--

"It is the history of our kindnesses that alone makes this world tolerable." Robert Louis Stevenson

From: Olson, Mary [maolson@ci.oswego.or.us]
Sent: Monday, January 31, 2011 4:57 PM
To: Trans System Accounts; John.Witmer@dot.gov
Subject: LOPTP DEIS comments

After reading the DEIS, the only conclusion that can logically be reached is that the cost and harm done by the Streetcar alternative far outweighs any claimed benefits, which are doubtful in and of themselves. The only tangible benefit appears to be potential financial gain for private developers, at great expense to the taxpaying public.

Community Effects: The DEIS itself shows that the streetcar option does not reduce congestion by any significant measure, and will in fact increase congestion on downtown Lake Oswego's main street (Hwy 43). The proposed 300-car parking garage would compound congestion, and would impact the surrounding neighborhoods with cut through traffic. The amount and type of development proposed for the Foothills area, in order to justify a streetcar, would bring a kind of density and population growth that Lake Oswegans neither want or can afford. This type of dense, compact development would not be in keeping with Lake Oswego's small town character. Forced density would undercut our history of balanced, appropriate growth. Combined with the impacts on our historic Sundeleaf buildings along the streetcar corridor, and the adjacent historic Old Town neighborhood, this development would dramatically alter the character of our community.

Finance/Cost: The cost of the streetcar alternative is prohibitive, even under the DEIS assumptions, and those assumptions are questionable. 60% Federal funding levels are not likely, and federal and state funding sources are at risk. In fact, there is not one source of local funds identified, committed to, or secured for this project. Local funding sources like LID's or Urban Renewal are speculative wishful thinking. Regionally, this streetcar project would compete with other high priority projects like the Columbia River Crossing and Milwaukie Light Rail, as well as the restoration of bus service to transit dependent communities. It would also put increased financial stress on an already burdened TriMet.

Environmental Impacts: The scope of negative environmental impacts from a streetcar are drastic, and quite frankly, astounding. Even a quick reading of Chapter 3 gives one pause: potential blasting of rock slopes, destruction of wildlife habitat and wildlife itself, major cut and fill requirements, thousands of feet of new retaining walls, 15 foot high walls & fences, noise, vibration and view impacts, building in the "Greatest Hazard" earthquake zone and between two major fault lines, destruction of mature Oregon white oak, and on and on. The assessments of both the environmental and historical resources in the corridor appear cursory and incomplete. With acknowledged further study and analysis being required, it is difficult to understand how some of the statements about the positive environmental impacts of the streetcar alternative can be made.

Transportation: None of the alternatives achieves optimal improvements in transit service. The enhanced bus comes closest, but is not ideal. A 300-car parking garage would not be needed if the funds were instead used to increase bus service within and around Lake Oswego and West Linn. Improved bus service and connections, along with new low floor, hybrid technology buses would suit this area better. Many of the current bus riders in this corridor come from the cities to the south -- Oregon City and West Linn. The streetcar option negatively impacts their commute in terms of time and convenience and yet they have not been brought to the table during this study. The streetcar option has the potential for actually forcing these bus commuters back into their cars.

These comments are only brief summaries of more in depth comments that could be made on each chapter of the DEIS. The document fails to make the case for the streetcar alternative, and barely makes one for the enhanced bus. Much more considered analysis needs to occur before this project is ready for decision. The project summary on page S-1 states that the project should "...garner broad public support...and should be environmentally sensitive...while being fiscally responsive." It fails on all counts. The citizens of Lake Oswego are split in support, with the majority being opposed to a streetcar alternative. Public testimony and letters to the newspapers, City Council, and to Metro bear this out. Until there is more consensus on a transit project for our community, this should not go forward.

Thank you for the opportunity to comment.

Mary Olson
Lake Oswego City Councilor
18453 Tamaway Drive, Lake Oswego, OR 97034
maolson@ci.oswego.or.us

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From: Olson, Mary [maolson@ci.oswego.or.us]
Sent: Monday, January 31, 2011 3:22 PM
To: Trans System Accounts; John.Witmer@dot.gov
Subject: Lake Oswego to Portland Transit Project DEIS

In addition to my submitted comments on the merits of the alternatives, I am sending this email as a separate comment on the quality of the DEIS itself.

The DEIS contains numerous typos which, in a document this important and expensive, is unprofessional and unacceptable.

In a general reading of the document as a whole, it comes across as an advocacy piece. This may well be unintentional, but many others have commented to me that this was their impression as well. I will offer just two examples of the many I could give, to illustrate my point.

1. On pages S-11 and S-12 of the summary, in the financing discussion, it is stated that "...the Enhanced Bus Alternative would need approximately \$31 million in Federal Small Starts funds and \$20 million in local funds **that have yet to be allocated.**" (my emphasis). It goes on to say that ".....\$57 to \$86 million in other local revenue would be needed to fund the Streetcar Alternative **and would be secured following selection of the LPA.**"

So for the Bus, local funds "have yet to be allocated", but for the Streetcar, local funds "would be secured." Odd choice of words. In fact, there is no source of local funds identified, committed to or secured for either project.

2. The cumulative negative impacts of the streetcar on the environment and safety are astounding: potential blasting of rock slopes, destruction of wildlife habitat and wildlife itself, major cut and fill requirements, thousands of feet of new retaining walls, 15 foot high walls & fences, noise, vibration and view impacts, building in the "Greatest Hazard" earthquake zone and between two major fault lines, riders "encouraged" to sit up front near the driver at night for personal safety, etc. etc. Chapter 3 alone is extremely concerning, even without any other considerations like cost of community character. Many things, "need further evaluation", yet the streetcar is somehow always the "best" alternative.

In summary, I find the DEIS to be an inadequate advocacy document, of a quality that does not reflect the amount of time and money which has been invested in it by this region.

Mary Olson
Lake Oswego City Council

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TEL 503 797 1700 | FAX 503 797 1930

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Date 01-27-2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Steve Olson

Affiliation (if any) _____

Address (required) 421 Middlecrest Rd., Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I'm writing to speak in favor of the Lake Oswego to Portland Transit Project. This project offers significant benefits to the local and regional economy:

1. Less Greenhouse Gas emissions than the bus/auto alternatives.
2. Convenient and consistent form of transport that will make travelling to Portland less stressful and less of a hassle.
3. Portland and Lake Oswegan businesses will benefit because this plan will offer easier access to their sites without all the parking challenges.
4. It will do much to ease traffic congestion on Hwy 43.
5. The Federal Govt will pay approximately 60% of the costs. This new money circulating in the economy will have a big impact and multiplier effect in terms of income and jobs for the region.
6. It is forward thinking and contemplates a broader transportation initiative that might include high speed rail to Eugene and Seattle.
7. Tourists will be able to access many more restaurants from down-town hotels and enjoy a view of the Willamette as they travel on the train.
8. It will improve the tax base and create more needed revenue for local government.

Thank you for your efforts. Let's get this done!

Steve Olson

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Public Comment, Lake Oswego – Portland Transit Project, January 30, 2011

The Hon. Bob Packwood.

11760 SW Riverwood Rd.

Portland, OR 97219

The streetcar project described in the DEIS fails to meet three very important thresholds.

- A. Cost effectiveness.
- B. Relief of traffic congestion.
- C. A public transit system easily accessible to the surrounding communities.

Cost - \$992,000 per Streetcar Rider

1. The estimated cost for the Streetcar is \$380 - \$458 million. A mid-point of \$422 million (though I have yet to see projects of this type come in under budget. In fact most government projects have large cost over runs).
2. The estimated cost of the Enhanced bus is \$38 - \$51million. A mid-point of \$45 million (though again I assume it will be over budget).
3. It is estimated that by 2035 an Enhanced bus will attract 9800 riders.
4. It is estimated that the Streetcar will attract 11,500 riders.
5. The difference between the Enhanced bus and the Streetcar is 1700 additional riders.
6. Therefore we are spending \$422 million for 1700 riders - \$248,000 per rider.
7. But only 25% of those 1700 riders will ride in rush hours.
8. So that is 425 riders on the streetcar in rush hours.
9. Therefore we are spending \$992,000 per streetcar rider.

No Relief of Traffic Congestion

1. In the two hour traffic period in the corridor there are currently 2400 cars.
2. By 2035 it is estimated there will be 4700 cars.
3. If the Streetcar is built consultants estimate there will be a 100 car reduction.
4. Because of the Park and Ride garage, consultants estimate there will be an increase in delays in downtown Lake Oswego because of cars exiting onto State St.
5. Therefore the streetcar will neither solve the traffic problems nor reduce the carbon footprint in this corridor.

The Streetcar is Not Easily Accessible to Many Except by Car

1. This Streetcar is actually going to run in a straight line on an existing right of way.
2. In order to force feed the Streetcar two current bus services will be curtailed.
3. Many who currently ride those buses with stops close to their neighborhood will now be forced into an automobile to get to one of only a very few Streetcar stops.
4. People living in many neighborhoods on the upper side of Hwy 43 currently served by a bus, will not safely be able to cross that highway or walk along that highway to reach the only Streetcar stop. The riders' automobiles will be parked in neighborhoods with narrow streets and with children at play.
5. The Streetcar does not serve people by moving in a loop to where those people are. The philosophy seems to be "if we build it they will come." It is a costly, risky strategy.

Conclusion

- A. The DEIS has failed to demonstrate a credible financing plan that doesn't shift enormous risk to unwilling local taxpayers. The community is severely divided over the wisdom of this project.
- B. The DEIS has failed to make a convincing case that it solves congestion or delivers ridership benefits that justify the enormous price tag.
- C. The DEIS has failed to show that this project will well serve the potential public transportation needs of commuters in 2035.



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) George L. Page

Affiliation (if any) _____

Address (required) Lake Oswego, OR

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Other L.O. Streetcar

Comment (use back or attach additional sheets if necessary)

Strongly opposed to the funding of a streetcar project for L.O.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Suresh Paranjpe [sureshpar@gmail.com]
Sent: Sunday, January 30, 2011 3:08 AM
To: Trans System Accounts
Cc: Sheela Paranjpe
Subject: My comments to DEIS

The following are my comments to DEIS and think that DEIS need to be upgraded with new information as suggested in my this email.

1) DEIS states the value of the Right of Way as \$95 to \$97 million which is clearly too high.

The fair market value of a property is what the property can fetch in open market at arms' length transaction. If I have an office building which is very near to my residence, I like its purple color and therefore the office building is extremely desirable to me does not allow me to put a very high valuation because nobody will pay that too high price.

The exclusive right of way ("the Right of Way") was purchased for only \$2 million from Southern Pacific Railroad by the Willamette Shore Line Consortium in 1988. The Value is therefore already has been established. This is an arm's length transaction and represents the real value at that time since for profit company such as Southern Pacific Railroad will always try to get the maximum sales price to sell the Right of Way. Note that most of the Right of Way is land locked and has very little value, cannot be sold in open market & must sell for a big discount. This already established value needs to be merely adjusted for property inflation from 1988 to December 2010. How does one find the present value of this Right of Way which is fair?

i) Find the values of say 5 adjoining properties to the Right of Way in the year 1988 and check what is the value of the 5 properties in December 2010 and calculate a ratio of December 2010 value divided by 1988 value of the properties ("the Ratio"). A good estimate of the present value of the Right of Way can be obtained by multiplying \$2 million by the Ratio. One can simply use the appraised value used for tax purposes to calculate the values of the 5 adjoining properties in the year 1988 and in the year 2010, adjusted for further decline in valuation from June 2010 to December 2010. If the five adjoining properties are valued at the end of December 2010 at 5 times the 1988 value, then the value of the Right of Way is \$10 million.

ii) Note that due to common fraud in valuation of real estate for banks, recently it has been determined that the use of usual method of hiring appraiser by interested party is very much flawed since the appraisers have vested interest to please customers who hire the appraisers. Appraisers routinely would check the contract sale price and appraise the property the same as contract sale price or what is needed to place a new loan so that the banks could make the loan or the Realtors could sell the property. Now, to ensure the correct valuation, the banks and lenders do not hire appraisers directly and rely on an independent party to make the selection of appraisers randomly who do not know who is the customer and asked him to determine what the market value of the Right of Way for sale. Note that the value of the property is for what price the Right of Way can be resold. Two independently selected appraisers need to determine what the consortium will get for selling the Right of Way and this appraised value must be used in DEIS.

Note that the values have gone down by about 30% for personal residences and about 70% for bare land in the last 3 years.

2) If a segment of the Right of Way is really not necessary to build a Streetcar since there is an alternate route freely available –then what is the value of the segment? Zero –right?

There is a value of a Streetcar segment when there is no other land available to build streetcar tracks and the segment needs to be purchased. When there is alternate segment of land available freely to build Streetcar tracks, then the segment of the land being considered for streetcar track has no value. Route 43 and SW Riverwood Road are freely available to build Streetcar. The value of Segment 3 –Johns landing area for \$8.9 million and Value of Dunthorpe/Riverdale segment shown to be worth \$10.2 million are the segment which are really not needed to build the Streetcar tracks. Correct valuation showing what the segments can fetch when sold in open market as of December 2010 need to be determined by at least two independent appraisers. References as to the value of these two segments need to be removed from all tables and discussions, comparisons everywhere in the DEIS and the new

appraised value should be subtracted from new appraised value showing what the Right of Way can fetch in open market. For example, if the two segments are appraised at \$2 million and the total Right of Way is appraised at \$10 million, then the useful value of the Right of Way is only \$8 millions (\$10 million - \$2 million).

3) Disruptive technologies are those which dramatically change the existing paradigms and ways of doing business. For example, producing cheap cars displaced bullock carts and horses used for people transportation and need for stables along the way. Recently a Disruptive technology of Video Conferencing is improving and expanding very rapidly. Internet speed is increasing rapidly and more and more people understand the benefits of video conferencing which results in elimination of need for physical presence in meetings. Furthermore, use of a PC and Internet also is reducing the need to go to office for more and more people who now increasingly work from home. As more and more office workers use the PCs, Internet and Video Conferencing, less and less office workers will travel to "jobs" or for meetings. They can easily attend all meeting from home and do almost all work from home. Was any consideration given to this important trend and the dramatic effect of that trend in projected growth (or reduction) of people travelling between Lake Oswego and Portland and congestion? If not, such study should be undertaken to evaluate the impact of this trend on ridership and projected ridership between Lake Oswego to Portland.

Though according to US Census, "work from home" grew from 3.2% to only 4% of working population over the last ten years (2000 to 2009), the technologies even now are improving rapidly and the effect of the technologies is accelerating rapidly especially in urban area like Portland where there is a larger number of workers are working in advanced technologies. For example in Intel, already majority of meeting take place by video conferencing.

4) New 2010 Census show that population of Portland did not grow as rapidly as projected. The impact to the estimated traffic by using the actual 2010 Census numbers as compared to projected 2010 population numbers should be calculated for making a proper decision.

5) There is a steep road from Highway 43 to proposed Riverwood Streetcar station and nobody is likely to walk to the far away station at the Riverwood Streetcar station. It takes grueling 10 minutes to walk steep slope from Riverwood/Military road proposed station to Military x Highway 43 crossing and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. The Dunthorpe/Riverwood stop is not consistent with the character of the neighborhood and creates very severe visual, vibration, noise, crime & environmental impact on the area which is not properly defined in the DEIS. A study should be conducted to identify Streetcar riders who will walk to the Riverwood Streetcar Stop. If the study shows that only few riders will walk to proposed Dunthorpe/Riverwood Streetcar Stop, then the Riverwood/Military station should be removed. If almost all riders will drive to the Streetcar station & park cars on the road at the Dunthorpe/Riverwood Streetcar station, then those riders can easily ride to other almost equal distance other stations & park cars at the other nearby Streetcar stations.

6) There are 10 Streetcar Stops shown in DEIS. Some Streetcar stops are most unfriendly to pedestrian traffic and will result in more car traffic using Streetcars. Example is Riverwood/Military Road Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. Since the Dunthorpe/Riverwood Streetcar stop is so unfriendly to almost all Streetcar users, really only 9 Streetcar stops are useful. Since there are 13 Enhanced bus stops, those are closer on the average, to users. Streetcar stations are fewer and therefore are, on the average, further distance than Bus Stops from home or from the final desired destination.

DEIS provides in-vehicle transit travel time for a rider by Bus vs. by Streetcar. The in-vehicle transit travel time in the Bus or Streetcar is only a portion of the total time a rider spends to accomplish his objective for a trip. The in vehicle transit travel time by Bus vs. by Streetcar is of far less importance as compared to the total time one spends to reach the final personalized destination for a purpose from his starting place (e.g. home or place of work).

Walk Time to & from Stops: Buses can accelerate and stop faster than Streetcars and there are 13 Bus Sops compared to 9 useful Streetcar Stops. Less Streetcar Stops results in more distance to walk to Streetcar Stops (on the average) as compared to Bus Stops which in turn require more time spent in walking to Streetcar Stops than time spent to walk to Bus Stops. Similarly, on an average, more time will be spent to go to a destination from a Streetcar Stops as compared to Bus Stops since the Streetcar Stops are further apart (since there are only 9 effective Streetcar Stations. Furthermore, more Bus Stops are closer to the population centers as compared to Streetcar Stations. For example, the Streetcar Stop at Riverwood/Dunthorpe is very far away from Highway 43 and will require on the

average about 10 more minutes to walk to as compared to a Bus Stop on Highway 43. What is required is a statistical study to find out the average time required for pedestrians to walk to & from a nearest Bus Stop as compared to a nearest Streetcar Stop.

Wait Time at Destination or for start of journey: Since Buses run more frequently as compared to Streetcars, there is less waiting time (and therefore less waste of time) using Buses as compared to a Streetcars. Consider the following example:

Assumptions for this example:

- a) In-vehicle transit travel time by bus: 34 minutes
- b) In-vehicle transit travel time for Streetcar 29 minutes
- c) Streetcar every 20 minutes
- d) Bus every 15 minutes
- e) Walking distance from Streetcar Station to office & from home to Streetcar Station: 5 minutes each
- f) Walking distance from Bus Stop to Office & home to Bus Stop: 4 minutes each
- g) Streetcar reaches at destination station every 20 minutes. 7:25 AM, 7:45 AM, 8:05 AM
- h) More frequent bus reach destination every 15 minutes 7:25 AM, 7:40 AM, 7:55 AM

Objective of travel: Needs to reach for an office meeting at 8:00 AM and starting from home (or go home from office).

For the above case, the person will have to reach the final Streetcar Station at 7:45 AM because if he reaches at 8:05 AM, he will be too late to the meeting; whereas he can reach final Bus stop at 7:55 AM and still can be in time for the 8:00 AM. Thus the person using bus can be at the final stop 10 minutes later than a person using a Streetcar and still reach the meeting in time.

It will take:

Total time by using a Streetcar: 29 minutes for in-vehicle transit time by a Streetcar, + 5 + 5 minutes for walk to and from Streetcar station, and 10 additional minutes of waiting time at the final stop= 49 minutes.

Total time by using Bus: 34 minutes for in-vehicle transit time by a Bus + 4 + 4 minutes for walk to and from bus station = only 42 minutes.

Thus in the above example, a person can save 7 minutes by going by Bus vs. going by Streetcar even though in vehicle transit travel time by a Streetcar takes 1 minute less than in-vehicle transit travel time by a bus. Note that this saving of time is mainly due to having only 10 (effective 9) Streetcar Stations (vs. 12 Bus Stops), Streetcar Stations not near the population density and less frequent Streetcar schedules (11 Streetcars vs 21 Buses are in service).

So, just providing a table of in-vehicle transit travel time it takes for Streetcar travel vs. in-vehicle transit travel time it takes for bus travel, as is done in the DEIS is very misleading and can give a wrong conclusions.

The above is example is provided merely to show a methodology of how the total time spent can be calculated. What is required is calculating total time required to reach a final destination using statistical method for a large number of riders for random appointments or to be at the final destination at the specified time for Streetcar as well as for Bus riders. Such statistical study to compare the total time required for random travel for Streetcar as well as Bus riders need to be done and included in DEIS and is most relevant.

Also, after determining the above statistical calculation of total travel time, a study to optimize the number of Bus Stops and also location of Bus stops should be undertaken. In DEIS, presently 13 Bust stops are incorporated for the Enhanced Bus option and clearly this number should be scientifically chosen by the suggested optimization study to reduce the total time required.

7) After the above table comparing the total time required for riders by Streetcar vs. Bus is obtained, DEIS need to include an effect on ridership (note that if the total time taken by Bus is less, then more riders will prefer to go by Bus and use bus rather than Streetcar).

8) Effect on national deficit. Building very expensive Streetcar track and infrastructure purported to benefit a few (which is questionable) is contrarily to the national priorities at this very crucial time when congress (i.e. we all) is striving and working very hard to reduce the deficit. The national deficit is very high and it is a duty of all citizens to strive to reduce the expenditure. The impact of building very expensive Streetcar infrastructure on the national priority of deficit reduction needs to be considered in DEIS.

9) Almost all engineering consultant claim that they have calculated a very conservative costs for their project and most of the time the actual cost is well beyond the "conservative" estimate. What is the track record of the consultant? Please provide the last 5 project estimates the engineering consultant had made and the actual cost of the projects after those were finished. This should allow calculation of a ratio of actual cost to estimated cost. To get a more realistic cost of the Lake Oswego to Portland Streetcar project, the projected cost given by the consultant & used in DEIS needs to be multiplied by the ratio. If the consultant has not finished 5 projects, then one can use those which are completed and then also use the most recent Streetcar projects done or almost done (use a total of 5 projects) in Portland.

10) To build the Streetcar tracks and infrastructure requires use of a very large number of earth moving equipments, heavy trucks and other vehicles for an extended time period. Many equipments, rails etc. need to be transported over a long distance. Bridge and other infra structures also need to be built. All this results in large expenditure of energy and is five to ten order of magnitude as compared to energy required to builds buses. Since DEIS provides tables comparing CO₂ creation for Bus vs. Streetcar, this CO₂ impact during construction phase also needs to be addressed and shown.

11) DEIS show that CO₂ saving by Streetcar is 40.51 to 42.12 tons of CO₂ on average weekday. Note that electric buses powered by rechargeable batteries will save about the same amount of CO₂. The electric buses powered by rechargeable batteries need to be considered for comparison in DEIS. Five years ago, electric cars powered by rechargeable batteries was not even imagined and considered viable by anybody. Today Nissan Leaf, Chevrolet Volt, etc. are in mass production. Clearly electric buses powered by rechargeable batteries should be used for comparison with Streetcar. Use of rechargeable batteries for electric buses will also result saving of about 40.51 to 42.1 tons of CO₂ on average weekday –like that for Streetcar.

Furthermore, since Bus option will not require the construction of extensive Streetcar infrastructure, during the negligible improvements for construction of Bus Stops, only negligible CO₂ will be produced & there will be a significant saving of production of CO₂. Compared to Streetcar implementation.

12) There is reference that Enhanced Bus will have to deal with congestion at two intersections. This can be easily solved by small capital improvement so that the delay due to congestions at the two intersections can be eliminated and thus reducing in-vehicle time for travel by Bus.

13) Corridor Transit Place Miles (shown in Table S2 of DEIS) show the Streetcars have larger capacity than Enhanced Bus option. Simply use of double Decker buses or buses with larger capacity will show that the Bus option will have the larger capacity and this implementation should be used in the DEIS so that enhanced option is fairly judged. The option of Streetcar requires a very large capital improvements and a slight additional capital improvements for Buses and also for eliminating congestion will result in a far more competitive Enhanced Bus option.

14) In No Build and Enhanced build option the existing Right of Way is not used. To compare all the three options fairly, the Right of Way must be used even for each of the bus options. Some selected portion of the Right of Way needs to be converted in to Parking for commuters so that commuters can park in these additional parking facilities which are closer to some Bus Stops. This additional parking facilities closer to some Bus stops will make the Bus options more desirable and commuters using Buses will save even more time which needs to be calculated and integrated in the DEIS. The rest of the Right of Way which cannot be used for parking need to be either traded with adjoining property to create more parking or sold and the money should be used to purchase the buses and keep reserves for transportation. The sale of the Right of Way may generate cash to pay the \$20.4 million for local match for the enhanced bus option and this information needs to be included in the DEIS.

Effect of this additional parking will result in ease of bus use and reduction in time to walk to the Bus station and this information needs to be factored in calculation of total time taken by riders.

15) No Build Option as well as Enhanced build option has a very important attribute –flexibility. For example if ferry option or a bridge to Milwaukie is implemented, Milwaukie LRT under development can accommodate Lake Oswego to Portland traffic efficiently. This flexibility attributes need to be discussed in the DEIS.

16) It has been reported that Streetcar implementation brings increase crime to the area streetcar serve and require more monitoring and additional security personnel. Using 6 additional security guards (to keep crime rate the same for each of the options) will increase the annual Streetcar expenses. This increases costs will make annual operating cost of Streetcar comparable to Enhanced Bus Option needs to be incorporated in the DEIS.

17) Note that the existing buses can be used for enhanced Bus Option and can be gradually replaced and/or new buses added as the demand increases. There is no need to drastically increase the operating or purchase budget. Furthermore, Enhanced Bus option allows gradual purchase of Buses with more and more advanced technology as compared to purchase of the Streetcars of today's technology (for example, in the near future, rechargeable batteries can power streetcars rather than ugly and expensive overhead electric cables). There is a need to do more research and this information need to be discussed in more detail in DEIS.

18) If a Streetcar is implemented, it will take much longer to reach destination for passengers coming from Oregon City by Bus 35 since he will have wait at Streetcar Station and catch next streetcar (which are less frequent than Buses). The person coming from Oregon City would rather just continue with his Bus and reach his destination much faster. This information and unfriendly effect on ridership need to be discussed in detail in the DEIS.

19) In our neighborhood in Dunthorpe/Riverdale area, the planned Streetcar is only a few feet from homes and furthermore the track divides the owner's properties. Right now the area is very serene and is in pristine condition and one can hear wind, the waves hitting the shore, bird chirping. Unsightly and noisy Streetcar dissecting through the owner's properties in the neighborhood will create vibration which will change the whole serene condition of the neighborhood and will not be acceptable to anybody. The DEIS does not properly identifies the very severe damaging impact of Streetcars travelling only a few feet from homes and destroying the serene existing characteristics, creating unacceptable visual impact, vibration and noise and this effect needs to be properly elaborated in the DEIS.

Furthermore, Streetcar divides yards of about 7 residences and some residents cross Streetcar track many dozens of time daily when they, children, and their dog play. A child playing in their own back yard is not expected to yield to a Streetcar. Streetcar dissecting the yard poses unacceptable risk of injury and death and must be avoided at all costs.

This very severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood neighborhood, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets needs to be documented properly in DEIS.

If a Streetcar option is selected, the mitigation option is to move the track to Riverwood Road so that the Streetcar does not dissect backyards and cause very dangerous environment to residents and visitors. If a Street car implementation is selected over Bus implementation, then I request that the Riverwood Design Option or even the Hybrid Riverwood Option (see #22 "Hybrid Option" below) is selected to reduce the severe impact of Willamette Shore Line Design Option in Segment 5 -Dunthorpe/Riverwood segment.

20) An underground Streetcar option was discussed at a meeting when the Riverwood Design Option for streetcar was considered. Underground Streetcar option allows building a tunnel next to the new bridge. If a tunnel is planned, the height of the bridge can be drastically reduced. Cost to build a bridge depends greatly on the height of the bridge. It may not cost any more to build an underground Streetcar track under Riverwood Road since the bridge will not have to be built so high. Also, the present site selected for the bridge will affect the natural habitat and this damaging effect as well as effect of unsightly Streetcar in the Dunthorpe/Riverwood area can be minimized by building Streetcar underground in Riverwood Road.

21) Dunthorpe/Riverdale residents have a big and compelling complaint that a Streetcar implementation will result in parking by commuters on Riverwood Road & numerous cars parked by commuters will change the character of Riverwood Road. The numerous cars parked on Riverwood Road will also eliminate very desirable & needed

parking spaces for neighborhood. At times, there are over 40 cars parked on Riverwood Road when there is a large get together in this area. If the Streetcar option is selected, building of a parking structure and restricting commuters from parking on Riverwood Road is required.

An underground parking under Military Road and Riverwood Road can be built which will have least effect on the characteristic of Dunthorpe/Riverwood area. An underground parking for commuters will allow commuters to park cars without taking away Streetcar parking which needs to be reserved for the neighborhood.

22) Hybrid Option: If the Streetcar Dunthorpe/Riverdale Willamette Shore Line option is, it will cause unsightly streetcar making sound and causing vibration only a few feet from a number of residences and changing the serene characteristic of the area. Riverwood Design Option in Dunthorpe/Riverdale area will mitigate this problem. There is another Hybrid Option consisting of moving Streetcar away from the houses most severely affected. This option consists of keeping the track on the bridge as shown in the Dunthorpe/Riverdale Willamette Shore Line Option and keeping the track as envisioned mostly in front of 10940 and then diagonally moving the streetcar tracks to Riverwood starting at property 10960 and 11000 SW Riverwood Road and keeping the track on Riverwood Road in front of properties 11124, 11150, 11200 and 11224 SW Riverwood Road. This Hybrid option will move the Streetcar tracks away from many homes reduce dissection of the back yards and thus eliminate the dangerous environment for children and pets playing in their own back yards reduce the noise and vibration to the homes.

23) A battery powered Streetcar vehicle option was described in one of the meeting by Douglas. Clearly electric drive train using battery power is well mastered simple engineering (electric drive train technology is over 100 years old!). Eliminating overhead electric cables will make Streetcar implementation less offensive in many neighborhoods.

The above information needs to be incorporated (after any suggested studies) in the DEIS so that consideration is properly given and options are fairly compared.

I recommend use of the Enhanced Bus option because of many overwhelming reasons given above. However, if a Streetcar option is chosen, then in Segment 5, Dunthorpe/Riverdale segment, I request incorporation of Riverwood Design option to mitigate extremely severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood backyard, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets.

Other: I like to take this opportunity to recognize & show my appreciation to Jamie Snook for being always very helpful & answering many questions even though she has been extremely busy.

Thanks a lot.

Sincerely,

Suresh C. Paranjpe, Ph.D. Engineering
11150 SW Riverwood Road
Portland, OR 97219

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Thanks.

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Note that the values have gone down by about 30% for personal residences and about 70% for bare land in the last 3 years.

2) If a segment of the Right of Way is really not necessary to build a Streetcar since there is an alternate route freely available –then what is the value of the segment? Zero –right?

There is a value of a Streetcar segment when there is no other land available to build streetcar tracks. When there is alternate segment of land available freely to build Streetcar tracks, then the segment of the land being considered for streetcar track has no value. Route 43 and SW Riverwood Road are freely available to build Streetcar. The value of Segment 3 –Johns landing area for \$8.9 million and Value of Dunthorpe/Riverdale segment shown to be worth \$10.2 million are the segment which are really not needed to build the Streetcar tracks. Correct valuation showing what the segments can fetch in open market as of December 2010 need to be determined by at least two independent appraisers. References as to the value of these two segments need to be removed from all tables and discussions everywhere in the DEIS and the new appraised value should be subtracted from new appraised value showing what the Right of Way can fetch in open market. For example, if the two segments are appraised at \$2 million and the total Right of Way is appraised at \$10 million, then the useful value of the Right of Way is only \$8 millions.

3) Disruptive technologies are those which dramatically change the existing paradigms and ways of doing business. For example, producing cheap cars displaced bullock carts and horses used for people transportation and need for stables along the way. Recently a Disruptive technology of Video Conferencing is improving and expanding very rapidly. Internet speed is increasing rapidly and more and more people understand the benefits of video conferencing which results in elimination of need for physical presence in meetings. Furthermore, use of a PC and internet also is reducing the need to go to office for more and more people who now increasingly work from home. As more and more office workers use the PCs, internet and Video Conferencing, less and less office workers will travel to "jobs" or for meetings. They can easily attend all meeting from home and do almost all work from home. Was any consideration given to this important trend and the dramatic effect of that trend in projected growth (or reduction) of people travelling between Lake Oswego and Portland and congestion? If not, such study should be undertaken to evaluate the impact of this trend on ridership and projected ridership between Lake Oswego to Portland.

4) New 2010 Census show that population of Portland did not grow as rapidly as projected. How much is the impact to the estimated traffic by using the actual 2010 Census numbers as compared to projected 2010 population numbers and also using slower growth?

5) There is a steep road from Highway 43 to proposed Riverwood Streetcar station and nobody is likely to walk to the far away station at the Riverwood Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. The Dunthorpe/Riverwood stop is not consistent with the character of the neighborhood and creates very severe environmental impact on the area. A study should be conducted to identify Streetcar riders who will walk to the Riverwood Streetcar Stop. If the study shows that only few riders will walk to proposed Dunthorpe/Riverwood Streetcar Stop, then the Riverwood/Military station should be removed. If almost all riders will park cars on the road at the Dunthorpe/Riverwood Streetcar station, then those riders can easily park cars at the other nearby Streetcar stations.

6) There are 10 Streetcar Stops shown in DEIS. Some Streetcar stops are most unfriendly to pedestrian traffic and will result in more car traffic using Streetcars. Example is Riverwood/Military Road Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. Since the Dunthorpe/Riverwood Streetcar stop is so unfriendly to almost all Streetcar users, really only 9 Streetcar stops are useful. Since there are 13 Enhanced bus stops, those are closer on the average, to users. Streetcar stations are fewer and therefore are, on the average, further distance than Bus Stops from home or from the final desired destination.

DEIS provides estimated actual travel time for a rider by Bus vs. by Streetcar. The actual travel time in the Bus or Streetcar is only a portion of the total time a rider spends to accomplish his objective for a trip. The actual time to travel by Bus vs. by Streetcar is of far less importance as compared to the total time one spends to reach the final personalized destination for a purpose from his starting place.

Walk Time to & from Stops: Buses can accelerate and stop faster than Streetcars and there are 13 Bus Sops compared to 9 useful Streetcar Stops. Less Streetcar Stops results in more distance to walk to Streetcar Stops (on the

average) as compared to Bus Stops which in turn require more time spent in walking to Streetcar Stops than time spent to walk to Bus Stops. Similarly, on an average, more time will be spent to go to a destination from a Streetcar Stops as compared to Bus Stops since the Streetcar Stops are further apart. Furthermore, more Bus Stops are closer to the population centers as compared to Streetcar Stops. For example, the Streetcar Stop at Riverwood/Dunthorpe is very far away from Highway 43 and will require on the average about 10 more minutes to walk to as compared to a Bus Stop on Highway 43. What is required is a statistical study to find out the average time required for pedestrians to walk to & from a nearest Bus Stop as compared to a nearest Streetcar Stop.

Wait Time at Destination or for start of journey: Since Buses run more frequently as compared to Streetcars, there is less waiting time (and therefore less waste of time) using Buses as compared to a Streetcars. Consider the following example:

Assumptions for this example:

- a) Actual time by bus travel: 30 minutes
- b) Actual time for Streetcar travel 29 minutes
- c) Streetcar every 20 minutes
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Objective of travel: Needs to reach for an office meeting at 8:00 AM and starting from home

For the above case, the person will have to reach the final Streetcar Station at 7:45 AM because if he reaches at 8:05 AM, he will be too late to the meeting; whereas he can reach final Bus stop at 7:55 AM and still can be in time for the 8:00 AM. Thus the person using bus can be at the final stop 10 minutes later than a person using a Streetcar and still reach the meeting in time.

It will take:

Total time by using a Streetcar: 29 minutes for travel by a Streetcar, 5 + 5 minutes for walk to and from Streetcar station, and 10 additional minutes of waiting time at the final stop= 49 minutes.

Total time by using Bus: 30 minutes for travel by a Bus 4 + 4 minutes for walk to and from bus station = only 38 minutes.

Thus in the above example, a person can save 11 minutes by going by Bus vs. going by Streetcar even though travel time by a Streetcar takes 1 minute less than travel time by a bus. Note that this saving of time is mainly due to having fewer Streetcar Stations, Streetcar Stations not near the population density and less frequent Streetcar schedules.

So, just providing a table of actual time it takes for Streetcar travel vs. actual time it takes for bus travel, as is done in the DEIS is very misleading and can give a wrong conclusions.

The above is example is provided merely to show a methodology of how the total time spent can be calculated. What is required is calculating total time required to reach a final destination using statistical method for a large number of riders for random appointments or to be at the final destination at the specified time for Streetcar as well as for Bus riders. Such statistical study to compare the total time required for random travel for Streetcar as well as Bus riders need to be done and included in DEIS and is most relevant.

Also, after determining the above statistical calculation of total travel time, a study to optimize the number of Bus Stops should be undertaken. In DEIS, presently 13 Bust stops are incorporated for the Enhanced Bus option and

clearly this number should be scientifically chosen by the suggested optimization study to reduce the total time required.

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9) Almost all engineering consultant claim that they have calculated a very conservative costs for their project and most of the time the actual cost is well beyond the "conservative" estimate. What is the track record of the consultant? Please provide the last 5 project estimates the engineering consultant had made and the actual cost of the projects after those were finished. This should allow calculation of a ratio of actual cost to estimated cost. To get a more realistic cost of the Lake Oswego to Portland Streetcar project, the projected cost given by the consultant & used in DEIS needs to be multiplied by the ratio. If the consultant has not finished 5 projects, then one can use those which are completed and then also use the most recent Streetcar projects done or almost done (use a total of 5 projects) in Portland.

10) To build the Streetcar tracks and infrastructure requires use of a very large number of earth moving equipments, heavy trucks and other vehicles for an extended time period. Many equipments, rails etc. need to be transported over a long distance. Bridge and other infra structures also need to be built. All this results in large expenditure of energy and is five to ten order of magnitude as compared to energy required to builds buses. Since DEIS provides tables comparing CO₂ creation for Bus vs. Streetcar, this CO₂ impact during construction phase also needs to be addressed and shown.

11) DEIS show that CO₂ saving by Streetcar is 40.51 to 42.12 tons of CO₂ on average weekday. Note that electric buses powered by rechargeable batteries will save about the same amount of CO₂. It is very surprising and misleading that electric buses powered by rechargeable batteries were not used for comparison in DEIS. Five years ago, electric cars powered by rechargeable batteries was not even imagined and considered viable by anybody. Today Nissan Leaf, Chevrolet Volt, etc. are in mass production. Clearly electric buses powered by rechargeable batteries should be used for comparison with Streetcar. Use of rechargeable batteries for electric buses will also result saving of about 40.51 to 42.1 tons of CO₂ on average weekday –like that for Streetcar.

Furthermore, since Bus option will not require the construction of extensive Streetcar infrastructure, no CO₂ will be produced & there will be a significant saving of production of CO₂. Compared to Streetcar implementation.

12) A committee was formed about 5 years ago to decide between Bus vs. Streetcar and Bus was voted s the preferred choice by a majority of the participants. Please provide the details of the committee and include the information in the DEIS.

13) Corridor Transit Place Miles (shown in Table S2 of DEIS) show the Streetcars have larger capacity than Enhanced Bus option. Simply use of double Decker buses or buses with larger capacity will show that the Bus option will have the larger capacity and this implementation should be used in the DEIS so that enhanced option is fairly judged.

14) In No Build and Enhanced build option the existing Right of Way is not used. To compare all the three options fairly, the Right of Way must be used even for each of the bus options. Some selected portion of the Right of Way needs to be converted in to Parking for commuters so that commuters can park in these additional parking facilities which are closer to some Bus Stops. This additional parking facilities closer to some Bus stops will make the Bus options more desirable and commuters using Buses will save even more time which needs to be calculated and integrated in the DEIS. The rest of the Right of Way which cannot be used for parking need to be either traded with adjoining property to create more parking or sold and the money should be used to purchase the buses and keep reserves for transportation. The sale of the Right of Way may generate cash to pay the \$20.4 million for local match for the enhanced bus option and this information needs to be included in the DEIS.

Effect of this additional parking will result in ease of bus use and reduction in time to walk to the Bus station and this information needs to be factored in calculation of total time taken by riders.

15) No Build Option as well as Enhanced build option has a very important attribute –flexibility. For example if ferry option or a bridge to Milwaukie is implemented, Milwaukie LRT under development can accommodate Lake Oswego to Portland traffic efficiently. This flexibility attributes need to be discussed in the DEIS.

16) It has been reported that Streetcar implementation brings increase crime to the area streetcar serve and require more monitoring and additional security personnel. Using 6 additional security guards (to keep crime rate the same for each of the options) will increase the annual Streetcar expenses. This increases costs will make annual operating cost of Streetcar comparable to Enhanced Bus Option needs to be incorporated in the DEIS.

17) Note that the existing buses can be used for enhanced Bus Option and can be gradually replaced and/or new buses added as the demand increases. There is no need to drastically increase the operating or purchase budget. Furthermore, Enhanced Bus option allows gradual purchase of Buses with more and more advanced technology as compared to purchase of the Streetcars of today's technology (for example, in the near future, rechargeable batteries can power streetcars rather than ugly and expensive overhead electric cables). This information need to be discussed in more detail in DEIS.

18) If a Streetcar is implemented, it will take much longer to reach destination for passengers coming from Oregon City by Bus 35 since he will have wait at Streetcar Station and catch next streetcar (which are less frequent than Buses). The person coming from Oregon City would rather just continue with his Bus and reach his destination much faster. This information and unfriendly effect on ridership need to be discussed in detail in the DEIS.

19) In our neighborhood in Dunthorpe/Riverdale area, the planned Streetcar is only a few feet from homes and furthermore the track divides the owner's properties. Right now the area is very serene and is in pristine condition and one can hear wind, the waves hitting the shore, bird chirping. Unsightly and noisy Streetcar dissecting through the owner's properties in the neighborhood will create vibration which will change the whole serene condition of the neighborhood and will not be acceptable to anybody. The DEIS does not properly identifies the very severe damaging impact of Streetcars travelling only a few feet from homes and destroying the serene existing characteristics, creating unacceptable vibration and noise and this effect needs to be properly elaborated in the DEIS.

Furthermore, Streetcar divides yards of about 7 residences and some residents cross Streetcar track many dozens of time daily when they, children, and their dog play. A child playing in their own back yard is not expected to yield to a Streetcar. Streetcar dissecting the yard poses unacceptable risk of injury and death and must be avoided at all costs.

This very severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood neighborhood, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets needs to be documented properly in DEIS.

20) An underground Streetcar option was discussed at a meeting when a Riverwood option for streetcar was considered. Underground Streetcar option allows building a tunnel next to the new bridge. If a tunnel is planned, the height of the bridge can be drastically reduced. Cost to build a bridge depends greatly on the height of the bridge. It may not cost any more to build an underground Streetcar track under Riverwood Road since the bridge will not have to be built so high. Also, the present site selected for the bridge will affect the natural habitat and this damaging effect as well as effect of unsightly Streetcar in the Dunthorpe/Riverwood area can be minimized by building Streetcar underground in Riverwood Road.

21) Dunthorpe/Riverdale residents have a big and compelling complaint that a Streetcar implementation will result in parking by commuters on Riverwood Road & numerous cars parked by commuters will change the character of Riverwood Road. The numerous cars parked on Riverwood Road will also eliminate very desirable & needed parking spaces for neighborhood. At times, there are over 40 cars parked on Riverwood Road when there is a large party in this area. If the Streetcar option is selected, building of a parking structure and restricting commuters from parking on Riverwood Road is required.

An underground parking under Military Road and Riverwood Road can be built which will have least effect on the characteristic of Dunthorpe/Riverwood area. An underground parking for commuters will allow commuters to park cars without taking away Streetcar parking which needs to be reserved for the neighborhood.

22) A battery powered Streetcar vehicle option was described in one of the meeting by Douglas. Clearly electric drive train using battery power is well mastered simple engineering (electric drive train technology is over 100 years old!). Eliminating overhead electric cables will make Streetcar implementation less offensive in many neighborhoods.

From: Customer Servpro [customerservpro@hotmail.com]
Sent: Thursday, December 09, 2010 8:39 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project DEIS Comments

The proposal to extend the streetcar from Portland to Lake Oswego is a prime example of yet another symbolic project that above any and all other aspects, adds to the national deficit. Sustainability starts with financial self-sustainability. Even with all the padding and commingling of funds, this project does not pencil out financially and therefore is NOT sustainable. The slight benefits DO NOT outweigh the excessive and lavish price tag. The potential user fare contribution to the project is miniscule compared to both the capital costs and the costs of operation. Additionally, fares will likely not contribute to replenishing any of the federal dollars raided from the National Highway Trust Fund. Building this project; and financially subsidizing the operation will only increase the cost of living in Portland and the region. If a portion of the track alignment irrationally ends up on Macadam Avenue, it will artificially add congestion and indirectly add to the regional carbon footprint.

The project even fails the basic principals that are guiding it. **“Vibrant Communities”** require good roads in and out; freedom of choice including as it applies to transportation options, housing and lifestyles; and minimal taxation. **“Economic Prosperity”** requires government to make it uncomplicated and undemanding for the private sector to do business in a community instead of funding or subsidizing jobs with tax dollars – which can often be compared to a pyramid scheme. **“Safe and Reliable Transportation”** is good lighting on those good roads and streets that are not full of safety hazard obstacles (such as curb extensions and traffic barriers in intersections) rather than creating crime corridors that are often associated with and tend to develop adjacent to rail transit. If the belief is that climate change is human caused, then **“Leadership in Climate Change”** must be to tackle population growth instead of attempting to dictate how people should live and/or move about. **“Clean Air and Water”** requires that alternative transportation infrastructure and options not be wedged in on existing roadways which in turn reduces motor vehicle capacity and creates artificial congestion. This also includes requiring busses not to stop in travel lanes when boarding passengers.

The biggest failure and injustice however is equity. **“Equity”** requires transit users and bicyclists to pay their own way at least to the same degree that motorists pay for roads – which is 60 to 90 percent depending what is factored in – instead of poaching the costs from motorists, other taxpayers and various taxpayer funded resources for specialized infrastructure, bike-ped paths and transit operations.

Even though the **THE BEST OPTION FOR THIS PROJECT IS A NO BUILD**; reading between the lines on the handout materials, it appears as if the decision has already been made to proceed with the project thereby ignoring any opposition input emerging from the public comment process.

Respectfully submitted,

Terry Parker
P.O. Box 13503
Portland, OR 97213-0503

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/28/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Karen Paulino & Eliot Spindel

Affiliation (if any)

Address (required) 5899 Sunbrook Drive, Lake Oswego, 97035

E-mail (optional) spindels@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

We have lived in Lake Oswego for almost 25 years and we strongly support a Lake Oswego to Portland streetcar.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) L. Pearson

Affiliation (if any) _____

Address (required) 1614 SW Hume Ct.

E-mail (optional) starvingalligator@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

NO. NO. NO.

We have other higher priority needs than this ludicrous project. Everything from the parking structure in Lake O to the route is ridiculous. This is not the time to spend the money to plan another high priced project let alone build it. Take care of what we have before building more. Enough is enough.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date Dec 2010

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) C. A. Peters

Affiliation (if any) _____

Address (required) 1614 SW 11th Ave

E-mail (optional) hungerforjustice@blue.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

This is a large and tough plan ~~is not necessary~~ but should be shelved until the economy is in better shape, like, the tax payer, can not pay for every thing you dream up.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date dec. 9, 2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* sam pearson

Affiliation *(if any)* _____

Address *(required)* 1614 SW Hume Ct. Portland Oregon 97219

E-mail *(optional)* sfpjr1@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

This project costs way to much money for the use that it will get. I know that your studies say it will be used more but studies have been proven to say just what you want them to say.

Tri-Met has cut bus lines in this area and in the southwest area, so why should we put in a trolley line that only services so few. Money should be spent on what we have now, not what you think we want.

Tri-Met and the City of Portland are talking about a corridor of either buses or Max type units from Portland to Sherwood. This is going to cost more than Lake Oswego to Portland, and get better ridership. You will be coming to the taxpayer and wanting money for this line too in the future.

For heavens sake, remember we are in a recession, and money is tight for all of us taxpayers. Stop wasting our time with these ideas, that we can not afford, and you want.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date Dec. 9, 2010

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) SAM PEARSON

Affiliation (if any) _____

Address (required) 1114 S.W. Home Ct

E-mail (optional) SFPJR1@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Cost of Plan very high for what we get. Tri Met
has renewed bus lines in this area, and surrounding
area's. So I do not believe that this will succeed.

Money for bus line use, would be better
use of Tax payer dollars.

This is not the right time to go after money -
as a tax payer.

Tri Met talks about Portland to Sherwood
corridor bus, or Max lines, that makes more
sense than Lake Oswego to Portland -

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Wayne Pederson [wayne.d.pederson@gmail.com]
Sent: Thursday, January 13, 2011 8:02 PM
To: Trans System Accounts
Subject: Portland to Lake Oswego Transit Project.

To whom it may concern:

I am opposed to any arrangement where this transportation project is funded by any means other than by the developers. The City of Lake Oswego has far too heavy a debt burden at this time. I might be willing to support a Local Improvement District finance plan that obligates the developers and those in the LO downtown business area and Foothills where the proposed economic benefit applies. Any debt that is accomplished by a general obligation bond or higher taxes on the those outside of such a LID are not acceptable to me.

Wayne D. Pederson
Lake Oswego

From: pelmas carol [cpelmas@yahoo.com]
Sent: Wednesday, January 05, 2011 9:49 AM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

To whom it may concern:

As a regular bicycle commuter from downtown LO to the Interstate Kaiser complex, I was disappointed that the current railway could not be converted to a bike path.

I'm writing to voice my support for a better bike path from LO to Portland along the river. One possibility would be to turn the 43 raceway into a two lane road. This would allow wider bike lanes to be created on the sides, and would put an end to the bad behavior we currently see with dangerous passing and cutting in at the last moment. Because the traffic on 43 is so fast, it would be nice to have an actual barrier between the road and the lane, though this is probably too expensive.

Another choice would be to figure out a way to put the bikes up onto Breyman/Edgecliff for much of the route, this is much easier for the southbound route.

Like most cyclists, I have figured out the ways around the dangerous 43 impasse, but it sure would be nice to have a direct route.

thank you,
Carol Pelmas
604 Cabana Lane
Lake Oswego, OR 97034

—Original Message—

From: Ingrid Pentecost <IPatLO@aol.com>
To: stoplostreetcar <stoplostreetcar@aol.com>
Sent: Thu, Jan 27, 2011 11:30 am
Subject: Lake Oswego streetcar proposal

I am another concerned resident of Lake Oswego that believes the cost of the streetcar project is a burden that is unrealistic and unfair to bear. We are not a metropolitan city that needs to provide state-of-the-art transportation for workers traveling to Portland.

How many ways are the local public officials trying to "squeeze" the taxpayers of LO?

Regards,
Ingrid Pentecost

mail.aol.com/.../PrintMessage.aspx

1/1

From: c.pera The Artisan Custom Framing [cp.artisan@gmail.com]
Sent: Tuesday, December 07, 2010 3:23 PM
To: Trans System Accounts
Subject: Transit

I believe that it is in the best interest of Lake Oswego and the entire region to have rail transit between Lake Oswego and downtown Portland.

Rejecting mass transit is short sighted at the very least.

Cristina Pera
267 'A' Ave.
Lake Oswego, OR 97034

—Original Message—

From: Shela Perrin <shela@pdx.edu>

To: councildistribution <councildistribution@ci.oswego.or.us>; metro council <metro council@oregonmetro.gov>; bcc <bcc@co.clackamas.or.us>

Cc: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Sun, Jan 30, 2011 4:49 am

Subject: Streetcar

While I am in favor of streetcar transportation in general, I believe we have to set priorities on how our limited tax dollars are spent. If the choice is between our schools and a streetcar, I would support our schools. If the choice is between a library and a streetcar, I would support spending our dollars on a new library. If the choice is between police protection and a streetcar, I would support police protection. I also support the idea of a walking/biking path from lake oswego to Portland to allow safe traveling for bicyclists and pedestrians. Please consider taking care of our community first and connecting to other communities as a secondary measure. We cannot afford everything so lets take care of our future; keep our schools open, build opportunity to education via the library and protect our community with an ample police protection plan. Take care of our home first, then if there are sufficient funds, build the streetcar. I am worried about being able to afford to continue to live here and the ability of my children to live here in the future. Please be responsible, thoughtful and considerate of how our hard earned tax dollars are spent. Thank you for your consideration,

Shela Perrin

1805 Glenmorrie Terrace

Lake Oswego, Or 97034

503-548-7058

"No act of kindness, no matter how small, is ever wasted." Aescop, The Lion and the Mouse

mail.aol.com/.../PrintMessage.aspx

1/1

From: Mark Peterson [mpeterson@theiatech.com]
Sent: Friday, January 28, 2011 2:17 PM
To: Trans System Accounts
Subject: Streetcar to LO

I support streetcar to Lake Oswego. It will be critical for future development of the downtown LO area.

Mark Peterson
VP Advanced Technology
Theia Technologies LLC
29765 SW Town Center Loop W, Suite #4
Wilsonville, OR 97070
503-570-3296
mpeterson@theiatech.com
www.TheiaTech.com



New lens calculator app for your mobile phone
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Android and iPhone apps](#)



From: Vangiehome@aol.com
Sent: Monday, January 31, 2011 10:51 AM
To: Trans System Accounts
Cc: SorensenJA@aol.com
Subject: (no subject)

To Metro Transportation:

I live on the corridor where you plan to place the Street Car (SC) in its new iteration. **Please know I am opposed to this development for the following reasons:**

- 1) The goal is to remove 35-40 cars by 2035. However, a planned parking lot where the Albertson's Store would only generate more than 300 cars to park there drawing a record number of vehicles at peak traffic times irreversibly changing the environment of our community. It will also attract unsavory elements to our neighborhood decreasing the safety of the families that live here.
- 2) Which should be the first point, it will cost in excess of \$400 million to build. Where do our governments intend to find this money when the State government has a projected \$2 billion shortfall for this biennium? Lake Oswego is projected to be over \$200 million in debt and contemplating new income tax programs to support programs it can't afford. The Federal government is about to raise the debt ceiling past \$1.5 trillion.
- 3) If you use Metro's model, how much will we the taxpayers pay to subsidize the operation of this SC Increasing and making the bus line more effective makes so much economic sense at a fraction of the cost and it does not compromise the environment nor negatively affect our community. In Milwaukee, the government subsidizes \$40 for every rider who boards their train. Where exactly does that money come, when you know you can only charge \$4 tops for each rider otherwise a private vehicle makes more economic sense? What is ridership in less affluent areas? Who do present Oregon municipalities pay for this burgeoning expense?
- 4) Look at the demographics of your ridership and the number of business leaving the Portland area. Why support and promote one city that demonstrates that it is not interested in business and jobs. It is interested in bike lanes and eliminating any type of independent vehicular travel. Portland is a city that sounds good on paper but is not working economically.
- 5) The lines would run closely to too many of the 26 parks Lake Oswego owns and in light of the State's sensitive lands policy will be breaking those laws. Which makes me ask why you can compromise wetlands and natural species while the average citizen is penalized for the same decisions? Why is the government above the laws? Aren't you suppose to enforce them?

I AM AGAINST THE STREET CAR! I WOULD VOTE AGAINST IT OVER AND OVER AND OVER. I WOULD WORK HARD TO **REPLACE** ANY POLITICIAN, HOFFMAN, SHRADER AND DEFAZIO, WHO WON'T LISTEN TO THE PEOPLE AND SPENDS MILLIONS ON PROJECTS THAT DON'T PUT OUR PEOPLE TO WORK and I am a Democrat.

How can you justify the millions of dollars for a Street Car when our unemployment is at 10.6% and our businesses and jobs are leaving the State because irresponsible politicians are too short-sighted or uncaring to see the affects of their spending policy.

Sincerely,

Evangeline Philo-Sorensen
250 Stampher Road
Lake Oswego, OR 97034

From: angelica pilato [angelpilato@yahoo.com]
Sent: Monday, January 31, 2011 11:29 AM
To: Trans System Accounts
Subject: street car

I encourage the City Council to move forward on this.
It would greatly enhance Lake Oswego business district, reduce pollution, and connect Lake Oswego with PDX.
Go for it!
Angel Pilato
5055 Foothills Dr.
Lake Oswego, OR

From: PADEN NORMA PRICHARD [nandpprichard@msn.com]
Sent: Tuesday, January 04, 2011 11:21 AM
To: Trans System Accounts
Subject: Comments on the Lake Oswego to Portland DEIS

Attention Jamie Snook,

I am a member of the Evergreen Neighborhood and on the Foothill CAC. I have some transportation and design experience and have read the DEIS and studied the larger scale maps. I have some comments regarding the DEIS I would like to offer as part of the official comment period.

Table 6.1-7 lists 42.830 million square feet of available floor area in New station areas. I presume this is a typo error. Is the new floor space by segment or that an aggregate of all new stations on this line? If this figure was used, and it seems to be repeated on page 6-15 and 6-21, how many other calculations could it have impacted? For example, on page 6-20, B. the Streetcar Alternate, 12,080 new households and 24,920 additional jobs (are created) within station areas. Even if that is all station areas along this line, and I can see perhaps the potential for 12,080 households, the number of jobs (created) just does not seem possible. Is this generated from the square footage figure? Table C.3-2 lists 904,000 new square feet and 604 jobs in Lake Oswego with the Albertson's terminus. Is that for Albertson's station area or all of "new Foothill" or all of Downtown Lake Oswego including Albertson's and Foothill?

Figure D-17 showing a grid pattern for the development of Foothill is about one of the most pie-in-the-sky ideas possible. The topography in this area could not have even been looked at, let alone studied. Actually, I don't see how the "Foothills" alignment could even be considered due to the topography unless one is interested in an "amusement car ride". See CS-111A and CS-112A. (I realize for clarity, the vertical scale is not the the same as the horizontal). Even if this route was chosen, it would put the streetcar in the basement and the back of whatever development would take place in Foothill. It seems to me that the UPRR alignment is the correct choice here but the final choice should be left up to the "Foothill Plan". This is also true for the Albertson's station area. I think the roadway alignments, access to (future) Foothill, final station location, parking structure location and possibilities for future line extension should all be held tentative pending the final product of the "Foothill Plan". I believe much better solutions to all of these presented in this DEIS report will be a product of the "Foothill Plan".

Drawing CS-112 does not look like consideration has been given to streetcar extension to the south.

The problem of the bicycle access to Portland seems to be slightly "swept under the rug" in this DEIS. I believe a priority should be to establish a viable route to Sellwood and Portland. This should not be on Macadam, at least from Lake Oswego to north of Dunthorpe.

As would be typical, perhaps of this type of study, many of the statements justifying the Streetcar seem to be "self serving". I know this is a very general statement and I am not going to go through paragraph by paragraph to point out examples, except to say that, I did read the whole report, and that was my feeling at the end. It seems that weight should be given to the fact that even in the no-build scenario, some additional development IS going to take place.

Finally, in my opinion, for the Lake Oswego to Portland Streetcar be a success (for Lake Oswego) it must have as much good impact on existing development (Downtown) as on potential new development in Foothill. This would involve improvements to State Street including A Ave. access to Foothill and all the appropriate thru and turning lanes as well as teh B Ave stairs. The Streetcar should be visible to Downtown and State St. In the section discussing Macadam additional lanes, it is mentioned that visibility is important for maximum ridership and potential. This should be true for Lake Oswego as well.

Thank-you for the opportunity to comment.
Paden Prichard
204 6th St.
Lake Oswego Or 97034

From: brenda proctor [proctob@gmail.com]
Sent: Friday, January 28, 2011 12:01 AM
To: Trans System Accounts
Subject: Brenda Proctor - comment for L.O./ John's Landing street car

Hello,

I would like to say that I'm in favor for the street car to run Macadam! I know Metro knows what it's going to do but I want to voice my choice.

Thank you

Brenda Proctor

--

Brenda

tipsforaging.com

18 Britten Court
Lake Oswego, OR 97035
January 23, 2011



METRO
600 NE Grand Avenue
Lake Oswego to Portland Transit Project DEIS
Attention: Ms. Jamie Snook, Principal Planner
Portland, OR 97232

Subject: Lake Oswego to Portland Transit Project DEIS

As pointed out in an editorial in the December 4, 2010 Oregonian newspaper, initial financing arguments in the DEIS do not favor a proposed streetcar line between Lake Oswego and Portland. Constructing the streetcar line is estimated to cost seven to nine times the cost of enhanced bus service, which is estimated at about \$51.1 million. Local agencies, including my city of Lake Oswego with a population of 37,000, would have to contribute between \$32.9 and \$59.9 million more to build the streetcar line than to provide enhanced bus service. The miniscule ridership estimates of 3,200 to 3,400 daily commuters for the streetcar does not justify the expense for the Federal government or local governments.

The donated Willamette Shore Line right-of-way in-kind match of \$97 million for local agencies to apply to the capital cost of the streetcar line is not explained in the DEIS. Local agencies paid \$2 million for the right-of-way and now it is worth \$97 million. How come? Where did the \$97 million come from? I can't find it in the DEIS.

FTA uses project justification and financial commitment criteria to evaluate New Starts projects, such as the streetcar project. In my opinion, the streetcar is out of the ballgame.

Proposed New Starts projects must be supported by evidence of stable and dependable financial resources to construct, operate and maintain the existing and the new transit system. TriMet, the main sponsor of the proposed streetcar line is not in the best financial shape. It would be wise for FTA to require good evidence on this issue.

The current financial analysis for the project is based on varying levels of Small Starts funding for the enhanced bus alternative and New Starts funding for the streetcar alternative. My understanding is that Small Starts projects are easier to obtain than expensive New Starts projects, so the enhanced bus alternative would seem to be better for local politicians to approve than the streetcar project.

A handwritten signature in black ink that reads "John W. Pullen".

John W. Pullen
Voting member of the Lake Oswego
Neighborhood Action Coalition

cc: Federal Transit Administration
915 Second Avenue, Room 3142
Lake Oswego to Portland Transit Project DEIS
Attention: Mr. John Witmer, Community Planner
Seattle, WA 98714

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Jonathan C. Puskas _____

Affiliation (if any) None _____

Address (required) 159 Fifth Street; Lake Oswego, OR 97034 _____

E-mail (optional) impuskas@yahoo.com _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Greetings,

My name is Jonathan Puskas. I've been a resident of Lake Oswego since 1979. During that time, the community has undertaken many projects which have improved the livability and viability of our town. For example, bicycle trails, Millenium Park Project, and downtown redevelopment. During the same period, Lake Oswego and the surrounding communities have greatly expanded.

Forward-thinking leaders recognize that wider roads will not be adequate to meet our transportation in the next century. Rather, it will become increasingly important to provide quality public transportation alternatives. I believe the rail project is the best long-term alternative.

Having lived in Paris, France and Stuttgart, Germany (as well as traveling extensively throughout Europe and Asia), I've witnessed the value of rail-based commuter systems.

Introducing rail between Portland and it's southern communities along the Willamette will greatly improve long-term livability and help these communities continue to grow and prosper.

Please, vote to develop the rail connection today.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date 16 DEC '10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) JIM RABDA

Affiliation (if any) _____

Address (required) 2025 GLENMORRIS LN, L.O., 97034

E-mail (optional) RABDA@JUNO.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

L.O. STREET CAR

- PUT EDUCATION FIRST
- ASTOUNDING COST FOR A COUPLE THOUSAND PASSENGERS / DAY
- OTHERS COULD USE FED. FUNDS BETTER
- MAKE LANES OVER DUNTHORPE VARIABLE TO ACCOMMODATE MORE TRAFFIC.

NOTHING PRESENTED TONIGHT DEMONSTRATES WHY STREETCAR IS VIABLE.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

JAMES P. RADDA
2025 GLENMORRIE LANE
LAKE OSWEGO, OREGON 97034
TEL: 503-636-6381
E-MAIL: RADDA@JUNO.COM

27 January, 2011

Lake Oswego to Portland Transit Project
Comments to Draft Environmental Impact Statement and Preliminary
Section 4(f) Assessment Comment
trans@oregonmetro.gov

I have the following comments:

- A. With all the evidence submitted regarding the streetcar, the most frequently noted portion is funding. The funding is most often highlighted by the use of federal funds. This seems backward to me. First, we should determine if the project is viable: is the project such a good plan we would build it ourselves if need be? Federal funds then become an enhancement, not the centerpiece. I like to think of federal funds as my money just as much as is locally obtained funding. If the project is not really viable, we have an obligation as Americans to not waste federal funds. Put politics aside; we need to use money wisely.
- B. From what I can see, the streetcar has markings of the “bridge to nowhere” (in Alaska as I recall). We go from a terminal in Portland which is not connected to anything and end it in Lake Oswego. Lake Oswego is not a center of population. In order to connect the streetcar should join with streetcars in Portland and extend to Oregon City. This would make it an efficient and effective urban connection.
- C. Some have noted the importance of the streetcar in the development of Lake Oswego. Horses played an important role in the development of the city. Times change with technology and with population density. The historical value of the streetcar, while appreciated, is not a basis for its continued use.
- D. Listening to the streetcar supporters, I am struck about the nostalgic aspect of the plan. One senses cars full of happy children and adults gliding through a glen. At either end of the line people are singing and dancing. Nostalgia should not be part of the plan.
- E. The best solution may not be the enhanced bus line or the streetcar. Give disincentives to drive a car (most of them occupied solely by the driver) and incentives to take public transportation. Were this done, there would be fewer cars on the road, giving buses better opportunity to serve the public efficiently. This leads me to favor the enhanced bus line until a better solution can be adopted.
- F. I recommend the streetcar project be shelved. Use instead the enhanced bus until a more regional system can be worked out. A system which includes West Linn and Oregon City.
- G. As a final note, for thirty years I have wondered why Highway 43 through Dunthorpe has three lanes which alternate direction about half way

JAMES P. RADD
2025 GLENMORRIE LANE
LAKE OSWEGO, OREGON 97034
TEL: 503-636-6381
E-MAIL: RADD@JUNO.COM

through Dunthorpe. I have seen numerous cases around the world where these three lanes adjusted to accommodate traffic patterns. Why don't we make that change? A State system you say? We ARE the State.

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date January 29, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Carol Radich

Affiliation (if any) _____

Address (required) 669 Ellis Ave. Lake Oswego 97034

E-mail (optional) caradich@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I have attended several meetings regarding the streetcar for Lake Oswego and have read the documentation. I am a strong supporter and user of public transportation and would like to see the streetcar project move forward. I believe that 'do nothing' ignores transportation problems of the future, and the enhanced bus is an expense that will do little to alleviate those problems; more buses on Highway 43 will only add to the congestion. I believe the advantages of the streetcar far outweigh the disadvantages. The only viable argument against the streetcar is the cost, but, like all infrastructure costs, waiting only postpones solutions and ends up costing much more.

A streetcar to downtown Lake Oswego will provide jobs, will encourage people to use public transportation (the streetcar is a lot more 'fun' than the bus and will go right to PSU, Powell's Book Store, the Pearl, and NW 23rd), will reduce the Highway 43 gridlock, and will help Lake Oswego remain a vibrant community.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

RONALD K. RAGEN

December 17, 2010

Via Mail and Email (trans@oregonmetro.gov)

Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232

Dear Sir:

I am writing to comment on the proposed Lake Oswego to Portland Transit Project (“the Project”). I have followed the development of the Project over the last several years and have read the most recent comments distributed by Metro that were forwarded on December 7, 2010. I agree that there will be increases in traffic congestion on Hwy 43 between Lake Oswego and Portland but I seriously question the extent of such congestion that obviously forms much of the basis of the study and assumptions for the Project. The fact is that the stretch of Hwy 43 between the Sellwood Bridge and Portland has long been highly developed, and is in the midst of existing single family and multi-family housing. Except for additional development within the South Waterfront area, which is already served by streetcar, it is relatively unlikely that dense development, either residential or commercial, is in the future for that stretch of Hwy 43. Equally important is that there will be no future development between the Sellwood Bridge and Lake Oswego. It is also true that, while there will be additional development in Lake Oswego and Lake Grove, it is highly unlikely to be of the kind or in locations that have feasible access to an extended streetcar line that would make development of such a line practical into Lake Oswego.

Enhanced bus service from Portland to Lake Oswego, with the flexibility that it permits, both in timing and location, is a far more logical solution to whatever increased congestion may actually result between Portland and Lake Oswego than is the construction of a streetcar line, basically for the use of relatively few riders from Lake Oswego and at a very significantly higher cost.

One of the commonly stated justifications for additional streetcar development is to encourage other development and re-development along the locations of the track. That is not likely to result in any significant way from an extension of the current streetcar into Lake Oswego, and certainly will not in any way result between the Sellwood Bridge and Lake Oswego city limits. Further, just as ridership estimates on streetcar lines built over the last decade or so have proven to be quite overly optimistic, an estimate of ridership in 2035 amounts to little more than a dream; it certainly is not a valid basis for justifying the proposed cost for a streetcar line which fails to have the flexibility of use, cost and location that enhanced bus service can provide.

DWT 16113775v1 0032287-000003

Portland Transit Project
December 17, 2010
Page 2

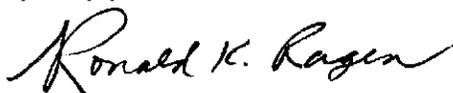
The City and/or Metro are in the midst of purchasing undeveloped land to the west of Hwy 43 for a number of different environmental purposes. The difference in floodplains lost and additional paved services required for a streetcar extension runs directly contrary to the very purpose of that purchase and the justification for the substantial expenditure of funds necessary to complete it.

I find the "quick comparison of alternatives" provided in the most recent communication with respect to the Project to be interesting in that there is an obvious assumption that none of the alternatives will be worse than "good" and that an extension of the streetcar line will be the "best." Unless all of the assumptions are to be accepted as included in that report, however, there seems little basis for concluding that the comparison or conclusions are accurate. Rather, the only reasonable conclusion is that it includes the assumptions and preferences of whoever wrote the report.

There has been for quite some time an obvious feeling among many local officials, both elected and not elected, that if there is federal money to be had in partial payment of a project, the project should be entered into almost regardless of the cost of local funds, and that loss of such available federal funds is unwise or even improper. I suggest that the emphasis should be on not what federal funds are available but on whether the proposed use of local funds is the best use of those funds given the broad range of needs in Oregon and its local communities. Weighing the value from the use of estimated local funds for a streetcar line (57 to 86 million dollars and, at that, probably optimistic) against other needs and uses for those funds, I suggest that an enhanced bus service is a far more logical and financially responsible manner in which to proceed to alleviate what I also believe to be an unrealistically high estimate of traffic congestion between Portland and Lake Oswego. I strongly suggest that the flexibility, lower expense and practicality of location changes that are available through an enhanced bus system indicate that an enhanced bus system is a much more responsible manner in which to proceed.

Thank you for the opportunity to comment on the Project.

Very truly yours,



Ronald Ragen

1300 SW Fifth Avenue, Suite 2300
Portland, OR 97201
Tele: (503) 241-2300
Email: ronaldragen@dwt.com

DWT 16113775v1 0032287-000003

From: Raujol, Renee [Renee.Raujol@dentsply.com]
Sent: Monday, January 31, 2011 6:15 PM
To: Trans System Accounts
Subject: Streetcar Project - Please Read and Consider
Importance: High

To: Metro Officials and decision-makers in the Federal Government,

I am opposed to the Street Car Project for the following reasons:

1. The anticipated cost is \$450 million dollars. Seems like we wouldn't even need more reasons than that not to build six miles of track.
2. It is not anticipated to materially reduce traffic on Hwy 43. Metro's own study (which I assume is optimistic) shows that the Streetcar would reduce rush hour traffic by 100 cars in 2035. That's \$450 million to reduce 100 cars during the busiest hour of the day.
3. They would build commuter parking garages in downtown LO which would make traffic worse there.
4. The Streetcar is not fast. The most likely route would go into the street on Macadam through John's landing which means it would move no faster than traffic.
5. It goes to the wrong place downtown. It goes up by PSU instead of the to bus mall where people who use public transit make connections.
6. It doesn't go to West Linn, so anyone commuting from West Linn will have to transfer and their commute will be longer than it is now.
7. If the price of gas goes up dramatically as many people are predicting, that alone will force many people out of their cars and into buses which will lessen traffic.
8. There is not much developable land, except Foothills, between John's Landing and Oregon City.

Where are all of the people coming from that need this expensive project?

Renée Raujol
13372 Fielding Road, Lake Oswego

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Date Jan 19, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name *(required)* Richard E Reamer

Affiliation (if any) Old Town neighborhood

Address *(required)* 398 Furnace St

E-mail (optional) rereamer@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____
-



Comment (use back or attach additional sheets if necessary)

Testimony on the LOPT Project/ Jan 24th, 2011/Lakewood Center

I am Richard Reamer, 398 Furnace St, in the Old Town neighborhood.

I fully support the streetcar option with certain conditions and I support it on several levels.

First of all, the streetcar is the right transit model for us and it is consistent with transit in the whole metro area. Highway 43 will not be widened and it will continue to get more crowded. The streetcar will operate in it's own right of way with more capacity. Buses will still be constrained by Highway 43 as they are now.

No one talks about this much but the streetcar will take 100 cars off Highway 43 during the peak hour and reduce up to 42 tons per day of CO2 released by vehicles (15 tons more than the bus option). It is the right move for the ecology. Transit travel time is less than both of the other options and the travel would be less affected by the congestion on Highway 43. Gas prices are not going to go down and the cost of driving your car will go up – guaranteed.

And then there is the potential for over 1400 construction jobs and 20 plus long term jobs. In this economy, 1400 jobs are huge. It uses existing federal transportation dollars that have been competed for by the region and is leveraged with the Willamette Shore right of way asset to bring in a transit project. It is a project we will never see again if we don't do it now.

But I also mentioned certain conditions. Those conditions revolve around either the bus or streetcar option and focus on the move of the transit center to the Albertson's shopping center. There are severe implications concerning traffic in and around the neighborhood, congestion at the intersection of State and Leonard and the loss of vital neighborhood services in the Albertson's center. Can the local businesses that the neighborhoods depend on survive a redevelopment?

Several neighborhoods, not just Old Town, rely on the grocery store, hardware store, bakery, laundry and dry cleaner, coffee shop, fast food, flower shop and many other retail and professional offices in that area. It is a part of what we call neighborhood and that infrastructure is an essential element in the livability of the neighborhoods.

Serious consideration needs to be given to a more appropriate distribution of the parking requirements to other areas like Foothills.

I support the streetcar option and am cautiously optimistic that there is a solution to the transit center issue at Albertson's.

Thank You.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Kathleen & Bill Reed [kath_billr@comcast.net]
Sent: Sunday, January 23, 2011 2:41 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project

As a resident of Johns Landing, I am writing to express my concern for the disruption and destruction that most certainly will occur if this project goes forward. Macadam is a tree-lined boulevard. How will you preserve the landscaping? During construction, I assume Macadam traffic will be routed to my street, Virginia Avenue. I am not looking forward to that. I am sure businesses are also not looking forward to the interruption of cash flow that usually accompanies construction projects of this nature. Removing residences, park area and parking spaces will not be an enhancement for our neighborhood. The notion that a streetcar will stimulate business in this area is not sufficiently supported by evidence. There is plenty of evidence that office buildings remain empty and restaurants come and go despite the high commuter traffic volume that passes through. This neighborhood seems to remain a pass-through neighborhood. I do not see that a streetcar will change that. There is no point in putting the streetcar on Macadam with the auto traffic. The result will be slower traffic, more stops and more delays for all vehicles. This project has many detractors, not the least of which is the cost. You might as well multiply your estimates times two, to be in keeping with past experience. Must we continue to build rail everywhere? It's really not much more pedestrian-friendly than auto traffic, as I was reminded the last time I walked downtown along the new Max line and listened to the rails screeching. Your report alludes to vibration and noise impact. How is this an improvement to a residential neighborhood? Let's give the rail-building a rest. Isn't there the possibility of a better technology out there? Is there evidence that Lake Oswego residents would use the street car?

Regards,
Kathleen Reed

From: M P REGAN [regan43@msn.com]
Sent: Thursday, December 16, 2010 10:03 AM
To: Trans System Accounts
Subject: Transit project

I would be in favor of enhanced bus service. It is more flexible and less expensive than streetcars.

M. Regan

From: Craig Reinhart [creinhart@cresapartners.com]
Sent: Monday, January 31, 2011 9:20 PM
To: Trans System Accounts
Subject: Street Car to Lake Oswego Project

To the decision makers:

It takes great courage to do the right thing and sometimes that courage may not be politically correct. It is politically correct to fund all public transportation projects we can. It is politically correct to support bike lanes and not car transportation. This is especially true here in Oregon.

When the federal government is clamoring to support these project and provide "stimulus", it is hard to say no.

It's easy to say yes when schools are being funded well and wealthy Americans are paying more in taxes. However, schools are being funded less and wealthy Americans are paying more in taxes...our education funding is falling, taxes have been voted higher here in Oregon yet the spending spree continues on crazy projects at the expense of education.

We are drunk a the trough. Have the courage to refuse this spending. Build a single bike path on the tracks instead. You will be far more healthy, our commune will be more healthy and our economy in lake Oswego will prosper like never before. Whatever you do, do not allow \$50,000,000 or more to on this project.

I echo my brothers comments below. This project is worse than the decision to purchase the Westend Building times 10. Do not put you name on this or it will haunt you like a bad dream as you witness it's position alongside the "bridge to nowhere" we are constantly hearing about.

Get it done for \$50 Million and I'll change my mind, run a passenger car across the bridge if you feel there is that level of passenger demand.

(From David Reinhart) I am opposed for a few simple reasons.

1. The anticipated cost is \$450 million dollars. Seems like we wouldn't even need more reasons than that not to build six miles of track.
2. It is not anticipated to materially reduce traffic on Hwy 43. Metro's own study (which I assume is optimistic) shows that the Streetcar would reduce rush hour traffic by 100 cars in 2035. That's \$450 million to reduce 100 cars during the busiest hour of the day.
3. They would build commuter parking garages in downtown LO which would make traffic worse there.
4. The Streetcar is not fast. The most likely route would go into the street on Macadam through John's landing which means it would move no faster than traffic.
5. It goes to the wrong place downtown. It goes up by PSU instead of the to bus mall where people who use public transit make connections.
6. It doesn't go to West Linn, so anyone commuting from West Linn will have to transfer and their commute will be longer than it is now.
7. If the price of gas goes up dramatically as many people are predicting, that alone will force many people out of their cars and into buses which will lessen traffic.
8. There is not much developable land, except Foothills, between John's Landing and Oregon City. Where are all of the people coming from that need this expensive project?

Sent from my iPad
Craig Reinhart
CresaPartners
503-781-1655
Creinhart@cresapartners.com

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) David Reinhart

Affiliation (if any) Area Resident

Address (required) 12700 Fielding Road, Lake Oswego, OR 97034

E-mail (optional) dreinhart@cresapartners.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I SUPPORT THE NO BUILD ALTERNATIVE. BUILD A BIKE PATH ON THE RIGHT OF WAY: I served and was a Co-Chair on the initial Lake Oswego to Portland Transit Advisory Committee that Metro put together, so I have spent a considerable amount of time thinking about this proposed project. I just cannot imagine how the Streetcar Alternative makes any sense to consider further. I also do not think that the Enhanced Bus Service makes sense. I am in support of the no build alternative. Since I'm sure that you have to plow through piles of these comments, I will attempt to keep my comments brief and I will focus on why I do not believe the Streetcar alternative makes sense:

Cost: With an estimated cost of as high as \$458 million, it is almost unbelievable that this project would get any further consideration. Everyone knows our current federal, state and local budget situation. We don't have the money for fun projects. We need to keep it to the ones that are truly going to make a difference in the lives of citizens. 100% of the federal share of this project will be paid for with debt financing. This means that we would be building trains with money we expect our children to pay back. We've passed on enough to them. It's morally wrong.

Financing: Relying on the value of the right of way as part of the local contribution is simply not appropriate and the Federal government should not accept this. In addition, the value is not worth anything close to what has been proposed. Who is it that would pay \$95 million for a six mile strip of railroad right of way. The answer is no one.

Transportation: For \$450 million, what do we get? Not enough. Metro's own optimistic assumption is that in 2035 at peak hour, the Streetcar would remove 100 cars from the road. That is simply not worth the money. For \$450 million this project will have no material affect on congestion on Hwy 43 in a positive way. It will however have a negative effect on congestion in downtown Lake Oswego. It will also remove as many as 175 parking spaces in John's Landing. Parking is already incredibly difficult in John's Landing. More congestion and less parking is not a good outcome.

Connectivity/Flexibility: This project has another fatal flaw. It stops in Lake Oswego. The planners of the project purposefully ended the study area at downtown Lake Oswego for no logical reason. The Hwy 43 corridor is from Portland to Oregon City. This project will make travel worse for residents of West Linn who will have to transfer or more likely it will encourage them to drive to a downtown LO parking garage.

Route: If it goes on the street in John's Landing, there will be no improvement in travel time. Also, once it gets to downtown Portland, it does not go to the transit mall, so the connectivity with the rest of the system is poor.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Nikki Reinhart [nikkireinhart@hotmail.com]
Sent: Monday, January 31, 2011 6:11 PM
To: Metro Council
Subject: Lake Oswego to Portland Transit Project

No, no, no.
Horrible idea.
Huge waste of money and resources.
Turn the rail into a bike and foot path.

Nikki Reinhart
Lake Oswego Resident



Date 1/24/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Lisbeth Rhodes

Affiliation (if any) _____

Address (required) 19164 Pioneer Ct. L.O. OR 97306

E-mail (optional) lisbeth@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Our household is in 100% support
of streetcar into Lake Oswego — 

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: dvr@pacifier.com
Sent: Thursday, January 20, 2011 2:14 AM
To: Trans System Accounts
Subject: Lake Oswego Streetcar comment

I lived in Lake Oswego for 35 years. I have had my business there for all of those years also. I raised my kids there; they were educated in the LO public schools, I participated in Lake Oswego Rotary, LO PTA, the LO School foundation Board, the LO Chamber of Commerce, and was LO Community Leader of the Year...moreover, I love Lake Oswego and have helped to make it even better in any way I could.

I believe that the streetcar will be a wonderful addition to Lake Oswego and to Portland. It takes vision and insight to provide early support for projects like this, but when successful, it is part of the WOW factor that we all come to appreciate, once accomplished. I am aware that it will cost a lot (luckily much of the support comes from outside the area), and that some people will not like the fact that a streetcar passes near their home or property..I guess this is always an issue unless it is out in the middle of nowhere..but this right of way has been there since these homes were built..although they don't like it, seems like crying foul is not valid.

Just think of the enhanced livability for the Lake Oswego citizens, the benefit to local business and to the development of the foothills area with something like this...Praise will come eventually, and a lot of it..there must be the price to pay...I suggest we try to pay it. I know it will be worth it (eventually)

Thank you for your attention,

Dale Rhoney



Date 1-4-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Alice Richmond

Affiliation (if any) City = West Linn

Address (required) 3939 Parker Rd. 97068

E-mail (optional) none phone 503 723 0101

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other all above

PLEASE call it Metro - TRANSIST has bad taste!

Comment (use back or attach additional sheets if necessary)

I do believe the ^{METRO} Transit is the better choice over the (any) bus transportation (even) enhanced. The difference \$ value is well worthed in the long term - as long as parking facility is adequate to accommodate traffic (vehicles) coming from (Ranby through West Linn to L.O.'s transit station - transfer at this point - good discipline -

a coffee shop there at the parking lot might be good for travelers to purchase a cup of hot coffee while transferring?! ☺

Alice Richmond
503 723 0101

P.S. security in places to prevent crimes!!
Thank you.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date January 31st 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Michael Roberts

Affiliation (if any) _____

Address (required) 13531 Fielding Rd., Lake Oswego

E-mail (optional) michaelnroberts@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

It seems unwise to be viewing these proposals as stand alone alternatives. The decisions on the Sellwood Bridge and planned development along Macadam would have a major impact and influence on the proposal to provide light rail to Lake Oswego.

An interim plan is needed. Rails to trails (bike and pedestrian) to Lake Oswego seems viable at least cost. A phased approach to development is needed.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Marcia Robertson [wrobert104@aol.com]
Sent: Sunday, January 23, 2011 1:59 PM
To: Trans System Accounts
Subject: Lake Oswego Streetcar

As a senior who has decided to age in place, I am delighted to hear that the streetcar may be heading to Lake Oswego. Driving in the future may be limiting for many seniors in our community and the idea of using this type of transportation is exciting. Streetcars are safe and affordable and will help with the aging process to be more mobile outside of our city.

Thank you. Marcia Robertson
Lake Oswego, OR 97034

wrobert104@aol.com

From: Jim Rodway [jim.rodway@gmail.com]
Sent: Monday, January 31, 2011 4:50 AM
To: Trans System Accounts
Subject: LO streetcar

I am in favor of the streetcar for to many reasons to list. We must think forward 30 years. I work in PDX and was not supportive of MAX 30+ years ago. i now realize I was wrong. It is a raging success and a model for the rest of the country. LO streetcar is only a minor extension of MAX and is needed to link LO to the metro area.

--
Jim Rodway

From: Kathryn Rosendahl [kathryn.rosendahl@gmail.com]
Sent: Tuesday, January 25, 2011 8:21 PM
To: Trans System Accounts
Subject: Opposition to the Lake Oswego Streetcar (Lake Oswego to Portland Transit Project)

Since I was unable to be at the Steering Committee meeting last night, I want to voice my opposition to the Streetcar project. I am in favor of the No-Build Option.

Upon reviewing the Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland Transit Project, I find the project is not economically feasible.

As a resident of Lake Oswego, I oppose the Lake Oswego to Portland Transit Project because it lacks financial merit; it makes no economic sense and provides little, if any, benefit for the money spent.

Sincerely,

Kathryn Huitt Rosendahl
(503) 880-8605

From: Thomas Rosendahl [tgrosendahl@gmail.com]
Sent: Wednesday, January 05, 2011 7:58 PM
To: Trans System Accounts
Subject: Comment: Lake Oswego to Portland Transit Project

I have reviewed the Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland Transit Project. Since I will be unable to appear before the Steering Committee on January 24, 2011, the following shall serve as my comments and my hope is that they be recorded.

Initially, I was in favor of the transit option and, upon reviewing the DEIS, I am now in favor of the No-Build option, with the Enhanced Bus Alternative a distant second.

The primary reason I favor the No-Build option is that the project lacks a dedicated source of funding and financial merit. The projected transit revenue falls substantially short of covering the development and capital costs of the project, let alone the annual operating expense. Since funds are not available to develop the project without borrowing at all levels, and since the DEIS does not show that the near-term or long-term transit cash flow from the project will cover debt service or the annual operating expenses, it does not make economic sense to proceed with the project. Further, the demographics of Lake Oswego indicates the project lacks merit as the population of the Dunthorpe/Riverdale, Birdshill, First Edition, Foothills, Old Town, Evergreen and Lakewood neighborhoods are fully or near-fully developed with an above-average concentration of residents age 65 and older which indicates more likelihood that work, social and retail activities shall become more focused within the Lake Oswego district rather than commuting to Portland. The incremental benefit of the longer-term commuting time differential does not merit the capital expense necessary to complete the project and cover the annual operating expenditures.

I remain in favor of retaining the present transit arrangement, more specifically, a No-Build option. Eventually, a more cost-efficient approach that would include developing bike lanes along the rail line from Lake Oswego to Portland and incrementally adding bus routes as the demand dictates over time (a modified Enhanced Bus Alternative) is worthy of consideration.

I remain opposed to the Lake Oswego to Portland Transit Project for the reasons stated above and many others presented in the DEIS that are too numerous to comment upon here.

Tom Rosendahl
(503) 799-0297
tgrosendahl@gmail.com

From: rspetter [rspetter@aol.com]
Sent: Thursday, February 03, 2011 4:04 PM
To: Scott Steyer
Subject: Re: Meeting Notice - 02/07/11 LOPT Community Advisory Committee

Why not more busses instead?

Sent from my iPhone

On Feb 3, 2011, at 2:56 PM, scott.steyer@oregonmetro.gov wrote:

> MEETING NOTICE
>
> Meeting: Lake Oswego to Portland Transit Project Community Advisory
> Committee
> Date: Monday, February 7, 2011
> Time: 5 p.m. - 7 p.m.
> Location: Easter Seals Building - 5757 SW Macadam Ave., Portland
>
> The meeting agenda may be viewed, downloaded and/or printed by
> clicking on the below link:
>
> <http://www.oregonmetro.gov/index.cfm/go/by.web/id=30724>
>
> Copies of all materials will be available at the meeting.
>
> Please don't hesitate to contact me with questions or concerns.
>
> Scott Steyer
> Administrative Specialist / Planning and Development Metro
> 503.813.7535
> scott.steyer@oregonmetro.gov
>
> www.oregonmetro.gov
> Metro | Making a Great Place
>
>
> ---- End of message ----
> 02:55:51PM;03-Feb-2011;0016546;00189804

From: Cliff Russell [russellcliff58@yahoo.com]
Sent: Monday, January 31, 2011 6:31 PM
To: Trans System Accounts
Subject: Light rail

I hope to see light rail come to Lake Oswego and West Linn. It will help with cutting down on so many car traveling on Hywy 43. I would also hope that the rates would not be overly expensive.

Thanks,
Cliff Russell

From: feedback
Sent: Tuesday, December 21, 2010 8:47 AM
To: Clifford Higgins; Karen Withrow
Subject: FW: Lake Oswego Street car project

----- Forwarded Message

From: Joanna <blixen8@hotmail.com>
Date: Sat, 18 Dec 2010 09:15:10 -0800
To: feedback <feedback@oregonmetro.gov>
Subject: Lake Oswego Street car project

An idea whose time has NOT come. Doubt there would be many riders, as we have seen with other rail transport projects.

Now is not the time to be spending money on this dubious enterprise. Please reject it.

Joanna Rutter Lake Oswego, Oregon

----- End of Forwarded Message

From: Bob and Corinna Sack [campbellsack@mac.com]
Sent: Thursday, December 16, 2010 2:50 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit

To Metro Council:

We enthusiastically support the Streetcar Option as the best alternative for Lake Oswego to Portland Transit. The letter-to-the-editor that follows below was published in the October 14, 2010 edition of the Lake Oswego Review. Our feelings have not changed.

We have just two concerns: We live in the "Old Town" neighborhood of Lake Oswego, one block away from the proposed streetcar terminal at the Albertson's shopping center. When this shopping center is reconfigured to accommodate a park-and-ride garage, we earnestly hope it will retain its convenient and practical services (grocery and hardware stores, dry cleaners, floral shop, etc.) that make our neighborhood so walkable. We also hope that provisions will be made so that our neighborhood does not become an ancillary parking lot for the terminus or a traffic conduit.

Respectfully,

Corinna Campbell-Sack
Robert Sack
208 Durham Street
Lake Oswego, Oregon 97034

The time for the streetcar is now

To the Editor:

The proposed Lake Oswego to Portland streetcar is a once-in-a-lifetime opportunity to increase transportation capacity between Lake Oswego and Portland.

Imagine the pleasure of hopping on the streetcar in the morning and seeing the Willamette River scenery glide by on one side while catching glimpses of cars stuck in traffic on Highway 43 on the other side. After 15+ years in the planning stages, the stars are aligned so that clean, electric transportation between Portland and Lake Oswego is within reach. And there is simply no workable alternative. Highway 43 cannot be widened. An "enhanced bus" service will be caught in an ever-growing web of traffic. The "no build option" is a head-in-the-sand posture that denies the inevitable future increase in population and traffic.

The old "Red Electric" rail line is the only available channel for increasing capacity, a transportation solution foolishly discarded years and years ago.

Many people are worried about the expense. It is not nearly as bad as some of the scare tactics have made it sound. Money for the project will come from multiple sources – not just Lake Oswego residents. The streetcar will not subtract revenues for the school district or the sewer project. The federal government has already budgeted money for this category of public transit. If a Metro application for the streetcar fails to win federal funding, the money will go to some other city – our tax bill will not be lowered. If the tracks are not used for transit, the value of the land (estimated at about \$90 million) will be lost to the public. Last, but not least, building the streetcar (and developing the Foothills area) will create jobs and generate economic opportunities for local business.

A few people along the route will be adversely affected. Every effort should be made to mitigate the impact on their property. But it is impossible to have growth without some pain for some people. The benefits for the many riders have to be weighed against these problems for the few. The time for the streetcar is now, or most likely, never.

Corinna Campbell-Sack
Lake Oswego



Date 1/20/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Cheryl Salamie

Affiliation (if any)

Address (required) 3001 Westview Ct., Lake Oswego, Or 97034

E-mail (optional) salamie4276@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental Impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

There is not community wide support for Streetcar!
Comment (use back or attach additional sheets if necessary)

I do not support the extension of the streetcar from Portland to Lake Oswego at this time for a number of reasons. The DEIS has a lot of skewed "information" to advocate for the streetcar. Future development in nearly built-out neighborhoods has been extremely exaggerated to support the numbers they need to show to justify their ridership numbers. Development of the Foothills area is a key component in arriving at density numbers needed to justify the streetcar. The Foothills area is a FEMA flood plain and ^{would be} environmentally damaging to "Sensitive Lands" water resources and wildlife habitat, including some endangered species. Development of Stafford for more density is not supported by the community and development there and the Foothills area would negatively impact H43 (our Main St.) with the likelihood of additional lanes, destroying

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

the fact that the charming downtown.

As awareness of the facts of the streetcar grows, so do the numbers of taxpayers who oppose it grow. The goal of the state is to reduce greenhouse gas emissions and reduce traffic on the 43. Not only is the Streetcar the most environmentally damaging, but the DEIS assumptions don't really show significant benefits to either emissions or 43.

The City of Lake Oswego has and continues to add "Sensitive Lands" overlays on already developed private backyard. The properties have overlay restrictions to protect ~~the~~ random "tree groves" and storm drainage ditches. They are using these overlays as mitigation for development on public lands such as the flood plain, drainage areas, wildlife habitat and rare trees on Foothills. They are ignoring that the Streetcar will pass by or through 18 parks, recreational and natural areas with noise and vibration impacting the wildlife corridor and even humans. The same impact will be significant to homes and businesses as it runs every 7-12 minutes.

The location of the line at the eastern edge of town is ~~in~~convenient to most L.O. residents. Many of the expected riders would come from West Linn and Oregon City and will either add congestion at the south end of L.O. or a bus transfer commute time.

Our city will not engage in a "town hall" forum, we are doing a lot of dialogue with the community and field questions. We are also doing a lot of questions + concerns including the route.



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Art Scovel

Affiliation (if any)

Address (required)

1454 Glenmore Dr, Lake Oswego, Or

E-mail (optional)

ascovolacfp@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Land use and planning | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security |
| <input type="checkbox"/> Environmental impacts | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | | | <input type="checkbox"/> Other _____ |

Comment (use back or attach additional sheets if necessary)

The DEIS contains projections as to growth of population in Lake Oswego that are unsupportable. Ridership and traffic congestion projections are not justifications for the amount of money in question to finance this project. The population to the south of Lake Oswego will be still contributing automobiles to the daily commute on face an inconvenient and inefficient alternative in the streetcar. Money spent on transit is better used to provide enhanced bus service and more efficient operating systems for those vehicles such as natural gas and or hydrogen powered engines. Good examples in the west are to be found in Los Angeles, Palm Springs, and others.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Phyl [phyllis.sch@live.com]
Sent: Saturday, January 01, 2011 11:33 AM
To: Trans System Accounts
Subject: Lake Oswego to PDX TRANSIT PROJECT

 I am opposed to the streetcar - I understand the need to get individuals out of their cars. I do, however, wonder why we become a bike friendly city and then put tracks everywhere to disrupt the biking public. why not a bike path on the rail for the trolley? that way the river path will be safe for walkers! thank you.

From: Elizabeth [gemini32@pcez.com]
Sent: Monday, January 31, 2011 7:17 AM
To: Trans System Accounts
Subject: Street Car Project

My name is Elizabeth Scherdt. I am a Lake Oswego resident , residing at 3640 Carman Drive. I do not believe that the Street car project, along the Willamette River , near the entry of Tryon Creek and south to Sucker Creek should be built. It destroys too much habitat, which seems to be a big concern with Lake Oswego's City Council at this time. Plus, I don't think that the street car would be convenient for most folks, and would be used that much. Put me down as a "NO" vote.

From: Paula Schiedler [megnmom1@comcast.net]
Sent: Monday, January 31, 2011 10:51 AM
To: Trans System Accounts
Subject: Re: Lite Rail in LO - NO

my address is 951 Atwater Road Lake Oswego Oregon

Trans System Accounts wrote:

> Thank you for your comment on the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement. All comments received during the 60-day public comment period (Dec. 3, 2010 to Jan. 31, 2011) will be compiled and made available to the project Steering Committee, local elected officials and the Metro Council prior to selection of a Locally Preferred Alternative in the spring of 2011.

>

> To receive updates about the Lake Oswego to Portland Transit Project, including additional opportunities for involvement, send contact information to trans@oregonmetro.gov or visit www.oregonmetro.gov/lakeoswego. For questions, e-mail trans@oregonmetro.gov or call 503-797-1756.

>

> Thank you again for your participation and comments.

>

> -----Original Message-----

> From: Paula Schiedler [<mailto:megnmom1@comcast.net>]

> Sent: Monday, January 31, 2011 10:02 AM

> To: Trans System Accounts

> Subject: Lite Rail in LO - NO

>

> To Whom it may concern,

>

> I have been a Lake Oswego resident since 1964. I have seen many
> changes in our beautiful city during the time, mostly for the good.
> However, I must protest loudly over the proposed trolley/light rail
> that you are planning to put in Lake Oswego. In a time when schools
> need funding, security is at a all time high level, 5% of the
> population riding mass transit, this is the most ridiculous idea I
> have ever heard of. Please stop this madness before it is too late.
> The traffic congestion in Lake Oswego is at a premium already!!!

>

>

> Don not approve this.

>

> Thanks you

>

> Paula Schiedler

>

>

>

January 29, 2011

METRO

Lake Oswego to Portland Transit Project DEIS
Attention: Ms Jamie Snook, Principle Planner
600 NE Grand Ave
Portland, Oregon 97232
Email Trans@oregonmetro.gov
Telephone: 503-797-1900

FEDERAL TRANSIT ADMINISTRATION

Lake Oswego to Portland Transit Project DEIS
Attention: Mr. John Witmer, Community Planner
915 2nd Ave., room 3142
Seattle, Washington 98714
Email: John.Witmer@dot.gov
Telephone: 206-220-7965

A. Comments on the DEIS: No Build

Pg. S-8 My preference is a No-Build Alternative for the Streetcar.

--It would avoid up to \$347.4 million in capital costs (2010 dollars) with Lake Oswego's match to be approximately \$97.0 million.

--Avoid up to \$1.25 million in annual operating costs,

--Avoid up to 0.11 acres of filled wetland, 10.1 acres of fill in the 100-year floodplain and 18.22 acres of new impervious surface. Note: Lake Oswego experienced an unprecedented 500-year flood in recent times, when the Willamette River and Lake Oswego collided on State Street. Water breached the Willamette banks throughout downtown Lake Oswego to downtown Portland.

--Avoid up to 1.0 acres of parkland used in one park.

--Pg.iv "The Lake Oswego to Portland Transit Project is planned to begin construction by 2015 and begin operation in 2017." This is a fast track timeline.

B. I will reference further the DEIS with comments pertinent to Lake Oswego:

1. GOAL: Pg. 1-2

The project should maximize and "garner broad public support".

Based upon public hearings to date, Lake Oswego's citizenry is divided on what should be the Lake Oswego Preferred Transit Alternative, or if there should be one of the Preferred Alternatives at all. A split on this proposal is significant in Lake Oswego.

There is NO broad public support for the "streetcar". The mayor (one of the seven) has an equal vote to the City Councilors and does not have veto power. The three new City Councilors are opposed to the "streetcar" alternative, primarily due to cost. Many Citizens testifying also are opposed to the streetcar costs. While the DEIS has stated incorrect dollar amounts and analysis, and acknowledged these mistakes, it has had little sway on public opinion.

Former Mayor Judie Hammerstad and current Mayor Jack Hoffman do support the streetcar option. However, Mayor Hoffman's term will be over in 2 years. Given the economic and fiscal climate in Lake Oswego, with store fronts unoccupied, scores of homes on the market, with additional city projects on the books including a library, school closures, public safety officer reductions, budget increases for water and sewer rate hikes, due to a massive redevelopment of the city sewer system underway, it is more likely the public will elect a more fiscally conservative mayor in 2012. Thus retaining local government support for the "streetcar" will be highly diminished if not absent altogether by 2012. Without local political will, Lake Oswego would do well with its partners to revisit and reassess what might work for an alternative transportation need. "Providing for a fiscally stable and financially efficient transit system" at this time, appears ominous, and basically not doable if that alternative is the streetcar.

2. STUDY AREA: Pg. 1-2:

According to the DEIS, "Downtown Lake Oswego is one of the region's most fully developed Town Centers."

The downtown East End Urban Renewal projects coupled with Metro support for mixed use created a dynamic, alive, area in the east end of town throughout the 90's and up to 2008. Additional parks were built, along with street enhancements, new storefront businesses came, and condos and parking came as well.

Four different Mayors and City Councils kept the vision and projects moving together with strong Chamber of Commerce, neighborhood and citizen support over a 20-year span of time. For this redevelopment project there was "broad citizen appeal". The city also realized its infill objectives, and coalesced around a land use planning process acceptable to the public. The Urban Renewal Plan for downtown Lake Oswego was drafted around 1984, and the plan implementation began in 1989.

As a result of the times, a population explosion began in the mid 1980's. The DEIS (Table 1.3-1 Households and employment) states that by 2005, Lake Oswego had 7,580 households, and employment at 5,420. This was a 25% increase in 15 years.

This all has led to a fully developed city taking its share of density. It was the nirvana before the bust. Home sales went up, school populations grew and more schools were built. Younger and more affluent families moved to Lake Oswego. Senior citizens could stay in their homes while equity in their increased.

Now in 2011, this picture is badly tarnished. Yet, the DEIS, projects for Lake Oswego, to have in 2035, 11,480 households and employment at 10,240. This is a household increase of 51% and an employment increase of 89%. These assumptions are energetic. They would require scores of acres of new land to be developed. Lake Oswego does not have this land. We are a grown out city. We are a mature residential community with borders that limit our growth; the Willamette River is to the east, I-5 freeway to our west, Multnomah County to our north and the city borders of West Linn to our south. And it should be noted, West Linn is not a partner, even though their population drives highway 43.

Pg. 3-17 Potential Land Use Impact Mitigation Measures

“In the Foothills industrial area in Segment 6, the City of Lake Oswego plans to amend the comprehensive plan and zoning map to allow the residential and commercial redevelopment the Streetcar Alternative would encourage.”

On this sliver of land east of highway 43 and the Willamette river, 8 and 10 story high-rise apartments are projected to be built according to the DEIS. Is Foothills redevelopment the justification for the “streetcar”? Would Lake Oswego NOT receive Federal funding unless it can verify future density and future need? Would Lake Oswego also have to create new density in the Stafford area? Stafford is now in the County, and would have to be annexed by the City. While officially and unofficially METRO and the Lake Oswego Mayor Hoffman pushes for houses, the reality is Lake Oswego cannot financially assume responsibility for the high cost of infrastructure. The Stafford land use policy discussion was battled for 8 years with METRO in the 1990’s. And West Linn and Tualatin were partners with the city to prevent a rural takeover by developers. Instead, during the 90’s, Lake Oswego purchased land, the Luscher Farm, and adjoining acreage, where parks for our children, trails, sustainable gardens and dog parks now are available to everyone.

There is once again no political will with the citizens to see their “livability” diminished. Lake Oswego HAS FULFILLED its Metro density requirements. Furthermore a NEW URBAN RENEWAL AREA PLAN HAS NOT BEEN DRAFTED FOR Foothills. It is also said that Mayor Hoffman wants to purchase State Highway 43. When does the state and citizenry make its comments on this item of business? And why would the city support an idea such as this unless it wants less stringent oversight, than the state, for redevelopment of Foothills?

3.5.2.2 Archaeological Resources

There is NO MENTION OF LAKE OSWEGO'S IRON ORE FOUNDRY OR FURNACE HISTORY detailed in the DEIS.

Lake Oswego was founded upon the concept of becoming the, "Pittsburg" of the West". Thus Lake Oswego's iron ore history is directly in the path of the redevelopment of Foothills and the projected "streetcar" lines, buildings and parking.

A field reconnaissance and pedestrian archaeological inventory should be pursued in Foothills, where the Iron Ore Foundry was located. Pieces of the Foundry have been found along the Willamette River at Foothills and Rohr Park. The proposed redesign in the Foothills area, is Lake Oswego's history, and potentially archaeologically significant. The planned dirt fill in this 100-year flood plain and excavation area would significantly alter this site.

The Sensitive Lands area runs adjacent to the Willamette River south to Oswego Creek and to the George Rogers Park Furnace Restoration area. The city has recently supported historical renovation and public kiosks in three parks: Foothills, Rohr, and George Rogers.

Both the west and west side of highway 43 has historic buildings. Both sides of the street utilized the early Red Electric Line. The earlier waterways also were transporting routes for the Iron Ore taken from the hills of the Oswego Country Club. The iron ore was transported down the Lake to the furnace, into the Oswego Creek and Willamette River. Thus, there were early historic settlements throughout much of the proposed "streetcar" corridor.

Old Town borders the east side of highway 43. So named, because the first workers lived and worked on this site. Historic homes remain today, as well as landmark historical properties, such as the Headlee Building in the Village Shopping Center.

More attention and environmental impact regarding the esthetics, views, and Lake Oswego's history, should be sought before a final alternative is selected.

Pg. 3-79

"For archaeological resources, the footprint for construction-related ground disturbance under the ENHANCED BUS ALTERNATIVE would be limited to the construction of a park and ride facility in Lake Oswego that would be constructed within an existing parking lot....." "The potential for the project to cause adverse impacts to historic resources or undiscovered, significant archaeological sites would be limited."

With regards to the sale of the historic Red Electric Line, I would caution there is strong desire to keep this trolley line open and maintained. The original premise for purchasing and keeping the line open, recognized potential future rail use, and increased interest in bike and walking trails from Lake Oswego to Portland. I would suggest this premise is still viable.

In negotiations with Union Pacific regarding use of its rails, there was no compromise from Union Pacific. Their answer was no. But this answer came after one of Lake Oswego's first action in conjunction with redevelopment of block 138. It was the demolition of the Pinafore restaurant. This restaurant was located on the Lake side of highway 43 next to Union Pacific rail lines. The Planned purpose was to build a station in this location. (On the west side of State Street next to Millennium Park and the current parking garage.)

Pg. 3-81

“The six rail trestles on the corridor will be analyzed for potential rehabilitation, restoration, or reconstruction.”

At one time in the 90's the trestles were evaluated at Lake Oswego request. The costs were substantial. Prior to any “streetcar” consideration, it would be wise to ascertain the additional costs for the trestles and tunnels. Based on earlier estimates, the capitol construction estimates could be considerably higher.

In conclusion: I was elected Mayor in 1988 and served until 1996. The basis for purchasing the rail right of way was because we understood the need for alternative modes of transportation.

We kept the line open with the Willamette Shore Trolley. These investments were valid then and I believe they are valid now.

The problem is three fold as I see it:

One, garnering adequate funding sources to utilize the rail line while preserving the “Quality of Life” Lake Oswegans desire. Major redevelopment on the east side of State Street to justify rider use was never part of the vision.

Two, the vision was to bring rail rider ship into Lake Oswego, and end next to Millennium Park on the west side of state street. Ridership was never conceived to be huge, because we are a mid-size community, 36,000 population, with a demographic of residents being retired.

Third, the Willamette shore Trolley line was not primarily conceived to provide commuter service for people working in Portland, as the “streetcar” alternative asserts.

Today's vision is dramatically skewed toward growth and density. It will affect the environment and have the potential for negative environmental consequences. These are elements that could derail a timely decision and result in much ill will within the

community. The cost and loss of “quality of life” are too much to bear in these economic times.

Alternatives for the streetcar might include a reexamination of park and ride at the new Sellwood Bridge or in the Johns Landing area as a termination point. The persons who really need transportation live both inside and outside the east end corridor. And currently depend on bus transportation.

The Enhanced Bus alternative is far more realistic and can serve the needs of the community.

Submitted by.

Alice L. Schlenker
Mayor 1988-1996

President,
Oswego Heritage Council
2007-2009

METRO
Visioning and 2040
Task Force

From: Jerry Schneider [jbs@peak.org]
Sent: Saturday, December 04, 2010 10:04 AM
To: Trans System Accounts
Subject: Portland-Lake Oswego streetcar proposal

It is so sad to see only limited alternatives considered in the EIS.

There is an alternative that is far better than those considered - in terms of capital cost and operating cost and much better performance and connectivity. It's called Personal Rapid Transit (aka PodCars).

Currently, there are two systems that have been built and put into operation. One is called ULTra and it is working at the Heathrow Airport in the U.K. Another is called 2getthere and it is in operation in the Masdar eco-city now being constructed in Abu Dhabi.

A third system, called Vectus PRT is being planned for a project in S. Korea and construction will soon be started. San Jose is starting a study for a PRT system to serve its airport and surrounding area and other Silicon Valley cities and Google are showing great interest. Current cost estimates are in the the \$15-25 million/mile category. Construction disruption would be very minimal and many more areas could be effectively served with a high level of non-auto mobility. One can no longer use the argument that "we don't want to be first" as there are systems one can ride now. The Vectus PRT has been in operation at a test track in Uppsala, Sweden for more than 2 years. Sweden is on the verge of selecting a location for its first PRT project very soon and Ithaca, NY, has recently completed a PRT study. METRO, it seems, is lagging far behind and it's time to break-out of the mentality that rail and bus are the only two options available. It's no longer the case. If you've never heard of PRT,

see: <http://faculty.washington.edu/jbs/itrans/prtquick.htm>

- Jerry Schneider -
Salem, Oregon 97302

From: Mary Schroder [mary@schroderfamily.org]
Sent: Monday, January 31, 2011 7:06 AM
To: Trans System Accounts
Subject: steetcar from LO to Portland

Hello,
I do support the streetcar concept. I live in Dunthorpe.
Thanks,
Mary

From: Charles0644@aol.com
Sent: Sunday, January 30, 2011 7:01 PM
To: Trans System Accounts
Subject: Lake Oswego streetcar project

Gentlemen--

Spending half a billion dollars to build a 7 mile streetcar over a right-of-way already in existence is a gross misuse of public funds, with the benefits nowhere equal to the costs. The present bus service is adequate except that the equipment (busses) presently in service is totally unsatisfactory. Their ride is very poor, they are noisy and uncomfortable. Acquiring better and more comfortable equipment would be the most cost-efficient means of improving service.

Charles Seims
2708 Marylhurst Dr.
West Linn 97068



Date 1-19-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) DAVID SENGENDERGER

Affiliation (if any) _____

Address (required) 25 HILLSHIRE DR LAKE OSWEGO OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

RE: STREETCAR LINE - PORTLAND TO LAKE OSWEGO

I am opposed to spending hundreds of millions of dollars of taxpayers money to benefit the commuting needs of so few people. The streetcar will increase traffic congestion in Lake Oswego. Building a garage to accommodate the 300 automobiles when thousands of people will no place to park makes no sense. I am of the opinion that many people in Lake Oswego believe the streetcar will have a negative impact on our lifestyle - and we will oppose any effort to use local tax monies to support it.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
 Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Mark Sharp [markdsharp@gmail.com]
Sent: Thursday, December 02, 2010 7:40 PM
To: Trans System Accounts
Subject: Portland to LO Streetcar

Please build the streetcar! Lots of us here in Portland ride, rely on and simply love public transportation such as Max and streetcar. Max and the streetcar are two of the best things about living in Portland. I would ride the streetcar from Portland to LO w/o hesitation. You have created something special and great here that set's Portland apart from most American cities. Let's take it to the next level with the streetcar. 25 years from now all the naysayers will be grateful you had the foresight and wisdom to build out the streetcar network.

I would like to see the streetcar network eventually expanded to include routes on up Burnside, to Belmont, to Sellwood, and in Northwest (slabtown).

You have my support.

Mark Sharp



Date 12/10/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Steven Shepard

Affiliation (if any) _____

Address (required) 1776 Ridgecrest Drive, Lake Oswego, OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am flabbergasted at how far this project has progressed without contacting all Lake Oswego residents in a survey to determine their commute status, where they commute to, whether they are retired and don't commute at all, whether they work at home, when they plan to retire, the likelihood that young people in the future workforce will even be able to afford to live in Lake Oswego. This is a big example of governments and their agencies run amok.

Given the fact that all levels of government are in a debt/deficit crisis, why wouldn't we try express buses with limited stops as a trial? And why not wait until this economic recovery has sorted itself out? Why does Enhanced Bus even have to have park n' ride in the middle of already congested downtown LO? Why not further south in a spot with more area for more cars? Having commuted by rail in other big cities, I love rail, but this rail project doesn't pass the smell test in any way, shape or form.

P.S. I don't like politicians and bureaucrats telling us tax-paying citizens what we need without asking us in an honest, straight-forward survey before they start spending our money. There also have to be more needy places in this country where the need for reducing congestion is real and not limited to a couple of hours a day. Didn't Lake Oswego grow 0.24% last year? Put that into your model.



Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) david siker

Affiliation (if any) _____

Address (required) 01320 sw radcliffe rd

E-mail (optional) dsiker@mac.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

DO NOT BUILD !!! NO STREET CARE.. NOT NECESSARY!!!!!! TOO EXPENSIVE.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: feedback
Sent: Monday, January 31, 2011 10:31 AM
To: Karen Withrow; Clifford Higgins
Subject: FW: L.O. STREETCAR IS A "NO GO" FOR WEST LINN

----- Forwarded Message

From: Julia Simpson <juliasimpson.pdx@gmail.com>
Date: Mon, 31 Jan 2011 09:53:59 -0800
To: feedback <feedback@oregonmetro.gov>
Subject: L.O. STREETCAR IS A "NO GO" FOR WEST LINN

As a citizen of West Linn, I am angry and disgusted that, somehow, Metro "had to draw the line somewhere" and not include West Linn in the study/decision-making process about the streetcar in LO which then effects West Linn in a direct way by forcing residents who would use Line 35 to get two transfers in order to get downtown from West Linn.

My main concerns are:

1. Not all citizens in the Metro area would benefit from the streetcar installation, even though businesses in West Linn would be paying Metro taxes to support the project.
2. THE COST is huge, even though federal funds would pay for much of the project, that money still comes from our collective pockets and it would not benefit all Metro citizens equally; in fact it would affect West Linn and Oregon City negatively. I have heard that the cost would be much MORE than \$453 million in the end.
3. Not all METRO citizens in the area were included equally.
4. For \$453 million, a whole new bus system could be configured that would benefit the whole area in a much more equal and appropriate way. This could include bus lanes.
5. Light rail should be slated to continue south along I-205 to West Linn, Oregon City and on to Tualatin etc. on I-5. This would benefit WL, OrCity, Tualatin, LO, Tigard and all those cities on the freeway belt line formed by I-205 and I-5. Smart buses can make the connections from neighborhoods to the stations.
6. I can hear you saying that you have been planning this project and including citizens for a long time, but again, not West Linn citizens!!

Please reconsider your decision to install the disruptive LO streetcar plan.

Please include this email as part of the project testimony.

Respectfully,

Julia Simpson

----- End of Forwarded Message

From: Cheryl Smith [oswegocheryl03@gmail.com]
Sent: Wednesday, January 12, 2011 4:26 PM
To: Trans System Accounts
Subject: LO street car

My husband and I are against the LO Streetcar.

Cheryl & Ron

From: Katie Smith [katiesmith12321@gmail.com]
Sent: Monday, January 31, 2011 12:42 PM
To: Trans System Accounts
Subject: Re: Lake Oswego Streetcar

Here is the text of my article - thank you!

Best,
Katie Smith

When I moved to Lake Oswego from Washington state, my first impression of my new home was of a community. Walk up A Avenue any time of day and you can see what I first saw – groups of teens walking along the sidewalk with cups of frozen yogurt, people young and old enjoying art installations along the sidewalk, and most of all bunches of men, women and children waiting at various bus stops to be taken into Portland or a variety of other destinations.

The proposed streetcar does not, in my mind, fit in with the community that I first saw and continue to see in Lake Oswego. We are a comfortable pocket of families and local businesses separate from the much larger and busier city of Portland, and a fast-paced streetcar resembling the MAX is the polar opposite of the society we have created here.

Of course, there are benefits to be gained from moving ahead with the streetcar project. It could offer faster and more reliable service than a bus and possibly cut down on the travel time between Lake Oswego and Portland. But, are these benefits worth the authenticity of our community, not to mention a price tag between \$380 and \$450 million? Not to mention the vast amount of construction that would take place at the heart of our city and outside the doors of those who live along the proposed route.

Yes, there are benefits to the streetcar. But, are these benefits worth the cost? These are tough economic times that we are living in, times where our belts should be taken in a few notches rather than being traded in for a luxurious upgrade.

On the other hand, the proposed alternative of the enhanced bus system would cost approximately \$37 million. This price is significantly less than the streetcar, but judging these prices from my vantage point as an unemployed teenager, anything over \$20 is put into the “too pricy to pursue” category.

I also lean towards the enhanced bus system rather than the no-build option because I know that our public transportation system does need an upgrade, though not so life changing as the streetcar. My sister took bus No. 35 into Portland every day while she attended St. Mary’s Academy, conveying to my family every night at dinner how riding the bus in the morning was like being a sardine shoved into a can, albeit a can that was falling apart at the seams.

To my sister, the bus was her community. It was her Lake Oswego experience. My vision of Lake Oswego firmly rejects the idea of a streetcar, instead welcoming an enhanced bus system with open arms. The proposed rapid streetcar does not fit in with our physical or personal community – we are not a metropolis, and I hope we never will be. While a nice idea to ponder, I believe that it is simply a price too high to justify digging deeply into our pockets and altering the fabric of our longstanding community.

Katie Smith, Riverdale, is a senior at Riverdale High School and a member of the 2010-2011 Youth Board.



Date 1/19/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Ron Smith

Affiliation (if any)

Address (required)

321 Third St. Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Metro -

After listening to a DEIS presentation, it is CLEAR that
the traffic, environmental impacts and community effects/affects
HAVE NOT BEEN CONSIDERED

NO where does the study state the traffic
impacts on 'D', 'A', Evergreen, M'Way and 43
South of A street to West Linn.

This omission clearly ignores the negative impact
this project will have on neighborhoods in the 43-
Foothills area.

DEIS is incomplete. Incomplete information
leads to BAD decisions -> quality of life and
finances will be adversely affected.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: David Snyder [david3431@gmail.com]
Sent: Thursday, December 09, 2010 10:54 AM
To: Trans System Accounts
Subject: Comment on Lake Oswego to Portland Transit Project

I am a 33 year homeowner and resident of the Corbett neighborhood in Portland. Our house is in the 3400 block of SW Kelly Ave, and every weekday afternoon the street is clogged with horn-blaring traffic heading for Macadam Ave. I am strongly in favor of the streetcar option. I also strongly believe the railway right of way should be used for its entire length. I believe the benefits in costs and transit efficiency far outweigh the objections of property owner who knew they were buying and building on a rail right of way.

The current streetcar is my preferred means of getting downtown. I am proud that Portland leads the way in re-establishing urban streetcar systems. They never should have been torn up in the first place.

David O. Snyder

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Curt Sommer

Affiliation (if any) _____

Address (required) 18490 Lower Midhill

E-mail (optional) curt.sommer@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

This is a totally misguided and short-sighted vanity project meant to placate developers. You ignore a significant block of the public only to focus on growth in the Foothills area that may never happen. Neither of these options is acceptable for anyone who is traveling from West Linn or points south.

It would be best if you went back to the drawing board and looked at other options, such as express buses between Oregon City and Portland.

This is about getting some federal money to bring the street car to Lake Oswego but there are no benefits to West Linn residents even though a substantial portion of the funding will come from West Linn residents.

I think you need to start over from scratch and look at options that will benefit residents in the region which is ostensibly what you say you are trying to do, but your actions do not bear that out.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Charisse Spada
10900 SW Riverwood Road
Portland, OR 97219

January 14, 2011

To Whom It May Concern:

The purpose of this letter is to highlight the negative impact implementing light rail on Riverwood Road would have on its inhabitants. There are a multitude of reasons as to why light rail should not be considered whatsoever, but I will only address the reasons why it should not be put on Riverwood Road specifically.

Riverwood Road is extremely narrow. Access by fire trucks, ambulances, and other large city vehicles would be negatively impacted in their ability to reach the homes on upper Riverwood on account of light rail traffic. Access to Highway 43 would cease to exist from upper Riverwood, which is both dangerous and inconvenient. If, for instance, there was inclement weather, all of these vehicles would have to use Military Road to have access to our homes. Military Road is an extremely steep and narrow road. Therefore, it would be highly likely that all access to Riverwood Road would be blocked. This is dangerous and makes no sense logistically.

The Riverwood Road neighborhood is full of homes with children and dogs. All of the inhabitants are very active on Riverwood, and the presence of light rail would completely alter this atmosphere for the worse, as well as create a safety hazard for children at play.

For me personally, I have to back out of my driveway very slowly every time I leave my home. Due to the fact that Riverwood Road is already incredibly narrow, I must exercise extreme caution and look both ways multiple times. The presence of light rail would again pose a huge safety hazard for me.

It is projected that it would cost an additional \$10,000,000 to run light rail on Riverwood Road instead of the existing trolley right of way. With the current state of the economy, particularly in Oregon, this is a foolish and irresponsible way to spend money when there are existing tracks already laid.

Please take everything I have said into consideration. This is a serious issue to my neighbors and myself. There is absolutely no reason as to why light rail cannot go on the existing trolley tracks. The safety of Riverwood Road residents should not be compromised, and our voices need to be heard.

Charisse Spada

From: Annie Edwards [aedwards503@gmail.com]
Sent: Sunday, January 30, 2011 7:02 PM
To: Trans System Accounts

Mr. & Mrs. Ernest Spada Sr.
3 Nansen Summit
Lake Oswego, OR 97035

January 30, 2011

To Whom It May Concern:

My husband and I have been Lake Oswego residents for over 25 years. We moved here to have the best of both worlds. Be close to the city-yet enjoy the simplicity of a small town. We will lose that if light rail comes to our community. We are vehemently opposed to it for a myriad of other reasons as well. We feel for the amount of people that will actually use it-the expense does not make sense. It is not fiscally responsible to spend our funds this way. Additionally, traffic on state street will become a nightmare. It is already congested. You will actually be creating more traffic, not reducing it.

We feel it is a much better option to enhance the bus service. This is a much more economical option-and it just makes sense.

Thank you,

Mr. and Mrs. Ernest Spada Sr.

From: CHARISSE SPADA [c.spada@prodigy.net]
Sent: Sunday, January 30, 2011 7:24 PM
To: Trans System Accounts
Subject: light rail

Ernie & Cheryl Spada
2186 Wembley Park Road
Lake Oswego, OR 97034

We are opposed to light rail going in Lake Oswego. We have lived here for over 20 years. We enjoy the "village like" atmosphere and the small town feel. This will all be gone if light rail is implemented. It will add congestion to state street and bring in an unwanted element.

With our schools in financial straits-this is not the time to be spending money on other things. The ridership just isn't there to support this venture. Just because federal funding is available doesn't mean we have to use it.

Thank you,

Ernie & Cheryl Spada

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Marie Spada

Affiliation (if any) _____

Address (required) 304 6th St.

E-mail (optional) spada.marie@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I do not think this would be a fair use of the tax payer's money at this point in time. Oregon as a whole is struggling, and I think allocating the money to schools and investing in the future of Oregon (school aged children) would be a far better option. Additionally, this will create a great deal of traffic in the already congested Lake Oswego. Lake Oswego is a beautiful, small haven, and with this addition, there will be an added sense of chaos. Many people live in Lake Oswego to escape the craziness of the city and the surrounding areas, and this will completely change the entire ambiance of the city. We have a great deal of bus stops, and I do not see why these cannot be used instead. I use this system a great deal, and find it to be both convenient and efficient. Adding light rail will only clog up the town and create traffic problems. Lastly, there is simply not enough space to add light rail. This too will create traffic problems. Overall, this just isn't the place for light rail.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

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Date Jan 30, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Sue Stangland

Affiliation (if any) taxpaying citizen

Address (required) 1795 Kilkenny Road

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other elected officials' arrogance c

Comment (use back or attach additional sheets if necessary)

As a resident of Lake Oswego for decades, I have become more and more concerned by our 'leaders' not listening to us. Whether they are the progressive educational 'leaders' who have sabotaged our children's education or the elected 'public servants' who have made it their mission to ignore the wishes of the taxpayers of this community, these 'leaders' are not serving the public good in Lake Oswego.

With serious financial issues before us, we do not need any more pet projects that will cause more problems than they will solve or cost more money than any of us have or want to pay. And, most importantly, we don't need any more ideas that further infringe upon and erode our property rights and freedoms.

The trolley car project needs to be shelved until Walt Disney can find a way to make it a successful enterprise for Lake Oswego. The Sensitive Lands issue needs to find a wastebasket and any other time wasting idea that requires substantial amounts of taxpayer money just to 'study' the issue needs to be scrapped.

Lake Oswego must operate within a responsible budget during these difficult times. That means back to the basics. No more building monuments to the egos of those who see themselves as smarter or more informed than the rest of us poor saps. If we could sell the bottled arrogance of these 'leaders,' Lake Oswego would be debt free in 3 minutes. Then, perhaps, the taxpayers of this community might be more willing to squander their hard earned money.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

Submit via e-mail

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Print



Date 12/16/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Lynn Steeves

Affiliation (if any) _____

Address (required) 152 Ridgeway Rd, Lake Oswego OR 97034I

E-mail (optional) lynnsteeves@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I think the time has come for comfortable and easy to use transportation to and from Portland and Lake Oswego. I will be working at OHSU and I would like to take the streetcar from Lake Oswego to the OHSU tram. To me, this is the remaining part of the puzzle. I moved to downtown Lake Oswego recently so that I could enjoy a lifestyle where I was not dependent on my car. I am 54, part of the baby boom generation, and I think that we are in dire need of better public transportation in the Lake Oswego area.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: david stellway [davidstellway@gmail.com]
Sent: Monday, January 31, 2011 4:44 PM
To: Trans System Accounts
Subject: Portland/LO Streetcar

I am opposed to the proposed streetcar between Portland and Lake Oswego.
There is no way this project can justify the expense.
Bus service is adequate and, if not, can easily be adjusted to meet the demand.
There is no documentation that ridership would increase over that of the current bus usage.

From: debie stellway [debie@stellway.com]
Sent: Monday, January 31, 2011 3:26 PM
To: Trans System Accounts
Subject: LO to Portland Streetcar

I am vehemently opposed to the streetcar proposed between Lake Oswego and Portland for a few reasons:

1 I do not believe the streetcar can be ran safely with one line. I have seen and heard many radio and news articles telling about trains/streetcars/etc. using one track and the accidents that have happened when they have collided. I believe counting on one track with as many streetcars per day is just asking for trouble.

2 The price is ridiculous for the amount of people who are supposedly going to use it. How many of these proponents of the streetcar are using the buses now?

3 The traffic during the high traffic times that would be coming in to the Park and Ride in Lake Oswego would make the area practically unusable if people come from all over to get on the streetcar and go downtown.

4 I have heard that the current bus would no longer be running from Lake Oswego to downtown. That means that the people who live between Lake Oswego and Portland will have to get to one of the few bus stops in between. The bus stop that would be closest to my house would be 1 mile away and would only be walkable if there was a path over the trestles to get to the stop by Military and Riverwood.

5 Many people, and I am one of them, would have a streetcar going trough the property (my garage on one side my house on the other) every 6 to 8 minutes all day but have no access to even use it. We would also no longer have the option of a bus which my children and I have used regularly for 24 years.

I was a member for two years studying water taxi, reversible lane, uses of the streetcar on the existing track vs. Macadam and the idea of crossing the Sellwood bridge. In the beginning the LOPC committe I was on, was in favor of the streetcar. But by the end of two years of studying on this location and its rail use, the majority had switched to advise Metro that the line should go through John's Landing on Macadam to be more central to the population of the area as well as support the business along the line. They voted for it to either turn around at Sellwood Bridge or cross Sellwood Bridge.

After two years of study and hearing testimony from many sources the LOPC majority was ignored.

Thank you,
Debie Stellway

Sign up for FREE email from Everyone.net email at <http://www.everyone.net>

From: connie-stephens@comcast.net
Sent: Tuesday, December 21, 2010 11:47 AM
To: Clifford Higgins
Cc: Jody Gitten; Mary Beach; Sallie Aldape; Yoram Yakimovsky
Subject: Lake Oswego-Portland Transit

I attended several public sessions on this issue early on and have been following the proposals with interest as have other owners of condominiums along the Willamette Shore right-of-way. I get all of the meeting notices and progress reports. I live at the Heron Pointe Condominium. One map I saw showed the transition from Macadam to the Willamette Shore right-of-way between two of our condominium associations buildings, 5050 and 4990. When I protested I was told that this was just one of several early stage options and it didn't seem likely that this would happen and I shouldn't worry. Sallie Aldape evidently has seen a detailed map that shows this option is still on the table. I would also like to see this map. I know the people in Dunthorpe are strongly apposed to having their properties impacted and probably have enough clout (lawyers and money) to fight the proposed route. We at Heron Pointe are also concerned. I personally don't mind the streetcar running on the right-of-way right in front of my home but am adamantly opposed to having the transition run between our buildings. I do want to be on record as favoring the enhanced bus on Macadam option because it is so much less expensive. I favor the Willamette Shore route being developed for recreation with a separation of pedestrian and bike traffic. The present trail is extremely hazardous with these two populations using the narrow existing trail. Many bicyclists ride very fast with little regard for the pedestrians, many of whom are children or elderly.

Will these comments to you be considered or do I need to direct them somewhere else?

Connie Stephens

Submit via e-mail

Print



Date Jan. 29, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Craig Stephens

Affiliation (if any) Old Town Neighborhood Board, Old Town Condo Assn Pres., Natural Res

Address (required) 330 Durham St.

E-mail (optional) craigattbi@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other Sustainability of diesel base

Comment (use back or attach additional sheets if necessary)

I agree with The Oregonian's Jan. 25 editorial comment "Region needs to get it right on the Lake Oswego streetcar" and I think that the region needs to get it right on improving the Oregon economy. The Streetcar project will immediately create jobs in Oregon and it uses electric power, produced in abundance in the Northwest. The knowledge, experience and jobs for building the Streetcar are here in the Portland area. I grew up in Tulsa, then "The Oil Capital of the World". Now Tulsa has reinvented its economy and builds diesel buses and Dubai is now arguably the oil capital of the world. Halliburton's headquarters are now in Dubai. Oregon has no oil resources and does not manufacture diesel buses. Soon there will be "no free ride". We need to create and sustain jobs here in Oregon. Not building the Streetcar is slow economic suicide.

Polling in our neighborhood, and similar results are seen across town, show some 45% for the Streetcar alternative and the other two alternatives in the low 20 % range, split. The 45% typically has a proviso which would be addressed by a design change to eliminate the extension of the Streetcar line from Foothills to Albertsons where there is no right-of-way for the tracks existing. This would remove a set of problems: 1) Eliminate restructuring the shopping center with urban redevelopment money and building a parking garage at this location which would be unattractive and cause congestion for through traffic. 2) Adversely affect historic structures by proximity on the "back" side. 3) Cost some \$5 million for the parking structure which in other areas has been found to remain largely unused and tends to attract traffic rather than drop-off with one family vehicle instead of two or encourage biking and walking, such as the parking garage in across from Foothills now, and some \$20 to negotiate crossing the primary access to Foothills and acquire the right of way with urban redevelopment funds that would be better spend developing "blighted" areas of Foothills and/or Lake Grove Village. And 4) disallow the concept recommended by urban planners and by all other Streetcar installations including SoWa of having a simple Streetcar "walk up" access without associated parking structures to encourage a walkable city and development without lots of parking in the Foothills area, attractive to developers to maximize real estate utilization for value, not for "dead" parking uses.

If there were room here I would add an additional comment, the long form of my public testimony. The start of it is as follows:
Streetcar Support
I would like to voice for support building an Oregon-built Electric Streetcar to Lake Oswego.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Elaine Stevens [erstevs75@gmail.com]
Sent: Friday, January 14, 2011 12:41 PM
To: Trans System Accounts
Subject: Lake Oswego streetcar

I am influenced by the recent L.O. Review articles by Judie Hammerstad and Mayor Hoffman and others to say that my husband and I do approve of a streetcar installation to Portland as long as there is a large parking area off of Rt.43. designating that as a transfer facility. (Safeway parking lot is not). Details of size and location of which we would have to depend on the expert judgement of all concerned.

Elaine & Rudolph Stevens
1099 Cherry Circle
Lake Oswego, Oregon 97034

From: Carol Stout [crstout@gmail.com]
Sent: Wednesday, December 15, 2010 6:18 PM
To: Trans System Accounts
Subject: Street Car to Lake Oswego

Our family is enthusiastic supporters of the streetcar from NW Portland to Lake Oswego. We have lived in Portland and Lake Oswego for a 30 years, 8 in Portland and 22 in Lake Oswego. We are strong supporters of all forms of public transportation. Even though we live in the west end of Lake Oswego, we anticipate using the streetcar.

If there is one other improvement we could also see, it would be improvements to Lesser Road between Lake Oswego and Capitol Highway. If there were good bike paths and sidewalks, our transit options to PCC Sylvania and to Barbur Blvd bike paths would be so much better!

Thank you,

—Original Message—

From: SteelhdGPS <SteelhdGPS@aol.com>

To: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Sat, Jan 22, 2011 8:42 am

Subject: Street Car and lighth rail to Lake Oswego

The street car / light rail to Lake Oswego is a boondoggle. Drive along the light rail line to Gresham to see how much economic development there has been and read the paper to see what has happened with regard to gangs and violence at stops along the way. We should not spend on Oswego tax dollar to fund / encourage this project or perpetuate it.

The leadership in Lake Oswego government should focus on reducing taxes and saving the peoples money, not dreaming up ways to spend money we don't have.

Gordon Stout (a resident for 45+ years)

[mail.aol.com/.../PrintMessage.aspx](mailto:SteelhdGPS@aol.com)

1/1

600 

LAZERQUICK #15

01/31/2011 14:39 FAX 5036369660

From: Cary Strauch [mscarystrauch@yahoo.com]
Sent: Tuesday, January 18, 2011 6:04 PM
To: Trans System Accounts
Subject: LO Streetcar Project

Metro,

I would like to encourage you to go forward with the LO Streetcar Project for the following reasons:

The proposed streetcar would transport commuters from Lake Oswego and link the SW Waterfront Area to Lake Oswego. It would encourage development of the Foothills area in LO for housing and services which would keep the Urban Growth Boundary tight. Smaller housing in the Foothills area would attract the aging population as well as young families who would like access to LO schools. The infrastructure is already in place for this environmental mode of transportation and would be affordable with funding from the Federal Transit Program.

This is an opportunity to grasp now.

Thank you,

Cary Strauch



Date Jan 20 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required)

Steven M. Streger

Affiliation (if any)

Lake Oswego Resident

Address (required)

13453 Streamside Dr, Lake Oswego 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I want to voice my total opposition to the proposed Lake Oswego to Portland Transit Project.

I am among a large number of Lake Oswego citizens who oppose the project, but we are having a very difficult time getting our voices heard.

This project is unnecessary and unwanted. The whole thing appears to be a ruse for a few people to make a sizeable profit by selling property they own in the so called "development zone".

If eliminating traffic congestion is the supposed problem, which is not a problem, then much more viable and economical alternatives are available. The biggest difference between this proposal and the alternatives is that the alternatives don't involve the sale of specific pieces of property that the proponents either own or have a strong interest in.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-26-2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Steve Streger

Affiliation (if any) Lake Oswego Resident

Address (required) 13453 Streamside Dr. Lk Oswego 97035

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I have attended 2 of the recent comment sessions dealing with the Lake Oswego to Portland Transit Project.

I have yet to see any valid justification for a rail project.
There are no cost numbers that are firm enough for a commitment to be made.
I hear comments as, "It should eventually pay for itself in the future." Or as is written in the Metro, Comment on the benefits and trade-offs, "Expected to encourage development and redevelopment...sooner..."

Time and again the numbers, whether they be dollars, square footage of space, ridership or time per trip savings are highly speculative.

FINALLY, AN ISSUE I HAVE NOT SEEN ADDRESSED ANYWHERE: WHAT IMPACT WILL THE NEW SELLWOOD BRIDGE HAVE ON THE DESIGN AND LOCATION OF THESE TRACKS? A COMPLETE REDESIGN AND/OR REROUTING TO THE EXISTING TRACKS IS THE TYPE OF COST OVERRUN THAT GOVERNMENT PROJECTS OFTEN EXPLAIN AWAY AS, "UNFORSEEN". THEY ARE NOT UNFORSEEN IF PEOPLE WILL JUST LOOK.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/09/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Peter Sweet

Affiliation (if any) _____

Address (required) 796 First Street, Lake Oswego, OR 97034

E-mail (optional) tallsweet@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The Streetcar and Enhanced Bus alternatives call for a Terminus at the Albertson's parking lot on State Street. I understand the substantial cost to extend the Streetcar further south to West Linn and Oregon City at this time. Would not the Enhanced Bus alternative be fairly easy to extend to these communities at a much smaller cost? Would not this enable the Terminus to be moved further south to a less congested and perhaps cheaper land cost site?

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Date 12/10/2010



Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Peter Sweet

Affiliation (if any) _____

Address (required) 796 First Street, Lake Oswego, OR 97034

E-mail (optional) tallsweet@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

It is my understanding that part of the "local match" is the value of the right-of-way purchased by the consortium of local government groups for \$2 million in 1988 and that it was appraised at over \$92 million several years ago. This appraisal was based on adjacent land values along the right-of-way. Is it possible that this appraisal was flawed in its assumptions? It appears that housing prices (land and building) rose an average of 6.65% during the period from 1988 to 2009. If this 6.65% rate were applied and compounded to the cost of \$2 million, the value of the right-of-way would be \$8.244 million. Granted, river view property may have risen at a higher rate, but the increases would have to average 19% to arrive at a \$92 million figure. Is that accurate? Should Lake Oswego be prepared to raise substantially more cash to meet its local match of 20%?

The source of my housing price trend is <http://www.forecast-chart.com/estate-real-portland-or.html>

797-1930



Metro

Date 4/26/11

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) JOANNE TALBERT
Affiliation (if any) REAL ESTATE PRINCIPAL BROKER/
Address (required) 4200 S.W. MERCANTILE INVESTOR, & HOME OWNER
E-mail (optional) JLTALBERT@CS.COM DR SUITE 700

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of de minimis impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

PEOPLE HAVE INVESTED IN LAKE OSWEGO BECAUSE THEY
WANTED TO LIVE IN A BEAUTIFULL QUANT SMALL
CITY INSTEAD OF THE BUSY LIFE STYLE OF
PORTLAND.
STOP USING OUR MONEY TO DESTROY OUR SPECIAL
CITY THAT WE HAVE WORKED SO HARD TO DEVELOP.
THE STREET CAR WILL ONLY DESTROY OUR INVESTMENTS
IN LAKE OSWEGO AND INCREASE OUR TAXES.
OUR ECONOMY CAN'T TAKE ON ANY MORE DEBT!

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232



Date Nov 30, 2011

Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) LARRY TALBERT

Affiliation (if any) NONE

Address (required) 3421 TURNER ROAD, WEST LINN, OR 97068

E-mail (optional) LXTALBERT@CS.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I OPPOSE THE 'L.O. STREETCAR' FOR SEVERAL REASONS.

1. THE MAJORITY OF STREETCAR SUPPORTERS ARE NOT MAINSTREAM L.O. RESIDENTS. THEY FIT INTO ONE OR MORE OF THE FOLLOWING CATEGORIES:

- a. WORK FOR METRO OR CITY OR COUNTY GOVERNMENTS; CONSULTING, OR CONSTRUCTION COMPANIES WHO WOULD PROFIT FROM THE PROJECT.
- b. WANT TO GRAB THE 'FREE MONEY' FROM THE FEDERAL GOVERNMENT. MONEY WHICH IS NOT FREE, AND IS BORROWED TO BE PAID FOR BY OUR GRANDCHILDREN
- c. THESE TRANSPLANTS FROM NY CITY, LONDON OR TOKYO WHO WANT L.O. TO BE MORE LIKE A SUBURB OF A MEGACITY.
- d. THOSE WHO WANT TO PROFIT FROM PERCEIVED REAL ESTATE DEVELOPMENT.
- e. THOSE WHO HAVE NO CONCEPT OF FINANCE OR COSTS RELATED.
- f. THOSE WHO IGNORE THAT STREETCAR & FOOTHILLS DEVELOPMENT WILL DESTROY THE DOWNTOWN VILLAGE ATMOSPHERE OF LAKE OSWEGO.

2. THE STREETCAR WOULD SERVE ONLY A SMALL PERCENTAGE OF CITIZENS OF L.O. WHILE ALL RESIDENTS MUST PAY FOR IT.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Gregory Taylor [gregtaylormd@earthlink.net]
Sent: Thursday, January 20, 2011 11:10 PM
To: Trans System Accounts
Subject: Lake Oswego Street

To Whom It May Concern:

I am writing to support the building of the Lake Oswego Streetcar. I would be using it now were it in existence, and would have commuted to downtown for the last 7 years. While it's costs are not negligible, NOT building it will be more costly, and increasingly more costly, every year. And, auto fuel costs are bound to rise. We should build now.

Thank you.

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

From: K. William Taylor [kwilliam@ftml.net]
Sent: Saturday, December 04, 2010 1:54 PM
To: Trans System Accounts
Subject: Lake Oswego Transit Project Feedback From William Taylor

Hello,

If this is not the correct email address to send this information to, please forward this e-mail along to the correct person responsible for public feedback concerning the Lake Oswego Transit Project.

Dear To Whom It May Concern,

My name is Keith William Taylor, and I work at the Bike Gallery in Lake Oswego. I am a daily bicycle/bus commuter, and spend a great deal of time referring my customers to nearby safe bicycle routes as well as viable access to downtown and the Sellwood bridge areas.

As a rider, cycling advocate, and citizen, I must let you know the transit options servicing Lake Oswego to downtown leave much to be desired. Because I live in Southeast, I ride my bike either to downtown or across the Sellwood bridge, where I usually catch the #35 bus. I do not choose to ride between John's Landing and Lake Oswego due to the steep hills coming up through the Riverview Cemetery, and the very dangerous conditions for cycling along highway 43.

A best case scenario would be to impliment a safe, off-street bike path between Lake Oswego and downtown. If this cannot be done, or if such a project is unlikely in the near future, reliable mass transit between Lake Oswego and Downtown would be the next best possibility.

Concerning the number 35 bus, I have been left at a stop more than 15 times in the past 2 years because 2 bikes were already on the bike rack.

I have had busses come early on more than one occasion, which has caused me to be late for work. During the summer, I work until 7 PM, and unless I leave my job early, must wait until almost 8:00 PM to catch a ride to downtown. In the mornings, I have started leaving my bike at home for fear that the bike racks will be full. This very morning, I watched the 35 sitting at my stop downtown as I passed by on the #14. I got off of the 14 and ran to my stop but missed the #35 by less than a minute. Because I had left my bike at home, I could not even ride up to try and catch it.

I know you guys are doing everything you can for those of us that use mass transit, and I really appreciate it. From a consumer standpoint, if the reliability and service of the 35 were to be treated like a company, it would have gone out of business long ago due to customer frustration. Make it happen for us guys; people like me just want to get around, so make it easy, please. I am tired of waiting outside in the cold and the rain wondering when I will get home...

Thank you,

Will Taylor

--

K. William Taylor
kwilliam@ftml.net

COMMENTS REGARDING THE

PORTLAND TO LAKE OSWEGO

DRAFT ENVIROMENTAL IMPACT REPORT

DECEMBER 2010



MARTIN V. TAYLOR
mvtjlt@q.com

COMMENTS REGARDING THE DEIS

Listed below are excerpts from the DEIS identified by page number followed by *my comments in italic highlighted in yellow*

Credentials: I was the Public Works engineering adviser to a large County Planning Agency for over ten year, so I “kind” of know how these things work.

Page xv.

A. No-Build Alternative

B. Enhanced Bus Alternative

C. Streetcar Alternative

3. Johns Landing Segment

Willamette Shore Line Design Option

Macadam In-Street Design Option

Macadam Additional Lane Design Option

A: I feel the No-Build Alternative is very realistic based on the complex system needed to be constructed on the steep riverbank through Dunthorpe

B: Enhanced bus service including “pull outs” at passenger stops is very viable. Removing stopped buses from traffic lanes would greatly improve automobile flow.

C: I will limit my following comments to the Johns Landing Segment.

Page ii:

including displacements; visual quality and aesthetics.

Remaining on the Willamette Shore Line R/W definitely would impact visual quality and aesthetics for the many condominium complexes. Willamette Shores alone has 77 living units that would be impacted

Page ii:

The DEIS will be used to select a locally preferred alternative (LPA) for the transit corridor

I certainly hope this consideration will be received seriously. You must be aware of the feelings of the Johns Landing condominium owners and the Dunthorpe owners.

Page S-1

Those plans recommend (1) using reserved transit right of way to improve transit service in the corridor and (2) to be a catalyst for improved land use

1. *I feel the value of the existing RW for local match is unrealistically inflated*

2. *Most of the proposed RW goes through Dunthorpe and definitely won't be a catalyst for improved land use. Actually, there is the potential of harming land value.*

Page S-2

the topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway

The cost of expanding the highway pales at the cost of hanging a streetcar on the riverbank.

Page S-2

The Enhanced Bus Alternative (see Figure S-2) would result in modifications to lines 35 and 36, including removal of half of the bus stops between Lake Oswego and downtown Portland,

Removing half of the bus stops not a good idea. Running express buses is a good idea. Pullouts at bus stops would reduce auto travel time.

Table S-1 Summary Characteristics of the Alternatives

Attribute	No-Build	Enhanced Bus	Streetcar
Line 35 Bus Stops No. of Lake Oswego	26	13	0

If the track is placed in the Willamette Shore Line R/W bus service will be needed on the highway. If it is placed on the highway limited bus service will still be needed since the distance between streetcar stops would not serve some riders.

Page S-5

Line 35 and 36 service and bus stops would both cease operations north of downtown Lake Oswego

Bad idea (See preceding comment).

For the most part, the streetcar tracks would be extended into exclusive right of way purchased by the Willamette Shore Line Consortium in 1988

Substantiates previous two statements of need for bus service

Page S-6



Leaving the streetcar on the Willamette Shore Line R/W through the condominiums denies a dense commercial corridor access to the streetcar

Loss of this short segment of the Willamette Shore Line R/W would not reduce Local Match funding significantly

Page S-7

Measure	No-Build	Enhanced Bus	Streetcar
Construction Jobs Created	0	240	1,430 to 1,530

Don't forget the jobs created to prevent the tracks from sliding down the steep riverbank once the streetcar is in operation.

Page S-9

The Willamette Shore Line design option would result in: \$8.9 million more local match available from the use of the existing Willamette Shore Line right of way;

This portion of the existing R/W runs through completely developed housing. It would have no commercial or residential value.

Page S-9

The Macadam In-Street design option1 would result in:

Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers;

The Macadam Additional design option1 would result in:

Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers;

ABSOLUTELY!!

Page S-10

Measure	Willamette Shore	Macadam In-St.	Macadam Additional Ln.
Station Visibility within Segment Activity Center	Low	High	High

ABSOLUTELY!

Page S-10

The Willamette Shore Line design option would result in: \$10.2 million more local match available from the use of the existing Willamette Shore Line right of way;

Make up your mind! Page S-9 said the value was \$8.9 million. Anyway, this portion of the R/W has little value (See S-9 value above on this page.

Page S=12

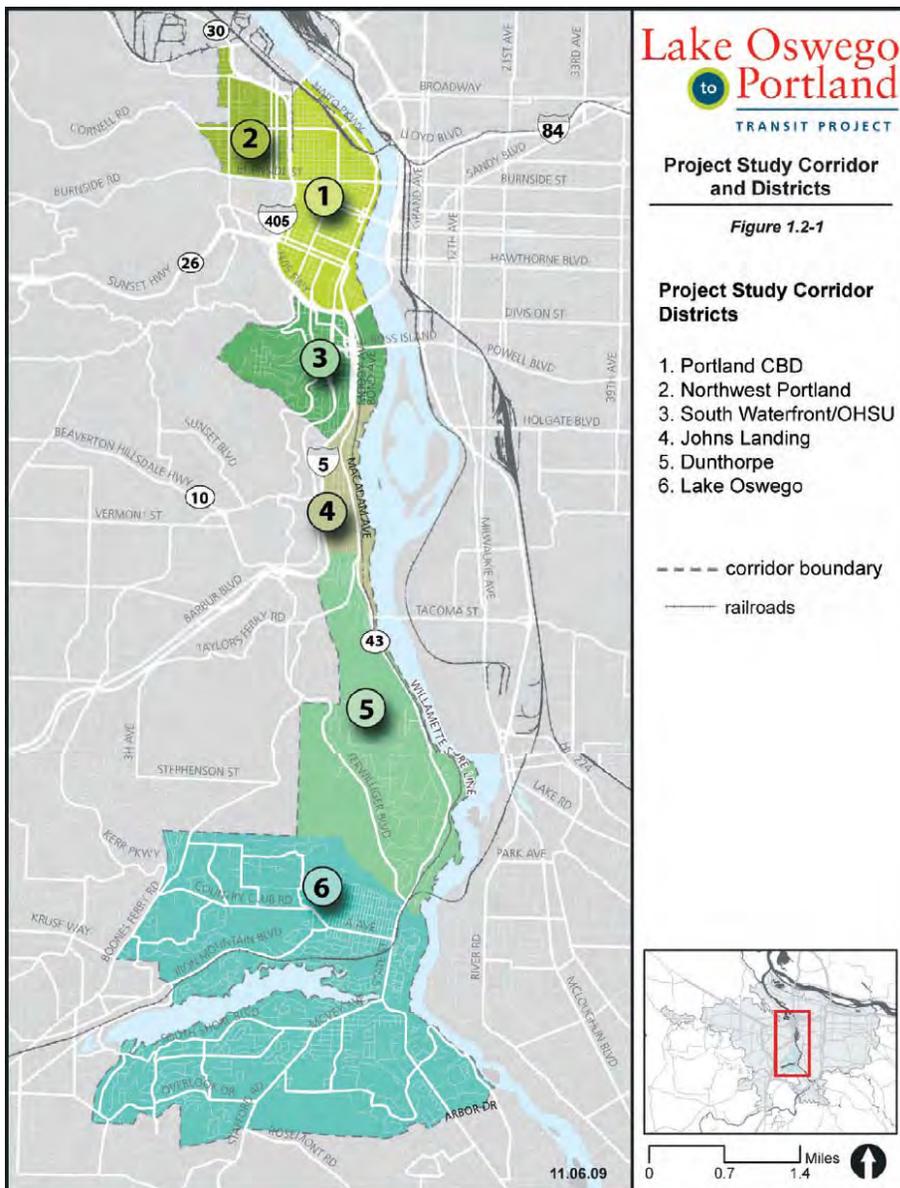
Of those local sources, \$95 to \$97 million is currently available from the value of the existing Willamette Shore Line right of way where it would be used by the project

Remember, fully developed housing area R/W is virtually valueless

Page 1-2

The corridor is constrained to the east by the Willamette River and to the west by the relatively steep eastern slopes of the Portland West Hills. State Highway 43, which is located west of, and generally parallel to, the Willamette River, **Don't forget the steep slopes of the riverbank on the east side of State Highway 43, the area where the track is planned to be hung.**

Page 1=3



Note that Areas 4 & 5 are dense residential development

Page 1-4

Johns Landing, which are located immediately south of downtown Portland and west of the Willamette River and include a mix of medium to high-density residential, commercial, retail and institutional uses

It should be obvious the high-density residential area wouldn't want the streetcar running through housing and between them and the river. It should also be obvious the commercial retail and institutional used would want the streetcar on Macadam for customer access.

Page 1-4

Area	Employment
Johns Landing	8,080

The employment is in the commercial area along Macadam. This is where the streetcar is needed, not buried in housing along the Willamette Shore Line R/W

Page 1-5

Metro's *Regional Transportation Plan* designates Highway 43 as a Multi-Modal Major Arterial

I was told Highway 43 has been down graded to a Secondary Arterial

Page 1-5

Highway 43 between downtown Portland and downtown Lake Oswego is constrained through much of its alignment, either with existing development and/or with significant topographical features, such as steep hillsides, its proximity to the Willamette River and frequent creek and stream crossings. With roadway widenings for Highway 43 ruled out through prior regional studies

Substantiation for reducing it from a Major Arterial (4 lanes with median) to a Secondary Arterial (4 lanes with no median) Construction to this reduced need for additional R/W (90 feet instead of around 110 feet) would require encroaching to the east into the Willamette Shore Line R/W.

Page 1-6

Location on Hwy 43	2005 Demand	2005 Capacity	2035 Demand	2035 Capacity
North of Sellwood Br.	5,610	4,200	7,000	4,200

These Demand figures will be reduced when the Milwaukie Light Rail is in completed and could be further reduced with improvements to Highway 99E

Page 1-7

Table 1.5-2 Average Weekday Corridor and Systemwide Transit Ridership

	2005	2035
TriMet Systemwide	267,300	583,800
Lake Oswego to Portland Corridor	103,600	231,900

It is unrealistic to say that around 40% of TriMet 2005 ridership is on Bus 35

Page 1-8

In conclusion, the region's strategic investment over the past decade in an expanding rail system has resulted in increased transit operating efficiencies

This conclusion is mixing apples and oranges. Light Rail moves faster with less frequent stops than streetcars. Streetcars are an efficient distribution system in dense urban areas, but would not serve well as commuter transportation

Page 1-9

As shown in Table 1.3-2, the corridor districts with the greatest number of employees in 2035 will be the Portland CBD, South Waterfront/OHSU, Northwest Portland, Johns Landing and Lake Oswego:

Note that this table verifies there are not a significant number of employees in the Dunthorpe corridor, so the streetcar will be "dead heading" through that area. A more realistic system to serve Lake Oswego and commuters arriving from south of Lake Oswego would be a streetcar crossing a bridge just north of Lake Oswego and connecting to the Milwaukie light rail, or better yet, extend the Milwaukie light rail to Lake Oswego over the suggested bridge. (I have been told the cost of such a bridge is prohibitive. I find it hard to believe the cost would exceed that of constructing and maintaining a streetcar through Dunthorpe.)

Page 1-10

The 2040 Growth Concept includes strategies to protect and support existing residential neighborhoods

Putting a streetcar through the middle of the high density condominium complexes in Johns Landing is in violation of this concept

Page 1-10

The Portland central city, which includes downtown Portland, is the region's high-capacity transit hub, providing current and future connections to regional centers and town centers. The 2040 Growth Concept designates several regional centers and town centers, defining them as mixed-use areas consisting of moderate to high densities served by high capacity transit services and facilities. Within the project's corridor, Lake Oswego is defined as a town center.

The focal point here is high capacity transit services. This means multi car trains, not streetcars. An extension of the Milwaukie light rail conforms to this definition (See above Page 1-9 comments)

Page 1-11

The Lake Oswego to Portland transit corridor has land use development patterns that support transit use and town centers.

Not through Dunthorpe!!

Page 1-11

Willamette Shore Line right of way counted as local match for federal funds to construct the project.

Portions of the R/W have development potential, therefore value, but not the portion already densely developed through the Johns Landing condominium complexes

Page 1-12

The Lake Oswego to Portland transit corridor contains built urban and suburban environment. These create a set of constraints on the project,

The densely developed Johns Landing condominium complexes qualifies as one of the constraints

Page 1-14

The Willamette Greenway Plan includes a 25-foot setback from the top of bank for all improvements, unless they are river dependent or river related.

The streetcar project is not river related. Placing it on existing Willamette Shore Line R/W between Boundary St. and Pendleton St, would encroach into the setback

Page 1-14

There are several plans that address trails within the Lake Oswego to Portland corridor: Lake Oswego Trails and Pathways Master Plan, City of Portland Recreational Trails Strategy, Bicycle Facilities Strategy to reach Platinum Status in Southwest Portland; include the Willamette Shore Line

The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption.

Page 2-1

In 1988, the Willamette Shore Line rail right of way was purchased for approximately \$2 million . Knowing that the Highway 43 corridor is and would remain very constrained, the purchase was intended to preserve the right of way for future transit use.

Prudent for portions of the R/W, but unacceptable for the portions through densely developed housing areas

Page 2-2

Metro Council approved Resolution No. 07-3887A, which adopted the *Lake Oswego to Portland Transit and Trail Alternatives Analysis*: The resolution selected the No-Build, Enhanced Bus and Streetcar alternatives to advance into the project's DEIS for further study and it directed staff to conduct a refinement study to identify design options in the Johns Landing area

At that time the need to preserve high density condominium complexes' river view and limit intrusion into owners living space was recognized, Please note that Trail Alternatives were included

Page 2-3

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

Support and enhance the neighborhood character in an environmentally sensitive manner;

Placing a streetcar on the Willamette Shore Line through the Johns Landing condominium complexes does not enhance neighborhood character

Support transit oriented development in the Portland to Lake Oswego corridor where appropriate;

Placing a streetcar on the Willamette Shore Line through the Johns Landing condominium complexes instead of on Macadam denies access so business development would be limited

Page 2-4

Rail Transit. The rail transit mode examined Portland to Lake Oswego via the Portland & Western Railroad Bridge to Milwaukie.

I was told the Portland & Western Railroad Bridge wasn't available. If not, building another bridge seems appropriate. As detailed in my comments on Page 6 of this review, I am astounded this option wasn't advanced

Page 2-4

Widening of Highway 43 was determined to be infeasible due to exceptionally high capital costs and adverse environmental impacts

Capital cost of constructing the bridge referred to in the paragraph above would pale compared to Highway 43 widening.

Adverse environmental impacts due to placing a streetcar through dense Dunthorpe residential area are on the same scale as those incurred by widening SH 43

Page 2-5

The Light Rail Alternative was not advanced for further study due to relatively high capital and operating costs and high level of impacts to adjacent properties

Good!! We fought this concept off a few years ago

Page 2-5

Streetcar Alternative. The Streetcar Alternative would extend the existing Portland Streetcar line to downtown Lake Oswego. The options studied evaluated whether the Willamette Shore Line right of way would be used exclusively or whether it would be used in combination with Southwest Macadam Avenue. Under the Streetcar Alternative, **Line 35 would continue to operate hourly between downtown Portland and downtown Lake Oswego only during weekday peak periods**

If the Willamette Shore Line R/W is used exclusively (Specifically between Boundary and Pendleton) transit service would be denied Macadam business except during peak hours

Page 2-6

The No-Build Alternative was advanced into the DEIS to satisfy National Environmental Policy Act (NEPA) requirements.

It sounds like the No Build Alternative was advanced because it was required by policy, not that it would be eventually approved. Due to the many restraints listed in this DEIR, this alternative should receive consideration

Page 2-6

In summary, the project's Purpose Statement during the refinement phase was to:

Be sensitive to the built and social environments;

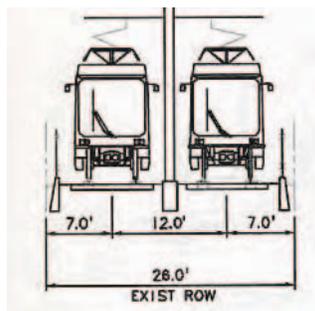
Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments

Page 2-6

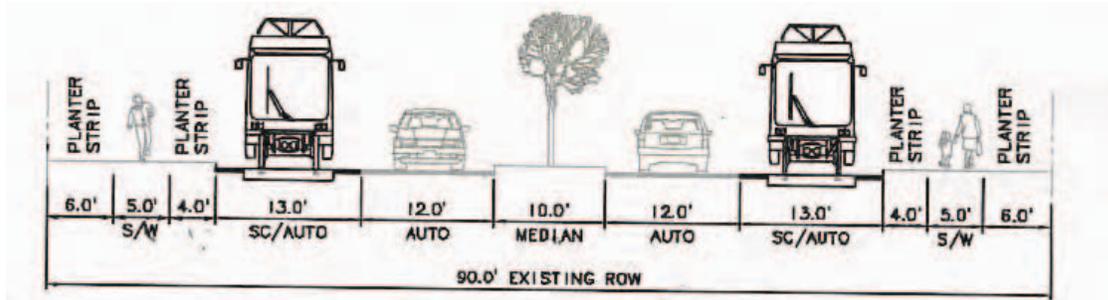
Johns Landing Alignment Refinement. For the refinement of alignments within the Johns Landing area, the project used the following criteria: accessibility and development potential, neighborhood sustainability

Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not allow access to and development of Macadam commercial properties

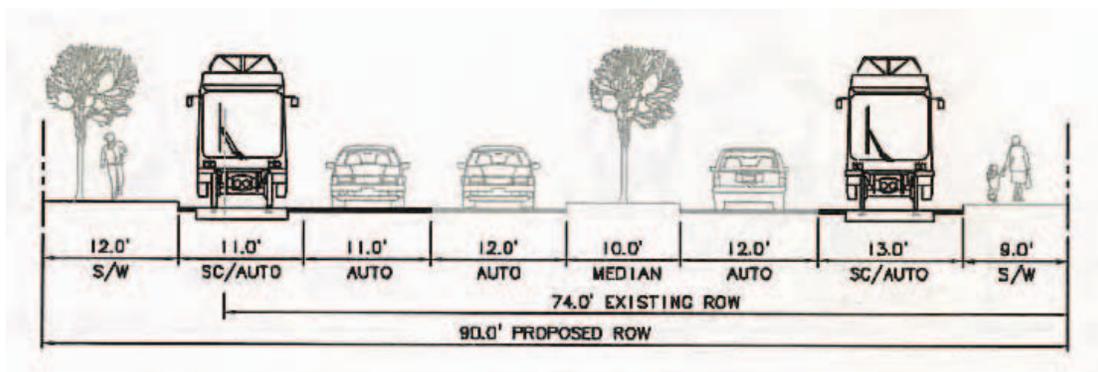
Various R/W cross sections in Johns Landing adjacent to Willamette Shores Condos



The Willamette Shore Line Design Option



The Macadam In-Street Design Option



The Macadam Additional Lane Design Option

Page 2-7

Hybrid 1 – Macadam Avenue In Street (Boundary Street to Carolina Street). With this option, the streetcar would continue south from South Waterfront until a transition to Southwest Landing Drive. Streetcar would operate in Landing Drive with traffic. From Landing Drive the streetcar would transition to Southwest Macadam Avenue via Southwest Boundary Street. The streetcar would operate in a shared traffic environment in Macadam Avenue between Boundary Street and Southwest Carolina Street. The streetcar would transition from Macadam Avenue to the Willamette Shore Line right of way at Carolina Street.

This is a good option, but might receive opposition from ODOT

Page 2-7

Hybrid 2: East Side Exclusive (Boundary Street to Iowa Street). With this option, the streetcar alignment would continue south from South Waterfront until a transition from the Willamette Shore Line to Landing Drive. The streetcar would operate in Landing Drive with mixed traffic to Boundary Street. From Boundary Street, the streetcar would operate adjacent to Macadam Avenue (on the east side of Macadam Avenue) between Boundary and Southwest Iowa streets. The streetcar would transition from the east side alignment next to Macadam Avenue to the Willamette Shore Line at Iowa Street.

See following comment

Page 2-8

East Side Exclusive Alignment was eliminated from further study because, although it was similar to the Willamette Shore Line option, it would have more right of way acquisition, more parking and landscape displacements

Absolutely. This alignment would impact Willamette Shores parking and noise level

Page 2-7

Hybrid 3: Macadam Avenue with New Northbound Lane (Boundary Street to Carolina Street) With this option, the streetcar alignment would continue south from South Waterfront until a transition to Landing Drive. Streetcar would operate in Landing Drive with traffic. From Landing Drive, the streetcar would transition to Macadam Avenue via Boundary Street. The streetcar would operate in mixed traffic in the southbound direction on Macadam Avenue between Boundary and Carolina streets. In the northbound direction a new northbound lane would be added for streetcar and right turn only operations for automobiles. The streetcar would transition from Macadam Avenue to the Willamette Shore Line right of way at Carolina Street.

This option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side

Page 2-7

Willamette Shore Line. With this option the streetcar alignment would continue south from the South Waterfront area generally within the existing Willamette Shore Line right of way.

This option is absolutely unacceptable. Macadam business would not have access and the condominium complexes would be impacted (View, Noise, Safety, Etc.)

Page 2-7

Full Macadam In-Street (Hamilton Street to Nevada Street). With this option, the streetcar alignment would continue south from the South Waterfront area and utilize Bancroft Street or Southwest Hamilton Street to access Macadam Avenue. It would operate in mixed traffic on Macadam Avenue for approximately one and one quarter mile from Bancroft Street or Hamilton Street to Southwest Nevada Street. At Nevada Street the streetcar alignment would transition from Macadam Avenue to the Willamette Shore Line right of way.

This option would probably gain support from Macadam businesses south of the other options since they would receive customer access, however ODOT would probably oppose this option.

Page 2-7

The Full Macadam In-Street Alignment was eliminated from further study because it would have high operating costs, slower travel times and adverse affect on traffic operation

I believe the reasons stated in this elimination were crafted to respond to ODOT's resistance to have the streetcar in the Macadam traveled way. For the same reason, ODOT will probably oppose Hybrid1 and Hybrid 3

Page 2-8

The Hybrid 2 – East Side Exclusive Alignment was eliminated from further study because, although it was similar to the Willamette Shore Line option, it would have more right of way acquisition, more parking and landscape displacements, greater costs, slower transit travel times and less potential for local match

I believe the reasons stated in this elimination were crafted to respond to Willamette Shores objections (Parking, Landscaping, proximity of streetcar to condominium units) All good reasons, but this option would have gained ODOT support. Potential loss of Local Match not a facture (R/W between completely developed properties has no residential or commercial value, so this portion of the Willamette Shores Line R/W is virtually useless)

Page 2-10**No-Build Alternative**

No Comments. As stated on Page 9 of this document. the No Build alternative was included to meet requirements

Page 2-14**Enhanced Bus Alternative**

No Comments

Page 2-19

Streetcar Alternative Bicycle and Pedestrian Improvements. There would be no change in bicycle and pedestrian improvements

The Willamette Shores Line R/W between Boundary and Pendleton should be improved for bicycle and pedestrian improvements since the existing trail floods during high water periods

Page 2-23
Johns Landing Segment.



1. The Willamette Shore Line Design Option would continue the extension of streetcar tracks south within the existing Willamette Shore Line right of way from Julia Street to Carolina Street

Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments. This option is absolutely unacceptable. Macadam business would not have access and the condominium complexes would be impacted (View, Noise, Safety, Etc.)

2. The Macadam In-Street Design Option would locate the new streetcar tracks generally within the existing outside lanes of SW Macadam Avenue, *This is a good option, but might receive opposition from ODOT* *This alignment was eliminated from further study. The reason stated was it would have high operating costs, slower travel times and adverse affect on traffic operation* *I believe the reasons stated in this elimination were crafted to respond to ODOT's resistance to have the streetcar in the Macadam traveled way.*

3. The Macadam Additional Lane Design Option would be similar to the Macadam In-Street design option, except that the new northbound streetcar tracks would be located within a new traffic lane just east of the existing general purpose lanes

This option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side

Page 2-24

Under the Willamette Shore Line design option, the Willamette Shoreline right of way would not be available as a possible alignment for the Lake Oswego to Portland Trail

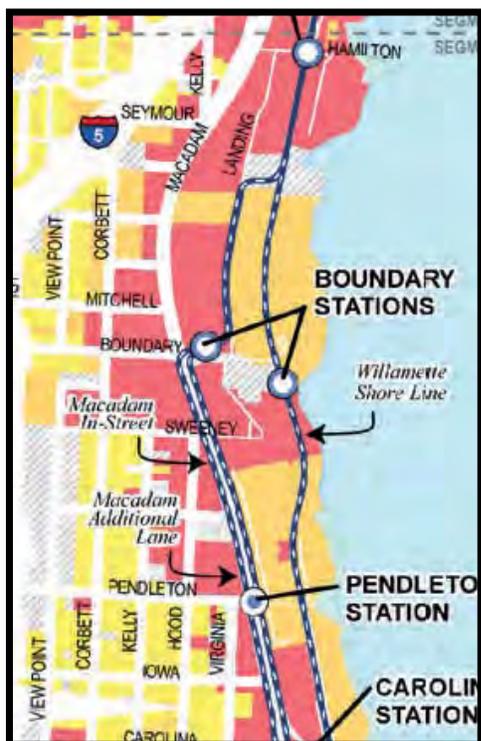
The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption.

Page 2-25

However, as the streetcar would replace bus service, there are corresponding reductions of bus operating costs.

The streetcar would not replace bus service. There would be a need for bus stops in between the limited number of streetcar stops

Page 3-3



Note the Willamette Shore Line R/W removes the Streetcar from development of and access to existing commercial property and impacts existing multi family and single family residents in Johns Landing

Page 3-4



Note that the Willamette Shore Line R/W Places the Boundary Station at the very east edge of commercial property and provides no station at Pendleton. This is unsatisfactory access for business

Page 3-6

Johns Landing. Land uses east of Macadam Avenue are multi-family residential developed in the 1980s. Most of the multifamily housing units are two and three-story condominiums

Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments

Page 3-11

At many properties in the project area, the ratio of the value of improvements to the value of the land is low, which suggests that many properties are ripe for redevelopment

This is especially true of commercial property in Johns Landing, which reinforces the need to provide transportation access to this property, and not bury it in developed residential property

Page 3-12

There is both a large potential for redevelopment and substantial capacity to accommodate intensification of land uses along Macadam Avenue.

See above Page 3-11 comments

Page 3-12

There would be more redevelopment under the Macadam In-Street and Macadam Additional Lane Options than under the Willamette Shore Line Option

Another obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns Landing, rather, have access from Macadam

Page 3-14

Macadam Additional Lane options would strengthen the perception of Macadam Avenue being served by streetcar. This would improve the marketability of commercial real estate along Macadam, making redevelopment more likely

Obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns landing, rather, have access from Macadam

Page 3-18

Use transportation investments to reinforce growth in and multimodal access to 2040 Target Areas and ensure that development in 2040 Target Areas. The definition of “target areas” includes main streets. Classified as “main streets” is the area along the Willamette Shore Line alignment from Hamilton Court south to near Pendleton Street and west along Boundary Street to west of Corbett Avenue.¹³

Obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns landing, rather, have access from Macadam

Page 3-22

The Macadam In-Street and Macadam Additional Lane design options would not comply with the provision of Portland TSP Policy 6.6 which states, “Employ transit-preferential measures, such as signal priority

As stated further down this page “As with Policy 6.6, discussed above, adding signal priority would achieve compliance.” Simply employing signal priority as part of the project would allow use of Macadam as the streetcar corridor

Page 3-24

Economic Activity: Indirect effects are defined as jobs or spending that the project may cause or contribute to causing by changing the level of access and mobility within the corridor and region

Placing the streetcar on and/or adjacent to Macadam would certainly contribute to level of service to the Macadam commercial property. Placing it on the Willamette Shore Line R/W would provide a minimal station at Boundary and none at Pendleton (See Page 3-4 for proposed station locations)

Page 3.26

Households and Employment, 2005 Estimate and 2035 Forecast

	Households		Employment	
	2005	2035	2005	2035
Johns Landing	1,145	3,688	8,083	12,937

The residential area east of Macadam is already developed to multi level dense condominiums, so the household expansion will be in the one family older section west of Macadam. Employment expansion will be in the commercial strip adjacent to Macadam. Conclusion: It would be inadvisable to bury the streetcar east of the condominiums on the Willamette Shore Line R/W

Page 3-29

Many of the displaced businesses and residences would likely relocate and/or rebuild within the same area, thereby increasing assessed value and property tax revenue elsewhere. Despite a short-term loss in assessed value and property tax revenue caused by displacement of properties, properties close to streetcar stations would likely experience an increase in value upon completion of the project, thereby increasing property tax revenue in the long term.

If the streetcar was placed on the Willamette Shore Line R/W through Johns Landing, the condominium owners wouldn't be displaced, just annoyed with the loss of privacy and view. Placing it on/adjacent to Macadam would encourage commercial property improvement, dense housing west of Macadam and generally meet the goals described

Page 3-30

Cumulative effects of the project could include redevelopment along the proposed streetcar line, particularly station areas in established commercial areas, including Johns Landing

Not if the streetcar is placed on the Willamette Shore Line R/W (See Page 3-4 for proposed station locations)

Page 3-39



SEGMENT 3, SOUTH PORTLAND

South Portland. The South Portland Neighborhood is generally bounded by Interstate 405 to the north, the Willamette River to the east, Southwest 6th Avenue and Barbur Boulevard to the west and by the Sellwood Bridge to the south.

Johns Landing is in Segment 3, South Portland

Page 3-45

Neighborhood Cohesion: The Streetcar Alternative is expected to result in a moderate visual impact in Segments 3

*If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have a **high visual impact***

Neighborhood Quality of Life: The Streetcar Alternative would result in moderate noise impacts in Segments 3

If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have more than moderate noise impact, especially when the 26' R/W is adjacent to condominiums (Examples are Willamette Shores 5630 units 22,23 & 24)

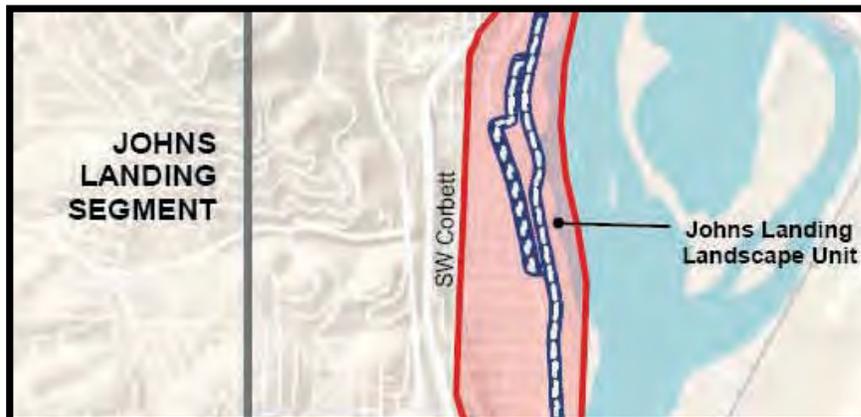
Page 3-46

The Willamette Shore Line design option would result in noise impacts to adjacent residences; the Macadam Avenue options would not result in noise impacts. The Willamette Shore Line design option would also result in a moderate visual impact to the South Portland neighborhood. The Macadam Avenue options would have no major effect on the visual environment.

*Page 3-45 reported (in error) moderate visual impacts, If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have a **high visual impact***

Page 3-51

Landscape Units



Page 3-53

The Johns Landing landscape unit includes all of Segment 3

On the east side of Macadam Avenue, the parcels relate more to the Willamette River, the Willamette River Greenway Trail, and the Willamette Shore Line, which runs parallel to the river. Many buildings on the east side of Macadam Avenue are oriented toward the river *Response on next page*

Note

1. *The Willamette Shore Line R/W is between the Willamette Shores condominiums (with structures that are three story) and the Greenway Trail and the river*
2. *Willamette Shores condominiums are all oriented toward the river*

Conclusion: Placing the streetcar on the Willamette Shore Line R/W would be very detrimental to the living style intended for homeowners

Page 3-54

Visual features within the Johns Landing landscape unit include views of the Willamette River and associated bridges, boats, marinas and houseboats, Ross Island, the Willamette Greenway Trail; the Willamette Shore Line railroad right of way, distant foothills; and the Cascade Range to the east. ***(Including Mt. Hood and Mt St. Helens)***

All of these features are enjoyed from the Willamette Shores condominiums. Placing the streetcar on the Willamette Shore Line R/W would be very detrimental to the living style intended for homeowners

Page 3-55**Environmental Consequences**

Project related effects to the visual and aesthetic environment include changes that would be brought about by construction and operation of the study alternatives and design options. These changes may ***detract*** from or enhance the visual environment. ***If the Willamette Shore Line R/W is selected through the Johns Landing condominium complexes, especially through Willamette Shores, the distraction would be enormous***

Page 3-56**Characteristics of High, Moderate, and Low Levels of Visual Change**

High Level of Visual Change Disrupts significant scenic feature

If the Willamette Shore Line R/W is selected through the Johns Landing condominium complexes, especially through Willamette Shores, these factors would come into play

Page 3-56**Direct Visual Effects**

Residential viewers would be considered more highly sensitive to major changes of view and setting nearby because they would encounter the change on a daily basis.

Very applicable to Johns Landing condominium complexes, especially Willamette Shores,

Page 3-57

Streetcar Alternatives Visual Impacts Johns Landing M (Moderate)

Rating Johns Landing, moderate. especially the Willamette Shore Line R/W through the Johns Landing condominium complexes, especially through Willamette Shores as moderate is a gross underrating

Page 3-58

Viewer Sensitivity, and Overall Visual Impact Score for the Streetcar Alternative

Johns Landing Willamette Shore Line	Viewer Sensitivity	Degree of Change	Overall Score	Changing Features
	L-H	M	M	Retaining walls. potential fencing. removal of Jones Trestle

Willamette Shore Line R/W through the Johns Landing Willamette Shores condominium complex would certainly be impacted by a retaining wall and fence in the view area when the Jones Trestle is removed. An overall score of M rather than H is unrealistic

Page 3-60

Johns Landing Willamette Shore Line Design Option

Viewers in the Johns Landing segment in near the Willamette Shore Line design option would include residents. Neighborhood residents would have foreground and middle ground views of the project and moderate to high sensitivity depending on proximity to the project area.

There is no question Willamette Shores residents would have high sensitivity to a streetcar on the Willamette Shore Line R/W

Page 3-60

Visual changes in the area would include retaining walls varying in height, and potential fencing. The Jones Trestle would be removed and the track way would be lowered

Removing Jones Trestle and lowering the track would certainly require a retaining wall and fencing on the west side to protect the drop off to the tracks. The Johns Landing Willamette Shores condominium complex would certainly be impacted

Page 3-60

Visual changes would be higher in some locations where the project would be constructed between residential structures and the Willamette River. Significant views could be partially disrupted by potential fencing and other project components, including catenary wires and support structures removed,

All this is applicable to Willamette Shores "Front Porch" the easterly view of the Willamette River,

Page 3-60

Overall visual impacts with this design option would be moderate

Not to Willamette Shores "Front Porch" the easterly view of the Willamette River. The impact would be severe,

Page 3-61

Macadam Additional Lane Design Option.

Viewers in proximity to the Macadam Additional Lane overall viewer sensitivity would be moderate, however, the viewer sensitivity may be higher where the residential development is adjacent to the proposed additional lane, because this option would eliminate the existing screening between the residences and the street.

This is true, but the this impact does not even come close to the impact if the streetcar was placed on the Willamette Shore Line R/W

Page 3-62 through 3-66



Five Views of what streetcar might look like at various locations in Johns Landing

None of these views illustrate critical restraints, for example Willamette Shore Line R/W east of Willamette Shores condominiums

Page 3-65 & 3-66



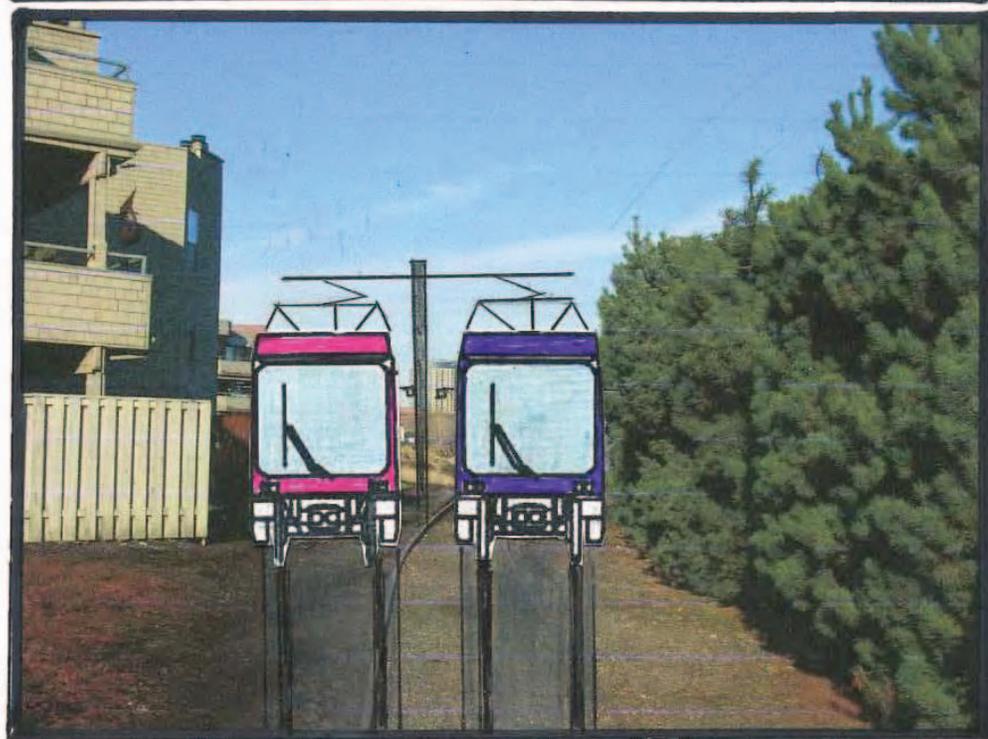
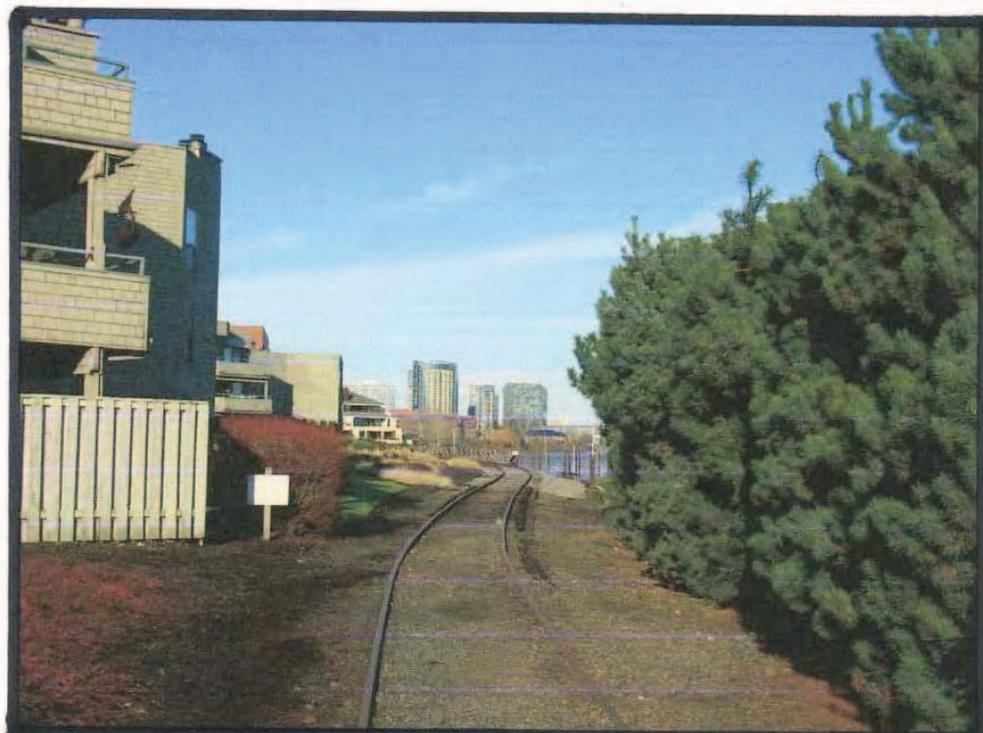
Future view looking north from south of SW Flower Street with Streetcar Alternative (Macadam In-Street design option).



Future view looking north from south of SW Flower Street with Streetcar Alternative (Macadam Additional Lane design option).

The preceding views show Willamette Shores frontage immediately to the right of the green streetcar. (Note existing green sign right of the streetcar) Clearly, the additional lane option impacts Willamette Shores, , but the this impact does not even come close to the impact if the streetcar was placed on the Willamette Shore Line R/W.(See next page)

The additional lane option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side



Cross section placed on existing 26 foot R/W. Picture taken south of the Jones trestle. Willamette Shores Condominium 5630 Units 22-24 on left, Riverbank condominiums on right just behind the trees.



Page 3-94

Public Parklands and Recreation Resources (Section 4(f) Resources) Used and/or Directly Impacted by the Streetcar Alternative, by Segment and Design Option

Johns Landing Willamette Shore Line 0.00 No direct impacts. Streetcar stations would be placed near the north and south ends of *Willamette Park*. *Actually there is potentially a direct impact on the Willamette River Greenway Trail in this segment. The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption*

Page 3-104

Landslide hazards were assessed as part of the public document review, aerial photograph investigation, field reconnaissance and Light Distance and Ranging image analysis. All of these studies indicate that the primary areas of concern with regards to slope instability are located adjacent to and south of the Sellwood Bridge referred to as the Sellwood Landslide. South of the Sellwood Landslide, the project area traverses relatively steep terrain, which is also susceptible to slope instability. LiDAR imagery reveals a large, arcuate-shaped topographic low located west (upslope) of the alignment between Riverwood Road and Radcliffe Road. This feature may represent a large, dormant, ancient landslide or may be an erosional feature related to differential erosion of weaker rock. Existing near-vertical rock slopes in the vicinity of the Elk Rock Tunnel portals appear to be stable, however there may be an elevated rock fall hazard where the cuts are not supported by retaining structures. Steep slopes are defined as having an inclination greater than 20 degrees (37 percent). The proposed alignment of the Streetcar Alternative would traverse several steep slopes, some in excess of 30 degrees (60 percent). Hazards associated with steep slopes include higher susceptibility to landslides and rock fall and erosion. *All good reasons not to put a streetcar though this area. Building where the slopes exceed the definition "Steep Slopes" prohibitively expensive*

Page 3-106

The proposed Streetcar Alternative would require the construction of cut slopes and placement of engineered fill to accommodate the track and associated structures.

Fill slopes should not be constructed at less than the angle of natural repose. There is not enough room between Macadam and the river between the Sellwood Bridge and Lake Oswego to meet this requirement.

Page 3-106

The Streetcar Alternative would result in approximately 22,050 to 27,450 linear feet of new retaining wall, generally along the proposed streetcar alignment

This solves the problem of space for slopes being constructed at less than the angle of natural repose, but the cost of over 5 miles of retaining wall and what the appearance would do to Dunthorpe should be seriously considered

Page 3-107

Johns Landing, the Willamette Shore Line design option would result in the greatest volume of cut and excess cut material (16,350 and 16,260 cubic yards, respectively) and the greatest length of new retaining wall (5,150 linear feet).

Removing the Jones Trestle and lowering the grade accounts for much of the excavation, and retaining wall. Retaining wall means safety fence. Safety fence means view obstruction in Willamette Shores "Front Porch" the easterly view of the Willamette River.

Page 3-108

The primary seismic hazards that could affect the project include: liquefaction-related phenomena. Mitigation of these potential hazards could be achieved with one or more of the following techniques, depending upon the situation:

- Avoidance of the susceptible area(s);

The entire area east of Macadam in the Johns Landing area is man made fill subject to liquefaction

- Densification of the subsurface soils through in-situ treatment including compaction or cement/chemical grout treatment;

Treating a limited depth of the surface would not solve what would happen during a seismic event. Look at what happened to the Marin district of San Francisco a few years ago. The soil turned to soup and all the homes were ravaged and had to be removed.

- Removal of the liquefiable material and replacement with select backfill;

This would involve destroying many of the homes in the Willamette Shores condominium complex

Page 3-108

Should landslides be identified through site-specific geotechnical investigations during subsequent phases of the project, stability analyses would be performed. Mitigation of landslide hazard could be accomplished using one or more of the following techniques:

- Mechanical retaining structures such as cantilevered walls, tied back walls, soil nail walls;
- Construction of shear keys and/or placement of earth buttresses at the landslide toe;
- Removal of driving forces in the upper portion of the landslide; and
- Installation of enhanced drainage facilities to redirect surface water and/or remove groundwater

The chances are great that landslide areas will be encountered. Note that ODOT is currently excavating and driving piling along the west side of I-5 in this area. Also there was a slide a few years ago on Twilliger that cost two houses.

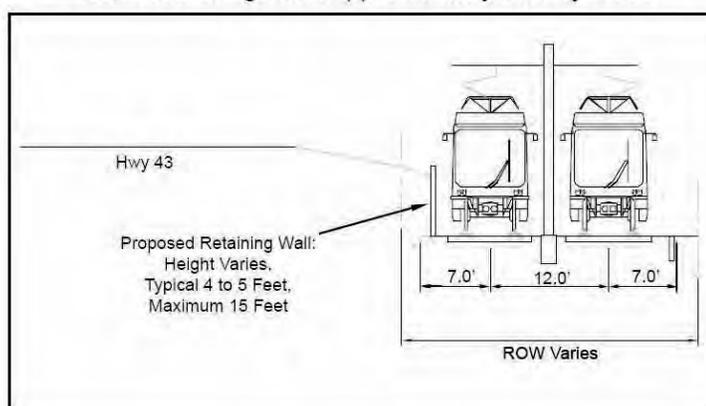
Page 3-130

Planned projects include street improvements, development of a proposed pedestrian and bike trail connecting Lake Oswego and Portland,

This project would require use of the Willamette Shore Line R/W between Boundary and Pendleton, and take it out of contention for streetcar. The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption

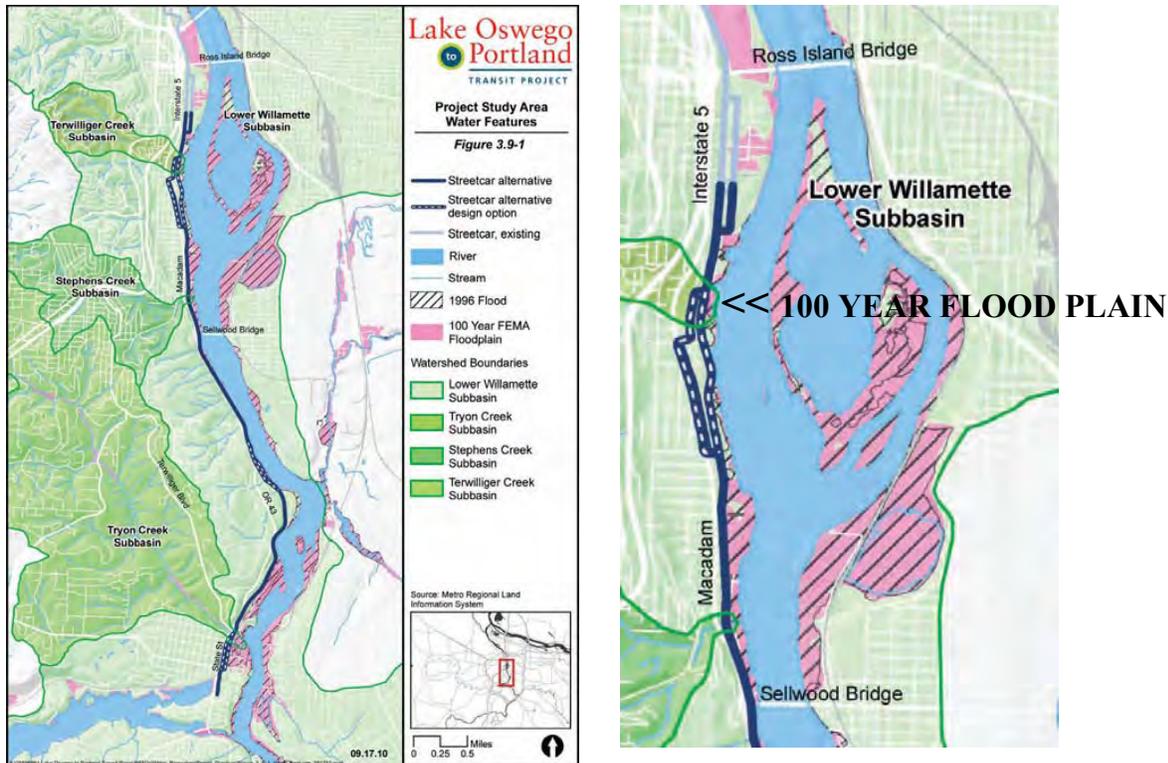
Page 3-132

Proposed Typical Cross-Section between
Sellwood Bridge and Approximately Military Road



Although not identified in the report, this is what would happen in Willamette Shores "Front Porch" (The easterly view of the river) if the Willamette Shore Line R/W is used for streetcar and the Jones Trestle is removed. Fence on retaining wall, view obstruction degrades living style of condominium owners.

Page 3-145



The existing path between Boundary and Pendleton dips into the 100 Year Flood Plain. This creates a direct impact on the Willamette River Greenway Trail in this segment. The existing trail alignment floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption

Page 3-147

Flooding during the February 1996 event was, in many areas, more extensive than the 100-year floodplain

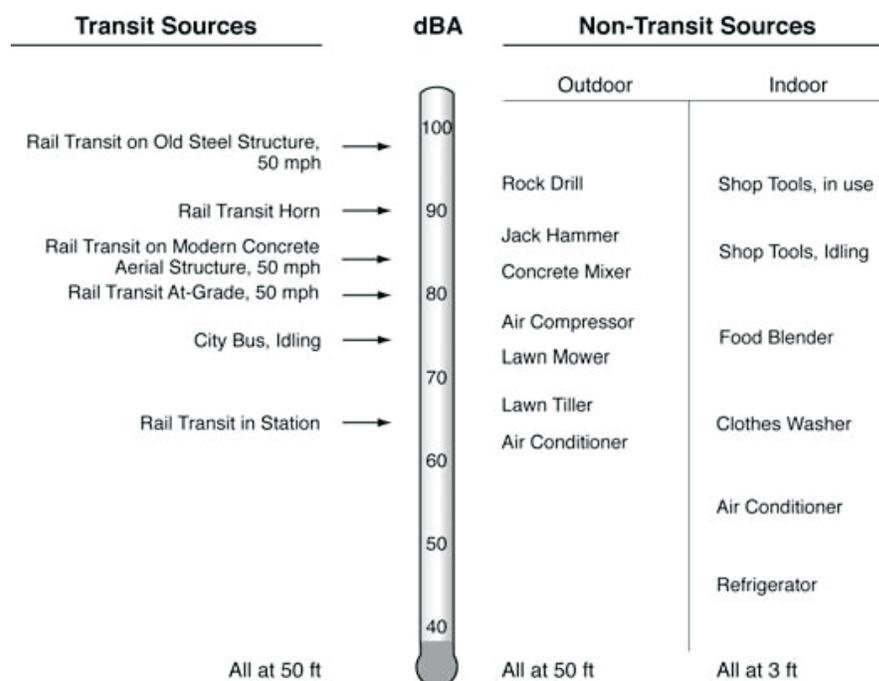
True. I witnessed the 1996 flood and the trail went under water. Walkers and bikers used the Willamette Shore Line R/W

Page 3-155

The decibel (dB) scale used to describe sound is a logarithmic rating system capable of assessing large differences in audible sound intensities. This scale accounts for the human perception of a doubling of loudness as an increase of 10 dB. For example, a 70-dB sound level would sound about twice as loud as a 60-dB

This is an important factor in the following observation

Sound Levels Produced by Common Noise Sources



Note that rail transit at grade 50 mph at 50 feet registers 80 dBA, the same as an air compressor or concrete mixer at the same distance. This would be a definitely impact condominium owners if the streetcar is placed on the Willamette Shore Line R/W in Willamette Shores "Front Porch" (The easterly view of the river) if the Willamette Shore

Ground-borne vibration is assessed as the motion of building surfaces such as rattling of windows, items on shelves or pictures hanging on walls, or as a low-frequency rumbling noise. FTA characterizes impacts from ground-borne vibration and ground-borne noise based on three categories of land uses: 1) buildings where vibration would interfere with sensitive interior operations, 2) residences and buildings where people normally sleep and 3) buildings that are primarily used during the daytime

If the streetcar is placed on the Willamette Shore Line R/W through Willamette Shores, All categories described above would impact residents.

Page 3-159

Without potential mitigation measures in place, operation of the Streetcar Alternative would result in moderate noise impacts to 13 to 24 residences in Johns Landing if the Willamette Shore Line R/W is used.

Moderate is an unreasonable low rating if the streetcar is placed on the Willamette Shore Line R/W adjacent to Willamette Shores Condominium 5630 Units 22-24 (Look at the proximity illustrated on Page 24 of this report)

Page 3-159

The survey of the potentially affected area revealed 103 buildings within the screening distances defined by FTA as being subject to operational vibration impacts based on the varying uses of these buildings. The screening distances are 100 feet for residences,

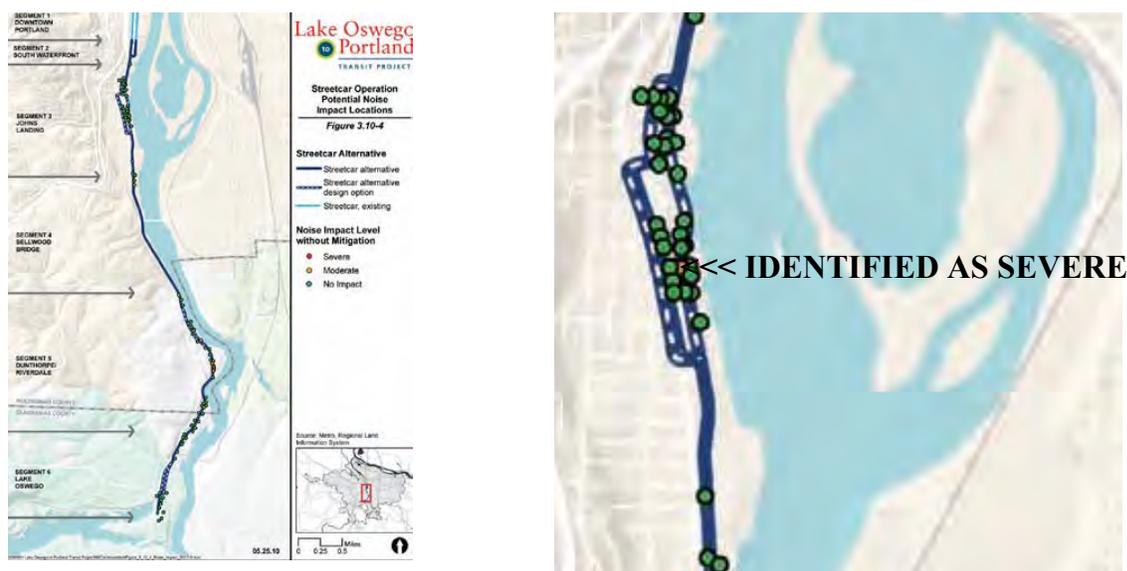
Note that Willamette Shores Condominium 5630 Units 22-24 have zero setback from the Willamette Shore Line R/W

Page 3-159

With the use of ballast mats for the rail line near these potentially affected locations, all of these possible operational vibration impacts could be mitigated to the level of no impact under FTA criteria.

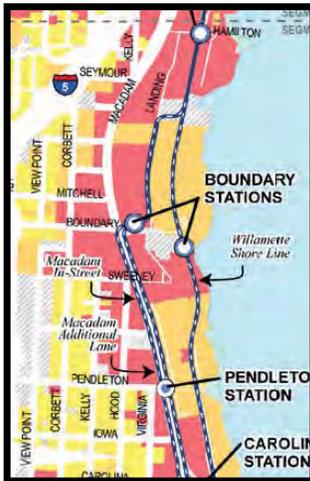
I find this impossible to believe under the conditions described in the previous paragraph

Page 3-161



Although hard to see, a short segment of the Willamette Shore Line R/W adjacent to Willamette Shore Condominium 5630 22-24 is rated Severe. I see no way vibration could be mitigated under zero set back condition

Page 3-194



Security

- Streetcar station placement and access, especially in less active areas
- The public's perception of security near parks, trails, and the Willamette River within vicinity of proposed stations
- Neighborhood visibility from the transit line

Placing the streetcar on the Willamette Shore Line R/W through Johns Landing would place The Boundary Station in a less active area, near the Willamette River and away from neighborhood visibility (Macadam commercial area)

Page 3-196

Station access would be oriented to streets and sidewalks

Not the one at Boundary on the Willamette Shore Line R/W

Page 3-196

Except for the stations at SW Nebraska Street and SW Nevada Street, all the proposed stations in Johns Landing for all design options would be street oriented

The one at Boundary on the Willamette Shore Line R/W is not street oriented

Page 3-197

The Willamette Shore Line Design Option would operate on the existing Willamette Shore Line right of way through Johns Landing. This alignment would operate in an exclusive transit alignment through residential areas. The residential areas include condominiums that have lawn and other landscaping surrounding the existing rail right of way. The streetcar would operate at a relatively low speed through these residential areas that would allow the driver sufficient time to react to any right of way encroachments.

Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing condominium complexes would require slower travel time as required for safety therefore increasing travel time

Page 3-109

Streetcar projects typically encourage nearby development. Current streetcar alignments have contributed to public and private redevelopment investments

Not if the streetcar is placed on the Willamette Shore Line R/W through the Johns Landing condominium complexes instead of on Macadam adjacent to commercial property

Page 3-207

Construction related impacts can be direct or indirect, are short-term in duration and generally end with the completion of project related construction. Construction impacts can also be more disruptive than the longer-term impacts of project operations.

Construction activity would be very disruptive in Willamette Shores “Front Porch” (The easterly view of the river) if the Willamette Shore is used for streetcar rather than on Macadam

Page 3-215

During construction there would be temporary increases in sound levels and vibration near the active areas of construction and near any materials staging areas due to the use of heavy equipment. In some areas construction activities would occur within close proximity to buildings, some immediately adjacent to the Willamette Shore Line right of way, including residences

Absolutely, especially Willamette Shore Condominium 5630 22-24

Page 3-220

Noise and vibrations from construction of any elements of the Streetcar Alternative or the various options would be unlikely to result in significant noise impacts. Such noise may nonetheless be intrusive at nearby locations and especially at homes. However, there are means through which such intrusive noise can be minimized.

Be real! Noise and vibration cannot be avoided by any means when there are residents with zero set back (Willamette Shore Condominium 5630 22-24)

Page 3-241

Neighborhood Quality of Life. The Streetcar Alternative would result in effects to neighborhood quality of life based on anticipated moderate noise impacts in Segments 3 (Johns Landing Segment)

True, especially if the streetcar is placed on the Willamette Shore Line R/W through Willamette shores instead of on Macadam

Page 4-11

The Streetcar Alternative would increase the corridor transit VMT by 37 percent (Macadam Avenue design options) and 46 percent (Willamette Shore Line design option).

Higher use projections on the Willamette Shore Line R/W through the Johns Landing condominium complexes, instead of on Macadam with commercial property access, can't possibly be accurate since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.

Page 4-16

Origin/Destination Total Travel Time Streetcar¹

To Lake Oswego From Portland	Willamette Shore Line		Macadam Avenue	
	Auto	Transit	Auto	Transit
	32	38	32	42

Higher use projections on the Willamette Shore Line R/W through the Johns Landing condominium complexes, instead of on Macadam with commercial property access, can't possibly be accurate, unless the extra stop at the Pendleton station is taken into account, since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.

Page 4-17

In Segment 3 – Johns Landing, the streetcar travel times and station locations would be similar with the Macadam In-Street and Macadam Additional Lane design options. The streetcar travel times and station locations with the Willamette Shore Line design option would be substantially different than the Macadam design options and would result in differences in overall streetcar rider ship.

Of course! If the streetcar stayed on the Willamette Shore Line R/W through the Willamette Shores condominium complex there would not be a station at Pendleton and no access to the Macadam commercial properties. Another reason to not use the Willamette Shore Line R/W through this area.

Page 4-17

Streetcar Alternative would result in 23,600 streetcar and bus boardings with the Willamette Shore Line design option and 23,110 streetcar and bus boardings with the Macadam Avenue design option

I don't know how these figures were derived if the streetcar stayed on the Willamette Shore Line R/W through the Willamette Shores condominium complex since there would not be a station at Pendleton and no access to the Macadam commercial properties.

Page 4-21

Average Weekday Station Usage (Ons and Offs), Year 2035

	Streetcar	
	Willamette Shore Line Station Ons/Offs	Macadam Avenue Station Ons/Offs
Boundary / Macadam	0	2,281
Boundary (Shoreline)	2,429	0

Why would more people get on/off the streetcar if it were buried in the condominium residential complex than if it was next to the commercial property? If your study is dependent on residents of the condominiums using the streetcar, they can board it on

Macadam as easy as on the Willamette Shore Line R/W. Also, your Table 4.2-7 didn't include the Pendleton station that would be available on the Macadam option, which would increase the on/off usage.

Page 4-28

Summary of Impacts of Streetcar Alternative on Existing or Funded Bicycle/Pedestrian Facilities, By Segment and Design Option

Location

Johns Landing: Willamette Shore Line Design Willamette Greenway Trail

Facility Type

Design Considerations

Existing/funded bike pedestrian path Crossing improvements

Location

Johns Landing: Macadam Additional Lane Design Option

Facility Type

Design Considerations

Existing/funded bike pedestrian path Parallel facilities; WSL right of way could potentially be used for future bike path

Location

Segment 3 – Johns Landing: Macadam In-Street Design Option

Facility Type

Design Considerations

Existing/funded bike pedestrian path Parallel facilities; WSL right of way could potentially be used for future bike path

If the streetcar was placed on the Willamette Shore Line R/W between Boundary and Pendleton ((In Willamette Shores "Front Porch" (The easterly view of the river)), crossing improvement would be a safety factor for pedestrians and bicyclist. Also, the existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption

Page 4-29

In the Lake Oswego to Portland corridor, Metro and the cities of Lake Oswego and Portland show a potential regional bike or trail facility along Macadam Avenue, Highway 43 and the Willamette Shore Line right of way. Though the Streetcar Alternative may operate along portions of Macadam Avenue and/or the Willamette Shore Line right of way, the Streetcar Alternative would not preclude the implementation of a future regional bike/trail facility in the corridor.

Not true if the streetcar was placed on the Willamette Shore Line R/W between Boundary and Pendleton it would not allow continuous use of the trail since the existing alignment floods during river high water periods, so it needs to be preserved for pedestrian and bicycle use

Page 4-29

The current grade-separated bike/pedestrian crossing below the Jones Trestle would be replaced with an at grade crossing in roughly the same location.

Bicycles should not be put in risk of crossing tracks anytime it can be avoided. Inexperience bicyclists sometimes try to cross almost parallel with the track instead of a vertical crossing. This almost always results in a wheel catching the track and the rider going down and injuring him/her self. Another reason to place the streetcar on Macadam between Boundary and Pendleton.

Page 4-29

With the Macadam In-Street and the Macadam Additional Lane design options, no additional bicycle or pedestrian facilities are currently proposed. However, the Willamette Shore Line right of way between Boundary and Carolina could be improved by others and establish part of a regional bike

This is what I have said over and over in this report. In addition, it would not allow continuous use of the trail since the existing alignment floods during river high water periods

Page 5-5

Portions of the Willamette Shore Line right of way, owned by the Willamette Shore Line Consortium, would be used for project improvements and mitigation. This right of way would be donated to the project and its value would be used as in-kind matching funds.

Property that cannot be used for any purpose, i.e. commercial/residential development has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.

Page 6-1

All comments received during the comment period will be forwarded to the decision-making bodies that will adopt the project's Local Preferred Alternative. All comments received by the project's lead agencies during the public comment period will be documented and responded to in the project's Final EIS.

I hope that this study is forwarded and included.

Page 6-4

For the Streetcar Alternative, the two Macadam design options would result in approximately 2,600 more vehicle miles traveled and 300 more vehicle hours traveled, compared to the Willamette Shore Line design option.

I don't see how this is possible. Are cars going to seek longer routes to avoid the streetcar?

Page 6-4

The Macadam In-Street design option would result in a net loss of 148 parking spaces and the Macadam Additional Lane design option would result in a net loss of 175 parking spaces.

This implies that the Willamette Shores condominium complex parking spaces adjacent to Macadam would be lost. Parking could be slant rather than vertical with minimal loss of parking.

Page 6-6

The Johns Landing Segment, the Willamette Shore Line design option would provide new transit station coverage to approximately 4,190 households and 11,950 jobs, compared to approximately 4,600 households and 12,490 jobs under the Macadam In-Street and Macadam Additional Lane design options

Macadam options offer more coverage and more jobs than the Willamette Shore Line R/W.

Page 6-6,7

Line 35 Bus Stops and New Streetcar Stations: Under the Streetcar Alternative, all 26 of those bus stops would be removed and replaced by 10 new streetcar stations..

If the track is placed in the Willamette Shore Line R/W bus service will be needed on the highway. If it is placed on the highway limited bus service will still be needed since the distance between streetcar stops would not serve some riders

Page 6-8

Under the two Macadam design options, transit travel times in the peak period and direction between the select locations would be approximately four minutes longer than under the Willamette Shore Line design option.

Not accurate since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.

Page 6-10

The local match requirement is equal to the cost of the alternative in year-of-expenditure dollars, minus the proposed Section 5309 federal share and minus the value of the Willamette Shore Line right of way.

The value of the Willamette Shore Line R/W is greatly inflated. Much of it is property that cannot be used for any purpose, i.e. commercial/residential development, therefore it has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.

Page 6-10

In the Johns Landing Segment, approximately \$8.9 million more of Willamette Shore Line right of way would be available for local match under the Willamette Shore Line design option than would be available under the two Macadam design options.

Highly inflated/unrealistic figure (See preceding Page 6-10 comments)

Page 6-11

As a result of its 5 percent greater annual transit rider ship, the cost effectiveness of the Willamette Shore Line design option in the Johns Landing Segment would be \$0.98 of operating cost per new transit trip (labeled Low in Table 6.1-6), compared to \$1.06 per new transit trip under the two Macadam design options

I don't see how it can be determined the Willamette Shore Line R/W in Johns Landing would generate more rider ship since it only has a station at Boundary (Which doesn't serve the Macadam commercial development, while the Macadam alignments have stations at Boundary and Pendleton which do serve the commercial development.

Page 6-11

Support of activity centers by the project's alternatives is based on a qualitative assessment of the alternatives' ability to provide high-quality transit connections between key corridor activity centers. The only design options that would vary in their support of activity centers within the corridor would be in the Johns Landing Segment. Streetcar stations located on Macadam Avenue under the Macadam design options would be more visible by more people that live in, work in and visit the Johns Landing area, compared to streetcar stations in the segment under the Willamette Shore Line design option, which would be located approximately one block east of Macadam Avenue. The streetcar stations under the Macadam design options would be easier for infrequent riders to find and would provide easier and quicker access from stations to the main street through the district. In general, stations on the Willamette Shore Line would not be visible from Macadam Avenue between Boundary and Nebraska streets. Access to the Willamette Shore Line station at Boundary would require pedestrian access easements across private property.

Absolutely true! Very good argument to place the streetcar on Macadam rather than on the Willamette Shore Line R/W in Johns Landing between Boundary and Pendleton The fact that there would be an additional station at Pendleton on the Macadam options is not mentioned. This is another supportive point for the Macadam streetcar options

Page 6-14

Under the Streetcar Alternative in the Johns Landing Segment, there would tend to be more redevelopment with the Macadam In-Street and Macadam Additional Lane design options than with the Willamette Shore Line design option, because more land with low improvement to land value ratios would be close to the Boundary Station under the Macadam In-Street and Macadam Additional Lane design options, compared to the Willamette Shore Line design option

Absolutely true! Very good argument to place the streetcar on Macadam rather than on the Willamette Shore Line R/W in Johns Landing between Boundary and Pendleton. The fact that there would be an additional station at Pendleton on the Macadam options is not mentioned. This is another supportive point for the Macadam streetcar options

Page 6-14

Boundary and Carolina Stations on or near Macadam Avenue under the Macadam In-Street and Macadam Additional Lane design options would strengthen the perception of Macadam Avenue being served by streetcar, helping to improve the visibility and marketability of commercial real estate along Macadam Avenue and thereby making redevelopment more likely.

More reinforcement of above opinions. Also, don't forget the Pendleton station on the Macadam options.

Page 6-16

The Streetcar Alternative, with the Macadam In-Street and Macadam Additional Lane design options in Segment 3 – Johns Landing, could constrain the implementation of a future bicycle improvement on Macadam Avenue, *But it would free up the Willamette Shore Line R/W for bicycle improvements. Most commuters would prefer the safety of an off street route.*

Page 6-17

In the Johns Landing Segment, there would be unmitigated vibration impacts to three existing buildings under the Willamette Shore Line design option

Absolutely not true! There would be vibration impact to many of the residents in the Johns Landing condominium complexes, verified by facts stated in this DEIR. And copied below

“Without potential mitigation measures in place, operation of the Streetcar Alternative would result in result in moderate noise impacts to 13 to 24 residences in Johns Landing if the Willamette Shore Line R/W is used.

Moderate is an unreasonable low rating if the streetcar is placed on the Willamette Shore Line R/W adjacent to Willamette Shores Condominium 5630 Units 22-24 (Look at the proximity illustrated on Page 24 of this report)”

Page 6-21

The Willamette Shore Line Design Option would result in:

- Avoiding the potential net loss of 148 to 175 parking spaces compared to the Macadam In-Street design options.

This implies that the Willamette Shores condominium complex parking spaces adjacent to Macadam would be lost. Parking could be slant rather than vertical with minimal loss of parking

Page 6-22

The Macadam In-Street Design Option and the Macadam Additional Lane Design Option would result in:

- One more optional new streetcar station at SW Pendleton Street
- Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers¹

True conclusions. Note that this is the first time the Pendleton station has been mentioned other than on Page 3-3 of the DEIR. It should have been included as a factor many other places

Page 6-22

The Willamette Shore Line Design Option would result in:

- \$10.2 million more local match available from the use of the existing Willamette Shore Line right of way

Unrealistic value. The value of the Willamette Shore Line R/W is greatly inflated. Much of it is property that cannot be used for any purpose, i.e. commercial or residential development, therefore it has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.

Chapter 7: Community Involvement, Agency Coordination, and Permits

No comments

Appendix A: Agency Coordination and Correspondence

No comments

Appendix B: Supporting Documents

No comments

Appendix C: Alternatives Analysis and Design Option Refinement, Alternatives and Design Options Studied, Evaluation Criteria and Measures

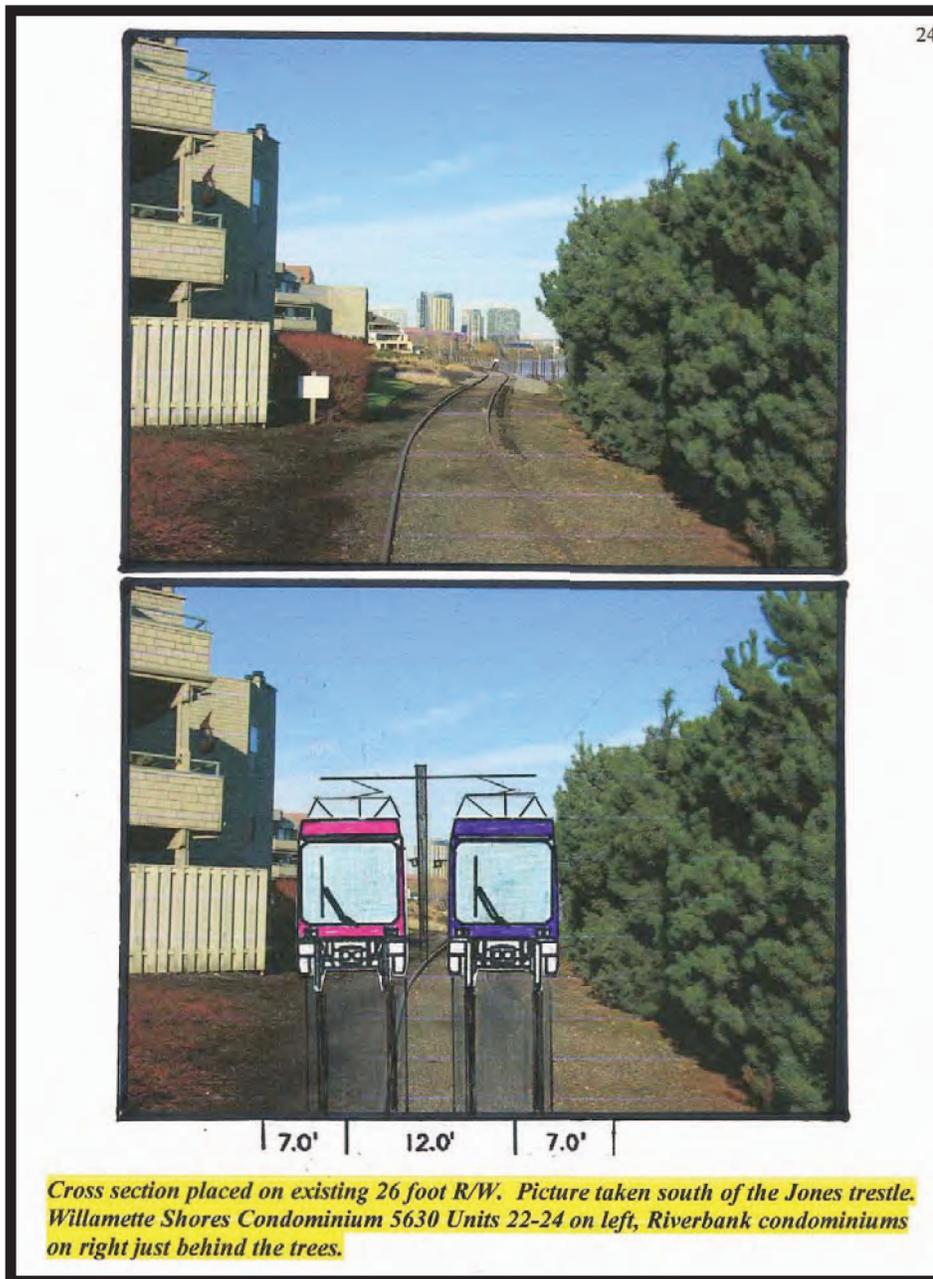
Page C-4



This is an excellent option that I have supported from the start. This would be a more realistic system to serve Lake Oswego and commuters arriving from south of Lake Oswego would be a streetcar crossing a bridge just north of Lake Oswego and connecting to the Milwaukie light rail, or better yet, extend the Milwaukie light rail to Lake Oswego over the suggested bridge. (I have been told the cost of such a bridge is prohibitive. I find it hard to believe the cost would exceed that of constructing and maintaining a streetcar through Dunthorpe.

Appendix D: Select Details and Cross Sections of the Enhanced Bus and Streetcar Alternatives

Figure D-8



This is what the Willamette Shore Line R/W streetcar option will do to the Willamette Shore condominiums identified above.

Appendix E: Preliminary Section 4(f) Assessment

Page E-25

In Johns Landing, the design options would include use of the Red Electric Rail Line for future streetcar use or move the streetcar operations on to local private/public streets for a short distance (see Figure E-9). If the streetcar were to not use the Red Electric Rail Line in this section, there is a strong desire to construct a multi-use trail in this area.

I support using the Willamette Shore Line R/W for bike/pedestrian trail between Boundary and Pendleton. This would allow continuous use of the trail since the existing alignment floods during river high water periods

Appendix F: List of Preparers and Project Committees

No comments

Appendix G: Potentially Affected Properties

No comments

Appendix H: List of Recipients

No comments

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Heather Teed

Affiliation (if any) _____

Address (required) 10960 SW Riverwood Rd.

E-mail (optional) heather@cascadeorthopedic.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I would like to go on record as opposing the Lake Oswego to Portland streetcar. My reasons are as follows:

1. The cost is too high for unsubstantiated ridership.
2. The estimated elimination of only 100 cars on Hwy 43 during peak hours is not enough to justify such a high price tag.
3. The estimated population increase associated with the streetcar-served area is unreasonable for the Lake Oswego area, given the available property and homes.
4. I believe the impact on the downtown Lake Oswego core will be negative due to traffic congestion associated with the parking garage, the criminal element that lightrail and streetcars bring to the area, etc.
5. The position of the streetcar does not capture the majority of the Lake Oswego homeowner neighborhoods. The higher concentration of population is in closer proximity to I-5 than to Hwy 43 and the streetcar.
6. I have safety concerns along the existing tracks, especially in those areas where it travels in very close proximity to homes, children and existing crossings for landowners. This is especially true in my neighborhood along Riverwood Rd.
7. Development along the river negatively impacts fish & other wildlife.
8. There are noise concerns not only for the impacted neighborhoods, but also for our cherished Oregon Public Broadcasting and its building and studios.
9. At this time in our nations slow recovery, I don't believe it's a prudent use of federal, state or local funds for projects without proven mass transportation numbers. Additionally, the cost per ridership is unacceptable.

Thank you for logging my feedback.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/18/2010

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Anthony Tesoriero

Affiliation (if any) _____

Address (required) 1413 Greentree Circle, Lake Oswego, OR 97034

E-mail (optional) tesorier@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I would like to express my strong support for the Lake Oswego to Portland Streetcar. Of the three options presented it is by far the best alternative. I also support including a trail alongside the Streetcar. The Streetcar offers a clear advantage in alleviating congestion on Hwy 43 as it adds capacity. I commute on this route daily, usually by bus (#35 or #36), and traffic jams are not uncommon. As the Stafford triangle and other areas are developed this congestion will only increase. This is an opportunity to plan ahead for this increase in traffic while at the same time provide a boost to redevelopment efforts in the Foothills area. This will improve the quality of life of residents along this corridor for decades.

I understand the cost is high but this a wise investment in the future.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

From: Michael Tevlin [mtevlin@comcast.net]
Sent: Tuesday, January 04, 2011 8:49 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland DEIS comment

Members of the Planning and Sustainability Commission:

I have lived in Lair Hill on Southwest Corbett Avenue in Portland for the past five years, and before that, lived in Lake Oswego for more than 20 years. I commuted to Portland via bus for 15 years. And though I often wished I could ride by bicycle to and from work in downtown Portland, chose not to take that high risk. One of the reasons I moved to Portland was to be able to get around easier using my bicycle, feet and public transportation.

From firsthand experience, then, I can see the long-term benefit of choosing a streetcar as the locally preferred alternative. The benefits of a streetcar far outweigh all other alternatives for me: fewer cars on the road, potential for reduced drive times, less pollution, the potential to support denser residential and commercial development along the alignment. The long-term costs -- on our finances, infrastructure, health and environment -- are lowest with streetcar.

I hope you will join with me in supporting the streetcar as the LPA.

Thank you,

Michael F. Tevlin
4226 S.W. Corbett Ave.
Portland, OR 97239

From: Cheryl Uchida [buchida@comcast.net]
Sent: Sunday, January 30, 2011 11:56 AM
To: Trans System Accounts
Subject: Oppose streetcar proposal

Importance: High

We oppose the LO-Portland Streetcar proposal for all of the reasons we have previously read and heard from all parties for and against. We have read the DEIS and still are not convinced that this very costly project will benefit our community and its residents like ourselves. We further are skeptical of the long range forecasts of the population growth that seem to be heavily driving this proposal.

We do not believe that this is the ONLY opportunity for future mass transit planning for our community. The City of LO must stop pouring money, time and energy planning for only the 'downtown' area of our community especially after declaring earlier that the West End Building site is actually the center of our City's population. In turn, we believe that this planning is coercive, 'misguided' and 'myopic' as the Oregonian editorial recently labeled the opposition.

Cheryl & Barry Uchida
LO residents for 35 years

From: Cheryl Uchida [buchida@comcast.net]
Sent: Monday, January 17, 2011 4:37 PM
To: Trans System Accounts
Subject: LO to Portland streetcar proposal

We have extensively read and studied all of the reports, findings and articles p
The City of Lake Oswego, and the newspapers. We have also attended meetings to l
information for the three options, two of them being the enhanced bus and the nc

We have to conclude that the limited data & facts that have been shared so far b
entities have not convinced us that the streetcar is the best option.

We are residents of Lake Oswego and have lived here for 34 years.

Thank you for considering our position on this topic.

I attended the open house last night and talked to several planners there. I have also reviewed parts of the DEIS. I have the following comments:

1. In general I think that a streetcar down the Macadam corridor to the Sellwood bridge is a good idea because of the density of the area, but I question the costs and benefits of continuing the streetcar beyond the Sellwood bridge. I think serving Lake Oswego is important in order to reduce vehicle traffic on Macadam, but is a streetcar the best way to do that? Enhanced bus service seems much more cost effective. Alternatively, extending the Milwaukie LRT line across the river to L.O. seems like a more direct rail route and creates the opportunity to extend LRT further south or west from L.O. (which could be less costly in the long run and seems like a more strategic move in that it would facilitate further reductions of auto traffic in the Macadam/Riverside Dr. corridor.)

2. A good bicycle and pedestrian pathway from downtown Portland to L.O. should be a major determining factor in selecting the preferred alternative. Unfortunately, the DEIS does not adequately address how a pathway will be accommodated in the streetcar alternative. For instance, if there is not enough width in the tunnel and trestle through the Elk Rock area for both streetcar and a pathway, does that mean there can't be a pathway or that the pathway has to go along Riverside Dr. (which is neither safe nor pleasant)? Also, how much would it cost to accommodate and build a proper pathway through constrained areas such as Elk Rock and how would that affect the overall costs of the alternatives considered (even if they are not costs directly associated with this project)? Extending the west side Willamette River Greenway Trail as an attractive and efficient pedestrian and bicycle route that links to existing facilities in downtown Portland and Lake Oswego is a very important consideration and should not be left to a latter planning process or to be accommodated around whatever is left over once this project is completed.

3. Ideally, a streetcar alternative would utilize the existing Willamette Shore Trolley alignment alongside a bike/ped. pathway but in reality it may not be possible in all sections of the proposed route. If both can be accommodated in the trolley alignment in the Johns Landing area I would rather see that than diverting the streetcar to Macadam Ave. I'm concerned that a streetcar on Macadam will make an already congested arterial even more congested, and it will add time to the trip. However if there is not space for both streetcar and pathway in the trolley alignment then I would rather see the pathway using the alignment and the streetcar going to Macadam. Also, the existing pathway along the river's edge in John's Landing makes a fine foot path but a poor bike path. Therefore separated paths makes sense through John's Landing and a narrower bike path could be possible if it helps squeeze it in next to a streetcar.

From: Mary Vogel [mvogelpnw@gmail.com]
Sent: Sunday, January 09, 2011 9:23 AM
To: Trans System Accounts
Subject: Please accept these as my REVISED comments to replace those originally sent Dec. 13.

Please accept these as my REVISED comments to replace those originally sent Dec. 13. Thanks!

I am writing to support the trolley track alignment for the Lake Oswego streetcar.

My apartment complex faces SW 11th Ave in downtown Portland and I love the sight and sound of the streetcar going by, even if I prefer to walk or bike to most of my destinations. It has brought in many new neighbors to the area and, from the info I gather, they all love it too!

I have also "house-sat" for an owner of one of the condos that is right on the trolley track near SW Boundary in Johns Landing. I loved seeing the trolley go by and, were I to live there again, I'm sure I would adjust fine to the more frequent and rapid streetcar as well. In my opinion the quiet sound of the streetcar sure beats that constant, never-ending cacophony of suburbia with its leaf-blowers, lawnmowers, hedge clippers, snow-blowers and speeding vehicular traffic.

If funding, right-of-way and safety were not a concern, I would recommend a dedicated 2-way ROW along Macadam/Hwy 43 for the entire corridor in order to give the business community there the visibility and customer base that the streetcar brings over single occupancy vehicles. However, in the current circumstances, I feel that the proposed jogs off the trolley track--to Macadam Avenue in Johns Landing and to Riverwood Street in Dunthorpe--are not called for when so many of us already live happily with the streetcar right under our noses. They will add to the expense and the time it takes to get the streetcar built as well as the daily commute time.

I support a streetcar running entirely along the trolley track. I can't urge you strongly enough to support that alignment rather than subject taxpayers to the added expense and time delay that a jog to Macadam and/or Riverwood would cause--to say nothing of the perpetual delay and potential safety hazard the jog would cause for those of us who want to use the line. My hope is that the Dunthorpe/Riverdale and Johns Landing neighborhoods will come to love the streetcar just as much as the Downtown neighborhood does!

Mary Vogel

Mary Vogel, CNU-A

PlanGreen

A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858

<http://www.planqgreen.net>

<http://www.maryvogel.net>

[Sustainable Industries PlanGreen Blog](#)

From: Mary Vogel [mvogelpnw@gmail.com]
Sent: Monday, December 13, 2010 12:01 PM
To: Trans System Accounts
Subject: Comments re: LO Streetcar

I am writing to support the trolley track alignment for the Lake Oswego streetcar.

My apartment complex faces SW 11th Ave in downtown Portland and I love the sight and sound of the streetcar going by, even if I prefer to walk or bike to most of my destinations. My neighbors all love it too!

I used to live next to Riverview Cemetery and frequently came into town crossing the trolley track. I have also "house-sat" for an owner of one of the condos that is right on the track--on the Portland side. I loved the trolley and am sure I would adjust fine to the streetcar as well were I to live there again. In my opinion the quiet sound of the streetcar sure beats that constant never-ending loud sound of suburbia with its leafblowers, lawnmowers, hedge clippers and speeding vehicular traffic.

If I were planning this project from scratch and funding were not so much of a concern, I would recommend a dedicated 2-way ROW along Macadam/Hwy 43 on those portions where it is possible--i.e., most of it. However with ODOT being apparently unwilling to allow even pedestrian and traffic calming improvements, a jog to Macadam seems entirely inappropriate.

I support a streetcar running entirely along the trolley track. I can't urge you strongly enough to support that alignment rather than subject taxpayers to the added expense and time delay that a jog to Macadam would cause--to say nothing of the perpetual delay and potential safety hazard the jog would cause for those of us who want to use the line. My hope is that the Dunthorpe neighborhood will come to love the streetcar just as much as the Downtown neighborhood does!

Mary

Mary Vogel, CNU-A

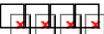
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<http://www.plangreen.net>

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Date 1/27/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) John and Stephanie Volkman

Affiliation (if any) _____

Address (required) 323 Middle Crest Rd., Lake Oswego, OR 97034

E-mail (optional) osprey15@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Transportation planners have been looking for road-based solutions to the bottleneck between Lake Oswego and Portland for decades. If it were there, we wouldn't still be looking. "Enhanced bus" looks like a non-solution even in the short term, and long-term it will only leave the community with the same problem it has now, but exacerbated by increasing traffic volume. I honestly don't see an option to the streetcar. Will it cost money? Yes, but probably less than it will cost if we don't make the investment now.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Mark Kimball [mark.kimball2@frontier.com]
Sent: Monday, January 31, 2011 10:47 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland Street car

Lisa Volpel, Rosewood neighborhood. 1-31-11

I have attended some Lake Oswego to Portland Street car meetings over the past years.

I am generally a supporter of intelligent alternative transportation mode projects, and was encouraged that the city of Lake Oswego seemed interested in improving transportation, after experiencing a continuing decline in transportation services over the past 50 years. After a few meetings it became apparent that the streetcar had little to nothing to do with transportation, and everything to do with the leveraging of the "value" of the Willamette shore ROW and re-development of the Foothills Industrial property. The DEIS document is more or less a marketing document, with findings and projections skewed to favor the streetcar. I have not waded through the entire 500+ page document, but do have some questions, concerns and comments.

1. Why was this project considered out of context, isolated from the other regional current and proposed rail projects, such as WES, Milwaukie light rail, I-5 and 99W?
2. Lake Oswego does not have much Industrial property. Doesn't re-zoning Foothills violate State-Side Planning Goal 9, and possibly Lake Oswego's Comprehensive Plan? Lake Oswego is close to build-out, it would be difficult to replace this Industrial land, unless they are looking towards Stafford Triangle.
3. Tualatin's tax rate is about \$2.25 per \$1000 assessed value, Lake Oswego's is around \$5 or \$6 ? Is this because Tualatin values industrial property and high paying jobs? Too high ratio of residential property is not good for tax base.
4. Yet another Urban Renewal district or TIF within a few blocks of downtown will not be popular with much of Lake Oswego, as Lake Oswego is more than "downtown". Much of the infrastructure in the rest of L.O. is in decline. TIF or Urban Renewal will reduce funds to the schools, and other essential services.
5. The DEIS shows even more reduction in bus service for many of the "options". This will further increase congestion, as people abandon mass transit due to lack of service or increase in transfers or wait times.
6. This will increase congestion on Hwy 43, and increase pollution in this sensitive corridor 7. If the streetcar is built, and is popular, the 400 park and ride spots will not be adequate. This could kill business in downtown Lake Oswego, as every last parking spot is taken by a commuter from West Linn, and other areas.
8. Willamette Shore ROW is geologically unstable, Waverly basalt, steep slopes, and earthquake faults. I would expect substantial engineering costs over-runs, and large maintenance cost. Bridge to Milwaukie is better choice.
9. There will be great opposition to up-zoning and densification required by TOD, especially if out of Foothills area.
10. Any "South Waterfront" type development will destroy the views of Mt. Hood, Willamette river and Boring volcanoes, which is important to the character of downtown Lake Oswego.
11. Streetcar is on far North East edge of L.O., offers nothing to most Lake Oswegans, geographical population center at Kruse Way, most would use I-5 or Barber to get to Portland. It can take longer to drive to downtown Lake Oswego from the WEB building, than it takes to drive I-5 to Portland. Tualatin or Barber TC are better choice for West Lake Oswego transit connections.

From: Bill Warner [bwarner@sturdi-built.com]
Sent: Thursday, January 20, 2011 11:49 AM
To: Trans System Accounts
Subject: Streetcar Option for Portland to Lake Oswego

I like the streetcar idea as a concept but there are elements of the proposed option now before us with which I have argument. Plus, I am uncomfortable with the estimated total dollar cost. I would prefer the LO terminus be in the Foothills/Downtown area. Connection should first be made to the west via existing RR line to the WES; and to the east via existing or new RR bridge to the MAX line being extended to Milwaukie; then connection south to West Linn/Oregon City. I think this better addresses the need for mass transportation and relief of Hwy 43 congestion, long-term. Later a streetcar/trolley service can be built for casual transportation between Portland and LO.

I therefore have to oppose the Streetcar Option as it is now being proposed.

Bill Warner

—Original Message—

From: Bill Warner <bwarn@sturdi-built.com>

To: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Fri, Jan 28, 2011 4:11 am

Subject: LO Streetcar

As planned and proposed, I oppose the Portland to Oswego Streetcar option. It is way too expensive and will not be effective in mitigating Hwy 43 traffic congestion at rush hours. Light rail transportation should first be effected by connecting to the MAX line coming into Milwaukie, via existing RR bridge over the Willamette; and to the WES in Tualatin via existing RR line. Someday a streetcar/trolley service to Portland would be nice.

Bill Warner

Lake Oswego

mail.aol.com/.../PrintMessage.aspx

1/1

From: Craig Wassenberg [cww.new@comcast.net]
Sent: Wednesday, December 15, 2010 5:47 PM
To: Trans System Accounts
Subject: Strongly In Favor of the LO Street Car

Hello Oregon Metro,

This is to let you know that I am strongly in favor of the new street car route under consideration for joining LO with downtown Portland. The advantages that most appeal to me are these:

- Reduce congestion.
- Promote economic growth in the region.
- Reduce pollution.
- Extend the network of light rail in the Portland metro area to ensure and enhance its future.

As a resident of LO I am aware that the LO City Council resisted spending money to improve the downtown area of the community for many years. Now that the money has been spent people love the result: we have an improved local economy, more vibrant shops, new restaurants, improved housing, wonderful art, a wildly popular farmers market, new parks, and many other accrued benefits. I view the addition of the light rail connection will make a vastly improved region even better. Those who opposed these changes in the past were as short sighted as those who are now opposing the new light rail, in my opinion.

Finally, at the risk of sounding negative, I am appalled at some of the misleading statements that have been made about the light rail project (e.g., that it will be a major factor in driving up crime rates in the areas along the rail line.) We live in a world where we are constantly manipulated by pushing fear messages. We don't need more of that, we need to lay the groundwork for a brighter future.

Thank you,
Craig Wassenberg
LO Resident
503-997-8670

Jamie Snook
METRO
600 NE Grand Avenue
Portland, OR 97232

RE: Lake Oswego to Portland Transit (LOTP) Project DEIS Comments

I decided to write these comments after hearing a presentation about the LOTP at SAB meeting last week.

The LOTP DEIS model is essentially a cost to build model. It fails to adequately consider the cost of operation. I understand that little can be done given current process parameters. However, unless we make a point of detailing the cost of operations between the three options we will not gain the necessary support of the Lake Oswego community for streetcar to become a reality. So, what is lacking in an apples-to-apples comparison of the three options:

The no-build option does not consider the cost of:

1. Maintaining the road surface over the 50-100 year life of streetcar
2. Maintaining the slide prone hillside abutting a substantial portion of Hwy 43
3. The carbon footprint of current and future vehicle emissions
4. Increasing traffic congesting
5. Increasing fuel prices over time

The enhanced bus option does not consider the cost of:

1. All of the above plus
2. Maintaining an expanded bus fleet

And, the streetcar option is saddled with the cost of:

1. Cleaning up 12 known hazardous waste sites
2. Re-routing a segment of the rail line to accommodate neighborhood growth in the Johns Landing area
3. Enhancing the urban portion of the Willamette Trail/Bike System

Note: All of these costs should be eliminated from the cost of building streetcar when comparing the three options.

Additionally, I personally believe that the usage of streetcar has been substantially underestimated. We can expect substantial increases in ridership, over time, from all segments of the population given the increasing cost of vehicle usage (fuel, insurance and maintenance), the willingness of the younger people to do things differently, the need for greater mobility among older citizens and the growing awareness of the health benefits of daily walking (to and from street car at both ends of the line and points in-between).

Thank you for your consideration of the above comments.

Grant Watkinson
Co-Chair Lake Oswego Sustainability Advisory Board
15784 Twin Fir Road
Lake Oswego, OR 97305



Date 1-19-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) EMMA LEE WEIBEL

Affiliation (if any) _____

Address (required) 5020 SW Carman Dr, L.O.

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The street car is unnecessary, too expensive, inappropriate in its route (thru backyards) and is not necessary for a large development project in Lake Oswego. That development is what is driving this, and elected officials and others involved in the push for it have personal financial interests in the combined project. Such a development should never be happening on the banks of the Willamette River. This is also much too expensive at a time when this city cannot afford to take on more.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

From: Emma Lee Weibel [stillcrazy39@earthlink.net]
Sent: Monday, January 31, 2011 11:02 PM
To: Trans System Accounts
Subject: Streetcar for Lake Oswego commuters

This proposal in now way serves well the community of Lake Oswego.

It is not environmentally sound, it does not meet any current need, it will not be used by Lake Oswegans, who are mostly quite near to I-5, as well as a number of alternate routes that go into Portland and are reasonably quick. This transportation is entirely being requested as an adjunct to developing the land between Highway 43 and the Willamette River, where if anything, metro and the city should be looking to protect the banks of the Willamette, rather than adding a large population to that area, where runoff goes clearly into the river. Those people supporting this scheme for the most part either have a vested interest in that development or are friends of those who do. You have to know this at Metro. If you choose to go ahead anyway, then you choose to be part of a system which is anything but good and community oriented government and shame on you for allowing Lake Oswego city government to so shill you

Emma Lee Weibel
Lake Oswego Resident, 37 years

From: Jeff Wickert [jwickert@comcast.net]
Sent: Sunday, January 30, 2011 9:22 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland - Transit Project Comment

For the record: The following is being submitted by Jeff Wickert, 17151 Canal Circle, Lake Oswego, Oregon 97035.

I have lived in Lake Oswego, at my current residence, for thirty-seven years and feel that I know both my community and its citizens very well. Please register my following comments for the Lake Oswego to Portland Transit Project.

I am adamantly **opposed** to any further consideration of the streetcar project moving forward.

I base my opinion on the following facts:

1. **Congestion.** The main reason to build the streetcar system is to relieve congestion and that is a false premise. There are very few additional areas within Lake Oswego in which to expand housing to the extent that is portrayed by Metro and the Lake Oswego Mayor. I suggest that expanding the Foothills area and perhaps the Stafford "Triangle" region will not increase the population submitted by Metro. As a Portland State graduate I am more prone to believe the Portland State University survey and potential population growth is much more realistic and will not add to the congestion that is used to warrant building the streetcar. Currently there are small slow downs in traffic during the "rush hour" and do not compare with the other main traffic arterials, but, the delays do not warrant the implementation of the streetcar in hopes of relieving the congestion. Building the streetcar would actually increase congestion within Lake Oswego by having local car trips to and from the parking structure (possible including West Linn/Oregon City commuters seeking parking). These incremental commuters would be mixing with non-streetcar drivers as they make their way through Lake Oswego. The increase would add to the congestion problem and not subtract from it.
2. **Pollution.** This should not be a consideration, as part of the "Natural environment" comparison, for building the streetcar transportation system as cars of the future are going to be further mandated to have lower levels of pollution. Car pollution is a non factor in the future for any transit project.
3. **Financial Considerations.** The cost to build the streetcar transit system and sustain it is not possible because of the financial burden placed upon everyone to subsidize it. It becomes a matter of increasing taxes to generate the funds to maintain the system and the employee salaries and benefits. Implementing funding of the streetcar is not setting our priorities that are conducive with Lake Oswego views because it would reduce school funding, reduce funds for road repairs, reduce library funds, and reduce total police numbers. We deserve better.
4. **Job Creation.** This should not be a factor in determining which option should be selected because the streetcar number is largely based upon the construction time of the project and the remaining job numbers between the streetcar and enhance bus option are nearly identical.
5. **Citizens Served.** Lake Oswego citizens that living away from the immediate proximity of the streetcar will not be easy access to the streetcar and should not have to support it. In example, those living in Mountain Park, the Bryant neighborhood, and Palisades area are not within easy walking distance of the streetcar. Most would find it faster to commute directly to work via car rather than taking the time to drive to downtown Lake

Oswego, find parking, and deal with additional traffic in that area. The streetcar would only serve those few people who live close to the service.

In conclusion, I reiterate that I am adamantly **opposed to the streetcar** being selected as the preferred transportation choice and recommend the enhanced-bus as the best solution for the majority of Lake Oswego people.

Jeff Wickert
17151 Canal Circle
Lake Oswego, Oregon 97035-5615
(503)636-5893
jwickert@comcast.net

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-31-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) George Wilford

Affiliation (if any) _____

Address (required) SE Portland Resident

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

I am a SE Portland resident and daily transit commuter into downtown Portland. Based on several public meetings and project reports on the Lake Oswego transit project, it appears clear that the project team is set on moving forward with a design option to extend Streetcar on OR43. I have several concerns with this option and do not feel that it most effectively addresses the projects primary goal of enhancing transit alternatives along OR 43. The results of the traffic analysis of both the street car travel times and Bus Rapid Transit (enhanced bus alternative) options are misrepresented in the EIS report. As someone who has frequently utilized "express bus" services to commute, it is clear that by removing the number of stops and providing frequent service would significantly reduce travel times through a corridor of this length by significantly more than the 4 minutes shown, and would also be significantly shorter than any street car alternative. The traffic analysis did not account for the traffic impacts from the diversion of traffic that would occur as a result of running the streetcar on OR 43. This would lead to a significant shift in traffic onto I-5 and 99E and 99W. With only 11 streetcar, the overall carrying capacity on this route will be reduced causing more pressure on other roads. Several national studies have shown that the most effective means of adding capacity to a corridor is bus rapid transit. The OR43 in-street options also appear to be less efficient in travel time and peak hour riders when compared to the Willamete shore line alternative. The cost of the streetcar alternatives greatly exceeds the initial cost of the enhanced bus alternative. With a difference of about \$300M, the recovery cost due to reduced maintenance (\$1.25M for streetcar versus \$2.75M for enhanced bus) would take over 200 YEARS to recover. This is not exactly financially responsible given our existing economic climate in Oregon. This report also understates the operating cost of the streetcar alternative. It does not account for the capital cost of replacing aging streetcars (11 cars at nearly \$4M each) signals, catenary wire, track repairs, etc. In addition to cost and travel times, I have some serious safety concerns with adding streetcar tracks to an existing road. I have personally experienced instances where I have felt like I have less control both steering and braking on streetcar and lightrail tracks in the roadway. There do not appear to be any mitigations proposed as part of these alternatives. In addition to vehicle safety, I know 3 people who have been injured on bicycles crossing streetcar tracks in the last year. Two of these people were actually hospitalized from broken bones. There must be some form of safety mitigation included in these alternatives! I feel that the most effective alternative for addressing the project purpose of enhancing transit from Lake O, West Lynn and Portland is clearly the enhance bus option.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

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Print



Date 1/31/2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Daniel Williams

Affiliation (if any) _____

Address (required) 17226 Tualatin St Lake Oswego, OR

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

The proposed streetcar extention to Lake Oswego is the wrong transit option for Lake Oswego. The best solution is to maintain the rail easement by continued use of the trolley running in on weekends, with expanded service during the season of Farmers Market. Enhanced bus will provide greater transit service and flexibility for service in the future. The proposed streetcar fails on many fronts:

Financial- The Lake Oswego cost has risen from zero two years ago, when all that we had to contribute was our interest in the existing rail line to 30 million and climbing, plus the rail line. No matter how you look at it either through a LID , or a Urban Renewal District this will take money from schools, police and fire.

Metro has told us that building the street car would not have a meaningful impact on reducing congestion on HWY 43.

The community of Lake Oswego would be damaged by the operation of the street car in multiple ways. Chief among those is the constuction of a 3 story above ground 300 car transit only parking garage in the Albertson's parking lot. Talk about screwing up traffic on 43! People trying to get in and out of that parking garage will cause gridlock and harm the existing residents of Old Town and Foothills. The possibility of increased crime is also a concern.

The ridership numbers being cited by the proponents of the street car require density and zoning changes that are inconsistent with Metro's own stated goals.

For these reasons and many others, I have decided my local prederred alternative is ENHANCED BUS NOT STREET CAR.

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Jonathan Winslow

Affiliation (if any) _____

Address (required) 726 NW 11th Ave #6006 Portland, OR 97209

E-mail (optional) jswinslow9@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

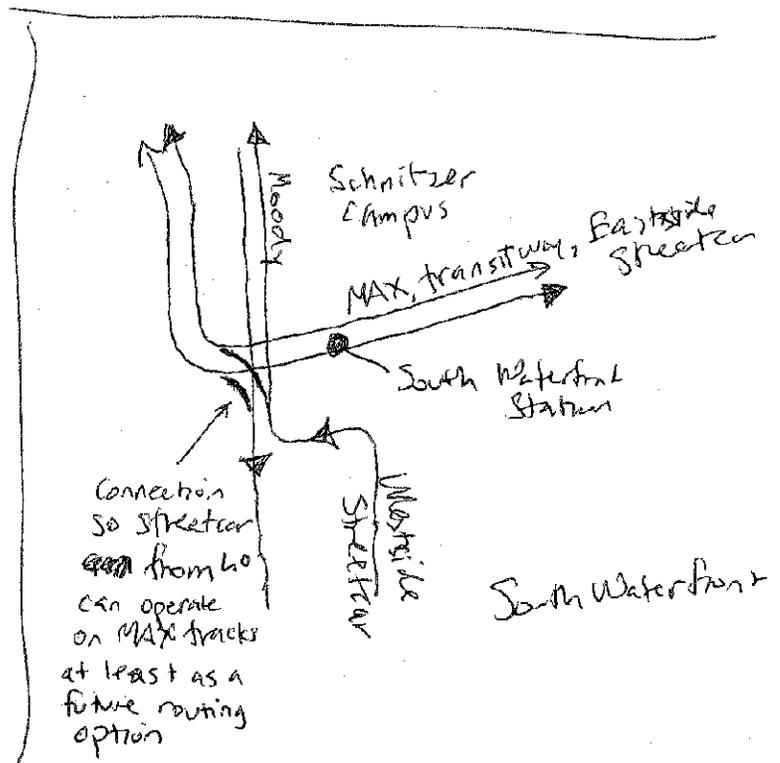
- Please keep the transit improvement on the Willamette Shore Line right-of-way for the fastest trip. This track has been in use ^{antiquous} for over 100 years don't let NIMBYs in new houses along the route eliminate a transit improvement to the benefit of all.
- Please also select streetcar as the preferred mode so that it can continue from the South Waterfront.
- would like ~~the~~ see the streetcar have the ability to operate on the MAX tracks into Downtown (where the new TriMet bridge junction is in South Waterfront) for an even faster trip
- Consider a gradual low cost improvement to the Willamette Shore Trolley, even if it isn't connected into the Streetcar line - riders can always just walk one block from Lowell Streetcar terminus to Bancroft trolley terminus in the South Waterfront → This is if you can't do a full streetcar ^{option in this corridor}

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.

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

012

- If the route does run on Macadam please keep it as much as possible in an exclusive lane & it is not slowed down by auto traffic on Macadam, also please use the old spur at SW Carolina if this does run on Macadam so as to avoid the two slow hairpin turns proposed at Macadam @ Carolina.
- Prefer preference in right-of-way to Streetcar over trail if one has to take precedence. Though I also do want to see trail in addition to rail.



Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Anne Woodbury

Affiliation (if any) _____

Address (required) 2227 Hillside Dr Lake Oswego, OR 97034

E-mail (optional) swmjrm@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

As a long-term resident of Lake Oswego, and a bus commuter to downtown Portland, I enthusiastically support the idea of a streetcar. Having a greener way to get to my office, saving time and keeping additional polluting buses off the road would be most welcome. Bus service is not sufficient as it is - most days people are standing on the #35 bus, morning and evening. As our population inevitably grows, the buses will be further strained. We need the streetcar to alleviate this pressure and provide the commuter with another option. We also need commuter parking in Lake Oswego. I would submit that many more people would use the bus or streetcar if there was a safe place to leave one's car. Most of Lake Oswego is inaccessible to public transportation and so we must have a viable option for parking in order to use buses and streetcar. And, given the cost of TRiMet vs. downtown parking, if we want to keep cars out of downtown, that parking must be free and plentiful.

I hope to grow old in Lake Oswego but the availability of transportation is concern - moving to Portland with more frequent buses may become necessary.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



Date _____

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Katherine E Worsley

Affiliation (if any) _____

Address (required) 1877 Woodland Terr Lake Oswego 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

① Community effects - our liveable small city will be negatively affected with increased populations in all areas of the city, there will be heavier use of cars and more cars coming into the city. Density of housing will negatively impact our neighborhoods, our parks, our schools and our peaceful way of life.

② Environmental impacts - very detrimental to rivers edge and Tryon Creek. Not to mention that development in the Foothills area will impact the wetlands and the fact that it is a flood plain. And there is a sewage treatment plant in the Foothills area.

③ Transportation - the streetcar will not solve the traffic issues on Hwy 43. Commuters traveling from Oregon City and West Linn will need to transfer from bus to streetcar in Lake Oswego. They have not been included in this discussion.

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

- ④ Finance
Lake Oswego City Council plans on using Urban Renewal - TIF financing. This will take more money away from the local schools and they already are \$5 million in the hole for this year. This will further bankrupt our city.
- ⑤ Alternatives - Enhanced and express buses. \$400,000 per bus vs \$458 million for a streetcar that won't solve traffic issues during rush hours.

From: Kathe Worsley [katheworsley@yahoo.com]
Sent: Monday, January 31, 2011 7:42 AM
To: Trans System Accounts
Subject: NO to Portland to Lake Oswego Streetcar

Cost is a huge factor:

\$458 million to just build the streetcar let alone run it. One bio-diesel bus costs \$400,000. An intelligently scheduled bus system would alleviate a lot of the issues. The only real time there is a lot of traffic is of course during peak commute hours. According to the streetcar proponents it will not alleviate gridlock as there will still be a lot of cars during peak commute times.

Having more frequent buses (35, 36 and 37) running during the hours of 6am-930am and 330pm-7pm would enable commuters to leave a lot of cars at home eliminating the need for a huge ugly parking lot.

There is the argument that the streetcar would cost less to maintain. There are a lot of years of maintenance for the buses in \$458 million not spent on the streetcar.

The elements:

Snow or ice will keep the streetcar from running. There are buses available that have chains built into the bus eliminating a lot of problems when it snows or we have a lot of ice. I believe Seattle has those.

Earthquakes will stop the streetcar. Buses can change routes.

There are many environmental reasons NOT to build the LO/PDX streetcar:

Ecosystems (section 3.8)

According to the DEIS, the proposed streetcar corridor is habitat for several protected species. **Fifteen species with Federal and/or State status for protection would be negatively impacted by the streetcar option.** These involve four avian species including **bald eagles** and peregrine falcons, and ten fish species including **Coho and Chinook salmon, Steelhead, green sturgeon, Pacific lamprey, Western brook lamprey and cutthroat trout.** The Western painted turtle would also be impacted.

The DEIS indicates that areas critical to wildlife breeding, shelter and foraging would be impacted long term **resulting in the mortality of birds, small mammals, invertebrates and terrestrial organisms.** The impacts are the direct result of the construction and operation of the streetcar that would significantly damage (long term) areas with “high habitat values”. Retaining walls ranging from 1 ft to 15 ft with a fence on top would impact wildlife: *“The presence of retaining walls could result in animals falling into the rail alignment, resulting in injury or mortality, or becoming trapped within the alignment, possibly resulting in mortality from streetcar activity.”* Additionally, these fences would preclude species movement from adjacent habitats, resulting in an increase in habitat fragmentation and loss of connectivity and disturbance of existing nesting/denning. Wildlife movement between upland and riparian habitat would also be impacted.

Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats. If the streetcar alignment were constructed, fish salvage/exclusion plans would be required; but unfortunately, Lake Oswego has not had strong performance in that area during the recent draw down of the lake for the sewer construction project. Many fish were killed during that project, including 60-year-old sturgeon. We are concerned about a repeat situation.

Additionally, **several rare Oregon White Oak trees would have root zone impact.** The DEIS indicates: *“At this level of design, specific avoidance and minimization measures have not been evaluated, but will be developed and employed to the extent practicable.”* We are concerned that there are no viable measures for protecting these rare trees.

Parkland and Recreation Areas (section 3.6)

The Parklands and Recreation Areas report indicates that the streetcar alignment would cross by/through/near 18 park, recreation and natural areas.

The evaluation does not take into account the noise and vibration impacts of the streetcar alternative on the wildlife in the corridor. Noise and vibration studies indicate significant impact on the housing and businesses in the area so we would assume the impact on wildlife would be significant and damaging.

We also question the “proximity impacts” the streetcar option will have on these public parks with streetcars rolling by every 7 to 12 minutes. Certainly this doesn’t provide a serene park setting as would be expected in public parks and natural areas along the riverfront. Visual changes would also occur in many of these park areas due to the construction of the streetcar and wildlife would be impeded from crossing the streetcar line due to the frequency of the streetcar traffic.

Hydrology and Water Quality (section 3.9)

The Hydrology and Water Quality report indicates that the entire project corridor runs along the western side of the Willamette River. This river is already considered “water quality limited” due to high-density urban development. **The bus alternatives do not negatively impact the hydrology and water quality of the area. However, the streetcar alternative would impact the 100-year floodplain by filling 6.5 to 10.1 acres of the floodplain. And, up to 18.22 acres of additional impervious surfaces would be created** which also impacts water quality. The DEIS also indicates that floodplain alterations would impact wildlife by providing less areas of refuge during high water events.

The DEIS indicates that 4 wetland areas and 23 “observed waterways” would be impacted, including **crossing over the very sensitive Tryon Creek area.**

Also of concern is the significant acreage that will be disturbed for construction of the streetcar: 56 to 71 acres—all within an area that fronts the Willamette River.

Earthquake/Landslide Area (section 3.7)

The streetcar alternative would be built in an area categorized as **“greatest hazard” for earthquakes and landslides**. The streetcar construction would result in significant impact to this steep area that is already prone to landslides. **22,050 to 27,450 linear feet of new retaining walls are required to support the streetcar alternative**. The impact of these walls on the ability of wildlife to be able to move around the corridor is concerning.

With all the above mentioned concerns I believe the best thing to do is have a better bus system and use the rail line as a bike path and walking trail. That would solve the issue of no safe pathways for bikes going to Portland on highway 43. I know there is the problem of the rail line reverting to the abutting property owners, but I bet there is a way for all parties to agree to this idea.

Thank you for reading, recording and noting these relevant concerns and solutions.

Katherine E Worsley

1877 Wodland Terrace

Lake Oswego OR 97034

503-636-5057

katheworsley@yahoo.com



Metro

Date 12/9/10

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) YORAM YAKIMOWSKI

Affiliation (if any) _____

Address (required) 5050 SW LANDVIEW UNIT 101

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Regarding the John's Landing Rail plan I oppose the river front suggestion and support the on Macadam Full plan the reason are:

- (1) recreational use of the river path will conflict and cause pedestrian danger if the rail east of Macadam is
- (2) value of real estate will go down causing tax revenue loss
- (3) rail will run through Willamette flood plain resulting in traffic intercept when river floods & environment hazard.

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

From: Dee Young [djy@teleport.com]
Sent: Sunday, January 16, 2011 4:17 PM
To: Trans System Accounts
Subject: Input on the PDX to Oswego Streetcar.

Dear Sirs, I

I am writing to input my support for the Streetcar Option. Highway 43 is congested and backs up badly during rush hours today. Doing nothing is NOT an option. A bus will only be a large vehicle stuck in the traffic. We have the possibility of access to federal funding for the Streetcar project, and Oswego's share can partially be paid by the ownership of the right of way of the trolley. We might not have as easy access to federal monies in the future. We must build for the future today. I strongly urge you to adopt the Portland to Lake Oswego Streetcar plan.

Mary L. "Dee" Young
17630 Cardinal Dr.
Lake Oswego. Oregon 97034



Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) TRAUTE ZAGUNIS

Affiliation (if any) _____

Address (required) 13324 SW Fiddling Rd, Lake Oswego OR 97034

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary) Steering Committee

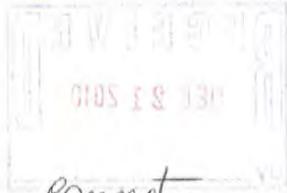
Carefully studying the maps available to us at the meeting at the Lakewood Center in Lake Oswego on the 16th of December 2010, I am disappointed at the fact that neither the tunnel nor the trestles are marked as such on the existing maps. The width of some some of the right of way is narrow in many places for a two-way rail system.

We all realize that transportation from Lake Oswego to Portland State + downtown should be considered, but not at the expense the present plans will incur. A direct bus line, with only one or two stops during rush hour traffic will be a better solution. (A local bus can stop at all the stops).

Consider people who live in West Linn or the future Teacher Farms, a bus line can be extended that way, whereas a streetcar

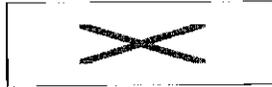
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cannot,

Respectfully submitted
Traute Zagunis



Date 1/31/11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment
comment

(Please print)

Name (required) Bill Zander

Affiliation (if any) _____

Address (required) PO Box 889, North Plains, OR 97133

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security

Environmental impacts and/or design options Transportation Finance Alternatives

Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

The trolley line to Lake Oswego won't ease congestion on Hwy 43. The few riders (relative to hours of operation) who now ride the bus may change to riding the trolley, but none of the drivers will switch.

This is an incredible waste of taxpayer money. A business plan for operation of a project like this could never get funded by a bank, cause it makes no sense.

Once in operation it will be yet another drain on TriMet operating funds

From: Randy Zmrhal [randy@zmrhal.com]
Sent: Sunday, January 30, 2011 7:19 PM
To: Trans System Accounts
Subject: Lake Oswego to Portland transit project

I support the no build option, leaving the increased bus ridership on Highway #43, should any increased ridership actually materialize, to the TRI-MET planners at that time.

I think the streetcar option is "fools gold", an incredibly expensive transportation capability for little if any improvement on Highway 43. I am a resident of Lake Oswego, and would prefer any monies spent by the City of Lake Oswego to directly benefit INTRA-CITY transportation Lake Oswego.

I do not support turning our charming bedroom community into a Portland South Waterfront type community, destroying the character of Lake Oswego that so many of us have helped to build.

In these troubling and rather depressed economic times, especially in the state of Oregon, it is time to focus limited monies on high priority areas within Lake Oswego, rather than huge projects with unknown costs like the streetcar.

I am against the streetcar and spending any additional Lake Oswego taxpayer money to support it.

Randy Zmrhal
968 Lake Shore Road
Lake Oswego, Oregon 97034
503.344.4919

DOWD ARCHITECTURE INC.

January 31, 2011

Lake Oswego to Portland Transit Project
attn: Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232

**Re: Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement Comments—Letter 1**

COMMENTS RELATED TO IMPACTS OF THE STREETCAR OPTION ON MY PROPERTY AND NEIGHBORHOOD

Dear Ms Snook:

I live at 0753 SW Miles Street, abutting the rail right-of-way at the south end of Willamette Park. My house is less than 30' from the right-of-way, and my front door faces the tracks. My carport is less than 5' from the right-of-way. I also work at home in a small detached studio less than 5' from the right-of-way. The right-of-way is only 26' wide abutting my property, and double tracks are proposed there.

This means the streetcar would literally be passing within a few feet of me all day and night. I am one of the people most affected by this project--and all the impacts are negative.

I oppose the streetcar option. I will submit a separate letter detailing why. But if the streetcar option is carried forward, I have the following requests:

- 1. Don't intrude beyond the right-of-way into my property**
- 2. Do everything possible to mitigate noise and vibration affecting my property**
- 3. Fix outdated, unreasonable, counterproductive zoning regulations affecting my property**
- 4. Don't forget about me and my neighborhood as the project proceeds**

Note that I bought my property several years ago with the intention of replacing the existing house with a new one. My property was a substantial investment as is, and will be an even larger one with the new house, which is already substantially designed. So any negative impacts on livability to me will also have extreme financial impacts to me.

Specific comments

- 1. Don't intrude beyond the right-of-way into my property**

0753 sw miles street portland, oregon 97219 503 282-7704
office@dowdarchitecture.com www.dowdarchitecture.com

As I understand, there are no current plans to extend the project beyond the right-of-way and onto my property. I want to stress how important that is. My lot is very small. It is also a flag lot, with a connection to S.W. Miles Street that is only 15' wide. If I lose any of that width, I lose my carport, my parking, and my only access to the street. That would make my property unlivable and worthless. The project might as well condemn my entire property.

I also do not trust that the project will not encroach on my property. Several drawings of the project already have shown signals in the middle of my driveway. Also, the project has changed in substantial ways over time—for example the minimum operating segment, which earlier stopped short of my property, now extends past it. I want a promise that the project will not extend onto my property.

There are two very large trees on my property next to the right-of-way that provide privacy and shade for me. They are important because the OPB Building looms over my property, looking right into it (if the trees were not there) and they also block the west sun. I am concerned that those trees will be damaged or killed by the project. In that case, the project would in effect extend onto my property even if construction stays within the right-of-way. I want mitigation or compensation if that occurs.

2. Do everything possible to mitigate noise and vibration affecting my property

Because my home and office are both so close to the tracks, noise and vibration could destroy their livability. Note also that the Oregon Public Broadcasting building serves as a huge reflector to bounce streetcar sound towards me. That situation will be exacerbated when the commercial property west of my house is redeveloped. That makes noise an even greater concern, and one that was entirely missing from the DEIS noise analysis.

I want sound walls, vibration pads, and other mitigation to at least the level that is provided to any other property along the project route, since the impacts to me are at least as high as anywhere else. I also want no noisy signals next to my house at the Miles Street crossing, and no horns sounding from streetcars as they pass my property or the Miles Street intersection. I also understand from the DEIS that streetcars are proposed to run slower through other residential areas, in order to reduce noise and vibration, but that that is not proposed for the tracks next to my house. I want the same protection for my property—either a guaranteed speed reduction, or alternative measures to give me equivalent protection. My house and especially my office are as close to the proposed tracks as any along the route, and there is no reason I shouldn't have the same protections that are proposed for others.

The Environmental Noise and Vibration report that accompanies the DEIS almost ignores my neighborhood. The readings taken were minimal in comparison to other neighborhoods. I hope to submit further testimony on that. **However, I think the complete inadequacy of that report can be summed up in Table 3.10-2 in the DEIS. In Segment Three, in which my house is located, no properties are shown to have “severe” noise and vibration impacts. Eight are shown to have “moderate impacts, both with and without mitigation measures. However, that number reduces to zero with the Macadam In-street and Macadam Additional Lane options. That means that all eight properties are in the Johns Landing condominiums area.**

In other words, although my house is less than 30 feet from the tracks (not just from the right-of-way) and my office is less than FIVE FEET from the right-of-way, the noise and

**vibration “analysis” finds that I will have not even a moderate impact on my property.
That is stupefying!**

The Noise and Vibration analysis is shoddy in regard to my property and my neighborhood. I resent that the project team never met with me or my neighborhood’s residents, that very few readings were done in comparison to other areas, and that the noise and vibration impacts on our neighborhood are almost entirely absent within the text of the DEIS.

I want a promise that if the streetcar option is pursued, that the noise and vibration impacts on me and my neighbors are treated with at least equal attention as is true of other areas.

Remember again that I both live and work here, so I will be exposed to the noise and vibration around the clock. Remember also that these impacts cannot be described by a drawing. Unlike other impacts, we will not know how bad they will be until the first streetcar runs, and then it will be too late to make corrections.

3. Fix outdated, unreasonable, counterproductive zoning regulations affecting my property

The DEIS stresses that the streetcar option will increase development opportunities along the route. That’s not true for my property, or for the miles of other residentially-zoned land between Willamette Park and Lake Oswego. We get the negative livability impacts and reduced property values, period.

Moreover, the DEIS and for that matter the entire project to date has been silent on the idiocy of the current zoning affecting my property and others along the line relative to the streetcar. These regulations are critical to me because I bought my property with the intention of replacing the existing house with a new one, and all new work will be governed by the zoning regulations.

First, the current zoning requires that I provide a 40’ setback from the center of the rail alignment—or 27’ from my west property line, if measured as I assume from the center of the double tracks. (If measured from the center of the nearest track, the impact would be even greater.) That is over five times the standard 5’ side yard setback requirement for this single-family zone. The setback was created years ago when this right-of-way was identified as a potential light rail route. It never made sense even for light rail, and certainly doesn’t for streetcars, given that they travel within a few feet of buildings throughout the city.

This setback eliminates a huge percentage of my lot from being buildable. In addition, by forcing all new construction away from the tracks, it prevents me from replacing my current studio with a new, taller structure that would buffer my house and yard from the noise of the streetcar. Basically, the setback backfires. Instead of allowing a house or accessory structure to be built close to the tracks, turning its back on the tracks and orienting its windows and doors away from them, so the yard and openings are buffered from the tracks, it forces structures against the far ends of their lots, so that they must orient towards the tracks! In other words, the setback exacerbates the impacts of the streetcar rather than reducing them.

Secondly, if the right-of-way were a street, the zoning code would grant me development options that are not allowed with the right-of-way, such as the right to build a duplex. Or, if the right-of-way were eliminated, the zoning code would also allow me to build a duplex and possibly other development options due to it being a “transitional lot” (next to a commercial zone). **As it is, the streetcar will give me all the negative impacts of being next to a street and a commercial zone, but the zoning code gives me none of the advantages.**

I am not asking for a total rezoning of my lot to drastically increase the development density on my lot, although I certainly feel that would be justified, given that I am getting all the negative impacts of the streetcar but no benefits. What I want is reasonable:

--a reduction of the side yard setback to 5', which is the base zone standard

--a change in the zoning regulations to treat a streetcar right-of-way the same as a street, so that I could build a duplex instead of a single-family house

Note that I can by right build an accessory dwelling unit, which I plan to do on the ground floor of my new house. However, I am not allowed to have both that plus a home occupation permit that allows me to have clients or one staffperson. The accessory dwelling unit also requires that I live in the house. Having the second unit as a duplex unit rather than an accessory unit would allow me to have both.

These are entirely reasonable requests, and would not affect the size of the house I plan to build, or impact my neighbors. As I said, I believe it would be entirely reasonable to rezone my property to a higher density, given that I have commercial zoning to the west, multi-family zoning to the south, and a park to the north.

The thing that is appalling to me is that these zoning issues, especially the setback that was created for a full light rail alignment and never even made sense for that—and applies to properties along the entire right-of-way through the Macadam Design District, is not mentioned anywhere in the entire DEIS. These zoning issues are a central to any analysis of the project. Clearly, this project's analysis has been pathetically weak.

4. Don't forget about me and my neighborhood as the project proceeds

My neighborhood is small and people tend to forget it exists. **The DEIS virtually ignores impacts to my neighborhood in comparison to others. The fact that the DEIS splits my neighborhood in two—putting part in Segment 3 and the rest is Segment 4—is telling. It makes it nearly impossible to tell how our neighborhood is treated by the DEIS, since commentary is split by segment throughout the DEIS.**

The project runs past three main clusters of dwellings—the condominiums in the Johns Landing area, the houses in my Miles Street/Place neighborhood, and the houses along the right-of-way between Powers Marine Park and Lake Oswego. Both the first and third groups of dwellings are discussed extensively in the DEIS. The Johns Landing condominiums even had an alternative streetcar route—along Macadam--created specifically to limit impacts on them.

In contrast, my neighborhood is almost ignored by the DEIS. The same is true of the Environmental and Vibration Report accompanying the DEIS. There was minimal analysis of my neighborhood in comparison to the other two. While residents and businesses in other areas were able to talk to project members in regard to the noise and vibration analysis, neither I or any neighbors I've talked to were even told it was taking place.

In fact, the DEIS describes the South Portland Neighborhood, in which the Miles Street/Place neighborhood is located, in such detail that it includes the number of restaurants close to the streetcar alignment in the South Waterfront area. Yet it does not even mention that the whole community of houses on Miles Street/Place even exists!

One of the largest recent changes in the project—perhaps the largest—is the extension of the minimum operating segment all the way to the Sellwood Bridge. This is a huge impact to me and my neighborhood. It was done with no notice to me or my neighborhood, yet we are the people most affected by it. This epitomizes the lack of concern for our neighborhood.

Our neighborhood has literally only one access—Miles Street. During construction, access to our neighborhood—including emergency access--will be eliminated 100% at times, with no possible mitigation. This is never mentioned anywhere in the DEIS, although the DEIS does purport to analyze construction phase impacts.

Also in regard to the impact on me and my neighborhood, a station is proposed at SW Nevada, next to Willamette Park. I look directly at the station location from my house, as do my neighbors. The station has the potential to destroy the quiet and visual character of the south end of the park, which would also impact us significantly. I would like to have input on its design, and assurances that every effort will be made to reduce its impacts on the park.

I want promises that our neighborhood will be given consideration consistent with it being one of the neighborhoods most directly and negatively impacted by the streetcar.

These are the main issues I want addressed if the streetcar option is not dropped. I would like specific responses from the project in regard to each concern.

Sincerely,

Dowd Architecture Inc.

Michael Dowd, AIA, President

DOWD ARCHITECTURE INC.

January 31, 2011

Lake Oswego to Portland Transit Project
attn: Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232

**Re: Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement Comments—Letter 2**

WHY THE STREETCAR OPTION SHOULD BE DROPPED

Dear Ms Snook:

I live and work alongside the proposed streetcar right-of-way, and am submitting separate testimony relative to the streetcar option's negative impacts on me and my neighborhood.

Here, I am addressing a few reasons why the streetcar—especially if it extends beyond Willamette Park—is not just a bad option for me, but is a bad option period. This isn't an exhaustive list or analysis—many people have pointed out many other compelling reasons to drop the streetcar option:

- 1. The need for the project is exaggerated**
- 2. The streetcar's development advantages are exaggerated**
- 3. The DEIS is biased towards the streetcar over buses**
- 4. The public involvement process has been flawed, to the advantage of the streetcar option**
- 5. The streetcar option is not socially equitable**
- 6. The DEIS's faults call into question its entire validity**

Specific Comments

1. The need for the project is exaggerated

Most of the day, every day, traffic flows very smoothly on Highway 43. In fact, speeding is a greater issue than congestion for nearly the entire day and night. I travel on Highway 43 at rush hour often, as I must use it to go either north or south from my house by car. I don't even bother adjusting my travel times to avoid rush hour. In comparison to other parts of the metro area, Highway 43 congestion is minimal. At the last hearing in Lake Oswego, I got from my garage next to Willamette Park into the doors of the meeting at the far end of downtown Lake Oswego in

0753 sw miles street portland, oregon 97219 503 282-7704
office@dowdarchitecture.com www.dowdarchitecture.com

only ten minutes, traveling at the speed limit all the way into downtown. When there is congestion, it is a key points, such as the Taylors Ferry intersection and the Sellwood Bridge. Those points could be improved without spending hundreds of millions of dollars on a streetcar.

There is certainly not compelling public support for the streetcar option. At the public hearing in Lake Oswego, testimony was about equally split between support and opposition. This means that the overall public support is far lower. Why? Because if there is any segment of the public that would be likely to support the streetcar, it would be Lake Oswego residents, since it primarily serves them. With the meeting in Lake Oswego, and the majority of attendees from Lake Oswego, if the streetcar option were popular, there would have been hundreds of people testifying in favor of it.

And even among those supporting it, only a handful said they would use it themselves—not even ten people! And of these, one said he'd use it to go to Blazers games. Highway 43 is virtually empty during the evenings, when those games take place, and bus service would be just as fast then. In fact, it's available now, and not heavily used. Another said he'd use it to go out to dinner—again, that's a time when there is no traffic.

2. The DEIS is biased towards the streetcar over buses

Many people have commented that the Enhanced Bus Option is not well conceived, making the streetcar look good in comparison. The DEIS should be revised to compare the streetcar against the best possible enhanced bus service, not a straw man scheme.

Buses are flexible, streetcars are not. The streetcar takes a huge amount of money, leaving none to address changing future transportation needs.

The streetcar requires people to transfer—from cars to streetcar, or from bus to streetcar, or from streetcar to bus—while bus routes can be configured to eliminate many transfers. The DEIS analysis is biased in favor of the streetcar because it concentrates on showing point-to-point times between the Lake Oswego terminus and the Portland terminus. Most traffic on Highway 43 is starting from beyond downtown Lake Oswego, and much is not going just to the downtown Portland terminus. If routes people actually take are analysed, and transfer times factored in, the streetcar would look far worse. That's one reason why many people in areas such as Oregon City oppose the streetcar, because it not only doesn't address their needs, it actually reduces their bus service.

3. The public involvement process has been flawed, to the advantage of the streetcar option

It is no exaggeration to say that the streetcar would have the biggest impact on my neighborhood of any project in its history. Yet there has never been a meeting between my neighborhood's residents and any project staff in the history of the project---or if there has neither I nor anyone I've ever talked to has ever been aware of one.

I understand that there have been various meetings and open houses in regard to this project, and I have attended some. But has the Portland City Council ever met in regard to this project? I have no idea, because I have never got any notice of any such meeting, even though I live on property abutting the right-of-way in Portland.

It is wrong that the only public meeting for testifying about the DEIS was held in Lake Oswego. The vast majority of the streetcar alignment is outside Lake Oswego's city limits. No other area is more likely to support the streetcar than Lake Oswego, because it gets most of any advantages and few of the negative impacts. The public testimony there should be viewed in that light. This decision to hold the only hearing there calls into question the objectivity of the whole project.

This project should be voted on. Its expense and scope dwarf other projects that have had a public vote. There isn't likely to be much overall support for the streetcar option at a city or regional level. I would guess the streetcar option would fail by 90% in a regional vote.

4. The streetcar's development advantages are exaggerated

Arguments in favor of streetcars always stress that they encourage development. That may or may not be true when they run through lightly-developed commercial or mixed-use zones. But it is certainly wrong in areas when streetcars run through miles of developed single-family-zoned land.

A great percentage of the Lake-Oswego-to-Portland alignment is occupied by such land. From Willamette Park south, the alignment runs past miles of quiet single-family neighborhoods. **There are virtually no possibilities for redevelopment adjacent to the streetcar line along this stretch.**

If the rail alignment did not currently exist, nobody would **ever** consider putting a streetcar along the river's edge through single-family development. When there is already a major highway running parallel to the rail alignment from Willamette Park to Lake Oswego, **it makes no sense to build at tremendous cost a second parallel commuter system right past single-family homes**, rather than simply enhancing bus service on the highway.

Not surprisingly, no streetcar line in Portland runs more than incidentally—if at all—through areas developed with, or zoned for, single-family dwellings. Without the development advantage, streetcars make no sense. Plus, when there is no development advantage for abutting properties, there is nothing to balance the noise and other negative impacts of streetcars.

Additionally, the DEIS claims (p.3-8) that "The cemetery...land is unlikely to be redeveloped under any alternative". That is quite an assumption. That land is the largest piece of developable land along this entire stretch of the project. And since it is west of the highway, enhanced bus service or another streetcar route would serve it far better than would a streetcar along the river.

5. The streetcar option is not socially equitable

See my separate letter.

6. The DEIS's faults call into question its entire validity

With so many flaws that have been pointed out by so many people, the DEIS's validity can't be defended.

Sincerely,

Dowd Architecture Inc.

Michael Dowd, AIA, President

DOWD ARCHITECTURE INC.

January 31, 2011

Lake Oswego to Portland Transit Project
attn: Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232

**Re: Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement Comments--Letter 3**

THE STREETCAR OPTION IS SOCIALLY INEQUITABLE

Contrary to the Draft Environment Impact Statement's claims that this project is "socially equitable", in reality it is one of the most **socially inequitable** projects in the region's history.

The DEIS states (p. S-12): *"Specifically, there will be no disproportionate high and adverse impacts from the project to low-income or minority populations."*

Even if that statement is true--in that those populations will not bear the brunt of the negative impacts along the streetcar route--it is nowhere near the same as showing that the project is socially equitable. The project's impacts are not just limited to what happens along the proposed route. They include what happens and does not happen elsewhere if the project proceeds. The DEIS's approach to analyzing social equity may or may not satisfy its legal obligations, but it certainly doesn't address the issue rationally.

View this streetcar option in a realistic context. Put simply, **it proposes spending nearly a half billion dollars to improve commute times by a few minutes on a route that already has less traffic congestion than many parts of the region, and will primarily serve one of the wealthiest and most racially segregated communities in the state.**

In contrast, traffic congestion is much worse in many areas of our region. These areas are overwhelmingly much less wealthy, and have much higher percentages of minorities than is true for neighborhoods served by a streetcar to Lake Oswego. Plus, being less wealthy, residents of these other neighborhoods are more dependent on public transportation. They lack the option of driving that is available to most of the population that a Lake Oswego streetcar would serve. Many of these areas currently lack basic bus service and safe bus shelters, let alone *fast* service. **For a fraction of the price of the streetcar—in fact for only the interest on a fraction of that price—transit service could be improved long term in many areas that really need improvement.**

0753 sw miles street portland, oregon 97219 503 282-7704
office@dowdarchitecture.com www.dowdarchitecture.com

Furthermore, arguments for the streetcar always stress its importance for encouraging development in downtown Lake Oswego. Again, this is one of the wealthiest communities in Oregon. There are individual houses in Lake Oswego worth more than entire blocks elsewhere in Portland. Of all areas in need of incentives for development, downtown Lake Oswego should rank among the last in the state.

And all this does not even address the fact that the claims that the streetcar is faster than bus service are arguable for commuters who must transfer at or drive to the streetcar terminus, or that there is absolutely no congestion on Highway 43 for the vast majority of the time, or the fact that even if it is true that the streetcar will encourage development in Lake Oswego, many residents there **do not even want** that development.

By law, the DEIS by law must show that the streetcar is socially equitable. Viewed under any realistic, commonsense lens, it does not.

Sincerely,

Dowd Architecture Inc.

Michael Dowd, AIA, President

DOWD ARCHITECTURE INC.

January 31, 2011

Lake Oswego to Portland Transit Project
attn: Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232

**Re: Lake Oswego to Portland Transit Project
Draft Environmental Impact Statement Comments—Letter 4**

THE NOISE AND VIBRATION ANALYSIS IS POOR

Dear Ms Snook:

The noise and vibration analysis in the project Draft Environmental Impact Statement, including the related Environmental Noise and Vibration report of November 2010, is poorly done, and underestimates the negative impacts of noise and vibration of the streetcar option on my property and that of my neighbors.

Here are only a few problems, but they are major ones.

--The report makes the “assumption” that the streetcar noise is legal under City of Portland regulations, but never verifies that assumption. The report states that the streetcar specifications call for operating noise in excess of the regulations, so it will be illegal unless it falls under an exemption, without verifying whether the exemption applies. In other words, the anticipated streetcar noise could be illegal. The fact that such a huge issue as an unverified assumption calls into question the entire report.

--The DEIS (6-17) in its discussion of noise and vibration impacts, mentions only Segments 3 and 5. Segment 4, which contains the bulk of my neighborhood, is not even mentioned. Since several houses in my neighborhood are very close to the right-of-way, it doesn't seem possible that there will be no noise or vibration impacts. The commentary also conflicts with the illustrations showing locations of noise and vibration impacts.

--In DEIS Table 3.10-2, in Segment Three, in which my house is located, no properties are shown to have “severe” noise and vibration impacts. Eight are shown to have “moderate impacts, both with and without mitigation measures. However, that number reduces to zero with the Macadam

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In-street and Macadam Additional Lane options. That means that all eight properties are in the Johns Landing condominiums area. In other words, although my house is less than 30 feet from the tracks (not just from the right-of-way) and my office is less than FIVE FEET from the right-of-way, the noise and vibration “analysis” finds that I will have not even a moderate impact on my property.

--The analysis does not take into account in my area the effect of the Oregon Public Broadcasting building, or any future building to its south, of reflecting streetcar noise into my property, or that of my neighbors, or Willamette Park. That will be a significant amplifier of any streetcar noise.

--The analysis took very few readings of sound in my neighborhood in comparison to the Johns Landing condominiums area, or the stretch between the Sellwood Bridge and Lake Oswego. It interpolated results from “nearby areas” rather than doing full measurements as were done elsewhere. Furthermore, the areas used for interpolation (who knows where they are, because it is not stated, and none are “nearby”) may not reflect the sound levels in my neighborhood at all.

I would have liked to have seen this report prior to only a month ago, and would have liked to have been able to talk to the project staff about the analysis. Unfortunately, nobody ever told me or anyone else I’ve talked to in my neighborhood that the report was even being done, let alone talk to us or inform us about what was being done. My comments above are the result of a very cursory look at the analysis.

The streetcar option should not be considered for carrying forward until the noise and vibration analysis is corrected to a reasonable level, especially in regard to my neighborhood.

Sincerely,

Dowd Architecture Inc.

Michael Dowd, AIA, President

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-31-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) William Erickson

Affiliation (if any) Foothills Business Owner

Address (required) 18516 S Ferguson Rd Oregon City, Or 97045

E-mail (optional) Bill@ericksonsautomotive.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning Economic activity Community Effects Public safety and security
- Environmental impacts Transportation Finance Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks Other _____

Comment (use back or attach additional sheets if necessary)

Regarding Lake Oswego Streetcar vs Enhanced Bus.:

I own Erickson's Automotive located at 101 Foothills Rd Lake Oswego Oregon 97034

I stand to benefit if a streetcar is built but... I am strongly against the LO Streetcar for several reasons.

The first and most important is the expense; Our country , state and counties are financially bankrupt. The costs to build this Streetcar would be on the backs of our grandchildren repaying more loans to China.

The streetcar can do very little more in regards to developing the foothills area over what enhanced bus service can do. Our countries financial deficit at over 14 Trillion dollars can be most affected on the city and county level by telling our federal government we do not want to spend money we don't have. What money we do have needs to be prioritized by needs first, wants second. A street car is clearly a want , enhanced bus can take care of the need when it arises at far less expense.

Second: The population studies used to make the assumptions in the DEIS report are based on outdated and invalid statistics. Lake Oswego's population has change less than 1% in the last 10 years. New studies show the Portland-Metro region will see a fraction of the increases estimated 10 years ago.

Please vote against the LO Streetcar

Sincerely,

William Erickson

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Submit via e-mail

Print



Date 1-28-11

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Candace Jennings

Affiliation (if any) Pres - Jennings Insurance Agency

Address (required) 17285 Cornell St Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

As a small employer in downtown Lake Oswego, transportation is a key concern for my employees and clients. Often an employee is interested in what public transportation is available to bring them to the area. Currently there is no direct access from many surrounding areas to Lake Oswego. Transfers are required which adds commute time and often is so long that public transportation is not a viable option for employees to and from the area. Our business has been part of the community since 1968. We have been proud to be part of the new downtown development - located in the Lake View Village within walking distance of great restaurants and shopping. Often this parking lot is overflowing - we do not have enough assigned parking to accommodate even our small office staff of 7. If there were a more direct, convenient method to commute I believe at least one if not two of my employees would take the trolley.

I strongly believe that an investment in the trolley line will encourage good business and young families to move to our area... something we are all looking for. A vibrant community that attracts good jobs and citizens. Please don't sacrifice this opportunity - true leadership has a long range plan and vision for a community regardless of the static at the moment.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Jay McCaulley
1555 N Jantzen Avenue
Portland, OR 97217
(503) 735-9526
fax (503) 735-9844

January 31, 2011

Lake Oswego to Portland Transit Project
attn: Jamie Snook
600 NE Grand Ave.
Portland, OR 97232.

**RE: Comments-Lake Oswego to Portland Transit Project's Draft
Environmental Impact Statement (DEIS).**

Via E-mail: trans@oregonmetro.gov

Dear Sirs:

The following comments are made on behalf of KDH LLC; 10808 SW Riverwood Road
Portland, OR 97219.

In general terms, project planning has inadequately addressed fundamental elements required to go forward with the DEIS at this point and has fallen short in regard to providing information needed by those directly and indirectly impacted by the proposed project. What began as a possible alternative transportation project initiated by the project partners and the "coalition" of local governments that purchased portions of the Willamette Shoreline Right of Way in 1988, appears to have resorted to looking at the Foothills development project for justification of the project itself, without addressing design specifics and the projects purpose and need. Although there have been extensive public forums for discussion purposes, the basic information presented and structure of those meetings has failed to adequately address or clarify the concerns expressed, nor justify the public need for the project.

In short, those discussions as well as the Draft Environmental Impact Statement (DEIS) have failed to meet required local, state and federal standards for further consideration of the proposal as presented.

For the purposes of the DEIS there has been inadequate or non-existent consultation with local public service providers, as well as state and federal agencies in regard to impacts to

natural resources such as wetlands mitigation and the flood plain; transportation planning and design; realistic funding options and alternatives, as well as fundamental short and long term land use planning principals.

For example; METRO has presented population and employment growth assumptions for the region but has not produced substantive population growth figures specific to the areas to be served, let alone adequate study to justify the two build options as presented. While attempting to utilize the Foothills development project for a significant portion of the growth statistics, the fact that the majority of that project is proposed in the 100 year flood plain, an area that was inundated in the 1996 flood (erroneously presented to the CAC as a 500 year flood) and as such may be in conflict with METRO's own Title 3 requirements for flood plain development, balanced removal/fill and may well jeopardize federal funding due to FEMA and Federal Transportation Administration regulations regarding such. Project staff has been careful to restrict the DEIS scope to the route considerations pertaining to the flood zone and yet refer to the regional growth as well as the Foothills project for justification of the project. However, it must be noted that the Foothills project has not been proposed, funded, permitted nor applied for and there is no evidence that it can be built given the current regulatory scheme.

In more realistic terms their actual and predicted growth figures for Lake Oswego (6% population growth between 1990 and 2005 and 51% projected for 2035) equates to 460 new households in Lake Oswego from 1990 through 2005 and potentially 3,900 additional between 2005 and 2035. These figures are presumed to be based on the significant contribution of the Foothills development, however, the limitations in the development potential have not been considered nor has the development potential for the remainder of the area. In short, the development potential in actual numbers rather than a function of percentages do not justify the expenditure of \$458,000,000, if the Foothills project can be built at all. The outlying areas of the project terminus are unlikely to contribute significantly to ridership.

A 33% increase in population through 2035 for the Dunthorpe/Riverdale area is not realistic given the physical and regulatory limitations in play.

Although three choices have been presented for consideration, we believe these are false choices in that the enhanced bus alternative and no build option point solely to the only other option, the streetcar. The enhanced bus alternative does not appear to meet any ridership needs as designed and presented; and in fact significantly reduces services in the corridor. Consideration should be given to offer a more realistic option of expanding the current bus 35 route to better serve current and anticipated riders by placing stations in key locations, not subtracting from the existing service, and express buses to attract ridership at significantly less cost.

The project assumptions steadfastly adhere to an anticipated 60% federal match; given all current indicators the Federal Transportation Administration has not supported such. A 50% match would leave the project \$35,000,000 to \$45,000,000 short of predictions even if assuming that the "coalition" contribution of the Willamette Shoreline ROW is realistic

and accepted. Competition by other projects for the federal contribution locally and nationally (such as the I-5 bridge) does not appear to have been considered. We have not heard any discussion about contingencies.

Pursuant to the DEIS:

The Project Purpose

The Purpose of the Lake Oswego to Portland Transit Project is to optimize the regional transit system by improving transit within the Lake Oswego to Portland Transit Corridor, while being fiscally responsive and supporting regional and local land use goals. The project should maximize, to the extent possible, regional resources, economic development and garner broad public support. The project should build on previous corridor transit studies, analyses and conclusions and should be environmentally sensitive.

RESPONSE: Given the state of the transit and transportation needs in the region, this project will not optimize the regional transit system. The most significant transit and transportation limitations in the region will not be served by this project at all. The same argument was used to justify light-rail to the airport, a project that has not met expectations. There indeed are more significant transit and transportation needs that are certainly more fiscally responsible given known bottle necks on the interstate freeway system, the bridge infrastructure, planned growth areas and deferred maintenance to regional and local transit and transportation needs.

The Project Need

The Lake Oswego to Portland Transit Project is needed because of: 1) historic and projected increases in traffic congestion in the Lake Oswego to Portland corridor due to increases in regional and corridor population and employment; 2) lengthy and increasing transit travel times and deteriorating public transportation reliability in the corridor due to growing traffic congestion; 3) increasing operating expenses, combined with increasingly scarce operating resources, while demanding more efficient public transportation operations; 4) local and regional land use and development plans, goals and objectives that target the corridor for development to help accommodate regional population and employment growth; 5) previous corridor transit studies, analyses and conclusions; 6) the region's growing reliance on public transportation to meet future growth in travel demand in the corridor; 7) the topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway and arterial infrastructure in the corridor; and 8) limited options for transportation improvements in the corridor caused by the identification and protection of important natural, built and socioeconomic environmental resources in the corridor.

RESPONSE: The project need for historic and projected traffic congestion has not been demonstrated let alone served by this proposal. As stated above, the regional growth information presented does not reflect the local growth pattern and potential, and certainly does not satisfy the needs of the regional transit and transportation system. The project sponsors have not established increased travel times and deteriorating public

transportation reliability in this corridor let alone growing traffic congestion. Significant growth (approximately 4000 households by 2035) along this corridor is not anticipated, thus local and regional land use and development plans will not be served by this project. Interestingly, one of the arguments for limiting the number of lanes regarding the I-5 bridge, the region's most significant and known intra and interstate bottleneck, is to limit development in targeted areas in Washington State. That notion may or may not work for the I-5 project, but the project Lake Oswego Streetcar Project will not serve the stated need. This project expects to spend an extremely significant amount of local infrastructure money for a project that will accommodate a modestly populated area, not expected to grow significantly, when known local and regional needs abound.

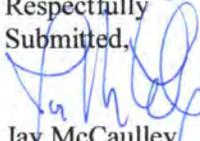
The topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway and arterial infrastructure in the corridor have not been adequately studied or considered. The DEIS simply states these constraints but offers no substantiation for the position. To our knowledge, this option has not been vetted by the project or ODOT. According to the DEIS; *"limited options for transportation improvements in the corridor caused by the identification and protection of important natural, built and socioeconomic environmental resources in the corridor."* A more thorough analysis by the project would reveal that the opposite is the reality. The area is along the corridor is already largely built out; the remaining "natural areas" will be impacted under the plan as presented by both the enhance bus and streetcar options, when the "no build" option would not, and widening of Highway 43 would not impact natural areas as much nor would it be built in the flood plain. To our knowledge, the socioeconomic considerations were very limited or not studied whatsoever.

On behalf of my client, we have asked several basic questions that have not been answered including disposition of the Right of Way in the event portions of the Willamette Shoreline Railway is not utilized. It has been represented that under certain route proposals the abandoned ROW would be used to build pedestrian trails and bikeways, in some venues that the ROW would revert to adjoining property owners. This question should be thoroughly vetted and disclosed prior to acceptance and certification of the DEIS. It is our position that if the railway, or portions of the ROW are indeed abandoned for rail purposes, the ROW would revert to the remaining property on either side of the ROW. During the January CAC meeting, it was revealed that staff has not looked into the "legal aspects" of converting the ROW to a non-rail use. This must be completed prior to adopting any of the design alternatives or DEIS.

Other areas of concern include study and disclosure of the following:

- Release of the underlying traffic analysis of Highway 43 and the neighborhoods impacted by the project and alternatives.
- Cost analysis of improving Highway 43 and comparison to options offered in DEIS.
- Route options may include closure of Riverwood Road; according to project staff, while they have apparently done traffic studies for this area, they have not considered the effect on traffic and public services (i.e. emergency services and

- the school bus) with only one entrance and egress at Military Road.
- Contingencies regarding;
 - Costs, cost assumptions and cost over-runs
 - Feasibility of what seems to be a driving source for the project, the Foothills development, including building within the flood plain.
 - Costs and impact analysis of the currently “undefined” route alternatives including Macadam and Riverwood Roads.
 - Completion of the CAC process prior to finalizing the DEIS.
 - Providing route selection and the Locally Preferred Alternative prior to finalizing the DEIS.
 - Appraisal of the current market value of the Willamette Shoreline ROW.
 - Specific mitigation considerations regarding;
 - Visibility
 - Vibration
 - Noise
 - Public Safety
 - Natural resources
 - Property values in impacted areas.
 - Flood plain considerations, feasibility, cost impacts and federal contributions when building in the flood zone.
 - Consultation including, but not limited to, pertinent local, state and federal agencies regarding:
 - Natural resources.
 - Service providers including emergency service providers.
 - ODOT Rail Division; regarding public crossing requirements.

Respectfully
Submitted,

Jay McCaulley

From: Brad Nase [naseco@comcast.net]
Sent: Monday, January 24, 2011 11:27 AM
To: Trans System Accounts
Subject: Lake Oswego to Portland Transit Project: Get involved

Metro and all concerned regarding this possible future transportation project,

I represent some property owners and businesses on SW Macadam Ave. near cross street SW Carolina, SW Dakota, and SW Texas Ave. I am also a member of the South Portland Business Association(SPBA) and the URAC for South Water front.

We believe the streetcar would be a better option for us and future development of the South Macadam area. The option of having the streetcar on portions of Macadam would have traffic calming effects and would be more resident useful. We also support stops on the North, central and South end for the benefit of residents, commuters and shoppers.

We also support the most efficient use of funds for this project. If it mean putting the streetcar on the existing rail bed then that is okay as long as we get the at least three stops North, Central, and South.

If the street car line goes on SW Macadam, then we support that no existing retail or commercial parking be removed for stops(possible Carolina Stop).

Bradford Nase
Naseco Macadam Market
6200 SW Virginia Ave., #202,
Portland, OR. 97239
503.977.1855
SWURAC, SPBA

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date December 13, 201

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Bradford Nase

Affiliation (if any) SPBA, SWURAC

Address (required) 6200 SW Virginia Ave., #202, Portland, OR 97239

E-mail (optional) naseco@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

Thank you for the opportunity to comment about the possible streetcar or enhanced bus service. My name is Bradford Nase and I represent my family group of land owners on SW Macadam Ave., I am also affiliated with SPBA and North Macadam or South Waterfront URAC.

I am in favor of:

An inexpensive version of the street car from Portland to Lake Oswego or Lake Oswego to Portland. If it means using the current rail bed then let us use it.

At least three stops in the Johns Landing/Macadam area. Located at North, south and central sites . If they are not added now we would have the option to add them later. Why have the service if the residents and future customers cannot come and go to the area?

Stops at sites that have minimum impact to current commercial business, parking.

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**



January 28, 2011

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

Re: Public Comment

Thank you for providing this opportunity for us to submit comments on the Lake Oswego to Portland Transit Project. OPB is particularly interested in this Project, as our headquarters is located at the corner of Nevada Street and Macadam Avenue, and directly abuts the Project's right-of-way and the proposed Nevada Street station.

We appreciate the positive working relationship that has developed with the Project team, and we are pleased that the Project could directly benefit OPB by providing enhanced transit options for our employees, volunteers, and community. We are concerned, however, that the Project could also have significant negative impacts on the safety of our employees and equipment, the quality of our work product and, ultimately, our ability to provide the important public services that are at the heart of our nonprofit mission. To be clear, OPB is not opposed to the Project. However, if the Project's proposed mitigation responses do not adequately negate the concerns described below, OPB would have to relocate our headquarters – a cost-prohibitive result that could bankrupt our organization.

Background

OPB is the largest cultural and educational institution in the region, delivering excellence in public broadcasting to more than 1.5 million people each week. From in-depth news to science, history, children's programs and the arts, OPB provides a unique and diverse schedule of television and radio programs that illuminates the wider world and makes a positive difference in people's lives. OPB's robust web site builds on the impact of its television and radio programs with video and audio archives, expanded program information, insights from producers and more. All of this content is freely available and accessible to the public and is generously supported by OPB's 117,000 contributors, making OPB one of the most-used and most-supported public broadcasting services in the country. All of this is accomplished at OPB's headquarters on Macadam Avenue in Portland. OPB's Macadam headquarters is the hub for our statewide primary news, radio and television system. We are on the air 24 hours a day, every day.

OPB places special emphasis on creating programs that feature the people, places and issues of importance to Oregonians – stories that simply would not be told elsewhere. On radio, local and regional news coverage is provided on a daily basis by a seasoned staff of journalists. *Think Out Loud*, a daily hour-long radio and online program produced at OPB, provides a venue

and outlet for conversation and community connection around key issues and ideas. On television, *Oregon Field Guide*, *Oregon Art Beat*, and *Oregon Experience* provide a thought-provoking weekly presence that builds awareness and inspires action. OPB manages KMHD Jazz Radio, a volunteer-hosted enterprise that brings exceptional jazz and blues to audiences in the Portland area via the airwaves, and to audiences worldwide via the web. And, *OPBMusic*, a 24-hour online music service, features emerging and independent artists with an emphasis on live performance and work created here in the Northwest.

Widely recognized as a national leader in the public broadcasting arena, OPB is a major contributor to the program schedule that serves the entire country. OPB produces and partners on the creation of television programs like *History Detectives*, *Travels in Europe with Rick Steves*, *Travels to the Edge with Art Wolfe*, and *Time Team America*. OPB is a frequent contributor to the *NewsHour* and to NPR's many daily radio news programs.

In sum, at the center of a uniquely engaged Northwest culture is OPB. We are the hub of a community that thrives on dialogue, public involvement, respect and a love for this place we call home.

Issues and Concerns

1. Noise & Vibration

We understand that only the preliminary engineering study has been completed, and that the bulk of the engineering will be completed at a later date. Nevertheless, we are very concerned that the preliminary mitigation plans, as implemented, may not be sufficient when applied to OPB's headquarters.

With regard to the ground-borne vibration mitigation responses, Section 3.10.3 of the Project's Draft Environmental Impact Report states that "possible operational vibration impacts could be mitigated to the level of no impact under FTA criteria"; however, that same section of the Draft EIR states that FTA criteria are based on the impact on locations more than 50 feet from the source, with a screening distance of 200 feet for sensitive locations. The existing trolley track leading up to the station runs parallel to, and within 19 feet of, OPB's building, and the current Project plan proposes a station platform within 50 feet of our headquarters building. It is our understanding that the right-of-way extends 13 feet from the center of the existing trolley tracks. The distance between the edge of the right-of way and our building is just over 14 feet. We question whether the FTA criteria and proposed mitigation responses adequately take into account sensitive recording studios as close as 14 feet from the source of noise and vibration.

We anticipate that for safety reasons, streetcar drivers would use mid- to high-frequency noises, such as horns and bells near the Nevada Street station. These noises, in addition to low-frequency rumble noise of 100hz or below, such as the noise generated from a streetcar braking to a stop, travels through walls, and the vibrations generated by that noise travels through both walls and windows. Any of these noises or vibrations could have significant negative effects on our recording and broadcasting activities.

Low frequencies in particular could be a problem because heavy streetcars will be coming to a stop and starting up again within 100 feet of our recording studios. This possibility -- with regard to the existing trolley line -- was such a concern when OPB built our building in 1988, that we designed a floating floor in the television studio that isolates it from the walls and ceiling. As anticipated, existing trolley trains now cause vibration in the building. In some cases, we have

noticed windows shifting sideways because of the vibration and have taken basic remedial measures to manage this problem. Fortunately, these trains are relatively light and run very few times during the day and mostly on weekends, keeping the physical building damage and our workflow disruption to a minimum.

We anticipate that this would not be the case with regard to the Project. The Project team¹ has advised us that the ballast mats that are the key proposed mitigation response to OPB's sensitive operations will mitigate frequencies above 50mhz. However, we anticipate that when streetcars slow to a stop at the Nevada Street station, they will generate frequencies below 50mhz. Movement and ground vibration at this low level could affect camera movement in our television studio.

Section 3.10.4 of the Draft EIR states that the "the use of ballast mats or similarly effective vibration-reducing technology in locations where the rail would be very near one or more potentially affected buildings [could avoid] all the potential operational vibration impacts." As stated previously, we appreciate the Project team's efforts to date and recognize the preliminary state of the Project's engineering plans, but Minnesota Public Radio's recent experience with a similar project leads us to be concerned that ballast mats may not be sufficient to protect OPB from all operational harm.²

2. Satellite Dishes

OPB's three satellite receiver dishes are located in a fenced lot near the corner of Nevada Street and Macadam Avenue. One receives our primary NPR feed, one receives our primary PBS feeds, and the third is a backup dish. These dishes are essential to our operations; we use them 24 hours/day, 7 days/week to receive the programs we distribute statewide. The edge of our NPR satellite dish is approximately 5 feet from the existing trolley right-of-way, and the satellite lot is directly adjacent to the proposed Nevada Street station.

Vibration is our first concern, in that the alignment of the dishes is critical. The dishes receive a low-power signal from a satellite 22,500 miles away. If streetcars are running within 10 feet of the dishes, the low frequency vibration may move the alignment and affect the signal level. Accordingly, we need to ensure that there is a mitigation plan in place for the dishes.

The other problem is security. The fence of our satellite lot is topped with barbed wire, which to date has been sufficient for existing risk levels. Foot traffic past the dishes is currently minimal, consisting primarily of neighborhood residents walking their dogs or taking their children to Willamette Park. With the addition of a streetcar station, that situation changes drastically. The very fact that the proposed station would be located within feet of such large and tempting equipment presents a unique opportunity (and a quick getaway) for potential vandals. As a nonprofit organization, OPB does not have the resources to hire private security personnel or to pay for enhanced security for the dishes, nor do we have reasonable alternatives with which to receive these essential programming streams if a dish is damaged or destroyed.

¹ Email correspondence with Joseph Recker, Planner, Capital Projects, Tri Met (Oct. 21, 2010).

² See *MPR and Met Council make deal on light-rail noise*, Star Tribune (April 8, 2009), available at <http://www.startribune.com/local/stpaul/42685187.html>; *MPR lawsuit third against Central Corridor project*, MPR News (Feb. 4, 2010), available at <http://minnesota.publicradio.org/display/web/2010/02/04/mpr-lrlawsuit/>.

3. Safety & Access

Safety and access is always an issue of concern to OPB. With regard to safety, we are a 24/7 facility, which means employees and volunteers are entering and leaving the building at all hours. As a broadcaster, we are sometimes targeted by angry members of the public and have occasionally had to obtain police assistance in this regard. We have spent many thousands of dollars installing cameras and security access equipment on our building and property. However, we did not take into consideration the possibility of a streetcar station within 50 feet of our front door and adjacent to our parking lots.

We frequently utilize volunteers and sponsor evening events for the general public, all of which require careful monitoring of both building access and parking by our staff. We currently do not have enough parking for our employees, volunteers and guests. Accordingly, any increase in foot traffic across our property, or people parking in OPB's lots while accessing the Nevada Street station could cause us to expend resources we do not have on additional security and parking enforcement. We have not, to date, seen any proposed mitigation response to these issues. Rather, Section 3.14.2.1 of the Draft EIR indicates that the proposed Nevada Street station's proximity to "a large, heavily programmed regional park and nearby office buildings" would "provide natural surveillance." To the extent that natural surveillance is effective, it does not address issues of parking enforcement or crimes that occur at night when the park and nearby office buildings are empty.

With regard to access, as stated above, our available parking is already extremely limited. More troubling, however, is that the parking structure in front of our building has weight limits that prevent large vehicles from accessing the building via the main doors. We have long relied on an alley that runs behind our building to access our below-level parking structure, our loading dock and television studio. The alley abuts (and, in part, overlaps with) the existing right-of-way. Cranes lifting air handlers to the roof utilize the back alley, as do semi trucks making deliveries of large equipment, and fire trucks in the event of a fire emergency. Fire trucks require a roadway that is at least 15 feet wide. As stated above, the distance between the edge of the existing right-of-way and our building is 14 feet. If construction and extension of the existing tracks utilizes the full right-of-way, it could endanger the safety and lives of our employees and our ability to conduct business.

In closing, OPB is enthusiastic about the Project but we also have significant concerns. We have operated from our Macadam Avenue location since 1988. If the Project impacts our business in a drastic way, we would need to relocate, which would cost tens of millions of dollars. Obviously, this is not an option for a publicly-supported nonprofit organization.

We would be happy to speak with the Project team about the possibility of relocating the proposed Nevada Street station to a location on or near OPB's contiguous property less than a block north of Nevada Street. This alternate location would decrease many of OPB's concerns about the current plan, and could provide an opportunity for expanded parking and similar benefits for the Project.

We thank you again for this opportunity to comment, and we look forward to working with the Project team as the engineering and planning process moves forward.

If we can provide additional information, please do not hesitate to contact us.

Sincerely,



Steven M. Bass
President & CEO



January 31, 2011

RE: Lake Oswego to Portland Transit Project/Oswego Lender, LLC dba Oswego Point Apartments

Attn. Jamie Snook

Metro

600 NE Grand Avenue

Portland, Oregon 97232

trans@oregonmetro.gov.

Dear Ms Snook,

We have reviewed the DEIS, specifically the impact that the proposed street car alignment in segment 6 will have on our property, Oswego Point Apartments.

We have the following concerns with the proposed alignment:

- 1) First and foremost, it has come to our attention that in order to gain access to the Albertson's parking lot, a portion of our property will be needed for the track right of way. We have not received formal notification from Metro as of this date. We did receive a sketch from Mr. Brant Williams on 1/21/2011 at our request. A preliminary review shows that the tracks at the terminus run so close to one of our 8 unit apartment structures at 5001 Foothill, that we would be forced to lower rents substantially (current rental value is \$114,500 per year). In addition, we would possibly lose 9 carport spaces and 17 open parking spaces which would leave this area of Oswego Pointe extremely under parked. These changes would have a severe impact on the quality of living in those units. We request that Metro work with Prime Group /Oswego Pointe Apartments to find another option for the right of way. We would like input on relocating the tracks at the terminus as well as measures to preserve the privacy of our residents in that portion of the property.(Please see the attached ALTA survey with comments as well as the sketch from Brant Williams)
- 2) The proposed 300 car parking garage at the terminus is a potential eyesore for our residents because of proximity and changes to views from units in that section of the property. It would also create noise; introduce additional exhaust and a heat island. The garage and terminus may also increase loitering and raise safety issue for our residents.
- 3) We are concerned about the vibration and noise impacting our property both long term and during construction. We expect Metro to do specific testing at our property and provide the necessary measures to mitigate these issues to the satisfaction of Oswego Pointe. We expect noise not only from the street car but also from the train platform and the parking garage. We also expect



vibration from the street car. Please be advised that we have had some settlement issues in the past. (please see attached GEOCHECK report). Vibration could exacerbate the settlement issues without proper mitigation.

- 4) The visibility and curb appeal of our property will be greatly impacted by the infrastructure that must be constructed to operate the street car. This infrastructure will run across the main entrance to Oswego Point Apartments and along the entire length of our property parallel to State Street. We would like input as to the measures that can be taken to minimize visual barriers created by the infrastructure. The State Street entrance is the main entrance to our property and our primary marketing window. It is extremely important that the curb appeal be maintained since we are a rental property.
- 5) Construction disruptions will have an impact on the ingress and egress from the property because of the tracks being laid along the entire length of our property parallel to State Street. In addition the terminus may have a welding yard nearby adding vehicles and eliminating parking. During the recent refurbishment of the sewer lines, it was extremely difficult to make a left hand turn into Oswego Pointe from State Street. This kind of congestion will deter potential renters. We request that Metro analyze signaling at the intersection and entrance to our property as well as coordinate the construction activity with Oswego Pointe management to minimize the inconvenience to our residents.

In closing, we are in favor of the Portland Lake Oswego Street Car as long as Metro is willing to discuss our concerns as stakeholders in the entire Foothills redevelopment process. We encourage Metro to contact Oswego Lender LLC dba Prime/Oswego Pointe Apartments to begin working out the issues above.

Sincerely,

Oswego Lender LLC/dba Oswego Point Apartments

Contact for the above:

Sara T. Hartley

Asset Manager

Prime Group, LLC

321 South Burnside Avenue

Los Angeles, CA 90036

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	17 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 2.00 Min: 0.60	Max: 6.50 Min: 5.60
2	17 inches	32 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 2.00 Min: 0.60	Max: 6.50 Min: 5.60
3	32 inches	68 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 0.20 Min: 0.06	Max: 6.50 Min: 5.60

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam

Surficial Soil Types: loam
silty clay loam

Shallow Soil Types: silty clay loam
loam

Deeper Soil Types: silty clay loam
loam
loamy fine sand
silty clay
clay

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q (decoded above as Era, System & Series)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	WOODBURN
Soil Surface Texture:	silt loam
Hydrologic Group:	Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.
Soil Drainage Class:	Moderately well drained. Soils have a layer of low hydraulic conductivity, wet state high in the profile. Depth to water table is 3 to 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches



ALTA/ACSM LAND TITLE SURVEY
 SEC. 2, 3, 10 & 11, 12S, R1E, W4E, CITY OF LAKE OSWEGO, CLATSOP COUNTY, OREGON
 FOR: PRIME PROPERTY CAPITAL, INC.

WESTLAKE
 SURVEYORS & ENGINEERS, INC.
 1000 N. W. 10th St., Suite 100
 Portland, Oregon 97227
 Phone: 503.253.1100
 Fax: 503.253.1101
 www.westlake-surveyors.com

1	AS-BUILT
2	EXISTING
3	PROPOSED
4	CONTRACTOR'S FIELD NOTES
5	ADJACENT PROPERTY
6	ADJACENT EASEMENTS
7	ADJACENT EASEMENTS
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JILL S. GELINEAU
Admitted in Oregon and Washington
Direct Line: 503-796-2887
E-Mail: jgelineau@schwabe.com

January 27, 2011

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

Re: Portland to Lake Oswego Transit Project

To Whom it May Concern:

This office represents Public Storage, owner of the property at 801 N. State Street in Lake Oswego, regarding the Lake Oswego to Portland Transit Project (“the Project”).

Public Storage operates a self-storage facility in the northern portion of the Foothills Neighborhood between Highway 43 and the City of Lake Oswego’s water treatment facility. The property consists of 3.35 acres. With over 600 units of varying size, the facility has been used for self-storage for over 20 years. Public Storage provides a useful and necessary storage service to Lake Oswego residents and businesses.

We are submitting the following comments for consideration during the Project’s public comment period and selection of the Locally Preferred Alternative.

Public Storage opposes the selection of the Streetcar Alternative and intends to vigorously participate in this process in opposition.

Private Property Acquisition

The Project’s alternatives will have varying impacts to private property and existing uses. For instance, the Enhanced Bus Alternative will require only eight takings with no displacements, while the Streetcar Alternative will result in between 28 and 60 acquisitions with up to seven displacements. Public Storage is one of the properties that will be taken if the Foothills Option of the Streetcar Alternative is selected: Its business in its entirety will be eliminated. While Lake Oswego is an excellent market for Public Storage, much of the immediate area is already developed to its fullest extent, and relocation within Lake Oswego is not feasible because of a lack of available land, and because Oregon’s land use system makes development prohibitively expensive and complex.

Public Storage objects to the possible taking of its property and elimination of its business.

In addition, the selection of the Streetcar is not in the best interests of Public Storage and of many other stakeholders, for the reasons described below.

Challenges with Financing

The Draft Environmental Impact Statement (“DEIS”) (p. 5-3) estimates that the Streetcar Alternative will cost up to \$458 million, while the Enhanced Bus Alternative is estimated to cost only \$51 million. Yet the Streetcar option will have very limited benefits in terms of improvement of transportation (as discussed more below). During these difficult economic times which have adversely impacted businesses and governments alike, the region should be focused on issues other than a very expensive transportation luxury in the form of the Streetcar. Nor does the current or projected future condition of Hwy. 43 justify such an elaborate and expensive project.

Even if such a project made sense from an economic standpoint, the economic and funding assumptions in the DEIS are suspect.

First, the project overestimates the value of the previously acquired Willamette Shore Line Right-of-Way that is to be dedicated to the Project as a credit towards the required local funding match. (DEIS p. 5-5). Property values have declined over the last three years. Regardless of the specific devaluation of the right-of-way scheduled to be dedicated - which is impossible to determine at this point because of a lack of current and reliable appraisal information - it is unlikely that the value is anywhere near the assumed \$97 million. If the value of the right-of-way is determined to be substantially less - which is likely - this will lead to a significant reduction in federal funding, making financing of the streetcar option impossible.

The DEIS also suggests local funding will partially come from a source known as the Metropolitan Transportation Improvement Program (“MTIP”) which generates funding for all types of transportation projects in the region including bikes, pedestrian and freight. (DEIS p. 5-12). The MTIP is an effort by Metro to use federal funds in a flexible manner on any number of transportation projects meeting certain criteria. The DEIS states the Project will be utilizing these flexible funds for the Streetcar alternative despite the fact that the Streetcar alternative does not meet all of the policy objectives for receiving money from the MTIP. Specifically, objectives for utilizing these funds include “completing missing links, and developing a balanced system that provides transportation choices for people and businesses in the region.” (Metro, 2008). As one of the Project alternatives, the Streetcar is not a missing link to any existing transit line, and only helps develop a balanced transportation system in so far as it seeks to modify an already existing transportation choice. The intended use of this particular funding source is beyond the scope and stated intent of the MTIP, and will drain the region of flexible funds intended to meet those criteria.

In addition, proponents of the Streetcar selection assume that 60% of the Project’s cost will be paid by the Federal Transit Administration (“FTA”). (DEIS p. 5-11). Project staff



members have minimized the possibility that only 50% will be made available despite the recent decision by the FTA to provide the nearby Milwaukie Light Rail Project with only 50% of the funding necessary after a similar request for 60%. A real possibility is that a significant portion of a known funding source will not be available, putting additional stress on the local and regional governments to find new ways of filling the funding gap. This is not a desired scenario for businesses which desire to continue operating in the region, or local government agencies who must fund basic municipal operations.

Concerns for Safety

During our attendance at various meetings held to discuss the Project, we have learned of safety concerns associated with the geology of the area. The Highway 43 corridor lies between two known earthquake zones: the Oatfield Fault and Portland Hills Fault. The corridor's topography is unstable as evidenced by the rock slide on Highway 43 near the Sellwood Bridge on December 23, 2010. It is likely that a Streetcar project will be unable to withstand a major natural event. The flexibility of the current transportation and transit system in the corridor, or the implementation of the Enhanced Bus alternative, is far more likely to successfully cope with such an event than the fixed transit infrastructure of the Streetcar. At the end of the day, Public Storage's goal is to continue its operation as effectively and efficiently as possible, even in a worst-case-scenario event.

Concerns with Growth Projections

The DEIS assumes that by 2035 the number of Lake Oswego households will have grown by 51% and jobs will have grown by 89% from 2005. (DEIS p. 3-26). These estimates are too high for two reasons. First, growth in Lake Oswego is limited by a lack of readily developable land as a result of the City already being built-out and the difficulty in redeveloping more intensely due to challenging topography. Second, recent growth in Lake Oswego, and Oregon in general, is lower than expected. According to Portland State University's Population Research Center, Lake Oswego has grown by about 4% in the last 10 years, which hardly supports the assumption in the DEIS that Lake Oswego will grow by 51% in the next 30 years. Furthermore, data released by the Census Bureau states that Oregon grew by 12% over the last decade, which was the slowest rate in 20 years, and that most of that growth occurred between 2000 and 2005. This information suggests the Project's growth assumptions are faulty, and there is not a need to spend such extensive resources on transportation infrastructure.

Beyond Public Storage's concerns regarding the Project's growth assumptions, the DEIS shows (but fails to discuss) that the reduction in P.M. peak automobile volumes experienced by selecting the Streetcar alternative will occur almost entirely in the section of Highway 43 north of Lake Oswego. (DEIS p. 4-22). In other words, traffic in and out of Lake Oswego itself will not improve at all with the introduction of the Streetcar.

In conclusion, Public Storage objects to selection of the Streetcar alternative for the Lake Oswego to Portland Transit Project. It will continue to participate in this process to oppose it, and oppose it strenuously. Public Storage requests that either the no-build or Enhanced Bus



Lake Oswego to Portland Transit Project
January 27, 2011
Page 4

alternative be selected as the Locally Preferred Alternative for additional study and eventual implementation.

Very truly yours,

SCHWABE, WILLIAMSON & WYATT, P.C.



Jill S. Gelineau

JG:lrb

cc: Christopher Tucker (via e-mail)





January 31, 2011

VIA EMAIL ONLY

Lake Oswego to Portland Transit Project
Attn: Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232
trans@oregonmetro.gov

Re: Comments on Lake Oswego to Portland Transit Project Draft Environmental Impact Statement on Behalf of Terramar Retail Centers (Oswego Village)

Dear Ms. Snook:

On behalf of Terramar Retail Centers f/k/a GMS Realty LLC ("Terramar"), I offer these comments in response to the Lake Oswego to Portland Transit Project ("Project") Draft Environmental Impact Statement ("DEIS") dated December 2010 and prepared by Metro, Tri-Met, and the Federal Transit Administration (together, the "Agencies"). Terramar is the owner of approximately 8 acres of real property in downtown Lake Oswego that is improved by Oswego Village (the "Village"). Please place a copy of this letter in the official record for this matter and consider it prior to preparing the Final Environmental Impact Statement for the Project. As explained below in more detail, Terramar is prepared to support the Project, subject to various conditions.

Terramar has made a substantial investment in the Village by developing and leasing approximately 86,416 square feet of commercial uses, 251 parking spaces, and related landscaping at the Village, including an Albertson's, Ace Hardware, Moonstruck Chocolate Café, Tuesday Morning, Northlake Physical Therapy, and approximately 15 other retail and office businesses with long-term lease obligations encumbering the site. As reflected in the DEIS, under both the Enhanced Bus and Streetcar Alternatives, the Agencies propose that the Village serve as the southern terminus of the Project and that the Property be developed with a 300-space "Park and Ride" parking structure to serve riders of the Project ("Parking Structure"). The location of these Project components on the Village site creates operational challenges as well as potential opportunities for Terramar and the tenants, employees, and customers of the Village. The challenges include balancing the public use of the Property with the existing private

20058375.1

5973 Avenida Encinas, Ste. 300, Carlsbad, California 92008 p: 760 804 8600 f: 760 804 8641

www.terramarcenters.com

improvements and the operational needs of our tenants, while the potential opportunities include increased potential for redevelopment of the Village and related public/private partnerships to provide enhanced infrastructure necessary to serve any such redevelopment.

Terramar's comments on the DEIS are primarily directed at these challenges and opportunities as follows:

- Subject to resolution of concerns noted below, Terramar acknowledges the potential appropriateness of the selection of the Oswego Village as the southern terminus of the Project. As stated on page 2-7 and Appendix C of the DEIS, this selection is consistent with local plans and policies and may serve to facilitate redevelopment of the Property. By comparison, the two alternative sites were either too costly or provide too few benefits to the local transportation system to warrant additional consideration.
- Terramar agrees with the conclusion in Chapter 3 of the DEIS that the Streetcar Alternative may create more intensive redevelopment opportunities on a more timely basis than either the No-Build or Enhanced Bus Alternatives. As such redevelopment furthers local land use policies, it likewise satisfies the Project objective to do the same.
- Based upon the limited discussion and depictions in the DEIS, it appears that the Parking Structure will displace much of the primary existing on-site parking field for the Village, and as a result make future operation of the Village in its present form impossible. Furthermore, a mere discussion of this possibility in the public forum impacts Village's ability to attract new tenants, and/or retain existing tenants in the project. Significant economic damages could be incurred unless immediate action is taken to further identify and propose mitigation measures to deal with potential impacts of the Project on the Village. Accordingly, Terramar anticipates the need to enter into a parking management plan between the Agencies and Terramar to ensure that the Village can accommodate the parking needs of both public (riders of the Project) and private (Village) users. This may include joint use of the Parking Structure, as appropriate, and/or developing separate parking facilities, provided that there are appropriate restrictions and enforcement mechanisms in place to preserve the primary purposes of the respective facilities. The plan should also ensure that satisfactory vehicular and pedestrian access and circulation is maintained for the Village. The parties could refer to the parking management plan entered at Hedges Green Shopping Center in Tualatin in conjunction with development of the Westside Express Service commuter rail project as one of several possible solutions to mitigating the potential impacts.model.
- Terramar requests that the Agencies ensure that there are adequate and concurrent public facilities and services to mitigate the Project's off-site impacts without foreclosing the



Lake Oswego to Portland Transit Project

Attn: Jamie Snook

January 31, 2011

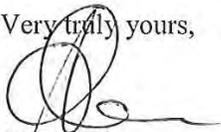
Page 3

possibility of additional expansion of these facilities, as needed, to accommodate redevelopment of the Property. Public/private partnerships to develop infrastructure improvements in the area may help achieve this objective. In addition, Terramar supports the proposal discussed at page 3-16 of the DEIS of amending the Oregon Transportation Planning Rule ("TPR") to allow "Safe Harbors" such as the City's designated Town Center where the strict requirements of the TPR are deemed secondary to other planning objectives.

- Terramar further believes that it is essential that the City adopt and apply to the Property a zoning designation that allows more intense development of the Property consistent with its proximity to a major transit station, the Project terminus, and the Parking Structure. Further, Terramar recommends that this zoning designation recognize the market reality that private economic development is dependent upon established Project ridership, which will only occur over time. As such, the zoning designation should permit the phased implementation of the increased station area density/intensity as Project ridership increases. Without this flexibility, the increased density may be impermissibly difficult to finance and construct in a single phase, which would frustrate the planning objectives of both the Project and any intensification of development at the Village.

Subject to the above comments and the final design and construction of the Project terminus and Parking Structure, Terramar is optimistic with regard to the Project. Terramar believes that enhanced transit alternatives serving the City and Portland may very well serve to stimulate economic redevelopment of our property and other sites consistent with the City's Town Center designation in Metro's 2040 Growth Concept. Terramar looks forward to continuing to work with the Agencies and the City to plan for and implement this exciting project. Thank you for your consideration of these comments.

Very truly yours,



Alex Liftis

cc: Tri-Met
FTA
City of Lake Oswego

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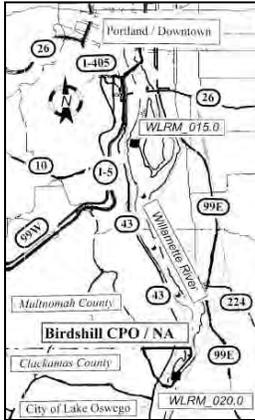
Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby

2011 January 31 Monday 16:00 U [4:00 PM PT]



Prepared By:
 Charles B. Ormsby
 (Skip), Acting Chair
 Birdshill CPO / NA

Birdshill Community Planning
 Organization (CPO) of
 Clackamas County and City of
 Lake Oswego Neighborhood
 Association (NA)



Location:
 The Birdshill CPO / NA (area) is a joint county and city community located on the west bank of the Willamette River between river miles 019.4 south to 020.2. This is about seven miles south of central Portland Oregon and immediately north of the City of Lake Oswego Oregon in Clackamas County.

Map at: Googleearth.com
North: Lat = 45° 25' 27.63" N,
 122° 39' 38.22" W = Lng

Contact Information:

Phone: 503.636.4483 Residence
 Mail: Clackamas County – Birdshill Area
 170 SW Birdshill Road
 Portland OR 97219-8052

Internet Presence – LOPT Disability Access Initiative

Email: sentinelskip@gmail.com
 Website 1: <http://sites.google.com/site/sentinelskip>
 Website 2: <http://sites.google.com/site/or43corr>
 Group: <http://group.google.com/group/sentinelskip>
 YouTube: <http://www.youtube.com/sentinelskip>
 Twitter: <http://twitter.com/sentinelskip>

Attached Files / Cross Referenced Files:

05 – World of Documents Referred to, & Hyperlinked, Page <9>.

Detail levels, pages, document files and disk space:

Detail Level	No Pages	No Files	Cum Disk Spc [kb-kilobytes]
L1 – Abstract ¹ :			kb
L2– Summary ² :			kb
L3 – Key Docs ³ :			kb
L4 – Total Outline ⁴ :			kb
L6 – World of Docs ⁵ :			kb

Notes on referenced documents:

- Files referenced have been posted to above website for download.
- Downloaded files require name change to enable hyperlinks.**
- Files available for at least 30 days from date at top of column.
- Files also available upon request by email to above address(es).

GLOSSARY & Terms – See spreadsheet: Edition Access

Website: <https://sites.google.com/site/loosswur/home/reptdeis>

Edition: L4 – Total Outline

Edition Access: L1 – Abstract, L2 – Summary, L3 – Key Documents, and L4 – Total Outline

Website for editions: <https://sites.google.com/site/loosswur/home/reptdeis>

Note: Navigate between most headers by Cltr + mouse click, to follow most links.

Note: CR = Cross Reference – Linked jump to Outline Section & then to endnotes.

Affected Parties(s):

Residents of LOPT Corridor including:

- Birdshill CPO / NA**
- Lake Oswego UGMA**

01 – Abstract of Report

The Draft Environmental Impact Statement (DEIS) for the Metro and “project partners” Lake Oswego to Portland Transit Project (LOPT) is fraught with serious flaws from many perspectives. The purpose of this commentary is to provide a minimalist catalogue of those flaws and thereby document upon the public record for this endeavor and the intertwined project of City of Lake Oswego Foothills District renewal. Items that should have been addressed in the past seven years since 2004 with the expenditure of about \$4.3 million dollars of federal state, regional, county, and municipal planning funds. All in a concerted effort to force citizens within the Metro region to live within the confines of the Metro 2040 Concept Plan. That within the LOPT corridor concentrates benefits upon an anointed few and disperses costs both unknowingly and unwillingly upon many. Costs that include financial encumbrances upon tax and fee bases without a public vote. Along with land use measures that limit private property utility in “uplands areas” through “offsite mitigation” to enable a TOD – Transit Oriented Development in a flood plain to support a streetcar alternative. The outline below guides the reader to salient topics, source documents, ultimately recommendations.

02 – Summary of Documents & Impact.

Introduction:

Time Context of Commentary, Purpose for LOPT,

Need for LOPT,

Birdshill CPO / NA:

Treatment of Residents, Denial of Requests,

Unresolved Issues Remedy by Public Referral / Vote

Recommendations

03 – Key Documents

03.01 **LOPT Status – 2010 March**

Site: <https://sites.google.com/site/loosswur/home/reptstat>

File: [FLYR_LSUR_LOPT_Status_2010_07Jul_26Mo_1000U.pdf](https://sites.google.com/site/loosswur/home/reptstat/FLYR_LSUR_LOPT_Status_2010_07Jul_26Mo_1000U.pdf)

03.03 **Cascade Policy Institute**

Site: <https://sites.google.com/site/or43data01/home/bhdocsalt>

File: [MTMN_BHCN_DRFT_2010_12.pdf](https://sites.google.com/site/or43data01/home/bhdocsalt/MTMN_BHCN_DRFT_2010_12.pdf)

04 – Total Outline of Documents

05 – World of Documents Referred to, & Hyperlinked

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

02 – Summary of Documents & Impact

Introduction

Time Context of Commentary <CR 04.02.01.01.01>

This commentary is being drafted at the time of arising convulsions in the Middle East notably in the countries of Tunisia and Egypt. That have occurred since 2011 Jan 01 Saturday. With wary eyes watching developing events from both near and afar. The most likely immediate outcome will be a rise in energy prices in the United States of America due to an increase in the price of oil. Pegged at \$xx1 on 2011 Jan 01 Saturday that has risen to xx2 as of 2011 Jan 28 Friday. Similar arguments were made nearly thirty years ago when I was modeling transit networks for the Metro precursor agency called Columbia Region Association of Governments (CRAG) in conjunction with TriMet. At that date circa 1979 Americans were being held hostage in Iran and there was an “Oil Crisis” resulting in an almost 300% increase in the price of a gallon of gas. From about \$0.30 to \$1.00 / per US gallon. One result of those efforts is today’s MAX (Metropolitan Area Express) Light Rail (LR) lines [Blue, Red, Yellow and Green] that have had decidedly mixed results upon Portland (Oregon) – Vancouver (Washington) Standard Metropolitan Statistical Area or PVSMSA (hereafter referred to as Portland Metro) both in terms of quantifiable measurable land use efficiencies and energy savings. Let alone development benefits cited with installation of the Portland Streetcar Inc line between South Waterfront at Moody / Lowell north to NW Portland at 23 rd Ave / Lovejoy St. This latter line is proposed for extension to Lake Oswego in 2017 as an alternative of the LOPT.

Purpose for LOPT

Quoting the purpose statement from the DEIS on page S-1, Web Edition Page (wpage) 023/543:

“The Purpose of the Lake Oswego to Portland Transit Project is to optimize the regional transit system by improving transit within the Lake Oswego to Portland Transit Corridor, while being fiscally responsive and supporting regional and local land use goals. The project should maximize, to the extent possible, regional resources, economic development and garner broad public support. The project should build on previous corridor transit studies, analyses and conclusions and should be environmentally sensitive.”

Metro website for LOPTP shows meetings of the Steering favor streetcar & Lake Oswego land owners in Foothills District.

Need for LOPT

The financial report: Review Draft No 1, Lake Oswego to Portland Transit Alternatives Analysis Funding Options

Head_Lv_08.1_09.4

It was assumed throughout the Lake Oswego to Portland Transit.

Head_Lv_08.1_09.5

The financial effects illustrated from the above report, are briefly <CR 04.02.03.01.01>. Not to forget the finance impacts of urban renewal

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby

Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Birdshill CPO / NA

Treatment of Residents

The area and residents of the Birdshill CPO / NA have both been basically treated as drive “through territory” by both the LOPT and precursor LOPTTAAAS processes. This is akin to how certain sectors of the United States midwest states, notably the State of Kansas, feel because they are perceived as “fly over states” by people on either the east coast or west coast who only give their issues a glance out the window from passenger jets seats at 35,000 ft elevation (Angels 35). In the case of both LOPT and LOPTTAAAS the issues of residents of the Birdshill CPO / NA have not been identified, labeled, delineated, described and defined by any of the Metro representatives, groups or committees tasked with listening to residents. These include: Metro District 02 Councilors that include the area of the Birdshill CPO / NA Brian Newman (2004 & 2005, 2006-2010) and Carlotta Collette (2009 & 2010, 2011 - 2014). Program Management Group and Steering Committee. Along with Clackamas County Board of County Commissioners, 2005-2006, 2007-2008, 2009-2010, and likely 2011-2012 <CR 04.02.02.01.01>. This has been primarily due to the length of the “recognition” process that citizens of the Birdshill CPO / NA were required to endure. In order to attain a joint “recognition” status with taxlots that had been incorporated into the City of Lake Oswego. When contrasted with another area in Clackamas County, North Clackamas CPO that was granted an interim recognition in order to be heard on a variety of concerns. Some relating to the installation of the MAX Green Line to Clackamas Town Center and resulting densification of adjoining areas mandated by terms in the Metro Code, resulting from the Metro 2040 Growth Concept Plan that required new infrastructure including sewers resulting in possibly mandated Local Improvement Districts [LID(s)] that forced increases in property tax rates.

Denial of Requests

Many residents of the Birdshill area have simply been too preoccupied with the day-to-day necessities of survival in these precarious economic times since 2001. That is to maintain the integrity of their business, their position at their place of employment, their home and position of children in school. Thus time allocation for survival has simply kept them from properly supervising elected officials by compiling questions. Questions that are answered succinctly in a short period of time without obfuscation or the common government game of “Catch me if you can!” that I have been subjected to in four instances that can be documented with public records in the endeavor to endorse the streetcar alternative before federal officials.

1. Request for population figures that provide input into unknown models of ridership demand. <CR 04.02.02.02.01>
2. Request for Full Funding Grant Agreements [FFGA(s)] that delineated contract terms of funds and land use practices between TriMet – representing the common will of local governments in the Portland Region. And the Federal Transit Administration (FTA) <CR 04.02.02.02.02>

3. Request for connections between land use regulations applied to the Lake Oswego Foothills District and the evolving “Sensitive Lands” overlay code with offsite mitigation terms. Made verbally in meeting to LO Mayor Jack Hoffman <CR 04.02.02.02.03, 04.02.02.02.04 and 04.02.02.02.05>.
4. Request for release and public posting on government websites of **ALL** documents related to the Streetcar Summit held in Washington DC in 2010 February <CR 04.02.02.02.06>.

Unresolved Issues

Issues that are unresolved by the Public Involvement Program with respect to issues I have brought forth about the area of the Birdshill CPO / NA and the Oregon Highway 43 corridor from the Ross Island Bridge south to the “Arch Bridge” between West Linn and Oregon City include:

1. Surface Water Management primarily from OR 43 <CR 04.02.02.03.01>
2. Identification, Labeling, Delineation, Description and Validation of the System of Law Enforcement and Deterrence.
3. Noise and vibration analysis measurements in which the residents of the Birdshill CPO / NA participate, understand and are in agreement with both the methodology utilized along with the results obtained <CR 04.02.02.03.02>.
4. Interaction of bike ways with respect to the Willamette Shore Line (WSL) right-of-way (ROW) and area of the Birdshill CPO / NA <CR 04.02.02.03.02>.
5. Identification, Labeling, Delineation, Description and Validation of the system of pedestrian movement to and from households to station platforms or bus stops <CR 04.02.02.03.02>.
6. Identification, Labeling, Delineation, Description and Validation of Land Use initiatives required to support the Federal funding of the either the streetcar or enhanced bus alternatives.
7. Safety issues with respect to the “in-the-street” Macadam alternative <CR 04.02.02.03.04 >
8. Resolution of Transfer Issues with respect to streetcar alternative and a process of public examination and validation. <CR 04.02.02.03.05 and 04.02.02.03.06>

Remedy by Public Referral / Vote

One result of the collective regional, county and municipal government levels of intransigence to answer questions about computer models, code provisions, and likely encumbrances upon personal property and finances will simply be to force a public vote upon these issues.

Local government levels since the demise of the North South Light Rail initiative in the election of 1998 have never put forth another initiative since that date. Instead local governments have relied upon back door schemes of finance that do not or avoid a public referral. One can predict with the serious financial debt of \$14.3 T (trillion) days of dependency upon federal dollars without a referral vote affirming public support are fast coming to a close.

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby

Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Recommendations

Rational

The alternative analysis needs to be re-examined ethically prior to the federal government endorsing and spending upwards of \$180 million to “leverage” the value of Willamette Shoreline right-of-way acquired circa 1984. Reasons include changes since 2007:

1. No iterative analysis conducted with respect to Sellwood Br. alignment since selection by Metro Council, 2008 October.
2. Spending millions of dollars and no relief for bottle necks
New Sellwood Bridge will not relieve a bottle neck between west bridge head and OR Hwy 43 at Taylors Ferry Rd. Further intersections servicing South Waterfront District <CR 04.02.03.01.01>, including OR Hwy 43 / SW Bancroft St need \$80 m.
3. Meltdown of real estate / condo market nation wide and in the Portland South Water Front District
4. Operating requirements of High Capacity Transit encourages double track operations. Expensive switching and controls required with single track and “passing sidings”.
5. Collision of Streetcar with High Speed Rail alignment
Proposed Portland (Union Station) to Eugene intercity High Speed Rail alignment beginning in Milwaukie through Lake Oswego Foothills District & west to Tualatin. <CR 04.02.03.02.03>.
6. Assumed value of Willamette Shoreline ROW
I learned at Rocketdyne building the Space Shuttle Main Engine the government can throw \$100’s of millions and get a second supply source to reduce costs in the long term. The engine firms have now merged. Metro may be forcing US - DOT to do the same to “leverage” the value of WSL ROW.

Essence of Proposal

When briefed to a South Portland representative on LOPTTAAS at the John’s Landing Open house, 2009 June. He discredited it immediately stating the neighborhood would not accept it. If this is the case, why can Portland neighborhoods inflict their will on everyone south along the Oregon Hwy 43 corridor and not share in the “vision” of a green sustainable transit oriented commuting society. One based on, short travel times, effective schedules, safe access and transfers to attract “choice riders” from their vehicles.

Genesis and Maps

This proposal evolved in my head after the Sellwood Bridge alignment was set by Metro Council in 2008 October. It began with the desire to give regional bicyclists a moderate grade, public restroom access, and further connect Lewis & Clark College and Lewis & Clark Law School to South Portland, Sellwood, and Lake Oswego. The concept expanded when I realized a 2 to 4 percent grade that is great for bicyclists also is also great for the Streetcar. Upon further examination I saw by looking at the corridor roll maps. Metro had kindly provided Birdshill / Charles Ormsby for review, that issues with the “ivy desert” on north side of Lewis and Clark Griswold Stadium could be addressed. This got my interest since I had heard Riverview Cemetery may be looking to sell or develop this 140 acre parcel because it may not be suitable for ground plots of final resting spaces. This concept also borrowed an alternative suggested by a LOPTTAAS committee person to run Streetcar / Bus on Terwilliger and along (up and down) Taylors Ferry Road. I thought not at first, however taking second, third, fourth and fifth looks ... <CR 04.02.03.02>

Site: <http://sites.google.com/site/or43corr/Home/loptp0903-1> Files
PAKT_SNSK_Elevations_WRT_WLRV_2009_09Sep_10Th_1100U.pdf & MPUA_BH3606_ROW_ALT_2009_09Sep_15Tu_1400U.pdf

Proposal – Concept

OR Hwy MP (Mile Points) used as index / distance feature only.

Routing description beginning <BGN> north at Hamilton Court working south to Lake Oswego –Foothills District at North Shore Bv <END>:

1. <BGN>**OR Hwy MP 00.81 – OR Hwy 43 / Hamilton Court**
WSL ROW traverse to SW Landing Drive, run south to about SW Mitchell (MP 01.81) angle across parking lots and SW Boundary to SW Sweeney Street. Double track.
2. **OR Hwy MP 01.32 – OR Hwy 43 / SW Sweeney St**
Cross OR Hwy 43 at grade with protection barriers, jog to intersection at SW Sweeney St to SW Hood Ave at north end of Wells Fargo Bank tax lot. Avoid Portland BES tunnel access point in this area. Double track and run south to intersection at SW Carolina St.
3. **OR Hwy MP 01.68 – OR Hwy 43 / SW Carolina St**
From SW Hood Ave / SW Carolina St. turn and run one block east to SW Virginia Ave / SW Carolina St.
4. **OR Hwy MP 01.68 – OR Hwy 43 / SW Carolina St**
From SW Virginia Ave / SW Carolina St. turn south onto SW Virginia Av Double track. Run to SW Taylors Fry Rd.
5. **OR Hwy MP 02.20 – OR Hwy 43 / SW Taylors Ferry Rd**
From SW Virginia Ave / SW Taylors Ferry Rd cross Taylors Ferry Rd on to exclusive ROW. Deal with PGE substation and interface with west bridgehead of Sellwood Bridge. Run on exclusive ROW up 4% grade through 140 acres of “ivy desert”. To new north portal of cut and cover tunnel parallel to OR Hwy 43 / SW Radcliff Rd at about Palater & Palatine Hill Rd, nrth side of L& C College (LCC)
6. **OR Hwy MP 03.67 – OR Hwy 43 / SW Radcliff Rd**
North portal of cut and cover tunnel NE of SW Palatine Hill Rd / SW Palater Rd on north side of LCC. Run double track in cut and cover tunnel SW to South tunnel portal on west side of SW Terwilliger Bv in Tryon Creek State Park (TCSP).about parallel to OR Hwy 43 / SW Riverdale Rd.
7. **OR Hwy MP 03.87 – OR Hwy 43 / SW Riverdale Rd**
South Tunnel Portal in Tryon Creek State Park on west side of SW Terwilliger Bv between existing bike path and SW Terwilliger Bv. Run SE west of Terwilliger Bv to 1st St LO.
8. **OR Hwy MP 05.70 – OR Hwy 43 / None**
From west side of SW Terwilliger Bv cross Tryon Creek ravine on bridge to First Street / “E” Ave in Lake Oswego First Addition. Long intended location of pedestrian bridge.
9. **OR Hwy MP 05.82 – OR Hwy 43 / E Avenue <LO>**
Run south on 1st St in Lake Oswego to “C” Av turn east and run on “C” Ave to elevated viaduct routed through Foothills District to elevated terminal at OR Hwy 43 / North Shore Bv
10. <END>**OR Hwy MP 06.38 – OR Hwy 43 / No Shore Bv <LO>**

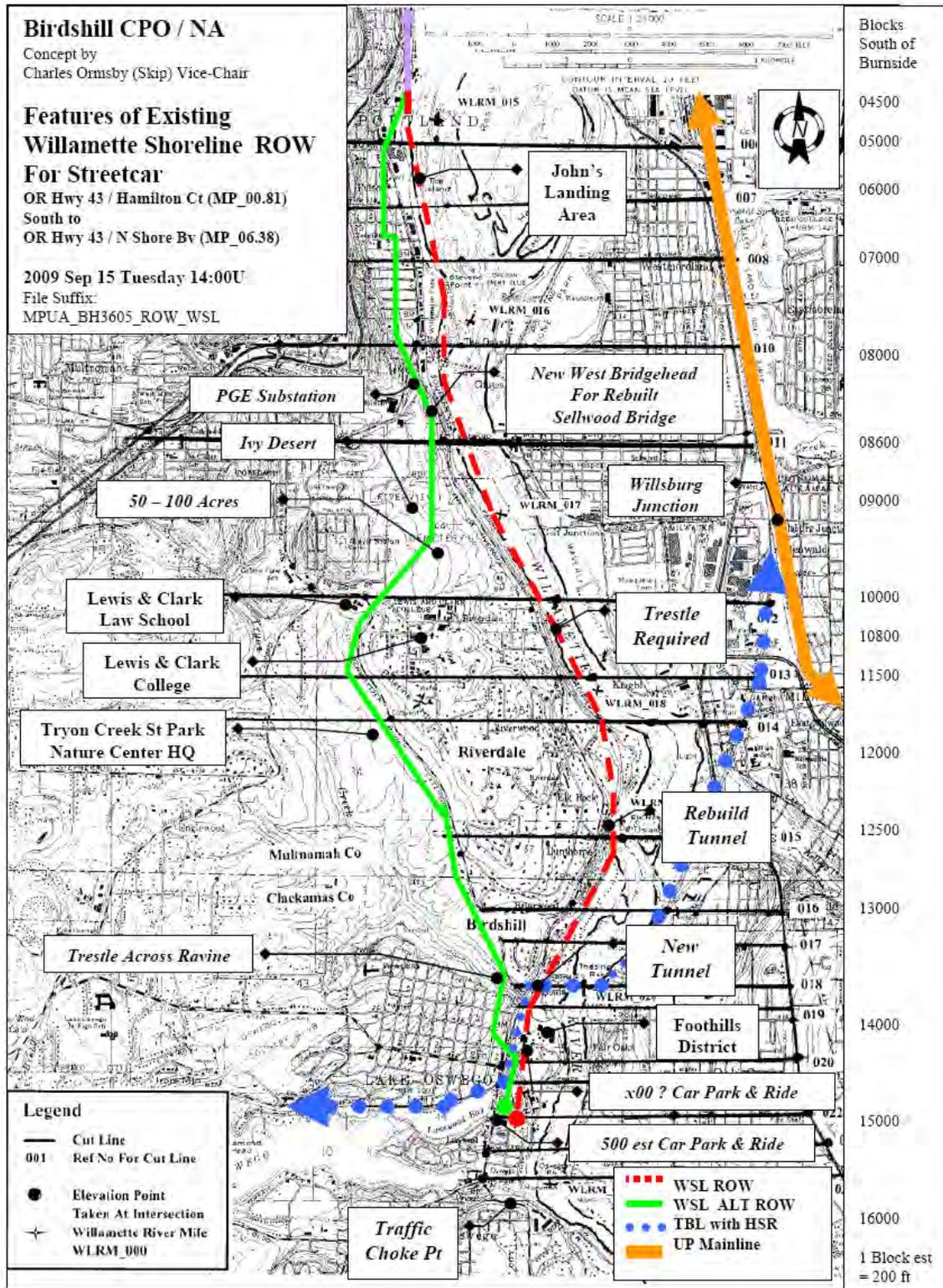
Plus Points

1. **Avoids all John Landing Condominium complexes**
2. Avoids streetcar running with traffic on OR 43.
3. Connects Lewis and Clark College to South Portland
4. Promotes dense development in “ivy desert” vacant cemetery taxlot
5. Connects Lewis and Clark College to Lake Oswego
6. Avoids tracks in Willamette Rv Greenway & Powers Marine Park.
7. Promotes rail connection to Tryon Creek State Park.
8. Provides for future connection to Sellwood area on east bank.
9. Avoids Class “A” earthquake zone at Riverwood Rd on cliff.
10. **Avoids Dunthorpe. (Riverdale NA and Birdshill CPO / NA)**
11. Good bike grade and public restroom access / regional bike traffic.
12. Double track operation without passing sidings.
13. Minimizes pedestrian issues – hill climbs & OR Hwy 43 crossings.
14. Avoids “under crossing” with Tillamook Branch at Tryon Cr.
15. Avoids bisecting Old Twn & G. Rogers Pk, in LO for future extmnt.

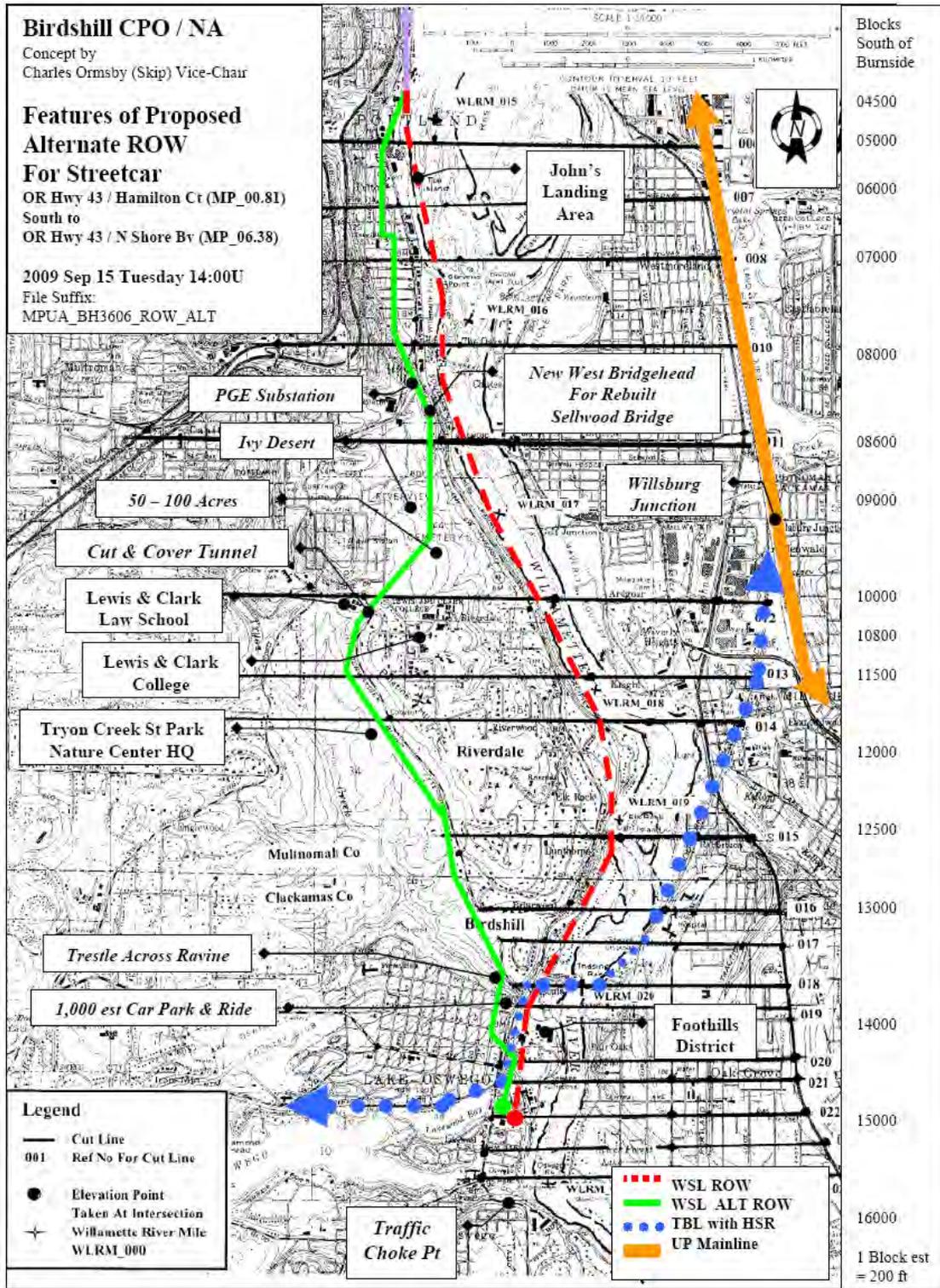
Minus Points

1. No “Leverage” utility value of Willamette Shoreline ROW.
2. Touches PGE substation at OR Hwy 43 / Taylors Ferry Road.
3. Touches Sellwood West Bridgehead creeping landslide area.
4. Minimal intrusion into South Portland west of OR Hwy 43.

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
 Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project



Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
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Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
 Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Note: Documents are hyperlinked in endnotes.

1. Download attachments to email or documents downloaded from website into one common directory.
2. Have a PDF file reader installed on your computer and open (PC or MAC versions)
3. Navigate through document rapidly by clicking on headers (Bold type at beginning of section.) or “Bookmark tab”
4. To access an endnote reference, first record endnote number on a piece of scratch paper. Place cursor over superscript number carefully and left mouse click, once.
5. To access the source site for document referenced in endnote click on the blue or purple text with the label “**Dc_Source:**”. Links may not work due to changes in hyperlinked website URLs / addresses.
6. To access posting site for document referenced in endnote click on the blue or purple text with the label “**Dc_Access:**”. Links may not work due to changes in hyperlinked website URLs / addresses.
7. Rename downloaded file as required to conform to filename in hyperlink in endnote. Strip off characters “[1]” at end of filename.
8. To access a document referenced in the endnote left mouse click on the blue or purple text with the label “**Hlink_Prd:**”. This will open Adobe PDF file reader and you should see the referenced document.
9. To return to point in the document click on one of the previous view buttons (green button with left/right white arrows)
10. Periodically when viewing source documents close out viewed documents in Adobe reader separately.

Report:

Note Outline format is used to succinctly abstract the previous section summary and expose many more documents placed into endnotes. Due to limitations with my computer and software I have problems creating Adobe *.pdf (Portable Document Format) document files that provide full access to endnotes created in MS Word 2003 source files when the number of endnotes in the source document rises above 20 to 25 references. Endnotes in the PDF document can be accessed; however, but before performing a left mouse click you must record the endnote number on a scratch pad. Because in the PDF file you are dropped into the endnote section, and you must manually scroll backwards or forwards to the endnote number to point to document you desire and gain information about.

Elemental data likely to delineate and describe the “deal for the streetcar” exists in bits and pieces in many documents but remain fallow ground until the elements are placed in an order (hierarchy) and the orders within all dimensions are exposed. Then the “deal for the streetcar” can become information for the public to judge prior to elected officials signing an FFGA – Full Funding Grant Agreement, between local governments and the US Department of Transportation (USDOT) / Federal Transit Administration (FTA).

03 – Key Documents

<p>03.01 03.01.01 03.01.02 03.01.03 03.02 03.02.01 03.03 03.03.01 03.03.02 03.04 03.04.01 03.05 03.05.01 03.05.02 03.06 03.06.01 03.07 03.07.01 03.07.02 03.08 03.08.01 03.09 03.09.01</p>	<p>LOPTP Status – 2010 March LOOSSWUR Report Status 2010 July⁶ 2009 Dec LOPTP newsletter on DEIS phase and status⁷ PCA: PT Streetcar Walk Distances with Walk Egress⁸</p> <p>Metro – 2040 Concept Plan 2040 Plan History (plan elements explained)⁹</p> <p>Cascade Policy Institute 2003 Apr CPI Report on Orenco TOD¹⁰ 2010 May CPI Presentation to Birdshill CPO/NA^{11 12 13}</p> <p>Metro – Audit Report on Planning Outcomes 2010 Feb Metro Audit Report Project Outcomes¹⁴</p> <p>CBO (Skip) Request of TriMet For FFGA(s) FFGA(s) = Full Funding Grant Agreements Level 4 – Total Outline Access for documents¹⁵</p> <p>CBO (Skip) Meeting Report with TriMet Consultant Level 3 – Total Outline Access for documents¹⁶</p> <p>CBO (Skip) Report of Projects in OR Hwy 43 corridor Projects in the OR Hwy 43 Corridor¹⁷ NOTE: Last update 2007 May</p> <p>CBO (Skip) OR Hwy 43 Corridor – Libraries OR Hwy 43 Corridor – Libraries¹⁸ OR LU Goal 1 Citizen Involvement¹⁹</p>
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Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
 Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

04 – Total Outline of Documents

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- 04.02.03.02.01
- 04.02.03.02.02
- 04.02.03.02.03
- 04.02.03.02.04

References from Abstract – page 1.

None

Summary of Documents & Impact

Introduction

Time Context of Commentary

Members LOPTPP Steering Cmte (LOPTPSC)²⁰
 Transcript of 2006 Metro Councilor Quote²¹

Purpose for LOPT

Restart of Steering Committee
 Webpage of LOPTP Steering Committee

Need for LOPT

Financial Report Draft 1 extract

Relief of Congestion on OR Hwy 43 / State Street?

2007 Map of LO Time Transfer Problem

Green Benefits of Electric Powered Streetcar?

PGE Power Sources

Birdshill CPO / NA

Treatment of Residents

20nn VARIES Vote Count Packet for LOPT²²

Denial of Requests

2007 Feb Request for Population Figures²³
 2010 Jan Request for FFGA(s)²⁴
 2009 Sep 21 Meeting on Sensitive Lands issues
 2010 Apr LO Stewards “Offsite Mitigation”²⁵
 2010 Apr Present of How to on Offsite Mitigation²⁶
 2010 Jun Resolution of Birdshill Release Documents²⁷

Unresolved Issues

2009 Jan CBO Complaint of Surface Water Mgmt²⁸
 2009 Aug CBO Report wrt TriMet Consultant²⁹
 2008 Jul CBO Complaint wrt Terwilliger Bv³⁰
 2010 Mar CBO Request wrt Macadam³¹
 2010 Jun Resolution to specify Target Destination³²
 2010 Jun Resolution to emulate Line 35³³

Remedy by Public Referral / Vote

Lake Oswego graph of Sewer Rate Increases

Recommendations

CBO (Skip) OR Hwy 43 Corridor – Bottle Necks

OR Hwy 43 Corridor – Bottle Necks³⁴

CBO (Skip) Alternate Routing Concept

Packet to illustrate WSL elevation profiles³⁵.
 Map of OR 43 / WSL / TBL / Tryon Cr & Willamette Rv.³⁶
 Features – existing WSL ROW streetcar routing³⁷.
 Features – proposed alternate ROW streetcar routing³⁸.

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

05 – World of Documents Referred to, & Hyperlinked

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ¹ Title: Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Edition: L1– Abstract
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Abstract 1 page, Adobe 6.0 file format
Type: REPT – Report
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: REPT_SNSK_LOPT_Stat_L1A_2009_10Oct_21We_1500U.pdf. Size: 90 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: [REPT_SNSK_LOPT_Stat_L1A_2009_10Oct_21We_1500U.pdf](http://sites.google.com/site/or43corr/Home/loptp0902)
- ² Title: Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Edition: L2– Summary
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Summary 6 pages, Adobe 6.0 file format
Type: REPT – Report
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: REPT_SNSK_LOPT_Stat_L2S_2009_10Oct_21We_1500U.pdf. Size: 140 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: [REPT_SNSK_LOPT_Stat_L2S_2009_10Oct_21We_1500U.pdf](http://sites.google.com/site/or43corr/Home/loptp0902)
- ³ Title: Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Edition: L3– Key Document Outline Access
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Summary 14 pages, Adobe 6.0 file format
Type: REPT – Report
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: REPT_SNSK_LOPT_Stat_L3K_2009_10Oct_21We_1500U.pdf. Size: 210 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: [REPT_SNSK_LOPT_Stat_L3K_2009_10Oct_21We_1500U.pdf](http://sites.google.com/site/or43corr/Home/loptp0902)
- ⁴ Title: Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Edition: L4 – Total Outline for Document Access
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Outline 27 pages, Word 1997, 2003, and Adobe 6.0 file formats
Type: REPT – Report
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: REPT_SNSK_LOPT_Stat_L4T_2009_10Oct_21We_1500U.pdf. Size: 390 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: [REPT_SNSK_LOPT_Stat_L4T_2009_10Oct_21We_1500U.pdf](http://sites.google.com/site/or43corr/Home/loptp0902)
- ⁵ Title: Document List Supporting Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Document List Supporting Report LOPT Documents
Type: SPSH – Spreadsheet
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: SPSH_SNSK_DocList_LOPT_Stat_2009_10Oct_21We_1500U.xls. Size: 500 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: [SPSH_SNSK_DocList_LOPT_Stat_2009_10Oct_21We_1500U.xls](http://sites.google.com/site/or43corr/Home/loptp0902)

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ⁶ Title: LOOSSWUR Report on Lake Oswego to Portland Transit Project Status: 2010 JUL
Date: 2010 Jul 26 Monday 10:00 U (10:00 AM PT)
Desc: Flyer on status and issues wrt LOPT in DEIS phase and WSL Tour Guide 2010 JUL
Type: FLYR – Flyer, LSUR – LOOSSWUR
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: FLYR_LSUR_LOPT_Status_2010_07Jul_26Mo_1000U.pdf Size: 82 kb, Page(s): 2
Dc_Source: Archives Birdshill
Dc_Access: <https://sites.google.com/site/loosswur/home/reptstat>
Hlink_Prd: FLYR_LSUR_LOPT_Status_2010_07Jul_26Mo_1000U.pdf
- ⁷ Title: Environmental analysis moves forward Winter 2009
Date: 2009 Dec 15 Tuesday 14:00 U (2:00 PM PT)
Desc: News letter regarding the status of the Metro LOPT study during Draft Env Impact Statement (DEIS) phase
Type: NWLT – News letter
Auth: Metro
File: NWLT_MTRO_LOPTP_Winter_09_2009_12Dec_15Tu_1400U.pdf, Size: 3,571 kb, Page(s): 4.
FRn: lopt_newsletter-112409-web.pdf
Dc_Source: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=227/level=3>
Dc_Access: <https://sites.google.com/site/loosswur/home/reptdeis>
Hlink_Prd: NWLT_MTRO_LOPTP_Winter_09_2009_12Dec_15Tu_1400U.pdf
- ⁸ Title: PCA: Comparison Evaluation – Walk Distance with Walk Egress Access to Portland Streetcar
Date: 2010 Apr 08 Thursday 17:00 U (5:00 PM PT)
Desc: Comparison image of map Streetcar walk distances with Walk Egress Access
Type: MPUA – Map US Size “A”, WxH (11 in x 8.5 in) Landscape
Auth: Charles B. Ormsby (Skip) Sentinel Birdshill
FILE BHCN: MPCM_BH7795_PSDWEg_2010_04Apr_08Th_1700U.pdf. Size 324 kb, Page(s): 1
Dc_Source: Birdshill CPO / NA Archives, MPCM_BH7795_PSDWEg_2010_04Apr_08Th_1700U.ppt
Clip Images MPUA_BH7706_DstPSI_2010_03Mar_29Mo_1900U.pdf and
MPUA_BH7720_PCWKEG_2010_03Mar_29Mo_1900U.pdf
Dc_Access: <https://sites.google.com/site/or43data01/home/maps01>
Hlink_Prd: MPCM_BH7795_PSDWEg_2010_04Apr_08Th_1700U.pdf
- ⁹ 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)
Desc: Oregon Metro 50 year plan outline for managing growth.
Type: REPT – Report
Auth: Oregon Metro aka Metro
File: REPT_MTRO_2040_History_2000_06Jun_01Fr_1700U.pdf. Size 782 kb
FRn: 2040history.pdf
Dc_Source: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=29882>
Dc_CrRef: Metro Code most recent available <CR Endnote Not Annotated/Cross Referenced (Doc End note Limits)>
Dc_Access: <http://sites.google.com/site/or43corr/Home/rqtmffga03>
Hlink_Prd: REPT_MTRO_2040_History_2000_06Jun_01Fr_1700U.pdf
- ¹⁰ Title: The Mythical World of Transit Oriented Development
Date: 2007 Jan 22 Monday 14:00 U (2:00 PM PT)
Desc: Report from Cascade Policy Institute on Orenco
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), Size: 895 kb, Page(s):42.
File: EXTR_PopContract_2007_01Jan_22Mo_1400U.pdf (Extract)
FRn: REPT_CPIX_Myth_TOD_Orenco_2003_04Apr_01Tu_1700U.pdf
Dc_Source: <http://www.cascadepolicy.org/2003/04/23/the-mythical-world-of-transit-oriented-development-light-rail-and-the-orenco-neighborhood-hillsboro-oregon/>
Dc_Access: <https://sites.google.com/site/trimetffga/home/resultpro>
Hlink_Prd: REPT_CPIX_Myth_TOD_Orenco_2003_04Apr_01Tu_1700U.pdf

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ¹¹ Title: Meeting Minutes DRAFT Birdshill CPO / NA 2010.12 Special Meeting
Date: 2010 May 26 Monday 19:00 U (7:00 PM PT)
Desc: DRAFT Meeting minutes of Birdshill CPO / NA special presentation by Cascade Policy Institute
Type: MTMN – Meeting Minutes, BHCN – Birdshill CPO / NA
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: MTMN_BHCN_DRFT_2010_12.pdf Size: 185 kb, Page(s): 23
Dc_Source: Archives Birdshill
Dc_Access: <https://sites.google.com/site/loosswur/home/reptdeis>
Hlink_Prd: [MTMN_BHCN_DRFT_2010_12.pdf](#)
- ¹² Title: Comments on the Lake Oswego to Portland Transit Project
Date: 2010 Jun 03 Thursday 16:27 U (9:00 PM PT)
Desc: Comments revised on material presented to Birdshill CPO / NA at 2010 May 26 Wed 19:00 U (7:00 PM PT)
Type: CMMT – Comments, CPIX – Cascade Policy Institute
Auth: John A. Charles, Cascade Policy Institute, President and CEO
File BHCN: CMNT_CPIX_Birdshill_2010_05May_26We_1900U.pdf. Size: 1,226 kb, Page(s): 3.
File CPIX: S10060400270.pdf
Dc_Source: [EMAL_2010_06Jun_16We_1755U_LNAC_SNSK_CPI_Birdshill_Present.pdf](#)
Dc_Access: <https://sites.google.com/site/loosswur/home/reptcomm>
Hlink_Prd: [CMNT_CPIX_Birdshill_2010_05May_26We_1900U.pdf](#)
- ¹³ Title: Testimony to TriMet Board
Date: 2010 Jun 03 Thursday 16:27 U (9:00 PM PT)
Desc: Comments revised on material presented to Birdshill CPO / NA at 2010 May 26 Wed 19:00 U (7:00 PM PT)
Type: CMMT – Comments, CPIX – Cascade Policy Institute
Auth: John A. Charles, Cascade Policy Institute, President and CEO
File BHCN: CMNT_CPIX_Birdshill_2010_05May_26We_1900U.pdf. Size: 1,226 kb, Page(s): 3.
File CPIX: S10060400270.pdf
Dc_Source: [EMAL_2010_06Jun_16We_1755U_LNAC_SNSK_CPI_Birdshill_Present.pdf](#)
Dc_Access: <https://sites.google.com/site/loosswur/home/reptcomm>
Hlink_Prd: [CMNT_CPIX_Birdshill_2010_05May_26We_1900U.pdf](#)
- ¹⁴ Title: Tracking Transportation Project Outcomes
Better information needed to measure effectiveness
Date: 2010 Feb 03 Wednesday 12:00 U (12:00 PM PT)
Desc: Audit 2004 – 2008, Transportation Projects and Outcomes wrt Metro 2040 Concept Plan and predicted outcomes.
Type: REPT – Report
Auth: Suzanne Flynn, Metro Auditor;
Brian Evans, Sr. Management Auditor; Mary Hull Caballero, Sr. Management Auditor
File: REPT_MTRO_Trans_Outcomes_Audit_2010_02Feb_03We_1200U.pdf. Size: 3,427 kb. Page(s): 42.
FRn: Transportation_Outcomes_FINAL.pdf
Dc_Source: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=464/level=3>
Dc_Access: <https://sites.google.com/site/trimetffga/home/resultproj>
Hlink_Prd: [REPT_MTRO_Trans_Outcomes_Audit_2010_02Feb_03We_1200U.pdf](#)
- ¹⁵ Title: REQUEST FOR DOCUMENTS by Charles B. Ormsby (Skip) from TriMet
Edition: L4–Total Outline Access
Date: 2009 Jun 19 Friday 12:00 U (12:00 PM PT)
Desc: Outline Access 38 pages, Adobe 6.0 file format for FFGAS for all rail projects of TriMet
Type: RQST – Request
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: RQST_BHNSN_TMET_FFGA_L4T_2009_06Jun_21Su_1200U.pdf. Size: 468 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/rqtmffga02>
Hlink_Prd: [RQST_BHNSN_TMET_FFGA_L4T_2009_06Jun_21Su_1200U.pdf](#)

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ¹⁶ Title: Meeting Report with TriMet Consultant wrt Willamette Shore Line
Edition: L3– Key Documents (Outline Access)
Date: 2009 Aug 27 Thursday 22:00 U (10:00 PM PT)
Desc: Outline Access 20 pages, Adobe 6.0 file format
Type: MTRP – Meeting Report
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel and Vice - Chair
File: MTRP_BHNS_TMET_WSL_ROW_L3K_2009_08Aug_29Sa_0900U.pdf. Size: 327 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/sentinelsskip/home/mtrpcnst02>
Hlink_Prd: MTRP_BHNS_TMET_WSL_ROW_L3K_2009_08Aug_29Sa_0900U.pdf
- ¹⁷ Title: Encapsulation of Government Projects Along OR Hwy 43 and in Lake Oswego UGMA
Date: 2007 May 25 Friday 14:00 U (2:00 PM PT)
Desc: Encapsulation Presentation of projects and cost history in OR Hwy 43 Corridor
Type: PPEP – MS Power Point Encapsulation Presentation
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_GVPJ_OR43_LKOS_2007_05May_25Fr_1400U.pdf. Size 884 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/rqtmffga03>
Hlink_Prd: PPEP_GVPJ_OR43_LKOS_2007_05May_25Fr_1400U.pdf
- ¹⁸ Title: Oregon Hwy 43 Libraries
Date: 2009 Sep 15 Tuesday 18:00 U (6:00 PM PT)
Desc: Map Portland to West Linn with callouts of Libraries along OR Hwy 43
Type: PPEP – MS Power Pt Encapsulation Presentation
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: PPEP_SNSK_OR43_Libraries_2009_09Sep_15Tu_1800U.pdf. Size 438 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: PPEP_SNSK_OR43_Libraries_2009_09Sep_15Tu_1800U.pdf
- ¹⁹ Title: Oregon’s Statewide Planning Goals & Guidelines
GOAL 1: CITIZEN Involvement, OAR 660-015-0000(1)
Date: 1988 Mar 31 Thursday 17:00 U (5:00 PM PT)
Desc: Goal One: Citizen Involvement
Type: OARX – Oregon Administrative Rule
Auth: Citizens of Oregon. Land Conservation Development Commission
FILE ODLC: goal1.pdf. Size 12 kb
FILE BHCN: OARX_LCDC_GOAL01_CI_1988_03Mar_31Th_1700U.pdf. Size 12 kb
FRn: goal1[1].pdf
Dc_Source: <http://www.lcd.state.or.us/LCD/goals.shtml>
Dc_Access: <http://sites.google.com/site/or43corr/Home/rqtmffga03>
Hlink_Prd: OARX_LCDC_GOAL01_CI_1988_03Mar_31Th_1700U.pdf
- ²⁰ Title: Government Level: 0070 – Oregon Metro, 04LOTPSC – LOPTP Steering Committee
Date: 2009 Sep 18 Friday 20:00 U (8:00 PM PT)
Desc: Members and Staff of Metro LOPTP Steering Committee
Type: (GVLV) – Government Level
Auth: Metro Public Affairs and information compiled by Charles Ormsby (Skip) Sentinel Skip
File: GVLV_0070_MTRO_04LOTPSC_2009_09Sep_18Fr_2000U.pdf. Size 50 kb.
Dc_Source: From Birdshill Archives
Dc_Access: <http://sites.google.com/site/sentinelsskip/home/a01govlev>
Hlink_Prd: GVLV_0070_MTRO_04LOTPSC_2009_09Sep_18Fr_2000U.pdf

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby

Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ²¹ Title: TRANSCRIPT (Partial) of Metro Council Meeting 2006 Jul 20 Th 14:00 U
Date: 2006 Jul 20 Thursday 14:00 U (2:00 PM PT)
Desc: Partial Transcript of Metro Council meeting of 2006 Jul 20 Th 14:00 U for 2:00 minutes
Type: (TSCP) – Transcript Partial, used as primer to Metro LOPT processes.
Auth: Transcriber, Charles Ormsby (Skip) Sentinel Skip
File: TSCP_MTRO_CounMtg_2006_07Jul_20Th_1400U.pdf. Size 79 kb.
Dc_Source: PRLS_BRDH_Hidden_Agrmnt_2006_10Oct_26Th_1100U.doc, From Birdshill Archives
Dc_Access: <http://sites.google.com/site/or43corr/Home/lopt0906> (PARTIAL TRANSCRIPT)
Hlink_Prd: [TSCP_MTRO_CounMtg_2006_07Jul_20Th_1400U.pdf](http://sites.google.com/site/or43corr/Home/lopt0906)
- ²² Title: Packet Calendar and Vote Count Tables For LOPT
Date: VARIES – Check heading on calendar sheet upper left hand corner
Desc: Packet of document related to vote count status for WLSC entities members & committees
Type: PAKT – Packet, SNSK – Sentinel Skip (aka Charles Ormsby)
Auth: Charles Ormsby, 2010 Vice Chair of Birdshill CPO / NA and Sentinel
FILE: PAKT_SNSK_VCNT_WSLC_LOPT.pdf. Size: 240 kb+. Page(s): 6+
Dc_Source: Birdshill CPO / NA Archives
File 01: Calendar Extract from file: SPSH_SNSK_VCNT_WSLC_LOPTP_<Date>.xls Tab Sheet 5
File 02: Vote Count Tables from file: SPSH_SNSK_VCNT_WSLC_LOPTP_<Date>.xls Tab Sheet 7901, 7902, 7003, 7904.
File 03: Packet Handout – PKHO_MTRO_New_Starts_Prg_2005_03Mar_07Mo_1900U.pdf
Dc_Access: <https://sites.google.com/site/sentinelskip/home/a01govlev>
Hlink_Prd: [PAKT_SNSK_VCNT_WSLC_LOPT.pdf](https://sites.google.com/site/sentinelskip/home/a01govlev)
- ²³ Title: Encapsulation of Issues Regarding Metro TAZ, Neighborhoods and Population Density
Date: 2007 Feb 22 Thursday 09:00 U (9:00 AM PT)
Desc: Issues regarding Metro Transportation Analysis Zones (TAZ) & Nbrhds, Population Density
Type: PPEP – MS Power Point Encapsulation Presentation, MTRO – For Metro by SNSK – Sentinel Skip (aka Charles Ormsby)
Auth: Charles Ormsby, Sentinel
FILE: PPEP_MTRO_TAZNbrhd_2007_02Feb_22Th_0900U.pdf. Size: 968 kb. Page(s): 15
Dc_Source: Birdshill CPO / NA Archives
Dc_Access: <http://sites.google.com/site/or43corr/Home/lopt0906>
Hlink_Prd: [PPEP_MTRO_TAZNbrhd_2007_02Feb_22Th_0900U.pdf](http://sites.google.com/site/or43corr/Home/lopt0906)
- ²⁴ Title: Resolution Proposed for Birdshill CPO / NA:: Expose TriMet Full Funding Grant Agreement(s) [FFGA(s)]
Edition: L4 – Total Outline for Document Access
Date: 2009 Nov 10 Tuesday 21:00 U (9:00 PM PT)
Desc: None
Type: Document 4 Char Abbreviation Type – Expansion of Document Type Abreviation
Auth: Charles Ormsby (Skip), Vice-Chair Birdshill CPO / NA
File: RSLT_SNSK_BH_XPS_FFGA_L4T_2009_11Nov_11We_1200U.pdf Size: 350 kb
Dc_Source: Birdshill Archives
Dc_Access: <http://sites.google.com/site/rsltsnsk/home/rsbhffga02>
Hlink_Prd: [RSLT_SNSK_BH_XPS_FFGA_L4T_2009_11Nov_11We_1200U.pdf](http://sites.google.com/site/rsltsnsk/home/rsbhffga02)
- ²⁵ Title: Key question needs to be addressed
Date: 2010 Apr 08 Thursday 08:00 U (8:00 AM PT)
Desc: Article LO Sensitive Lands uplands taxlot encumbrances tradeoffs with economic development of Foothills area taxlots
Type: EDCV – Editorial Citizens Viewpoint, LORV – Lake Oswego Review
Auth: LO Stewards
File: Sensla_EDCV_LORV_LOStewards_2010_04Apr_08Th_0800U.pdf, Size: 98 kb, Page(s): 1.
Dc_Source: Birdshill Archives
Dc_Access: <https://sites.google.com/site/or43data01/home/article01>
Hlink_Prd: [Sensla_EDCV_LORV_LOStewards_2010_04Apr_08Th_0800U.pdf](https://sites.google.com/site/or43data01/home/article01)

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ²⁶ Title: Deed Restriction Concealment and Transit Oriented Development
Date: 2010 Apr 24 Saturday 12:00 U (12:00 PM PT)
Desc: Display presentation to discern location of off site mitigation phrase in Metro Code and T03 and T13 model ordinances
Type: PPDP – Power Point Display Presentation, SNSK – Sentinel Skip aka Charles Ormsby
Auth: Charles Ormsby (Skip) aka Sentinel Skip
File: PPDP_SNSK_Eval_T03_Ord_n_Deed_Restr_2010_04Apr_24Sa_1200U.pdf, Size: 3,136 kb, Page(s): 38.
Dc_Source: Birdshill Archives
Dc_Access: <https://sites.google.com/site/or43data01/home/article01>
Hlink_Prd: PPDP_SNSK_Eval_T03_Ord_n_Deed_Restr_2010_04Apr_24Sa_1200U.pdf
- ²⁷ Title: RESOLUTION Abstract Sheet from the Membership of the Birdshill CPO / NA
Resolutions Passed at Annual Meeting – 2010 Jun 17 Thursday 7:00 PM PT (19:00 U) Meeting 2010.13
Date: 2010 Jun 22 Tuesday 13:00 U (1:00 PM PT)
Desc: Abstract of Resolutions passed by Birdshill CPO / NA at Annual Meeting 2010 Jun 17 Th
Type: RSAB – Resolution Abstract, BHCN – Residents of the Birdshill CPO / NA
Auth: Charles Ormsby (Skip) aka Sentinel Skip
File: RSAB_BHCN_An2010x13_Res_2010_06Jun_22Tu_1300U.pdf, Size: 471 kb, Page(s): 3.
Dc_Source: Birdshill Archives
Dc_Access: <https://sites.google.com/site/or43data01/home/bhdocsalt>
Hlink_Prd: RSAB_BHCN_An2010x13_Res_2010_06Jun_22Tu_1300U.pdf
- ²⁸ Title: COMPLAINT of Charles B. Ormsby (Skip) on Birdshill Area Watershed Surface Water Management
Date: 2009 Jan 19 Monday 12:00 U (12:00 PM PT)
Desc: Complaint filed by Charles Ormsby with regard to Birdshill and lack of Surface Water Management System with Oregon Dept of Environmental Quality.
Type: CMPT – Complaint
Auth: Charles Ormsby (Skip) Birdshill CPO / NA and Sentinel
File: CMPT_CBOX_ODEQ_MS4_Issues_2009_01Jan_19Mo_1200U.pdf. Size: 232 kb.
Dc_Source: Birdshill Archives
Cross Ref: Cited in DEQ MS4 Complaint of 2009 Jan 19 Monday 12:00 U
Dc_Access: <http://sites.google.com/site/sentinelsskip/home/mtrpcnst03>
Hlink_Prd: CMPT_CBOX_ODEQ_MS4_Issues_2009_01Jan_19Mo_1200U.pdf
- ²⁹ Title: Report of Charles Ormsby wrt LOPT Documents Status 2009 September
Edition: L4 – Total Outline for Document Access
Date: 2009 Oct 21 Wednesday 15:00 U (3:00 PM PT)
Desc: Outline 27 pages, Word 1997, 2003, and Adobe 6.0 file formats
Type: REPT – Report
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: REPT_SNSK_LOPTP_Stat_L4T_2009_10Oct_21We_1500U.pdf. Size: 390 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0902>
Hlink_Prd: REPT_SNSK_LOPTP_Stat_L4T_2009_10Oct_21We_1500U.pdf
- ³⁰ Title: Complaint: Bicyclists on Terwilliger Blvd Clackamas County Road 212092 – Charles B. Ormsby
Date: 2008 Jul 14 Monday 12:00 U (12:00 PM PT)
Desc: Complaint abstract about bikes on Terwilliger Blvd
Type: CMPT – Complaint
Auth: Charles Ormsby (Skip) Vice-Chair Birdshill CPO / NA
File: CMPT_CBOX_DSTTR_Bike_n_TerwBv_2008_07Jul_14Mo_1200U.pdf. Size 61 kb.
File: PPEP_CLMP_TRWB_Enforce_2008_07Jul_14Mo_1200U.pdf. Size 1,805 kb.
Dc_Source: Birdshill Archives
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0906>
Hlink_Prd: CMPT_CBOX_DSTTR_Bike_n_TerwBv_2008_07Jul_14Mo_1200U.pdf

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby

Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ³¹ Title: Request by Charles B. Ormsby for Uniform Vehicle Stopping Distance Information
Edition: L4 – Total Outline for Document Access
Date: 2010 Mar 14 Sunday 10:00 U (10:00 AM PT)
Desc: Request about imbedded rail safety issue on Macadam Ave / OR Hwy 43, 11 pages Adobe 6.0 file formats
Type: RQST – Request, SNSK – Sentinel Skip aka Charles Ormsby
Auth: Charles Ormsby, Vice Chair Birdshill CPO / NA 2010 and Sentinel Birdshill area
File: RQST_SNSK_Vehicle_Braking_L4T_2010_03Mar_14Su_1000U.pdf. Size: 300 kb, Page(s): 11.
Dc_Source: Archives Birdshill
Dc_Access: <https://sites.google.com/site/or43data01/home/safety01>
Hlink_Prd: [RQST_SNSK_Vehicle_Braking_L4T_2010_03Mar_14Su_1000U.pdf](https://sites.google.com/site/or43data01/home/safety01)
- ³² Title: Request Specification of Target Destination For DEIS
RESOLUTION 2010.13.11.03 From the Membership of the Birdshill CPO / NA
Approved At: Annual Meeting 2010 Jun 17 Thursday 7:00 PM PT (19:00 U) Meeting 2010.13
Edition: L5 – Total Outline for Document Access
Date: 2010 Jul 14 Wednesday 23:00 U (11:00 PM PT)
Desc: Approved Resolution 2010.13.11.03 by Birdshill CPO / NA at Mtg 2010.13 on 2010 Jun 17 Th to request LOPTP Project Partners to designate Pioneer Courthouse as the Target Destination for modeling of No Build, Enhanced Bus, and Streetcar alternatives in all reports including Draft Environmental Impact Statement
Type: RSPK – Resolution Approved by membership of Birdshill CPO / NA 2010 Jun 17 Th 7:00 PM PT (19:00 U) and imbedded in Resolution Packet with support material.
Auth: Charles Ormsby, Vice Chair Birdshill CPO / NA 2010
File: RSPK_BHCN_Target_Dstn_DEIS_L5T_2010_07Jul_14We_2300U.pdf. Size: 400 kb. Page(s): 24.
Dc_Source: Birdshill Archives
Dc_Access: <https://sites.google.com/site/rsltbirdshill/home/2010/131103>
Hlink_Prd: [RSPK_BHCN_Target_Dstn_DEIS_L5T_2010_07Jul_14We_2300U.pdf](https://sites.google.com/site/rsltbirdshill/home/2010/131103)
- ³³ Title: Request TriMet Line 35 Routing to Emulate Streetcar
RESOLUTION 2010.13.11.04 From the Membership of the Birdshill CPO / NA
Approved At: Annual Meeting 2010 Jun 17 Thursday 7:00 PM PT (19:00 U) Meeting 2010.13
Edition: L5 – Total Outline for Document Access
Date: 2010 Jul 15 Thursday 08:00 U (8:00 AM PT)
Desc: Approved Resolution 2010.13.11.04 by Birdshill CPO / NA at Mtg 2010.13 on 2010 Jun 17 Th to request TriMet and Project Partners to reroute Line 35 to emulate and physically demonstrate streetcar alternative operations with supporting materials.
Type: RSPK – Resolution Approved by membership of Birdshill CPO / NA 2010 Jun 17 Th 7:00 PM PT (19:00 U) and imbedded in Resolution Packet with support material.
Auth: Charles Ormsby, Vice Chair Birdshill CPO / NA 2010
File: RSPK_BHCN_LN35_Emulate_SC_L5T_2010_07Jul_15Th_0800U.pdf. Size: 300 kb. Page(s): 18.
Dc_Source: Birdshill Archives
Dc_Access: <https://sites.google.com/site/rsltbirdshill/home/2010/131104>
Hlink_Prd: [RSPK_BHCN_LN35_Emulate_SC_L5T_2010_07Jul_15Th_0800U.pdf](https://sites.google.com/site/rsltbirdshill/home/2010/131104)
- ³⁴ Title: Oregon Hwy 43 Bottle Necks
Date: 2009 Sep 15 Tuesday 18:00 U (6:00 PM PT)
Desc: Map Portland to West Linn with callouts of bottle neck areas along OR Hwy 43
Type: PPEP – MS Power Pt Encapsulation Presentation
Auth: Charles B. Ormsby (Skip), Sentinel Skip
File: PPEP_SNSK_OR43_Botl_Necks_2009_09Sep_15Tu_1800U.pdf. Size 437 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: [PPEP_SNSK_OR43_Botl_Necks_2009_09Sep_15Tu_1800U.pdf](http://sites.google.com/site/or43corr/Home/loptp0903-1)
- ³⁵ Title: Packet of WSL Elevation Profile
Date: 2009 Sep 10 Thursday 11:00 U (11:00 AM PT)
Desc: Map, Table and Graphs of WSL Elevation Profile
Type: PAKT – Packet
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PAKT_SNSK_Elevations_WRT_WLRV_2009_09Sep_10Th_1100U.pdf. Size 884 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: [PAKT_SNSK_Elevations_WRT_WLRV_2009_09Sep_10Th_1100U.pdf](http://sites.google.com/site/or43corr/Home/loptp0903-1)

Comments on LOPT DEIS wrt Birdshill CPO / NA and Charles B. Ormsby
Issues wrt DEIS – Draft Environmental Impact Statement for LOPT – Lake Oswego to Portland Transit Project

Documents can be downloaded from website specified by label: “Dc_Access:” or “Dc_Source:”

- ³⁶ Title: Birdshill CPO / NA Southern Portion Topographic Map View of OR Hwy 43 / Terwilliger Blvd / Tryon Creek / Willamette River Mile 20.0
Date: 2009 Oct 16 Friday 14:00 U (2:00 PM PT)
Desc: Map with features of existing southern portion of Birdshill Area Watershed and Tryon Creek
Type: MPAU – Map US Size A (HxW 11 in x 8.5 in)
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MPAU_BH_OR43_TryonCr_2009_10Oct_16Fr_1400U.pdf. Size 372 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: MPUA_BH_OR43_TryonCr_2009_10Oct_16Fr_1400U.pdf
- ³⁷ Title: Features of Existing Willamette Shoreline ROW for Streetcar
Date: 2009 Sep 10 Thursday 14:00 U (2:00 PM PT)
Desc: Map with features of existing WSL ROW
Type: MPAU – Map US Size A (HxW 11 in x 8.5 in)
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MPAU_BH3605_ROW_WSL_2009_09Sep_15Tu_1400U.pdf. Size 291 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: MPUA_BH3605_ROW_WSL_2009_09Sep_15Tu_1400U.pdf
- ³⁸ Title: Features of Proposed Alternative ROW for Streetcar
Date: 2009 Sep 10 Thursday 14:00 U (2:00 PM PT)
Desc: Map with features of Alternative Route for Streetcar. Hamilton CT (MP_00.81) South (N Shore Blvd (06.38) through L&C Law School.
Type: MPAU – Map US Size A (HxW 11 in x 8.5 in)
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MPAU_BH3606_ROW_ALT_2009_09Sep_15Tu_1400U.pdf. Size 515 kb
Dc_Source: Archives Birdshill
Dc_Access: <http://sites.google.com/site/or43corr/Home/loptp0903-1>
Hlink_Prd: MPUA_BH3606_ROW_ALT_2009_09Sep_15Tu_1400U.pdf

Comments on the Lake Oswego-to-Portland Transit Project Draft EIS

John A. Charles, Jr.
President & CEO
Cascade Policy Institute
January 30, 2011

The draft EIS is deficient and should be re-written because it does not consider all reasonable alternatives, as required by federal law. Most notably, the so-called “Enhanced Bus” option is so poorly crafted that one can only conclude that it was ***deliberately designed to fail as a viable option.***

The specific flaws of the enhanced bus options are as follows:

First, it calls for an expensive park-and-ride lot in downtown Lake Oswego. There is no reason to include this. There are only about 3800 daily riders on the #35 line, and many of them live outside of Lake Oswego. There is no particular reason to think that improved bus service would suddenly generate so much consumer demand as to necessitate a parking garage.

Second, the Enhanced Bus option is not very “enhanced” from the perspective of a transit rider. It still has too many stops to be called an express bus version, and it includes a detour off of HW 43 to connect with the Lake Oswego Transit Center, which adds seven minutes of travel time by itself. For riders, that seven-minute detour is a significant disincentive to take transit.

Third, by replacing the #35, the Enhanced Bus option ***degrades*** transit service for many current riders of that line by eliminating their stop. This lowers the estimated ridership for this option.

The option that should have been analyzed is to ***augment the #35 line with Express Bus service operating from Oregon City to Portland on HW 43, only at the morning and afternoon peak periods.*** If the current stop at the Lake Oswego transit center were eliminated on the #35 Express, and the total number of stops between Lake Oswego and the South Waterfront District were reduced from 26 to 5, express service would shave roughly 15 minutes off the trip for the Lake Oswego-Portland segment. None of the options outlined in the EIS equal this kind of improved performance. And with no park-and-ride lot, the total capital costs would be restricted to the purchase of some new buses.

Pre-ordained outcome: The DEIS is also deficient because the conclusion was pre-determined by the Regional Transportation Plan. This is explicitly stated on page 6-12: “***...The Enhanced Bus Alternative...would not comply with the RTP because it would not encourage 2040 Growth***”

Concept development types and intensities would not provide rapid streetcar in the corridor, as the RTP calls for.”

According to this section, the **only** option that complies with the RTP is the streetcar option. If that’s the case, there was never a need to write the DEIS, in which case the project does not qualify for federal funding. If the project sponsors intend to seek federal funding, the DEIS must either be re-written or the RPT needs to be changed so that some transit project other than the streetcar can be reasonably considered.

Other comment:

The supposed operating cost savings associated with the streetcar are overstated. Proponents are confusing light rail with streetcars; a two-car light rail train **may** have efficiencies in reduced labor, but that advantage is lost in a one-car streetcar.

Moreover, a bus brings in much more fare revenue at lower operational cost than a streetcar, because the bus operator is also the fare inspector. For light rail or the streetcar, operators are hidden away in locked compartments, so expensive fare inspectors must be hired. In fact, the cost of fare enforcement has been so expensive for the streetcar that for most of the past 9 years, there have been no fare inspectors at all, so it has generated little revenue, as noted below:

**Summary Operating Statistics for Streetcar Operations
2005-2010**

	Annual boardings	Total annual fares	Total operating cost	Cost per/boarding	Revenue per/boarding
FY 05-06	2.59 million	\$100,605	\$3,727,014	\$ 1.44	\$.04
FY 07-08	3.55 million	\$ 145,817	\$ 4,891,560	\$1.28	\$.04
FY 08-09	4.00 million	\$ 120,000	\$ 5,417,947	\$ 1.34	\$.03
FY 09-10	3.91 million	\$ 211,914	\$5,306,451	\$ 1.36	\$.05

In contrast, riders on the #35 bus pay much more per/boarding:

Summary Operating Statistics for #35 Bus Line

	Average weekday boardings	Estimated total daily fares	Daily operating cost	Cost per/boarding	Revenue per/boarding
Fall 2010	3,790	\$5,040	\$13,492	\$3.56	\$1.33

Thus, replacing the #35 means that the **farebox recovery ratio for transit service in that corridor would drop from 37% of operations cost on bus to 4% on rail.**

Moreover, the farebox recovery ratio for express bus service could be raised even higher on the notion that premium service requires premium fares. Express bus service operated by C-TRAN of Vancouver currently recovers 60% of operating costs from the farebox, and some routes offered by NJ Transit recover 100% or more of costs from user fees. This would be both possible and desirable for a new and improved express bus #35 in the HW 43 corridor.

Imposing such premium fares for the streetcar would be impossible because once the streetcar enters the city center, fares are “free.” Moreover, the streetcar by definition is not premium service, because it includes too many stops and the traveling speed is too slow. Therefore the streetcar will continue to be perceived by users as free and if any fare revenue is collected at all, it is likely to be minimal.

Alleged redevelopment benefits of a streetcar: this project is really being pushed as a property redevelopment concept, not a transit concept, based on the assumption that high-density neighborhoods with streetcar service generate high levels of transit ridership. But that assumption is false. Over the past several months researchers from Cascade Policy Institute have collected actual travel data on all trips entering and leaving the South Waterfront District, an area widely considered by planners to be a streetcar success story.

As seen below, the market share for streetcar use is quite modest, at 9%, and most of that use is concentrated at one building, the OHSU Health and Healing Center. For the rest of the district, auto use represents more than 90% of all trips.

**Trip Counts for the South Waterfront District
Average Weekday, 6:00 a.m. – 10:00 p.m.**

	All passenger-trips	Market share of trips by mode
Auto/truck	17,023	79%
Streetcar	1,832	9%
Bicycle	1,076	5%
Bus	926	4%
Pedestrian	642	3%

Note: Research was conducted on various good-weather weekdays during the months of May-January, 2010-2011.

Conclusion

The least-cost transit improvement option for the Macadam Avenue corridor would be to offer express bus service during the peak hours, while retaining some version of the #35 local. No further decisions should be made until this option is thoroughly considered and compared with the streetcar options.

Citizens for Stewardship of Lake Oswego Lands
PO Box 573
Lake Oswego, OR 97034
info@LOStewards.org

January 28, 2011

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

Dear LOPTP Project Partners:

We have read the LOPTP Draft Environmental Impact Statement (DEIS) and the technical reports for hydrology and water quality, ecosystems, and parks and recreational areas. We have several concerns and questions about the impacts of the streetcar alternative.

The project purpose states that this project ***“should be environmentally sensitive”***. If so, then **the streetcar alternative can not be selected as it is the most environmentally damaging of the options and does not provide benefits in CO emissions or traffic reduction on Highway 43**. Our areas of specific concern are:

1.) Ecosystems (section 3.8)

The damage outlined to Ecosystems is alarming. The primary damage will occur in the section of the corridor from the Sellwood Bridge south to Lake Oswego. This is because this southern section currently contains many natural areas and is not as developed as the high-density section north of the Sellwood Bridge in Portland. Community research studies indicate that Lake Oswego residents value natural areas and prefer to live in a more natural setting, unlike that of the area north of the Sellwood Bridge.

According to the DEIS, the proposed streetcar corridor is habitat for several protected species. **Fifteen species with Federal and/or State status for protection would be negatively impacted by the streetcar option**. These involve four avian species including **bald eagles** and peregrine falcons, and ten fish species including **Coho and Chinook salmon, Steelhead, green sturgeon, Pacific lamprey, Western brook lamprey and cutthroat trout**. The Western painted turtle would also be impacted.

It should also be noted that the analysis of the wildlife present in the corridor is incomplete as Portland BES was not able to provide bio-monitoring information and the DEIS acknowledges lack of field study to see if other protected species are present in the corridor. Only the obvious documented species were identified. A Biological Assessment, per the Endangered Species Act, has not been conducted.

The DEIS indicates that areas critical to wildlife breeding, shelter and foraging would be impacted long term **resulting in the mortality of birds, small mammals, invertebrates and terrestrial organisms**. The impacts are the direct result of the construction and operation of the streetcar that would significantly damage (long

term) areas with “high habitat values”. Retaining walls ranging from 1 ft to 15 ft with a fence on top would impact wildlife: *“The presence of retaining walls could result in animals falling into the rail alignment, resulting in injury or mortality, or becoming trapped within the alignment, possibly resulting in mortality from streetcar activity.”* Additionally, these fences would preclude species movement from adjacent habitats, resulting in an increase in habitat fragmentation and loss of connectivity and disturbance of existing nesting/denning. Wildlife movement between upland and riparian habitat would also be impacted.

Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats. If the streetcar alignment were constructed, fish salvage/exclusion plans would be required; but unfortunately, Lake Oswego has not had strong performance in that area during the recent draw down of the lake for the sewer construction project. Many fish were killed during that project, including 60-year-old sturgeon. We are concerned about a repeat situation.

Additionally, **several rare Oregon White Oak trees would have root zone impact.** The DEIS indicates: *“At this level of design, specific avoidance and minimization measures have not been evaluated, but will be developed and employed to the extent practicable.”* We are concerned that there are no viable measures for protecting these rare trees.

The DEIS makes the argument that the bus alternatives are more damaging to the ecosystems as they do not offer the opportunity to restore habitat, repair culverts, etc... and that the traffic associated with bus use, including residue from brake pads/discs, is polluting. This argument is weak because restoration projects could be funded and accomplished at any time independent of a transit project. Additionally, the streetcar option does not provide any significant decrease in traffic on Highway 43 so the argument about traffic is not compelling and we would assume that streetcars require brakes and would impact the environment more so than vehicles on Highway 43 as the streetcar alignment is closer to the riverfront than the Highway.

2.) Parkland and Recreation Areas (section 3.6)

The Parklands and Recreation Areas report indicates that the streetcar alignment would cross by/through/near 18 park, recreation and natural areas. The majority of these areas are Section 4 (f) resources. **We are concerned that the evaluation of these areas is incomplete and does not take into account the actual “use” that the streetcar alternative would impose on these areas and that the DEIS evaluation has not been done in keeping with Section 4(f) requirements.** We would want to see an independent evaluation of this project related to Section 4 (f) standards. It appears that Section 4(f) standards have been bypassed by the local jurisdictions indicating the areas are either “insignificant”, that development meets *de minimus* standards or that areas are not subject to 4(f) standards for other reasons. **Land that was purchased with public money for use as natural areas is indicated to be used as construction staging areas because those properties are currently NOT designated Section 4 (f) due to the technicality of the**

properties not being part of an adopted parks plan. We question the use of this technicality given the natural condition of these properties and their location to the environmentally significant Tryon Creek Cove area.

There is also an issue with some trees in Willamette Park that are designated “trees of merit” and were considered for the “Heritage Tree” designation. Because these trees did not receive Portland’s Heritage Tree status, they are not protected and can be cut down.

The evaluation also does not take into account the noise and vibration impacts of the streetcar alternative on the wildlife in the corridor. Noise and vibration studies indicate significant impact on the housing and businesses in the area so we would assume the impact on wildlife would be significant and damaging.

We also do not see adequate evaluation of the impacts to the Willamette River Greenway per State Goal 15.

We also question the “proximity impacts” the streetcar option will have on these public parks with streetcars rolling by every 7 to 12 minutes. Certainly this doesn’t provide a serene park setting as would be expected in public parks and natural areas along the riverfront. Visual changes would also occur in many of these park areas due to the construction of the streetcar and wildlife would be impeded from crossing the streetcar line due to the frequency of the streetcar traffic.

Lastly, we are concerned about the 2005 SAFETEA-LU revisions regarding the DOT ACT and the manner in which these amendments allow this project to skirt the intent of Section 4(f). Given the viable bus alternatives, we question whether the streetcar option meets the Federal requirement of being “*very unusual circumstances*” in order to allow these areas to be imposed upon for the streetcar construction and operation. We do not believe the construction and operation of the streetcar alternative results in a “*de minimus*” impact in these areas.

3.) Hydrology and Water Quality (section 3.9)

The Hydrology and Water Quality report indicates that the entire project corridor runs along the western side of the Willamette River. This river is already considered “water quality limited” due to high-density urban development. **The bus alternatives do not negatively impact the hydrology and water quality of the area. However, the streetcar alternative would impact the 100-year floodplain by filling 6.5 to 10.1 acres of the floodplain. And, up to 18.22 acres of additional impervious surfaces would be created** which also impacts water quality. The DEIS indicates that these changes are minimal in relation to the entire Lower Willamette Watershed; however, perhaps these impacts should be considered more in relation to the actual area being impacted rather than the entire watershed. The DEIS also indicates that floodplain alterations would impact wildlife by providing less areas of refuge during high water events.

The DEIS indicates that 4 wetland areas and 23 “observed waterways” would be impacted, including **crossing over the very sensitive Tryon Creek area.**

Also of concern is that the City of Lake Oswego uses the “sensitive lands” program (section 50.16 of the CDC) to comply with Metro Title 3. However, the sensitive lands program does not regulate the areas along this corridor (other than a small segment by Tryon Creek) despite these areas being part of the 100 year Floodplain and within the area that Metro indicated on Title 3 maps for regulation. Instead, the City of Lake Oswego has “traded” upland treed areas and small upland drainage areas as off-site mitigation sites for Title 3 compliance.

Lake Oswego City Council also revised the sensitive lands ordinance (50.16) in December 2010 to exempt rail side ditches from sensitive lands regulations and the DEIS indicates that there are many rail side ditches that convey water in the area, eventually ending in the river. Therefore, portions of the streetcar alignment in Lake Oswego are not regulated as was intended by Title 3.

Also of concern is the significant acreage that will be disturbed for construction of the streetcar: 56 to 71 acres—all within an area that fronts the Willamette River.

Given that the Willamette River is already compromised, this unnecessary streetcar project would only compound the environmental issues in the area.

4.) Earthquake/Landslide Area (section 3.7)

The streetcar alternative would be built in an area categorized as “*greatest hazard*” for earthquakes and landslides. Use of the existing Highway 43 would not alter this area and the bus option would not create further damage to the area. However, the streetcar construction would result in significant impact to this steep area that is already prone to landslides. **22,050 to 27,450 linear feet of new retaining walls are required to support the streetcar alternative.** The impact of these walls on the ability of wildlife to be able to move around the corridor is concerning.

5.) Mitigation Measures

Mitigation measures and costs for impacts to wildlife, fisheries, parks/natural areas/habitat, streams, wetlands hydrology, water quality and the floodplains have not been fully or adequately addressed. The DEIS also says: “*If the project enables future development or redevelopment to occur, water quantity and quality mitigation would likely be required in addition to the proposed water quality mitigation for this project.*” This seems to be alluding to the Lake Oswego Foothills area development requiring separate specific mitigation for the impacts of high-density development in the Foothills floodplain.

The streetcar construction and operation is the most environmentally damaging of the three DEIS options and will require significant additional engineering and construction work, environmental evaluations and mitigation measures, none of which seem to be included in the cost of the project. Mitigation at the site will also not be possible in many instances, requiring off-site mitigation. Given Lake Oswego’s past history with using off-site mitigation via the “sensitive lands” program, we have concerns about the impending mapping of more residential

properties and the not so coincidental timing with this and the Foothills development project.

Ironically, many citizens of Lake Oswego are regulated beyond reason in their own backyards for so called habitat that is nothing like what would be destroyed by the streetcar alternative. Our true “sensitive lands” are along this proposed streetcar corridor; however, these areas are not part of Lake Oswego’s “sensitive lands” program and will not be subjected to the same rigorous regulations that 10% of Lake Oswego private property owners (and soon to be more) have on already developed private backyards zoned for residential use. **This double standard towards environmental protection is not a responsible or valid approach to caring for natural resources.**

We encourage all parties involved in selecting the locally preferred alternative to approach this project in a manner that addresses the realities of the current economy and the facts of the DEIS which indicate the streetcar alternative does not provide Highway 43 congestion relief, does not have meaningful CO emissions benefits, and the construction and operation is extremely damaging to the wildlife, fish, and their habitat areas along this sensitive riverfront corridor.

Best regards,

Dr. David Streiff
Bob Thompson
Carolyn Jones
Lauren Hughes
Board Members, Citizens for Stewardship of Lake Oswego Lands

Note: Citizens for Stewardship of Lake Oswego Lands is a private non-profit organization founded by residents of Lake Oswego. Our mission is to preserve the beauty and livability of our community while championing the equal rights of all Lake Oswego property owners to make reasonable use of their land. We seek to promote fair, equitable and scientifically valid approaches to environmental protection.

**Disability Services Advisory Council of Clackamas County
4382 International Way, Suite C. Milwaukie, Oregon 97222**

January 31, 2011

Re: Planning for the Portland to Lake Oswego Streetcar and Possible Changes to Line 35

To Oregon Metro:

The Disability Services Advisory Council of Clackamas County is a citizen's advisory group that advocates for the rights and needs of people with disabilities. We understand that you are just in the planning stages for the Portland streetcar to go to Lake Oswego, but we feel that we need to speak up regarding bus lines which might be affected by this addition.

We are concerned about the future of the #35 bus line. We request that you plan to continue line #35 into Portland as it is. Having access to the Portland streetcar is fine, but is more physically difficult for seniors and people with mobility disabilities to transfer; it takes more time and is more difficult to find appropriate seating on the streetcar. Many of the seniors and people with disabilities who travel to Portland on the #35 bus line are going to doctor or medical appointments. If they have to transfer to the streetcar and then transfer again, it will make riding fixed route prohibitive at some point. We believe that if the #35 bus route does not travel into Portland as usual, there will be more para-transit riders because of the added difficulty and their lack of stamina.

Access to important services for seniors and persons with disabilities will be impacted if there are changes to the #35. Seniors and people with disabilities use mass transit or Para-transit for many, if not all, of their transportation needs; in fact, many of those we advocate for have no other form of transportation. Please consider keeping convenient access to employment, schooling, senior centers, shopping, and other important services a priority.

Thank you for your consideration of these important matters.

Sincerely,



Robin Grimm, Chair
Disability Advisory Council of Clackamas County
ReRobin.@comcast.net

CC: Gene Sundet, District Manger, Clackamas County Office of DHS/SPD
Brenda Durbin, Director, Social Services of Clackamas County
Theresa Christopherson, Program Manager, Clackamas County Social Services
Committee on Accessible Transportation

On behalf of the Fair Housing Council of Oregon, I would like to submit the following comments on the proposal for expansion of the Portland Streetcar to the City of Lake Oswego. The Fair Housing Council of Oregon (FHCO) is a private, non-profit agency with the mission of providing equal access to housing in Oregon and southwest Washington. The FHCO has been in operation since 1990. The mission of the agency is accomplished through education, outreach, and enforcement of fair housing laws.

As planning continues for this important project for our community, I want to remind the Federal Transit Administration, Metro, and Trimet that Title VI requires that a comprehensive Equity Analysis be completed on this project to examine whether the project's benefits and burdens fall fairly on all affected communities. This project presents our region with an opportunity to affirmatively further fair housing through the creation of sustainable and equitable projects and planning requirements that benefit all members of our community.

An analysis of trends regionally and nationwide shows that segregation in our communities is unsustainable; creating inequalities in education, increased carbon dioxide pollution, and inequalities in delivery of health services, amongst many other community problems. The explicit goal of the Fair Housing Act of 1968 was to combat segregation and eliminate these types of inequalities.

It is important that regional planning bodies complete an Equity Analysis and study the potential impact of the Streetcar expansion on minority communities, families with children, and the disabled throughout the region to assess whether this project will be beneficial in further integrating our community or conversely will benefit one segment of the population disproportionately to another.

The City of Lake Oswego is also presented with a unique opportunity during this process to expand their current housing stock with the Foothills Development. As evidenced by the 2005 Lake Oswego Affordable Housing Task Force Report, the City has struggled to provide adequate housing stock for all members of the community. In the letter presenting the document, Dan Vizzini, the Taskforce Chairperson states, "Current housing trends raise particular concerns for seniors, employees of local businesses and public agencies, persons with disabilities, first-time homebuyers, and single parents." I would add that an analysis of race and ethnic demographic trends is also necessary, and will likely yield similar concerns.

Current housing stock in Lake Oswego is unaffordable to even most moderate- and middle-income households in the Portland metro area. This trend excludes most families headed by teachers, law enforcement officers, and nurses – vital members of any community. The Fair Market Rent (FMR) for the Portland Metropolitan Statistical Area for 2009 was \$809, while the median rent in Lake Oswego for 2009 was \$1092 – 135% of the FMR. Similarly Median Household Income in Lake Oswego in 2009 was 140% of that of the MSA.

The Equity Analysis for the Streetcar project needs to address these issues and should recommend that in developing this new housing stock, it is vital that the City of Lake Oswego and regional planning bodies make all efforts to create housing that provides for a mix of incomes, is accessible, and which is marketed to a diverse population. I would also add that it is imperative that construction of affordable units takes a priority, unlike recent projects in the Metro region where affordable units were promised and subsequently delayed.

Thank you for providing a forum for public comment on this transit project. I urge you to remember the obligations that federal funding of projects creates under Title VI of the 1964 Civil Rights Act, and create an Equity Analysis to ensure that this funding is being properly used to create a more integrated and sustainable Metro Region.

Respectfully,

Moloy K. Good
Executive Director
Fair Housing Council of Oregon



Date January 13, 2011

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Jeannie McGuire, Chair of the Historic Resources Advisory Board
Affiliation (if any) City of Lake Oswego Historic Resources Advisory Board
Address (required) 144 Wilbur Street
E-mail (optional) McGuire15@Hevanet.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

Land use and planning Economic activity Community Effects Public safety and security
 Environmental impacts Transportation Finance Alternatives and/or design options
 Section 4(f) preliminary findings of *de minimis* impacts to public parks Other Historic Resources

Comment (use back or attach additional sheets if necessary)

See Attached Letter



For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

January 12, 2011

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

Dear Transit Project Members:

The members of the Lake Oswego Historic Resources Advisory Board have previously expressed our concerns about the terminus for the streetcar project to Brant Williams.

Previously, we shared that the Richard Sundeleaf –designed building which now houses Starbucks at 47 North State Street, while not a city landmark at this time, is an iconic building to generations of Lake Oswego residents. It is one of the buildings that helps define our city, and that is recognized by residents and travelers on Highway 43 as an icon of the “Lake Oswego style”. This building and the buildings immediately north of the Starbucks on State Street (from the former Hollywood Video store northward through the Wanfu Restaurant which is located at 141 N. State Street) along with the Lake Twin Theater and restaurant across State Street were all designed by Richard Sundeleaf. Together, these buildings along both sides of State Street form a distinctive corridor that generations of Lake Oswegans have come to love and recognize as their home town. At a time when change and redevelopment is common, those buildings have stood sentry in our city for generations of residents and are beloved. To lose or diminish in any way the 47 North State Street building and the other Sundeleaf buildings to the north, in planning for the streetcar, would be a heartbreaking preservation catastrophe for our city. It is imperative for the sake of our city that we should preserve the most prominent of renowned Lake Oswego architect Richard Sundeleaf’s commercial buildings for posterity. **See Exhibits A-D.**

The Starbucks building at 47 North State Street originally housed the offices of Paul F. Murphy. Paul F. Murphy was the son of Paul C. Murphy of the Ladd Estate Company. Paul F. Murphy built the Sundeleaf-designed office on North State Street in the 1940’s and used it as a Murphy Real Estate office. Not only was this building designed by a famous Lake Oswego architect, Richard Sundeleaf, it has associations with the Murphys, which makes it doubly important to our city. **See Exhibit C.**

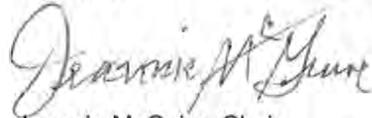
At this time, we would like to formally go on record objecting to the findings of the streetcar project’s historic consultant regarding the properties at 141 North State Street, 117 North State Street, and 47 North State Street. The consultant did reconnaissance level survey forms that found none of these three surveyed buildings eligible for listing on the National Historic Register. This incomplete information was included in the DEIS. The survey performed by the consultant was cursory at best. The consultant identified only one of the buildings as designed by Richard Sundeleaf when in fact all three of these buildings are Richard Sundeleaf designs. The consultant bases her findings that the buildings are not National Register eligible because the buildings have had some minor alterations and window replacement, losing some of the original architectural details. In fact, the facades of all three of these buildings could easily be returned to their original appearances by adding the right architectural elements. These are some of the few remaining examples of Sundeleaf’s work. Together with the Lake Twin Theater and restaurant, the Sundeleaf buildings on the other side of State Street, this area could become a Sundeleaf Historic District,

enhanced by the city's new Sundeleaf Plaza adjacent to the theater. These are local historic buildings and deserve an intensive level survey that would reveal these facts for proper recording by SHPO for case #09-2299. We take a firm stand that Lake Oswego cannot lose these buildings.

We also want to repeat our concerns that the streetcar terminus not impinge on the residential character of the Old Town neighborhood. As Lake Oswego's oldest neighborhood, the charm and character of Old Town needs to be safeguarded from redevelopment that will damage its historic significance.

We ask that you receive this testimony under consideration during the public comment period before the final Environmental Impact Statement is issued.

Sincerely,



Jeannie McGuire, Chair
Historic Resources Advisory Board

Cc: City Council Members

Mayor Hoffman

Attachments:

Exhibit A: Historic photo of the East side of North State Street

Exhibit B: Historic photo of the West side of North State Street (from page 100 of Iron, Wood and Water)

Exhibit C: Listing from University of Oregon Archives showing Sundeleaf is the architect of the buildings on North State Street

Exhibit D: Richard Sundeleaf's drawings of the State Street Shopping Center showing 47 N. State Street

Exhibit A

**Historic Photo of the buildings designed by Richard Sundeleaf on the
east side of North State Street**

Taken in the 1950's

47 N. State Street (Starbucks) is on the right outside the frame.



Exhibit B

Historic Photograph of the west side of North State Street

Lake Theatre Building and Oswego Downtown Business District, c.1930



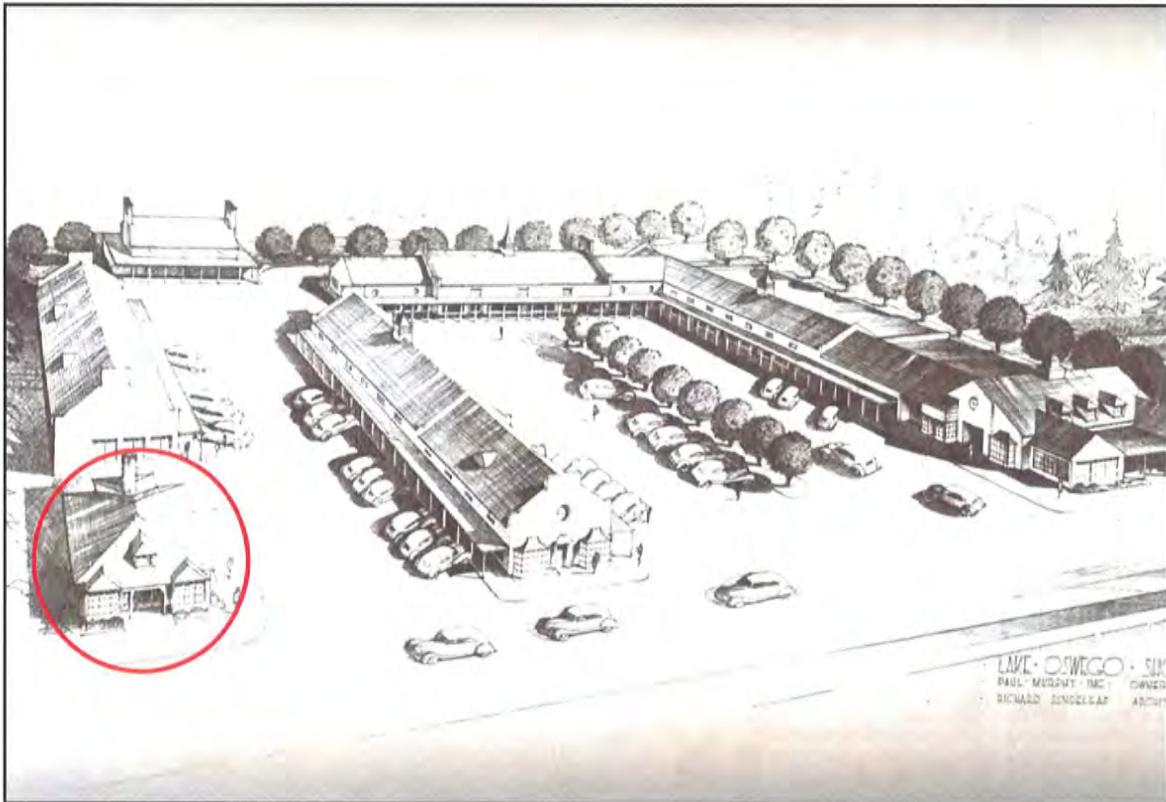
Exhibit C

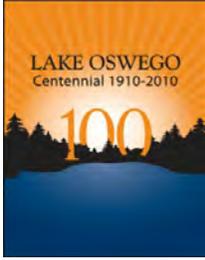
Building Information from the University of Oregon Historic Preservation Department Archives

- 47 Murphy, (Paul F.) Inc. August 23, 1940
Building type: Real Estate Office, Pacific Highway, Oregon
Architect: Sundeleaf
First drawing: 274-37
Last drawing: 274-49
- 47 Murphy, (Paul F.) Inc. Store Building November 1940
Building type: Store, Oregon
Architect: Sundeleaf
First drawing: 274-54
Last drawing: 274-55
- Citizen's Bank
Building type: Bank, Oswego, OR
Architect: Sundeleaf
First drawing: 047-04
Last drawing:
- 7 Clener Cleaners March 29, 1954
Building type: Commercial, Oswego,
OR
Architect: Sundeleaf
First drawing: 049-01
Last drawing: 049-05
See also: Murphy, (Paul F.) Inc-
Store Building

Exhibit D

Richard Sundeleaf's drawing of the State Street Shopping Center showing
47 N State Street (circled below)





CITY OF LAKE OSWEGO

NATURAL RESOURCES ADVISORY BOARD

380 A Avenue
PO Box 369
Lake Oswego, OR 97034

503-635-0290
www.ci.oswego.or.us

MEMORANDUM

To: Lake Oswego to Portland Transit Project
CC: Jack Hoffman, Mayor, and Lake Oswego City Council Members
Alex McIntyre, City Manager
Brant Williams, Director of Capital Projects
Date: January 31, 2011
From: Natural Resources Advisory Board
Douglas Rich, Chair
RE: Lake Oswego to Portland Transit Project DEIS

The Lake Oswego Natural Resources Advisory Board's mission is to "review trends in air, water, and land quality within the Urban Service boundary of the Comprehensive Plan, and to assist in the development and implementation of plans and policies to protect, restore and enhance the environmental quality" of Lake Oswego.

The NRAB has reviewed the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement. NRAB believes the streetcar option is the cleaner, environmentally preferable transportation option compared with the enhanced bus option or with existing transportation options--primarily passenger cars and diesel buses.

If the street car option is selected, the streetcar would cross Tryon Creek. This crossing must be designed to avoid negative impacts to the important fish and wildlife habitat in and around Tryon Creek.

NRAB intends to stay informed of environmental issues associated with the streetcar plan as it develops.

Thank you for the opportunity to comment on this issue.

Douglas Rich, Chair ■ Denise Dailey, Vice Chair
Kara Warner ■ William Gaar ■ Stephanie Wagner ■ Ben Clark
Samantha Silbert ■ Craig Stephens ■ Mary Olson, Council Liaison

January 13, 2011

Metro Councilor Carlotta Collette, Committee Co-Chair
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232



Dear Ms. Collette,

Thank you for this opportunity to provide comment on the Locally Preferred Alternative for the Lake Oswego to Portland Transit Project. The following summarizes input from the North Macadam Urban Renewal Advisory Committee (URAC), a committee convened by the Portland Development Commission (PDC) to provide public input related to implementation of the North Macadam Urban Renewal Area (URA). The URAC represents a diverse set of district and City interests including businesses, residents, neighbors, institutions, and property owners.

On behalf of the URAC, our comments are limited to the URA which terminates at the south end of the South Waterfront area.

- The URAC appreciates the project's goals to improve transit connections to South Waterfront and supports extending the city's existing streetcar system, leveraging past public and private investment in the system, and providing improved access into and out of the district.
- However, the URAC has significant concerns regarding financing of a streetcar option. Our concerns are twofold:
 - **Cost Effectiveness of Alignment.** The streetcar option has a very significant capital investment at potentially more than \$400 million. The North Macadam area has numerous transportation infrastructure needs with exceptionally limited transportation and tax increment funds, especially due to the district's recent \$20 million contribution to the Portland-Milwaukie Light Rail regional transit project. Metro and its partners should pursue the most cost effective alignment – ensuring maximum leverage of transit efficiency, land use and development goals at minimum cost.

Ms. Collette
Lake Oswego to Portland Transit Project
January 13, 2011
p. 2 of 2

The URAC also requests Metro provide improved communications regarding the true cost impact and costs/benefit analysis of the alignment options prior to their final alignment selection.

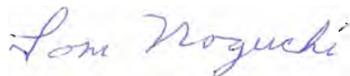
- o **Property Owner Cost Sharing.** Many URA property owners are already contributing to a Local Improvement District (LID) created in 2006 for the SW Gibbs to SW Lowell streetcar extension and do not want to experience undue additional costs related to any additional streetcar extension.

As you are likely aware, the City of Portland Ordinance No. 180345, creating the Gibbs-Lowell LID, allows property owners to credit their assessment against any future new assessment on the same property if a new assessment is formed within ten years from the time of the Gibbs-Lowell LID

We are greatly concerned that your current project schedule reflects a final funding commitment and agreement in late 2015. If any delay should occur, the credit due under the Gibbs-Lowell LID Ordinance may be lost. If an LID is being considered as part of the final funding package for the Lake Oswego to Portland project, we request Metro work with the City of Portland to extend the LID credit for an additional 10 year term through 2026.

Thank you again for this opportunity to submit comment.

Sincerely,



Tom Noguchi, Chair
North Macadam Urban Renewal Advisory Committee

cc:

Susan Keil, Director, Portland Bureau of Transportation
Tom Miller, Mayor's Office and appointed Director, Portland Bureau of Transportation
Bruce Warner, Executive Director, PDC
Patrick Sweeney, Portland Bureau of Transportation
Lisa Abuaf, PDC



Lake Oswego to Portland Transit Project Health Impact Assessment

Executive Summary

Health Impact Assessment (HIA) is an emerging practice that evaluates the impact of specific plans, policies, and projects on the health of individuals and population groups, and suggests ways to improve the health outcomes of the policy, plan, or project in question. HIA analyses can inform decision makers as they make choices that affect the communities in which they work. In winter, 2009, Oregon Public Health Institute (OPHI) received a grant from the National Network of Public Health Institutes and the U.S. Centers for Disease Control and Prevention to conduct some HIAs in the Portland metro region. In spring, 2010, OPHI and Metro, the Portland area's tri-county regional government, agreed to partner on a pilot HIA focusing on the Lake Oswego to Portland Transit Project and the three transit alternatives—no-build, enhanced bus service, and streetcar—being considered in the Draft Environmental Impact Statement (DEIS) recently released by Metro.

As with many Environmental Impact Statements (EIS) prepared in conformity with the requirements of the National Environmental Protection Act (NEPA), the DEIS for this project contains substantial information useful for understanding how the different scenarios directly and indirectly impact the health of individuals and populations. However, the connections between the DEIS information and health outcomes are not always identified or fully assessed, particularly with respect to indirect impacts on health via direct impacts on health determinants. Health determinants refer to those features of the built, social, and natural environment that are known to impact the overall mental and physical health outcomes of a particular population, as well as influence the distribution of health outcomes within a population. The primary goal of this HIA is not to recommend the selection of a particular alternative, but to complement the DEIS information by more explicitly and more fully assessing the impacts of the different DEIS transit scenarios on known health determinants. In cases where adverse impacts are identified, this HIA will also offer recommendations for mitigating adverse impacts.

Based on the anticipated outcomes of the three transit scenarios being considered in the Transit Study, on available evidence in the DEIS and from other sources, and on input from the HIA Advisory Committee and Project Team, this HIA focused on assessing the study outcome's probable impacts on the following four health determinants:



- Opportunities for physical activity
- Air quality
- Access to health supportive resources
- Safety from traffic crashes

Below are the summary findings and recommendations for each of these four subjects. Lists of more detailed findings are provided in the assessment chapters of the main report. Copies of the full report can be downloaded from OPHI's website, www.orphi.org/healthy-community-planning/health-impact-assessments. Hard copies will be mailed out on request by contacting Steve White at steve@orphi.org, or (503) 227-5502 x228.

Opportunities for Physical Activity

Physical activity levels are associated with multiple health outcomes, and an individual's physical activity level can be influenced by a wide number of personal, social, and environmental variables. There are three primary pathways through which the different transit scenarios are likely to variously impact opportunities for physical activity: by providing an incentive and destination for walking; by improving or impeding physical access to parks and trails in the study corridor; and by providing additional bicycle and pedestrian infrastructure.

Based on an assessment of the three scenarios' impacts on these pathways, this report finds that both of the build scenarios increase opportunities for physical activity when compared to the no-build scenario. When comparing the enhanced bus scenario to the streetcar scenario, the streetcar scenario would provide the greatest improvement in opportunities for physical activity because of its higher level of service, greater improvements in park and trail accessibility, and provision of greater amounts of bicycle and pedestrian infrastructure in the corridor.

Air Quality

The impact of air quality on multiple health outcomes is well-documented. Each of the build scenarios has the potential to impact the level of air pollutant-related health outcomes in the short-term and the long-term. In the short term, construction activities can produce substantial amounts of air pollutants that increase the health risks of construction workers and nearby area residents and users. In the long term, local and regional amounts of pollutant levels will likely be variously impacted by the different transit scenarios because of their potential to produce differing levels of passenger vehicle use and related emissions.



Based on an assessment of construction activities related to the two build scenarios, this report finds that, while both build scenarios would result in temporarily elevated levels of certain hazardous air pollutants, the streetcar scenario would produce the greatest temporary increases in air pollutants as a result of the relatively high magnitude of construction activities related to infrastructure construction. In addition, this assessment also found that the amount of air toxics produced during construction for either scenario can vary greatly depending on the age and condition of construction equipment used.

Based on an assessment of anticipated long-term changes in air quality, this report finds that the two build scenarios would produce modest improvements in future air quality as a result of decreased vehicle miles traveled. Because the streetcar would produce the greatest increase in transit use, it would also produce the greatest reductions in future air pollutant levels.

Recommendations for mitigating adverse impacts:

If either of the build scenarios is chosen, TriMet should:

- Work with the State DEQ Clean Diesel program to develop more stringent emissions-based equipment fleet requirements or incentives for contractors and sub-contractors working on the project;
- Work with DEQ to identify and apply for grants to improve construction equipment emissions;
- Develop information and outreach programs to alert area residents and users of construction schedules and locations, and inform them of the potential health effects of being close to construction activities. Particular efforts should be made to reach the corridor's significant elderly population, as well as children, and the users of the corridor's parks since these groups are more likely to suffer adverse health impacts as a result of elevated pollutant concentration levels;
- Work with county health departments to educate area residents and users on how to avoid exposure to air toxics generated by construction; and
- Work with DEQ and OSHA to develop monitoring programs to better assess construction site concentrations of air toxics.



Access to Health Supportive Resources

Good health requires access to resources such as healthy food retail, healthcare, employment, education, parks and recreation facilities, publicly accessible gathering spaces, and social services. Research has shown that a person's ability to access each of these resources can influence their health. While the three scenarios would not directly change what services and resources are easily accessible via transit, they would impact the level of transit service connecting people to these resources.

Based on an assessment of the relative levels of transit service provided by the three scenarios, this report finds that the enhanced bus and streetcar scenarios would provide improved access to health supportive resources relative to the no-build scenario. Since the streetcar scenario would provide the highest level of service, it would also provide the greatest improvement in access to health supportive resources.

Safety from Traffic Crashes

Traffic crashes are one of the leading causes of injury and death, both locally and nationally. There are a wide variety of conditions that have been identified as influencing motor vehicle-related crash rates. Two of these that would likely be impacted by the Transit Project are transit ridership rates and levels of bicycle and pedestrian activity. Transit ridership rates impact injury and death rates because transit is a much safer mode of transportation; as people switch to public transit, they lower their chances of getting injured. Bicycle and pedestrian rates influence crash rates because crash rates for these modes generally decrease as bicycle and pedestrian activity increases.

Based on an assessment of the relative levels of transit ridership and bicycle and pedestrian activity resulting from the different scenarios, this report finds that the two build scenarios would reduce traffic crash rates as a result of increased transit use and increased bicycle and pedestrian activity relative to the no-build scenario. Since the streetcar would generate the highest levels of transit ridership and bicycle and pedestrian activity, it would provide the greatest reduction in traffic crash rates.

Copies of the full report can be downloaded from OPHI's website, www.orphi.org/healthy-community-planning/health-impact-assessments. Hard copies will be mailed out on request by contacting Steve White at steve@orphi.org, or (503) 227-5502 x228.

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



24 January 2011

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

Portland Planning and Sustainability Commission
1900 SW Fourth Ave, Ste 7100
Portland, OR 97201

Re: Letter of Support for the Lake Oswego to Portland Transit Project

To the Project Steering Committee and Members of the Portland Planning and Sustainability Commission:

With this letter, the City of Portland Bicycle Advisory Committee (BAC) expresses its support for the extension of streetcar from South Waterfront to Lake Oswego. On behalf of the BAC, I am writing to comment on the options as presented as a part of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the BAC supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The BAC also supports the streetcar as the preferred mode and “Macadam-in-Street” as the preferred alignment in the City of Portland. In particular, the BAC:

- Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded bicycle-friendly station amenities, is fundamental to maintain our region’s quality of life and provide an effective and convenient connection between bicycle and transit trips;
- Recommends that streetcar design, as it relates to the stations and particularly bike-streetcar track crossings, supports safe bicycle and pedestrian access and enhances the neighborhoods in which they are located;
- Supports streetscape and greenway path improvements that will improve bicycle, pedestrian, and transit access along the Willamette River/Macadam Avenue corridor;
- Emphasizes the importance of this project’s relationship to the South Portal project and improvements to Macadam Avenue. The active transportation network in the South Waterfront

and John's Landing neighborhoods needs to be integral with transit facilities to achieve transit/active transportation mode share objectives;

- Recommends using any unused portions of the Willamette Shore Line ROW for safety, access and circulation improvements to the bicycle and pedestrian multi-use path;
- Recommends that, should the "Macadam-in-Street" alignment be selected, the project enhance the Macadam right-of-way in this segment to provide for the safe operation of a bicycle along this section of Macadam (in accordance with the Portland Bicycle Plan for 2030). The BAC strongly recommends consideration of a separated, in-road facility (such as a cycle-track) to provide safe and comfortable bicycle access along this section.

The BAC would also like to draw attention to the health benefits of the streetcar option. A Health Impact Assessment completed by the Oregon Public Health Institute showed that the streetcar option, when compared to the no-build and enhanced bus options, would:

- Provide the greatest improvement in opportunities for physical activity because of its higher level of service, greater improvements in park and trail accessibility, and provision of greater amounts of bicycle and pedestrian infrastructure in the corridor;
- Would add or improve more bicycle and pedestrian facilities at numerous points along its route, and would result in the most improvements to bicycle and pedestrian infrastructure in the corridor.

In closing, we thank you for your consideration of our support and recommendations. We look forward to watching the project move forward and hope that the BAC can be an active participant in the design and implementation to transportation improvements in this corridor.

Sincerely,



Matthew C. Arnold
Chair, Portland Bicycle Advisory Committee



Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800
Portland OR 97204

January 24, 2011

Members

David Aulwes

Roger Averbeck

Don Baack

Carolyn Briggs

Betsy Clapp

Ali Corbin

Daniel
Friedman

Marianne
Fitzgerald

Rebecca
Hamilton

Erin Kelley

Doug Klotz

Rod Merrick

Elizabeth
Mros-O'Hara

Ellison Pearson

Marian Rhys

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

Portland Planning and Sustainability Commission
1900 SW Fourth Ave, Ste 7100
Portland, OR 97201

Re: Letter of Support for the Lake Oswego to Portland Transit Project

Dear Steering Committee and Planning and Sustainability Commission Members:

On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I want to express support for the extension of streetcar from South Waterfront to Lake Oswego. I am writing to comment on the options as presented in the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the PAC supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The PAC also supports the streetcar as the preferred mode. In particular, the PAC:

- Recommends the transit project and alignment not preclude use of the Willamette Shore Line Right-Of-Way for a pedestrian and bicycle multi-use path, particularly north of the Sellwood Bridge. Include safety, access, and circulation improvements to reach the path.
- Emphasizes the importance of this project's improvements to the pedestrian environment along Macadam Avenue in the Johns Landing neighborhood, including wider sidewalks, more frequent marked crosswalks, and enhanced crossings near streetcar stations;
- Believes that high quality transit in the corridor with added passenger capacity, increased frequencies, and upgraded station amenities, is fundamental to maintaining our region's quality of life and providing an effective and convenient connection between pedestrian and transit trips;
- Recommends that streetcar design, especially as it relates to the stations, supports safe pedestrian and bicycle access and enhances the neighborhoods in which they are located; and
- Supports streetscape and greenway path improvements that will improve pedestrian, bicycle, and transit access along the Willamette River/Macadam Avenue corridor.

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,

David Aulwes
Chair, Portland Pedestrian Advisory Committee



South Portland Neighborhood Association

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

7688 SW Capitol Hwy.
Portland, OR 97219

January 17, 2011

**Project Steering Committee
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232**



Re: Letter of Support for the Lake Oswego to Portland Transit Project

Dear Steering Committee:

On behalf of the South Portland Neighborhood Association (SPNA), I want to express support for the extension of streetcar from South Waterfront to Lake Oswego. I am writing to comment on the options as presented as a part of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the SPNA supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The SPNA also supports the streetcar as the preferred mode and the "Macadam-in-street" as the preferred alignment in the City of Portland. In particular, the SPNA,

- **Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between active transportation and transit trips;**
- **Recommends that streetcar design, especially as it relates to the stations, supports safe pedestrian and bicycle access and enhances the neighborhoods in which they are located;**
- **Supports streetscape and greenway path improvements that will improve pedestrian, bicycle,**

and transit access along the Willamette River/Macadam Avenue corridor;

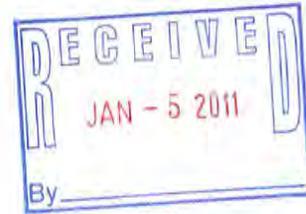
- **Supports future pedestrian and transit oriented-development investments that would leverage the public investment in transportation infrastructure into main-street, mixed-use development in the John's Landing neighborhood;**
- **Emphasizes the importance of this project's physical improvements to the pedestrian environment along Macadam Avenue in the John's Landing neighborhood, including wider sidewalks and more frequent pedestrian crosswalks.**
- **Recommends using any unused portions of the Willamette Shore Line ROW for safety, access and circulation improvements to the pedestrian and bicycle multi-use path**

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Love", written in a cursive style.

**Ken Love
President
South Portland Neighborhood Association**



December 20th, 2010

Lake Oswego to Portland Transit Project,
600 NE Grant Avenue,
Portland, Or 97232

Re: Draft Environment Impact Statement and Preliminary Section 4 (F)
assessment comment

Stampher Road Home Owners Association, representing the owners of homes on Stampher Road, Lake Oswego, appreciate the opportunity to voice our concerns and objections to the proposed street car alternative contained in the DEIS.

Two of the stated goals of the Portland to Lake Oswego Transit Project are to “Increase mobility and accessibility within the geographically-constrained Highway 43 corridor” and to “Support and Enhance the neighborhood character in an environmentally sensitive manner” (page 2 .1.2.1. page 2 – 3)
We submit that the street-car alternative will negatively impact Stampher Road residents and negate the above mentioned objectives for the following reasons:

The Stampher Road areas is a unique, secluded and environmentally sensitive area which does not abut the existing Willamette Shore Line Right of Way. This right of way currently runs parallel to highway 43, on the west-side on the Union Pacific Right of Way. The configuration for the new street-car alignment in the Stampher Road neighborhood as outlined in the DEIS, falls into Segment 6 – Lake Oswego (page S – 11 C).

In the plan for both the UPRR Right of Way and the Foothills Design Option, a tunnel is cut through the UPRR right of way to bring a double track for the street-car directly into our neighborhood. It should be noted that where attempts have been made to mitigate the impact of the street car on residences in close proximity to the right of way, (Macadam In-Street Design Option and the Riverwood Road Option) Stampher Road suffers the opposite fate as the street car is deliberately brought into our area over the express objections of its residents. Further more, there is no discussion or disclosure about the significant interference, hardship and encroachment on the quality of life in the Stampher neighborhood anywhere in the DEIS. This neighborhood is only mentioned in passing in reference to the UPRR.

We believe that the Street-car Alternative will have severe negative Environmental consequences for our neighborhood for the following reasons:

page 2

Double tracks will cross our only access road into our neighborhood (see Map – page E 23) which will negatively impact the safety of drivers, pedestrians, children and pets. In addition it reduces our neighborhood mobility (page 3 -45) by limiting our safe and unfettered access to Highway 43.

The street-car route comes through a tunnel, into a gully and onto our road at a very sharp angle in the road. Traffic will have limited warning or views of an approaching street-car. Any of the usual remedies used to mitigate safety and security, such as audible warnings, signing, striping signalization etc will have profound negative impact on all Stampher Road residences as all the usual warning devices will be visible or audible from all the homes in the neighborhood. We note that Stampher Road area has been excluded from discussions of impacts of noise and vibrations on pages 3-155 through 3-160., nor has it been identified with respect to safety options.

We believe that the street car will dramatically and negatively change the character and nature of this neighborhood, and offers no corresponding positive trade-offs of increased access to transit for residents. The street car, is in effect, all burden and offers no benefit to the residents of Stampher Road, and as such we strongly oppose the street-car option.

The Stampher enclave is an environmentally sensitive area as this is where Tryon Creek (page 1 – 12), habitat for federally-listed threatened and endangered species, enters the Willamette. It is also home to eagles, osprey, hawks, numerous other birds, a variety of small animals and the occasional deer. The landscape consists of natural native grasses, giant oaks, cottonwoods and other natural vegetation consistent with the goals of the Willamette Greenway.

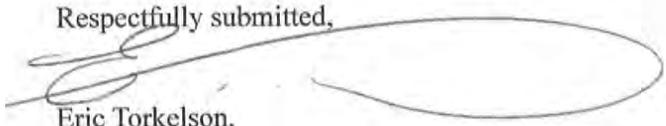
Statements on page 3-130, 3.8.3.3.3. Wildlife, highlights considerable direct and indirect impacts to wildlife for breeding, shelter or foraging, and long term mortality to birds, small mammals etc. Paragraph 3.8.3.3.4, page 3-313- discusses the potential adverse impact on fish and fish habitat, plus the construction of the Tryon Creek trestle within a 100-year flood plane.

The DEIS does not supply sufficient information regarding the destruction and disturbance of this environment with the construction of a tunnel, (freight under crossing) a trestle over Tryon Creek, (page 3-58, Table 3.4-3) double tracks, electric overheads, noise, light and barrier intrusions, retaining walls, vibrations and the street-car itself.

Kindly note that if the street-car does become an unfortunate and costly reality, the Stampher Road residents request that certain improvements be made to their access onto Highway 43. Specifically we request the removal of the tracks that run along side highway 43, which were installed to extend the right of way into Lake Oswego at the time of the consortium purchase in 1988.

This extension limited the turning radius for cars entering from the south into Stampher Road, and by doubling the size of the UPRR trestle, narrowed our road and limited our visibility. As these tracks will no longer be used, their removal will greatly enhance the safety of this crossing for all users.

Respectfully submitted,



Eric Torkelson,
President, Stampher Road Home-Owners Association

January 14, 2011

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

Dear Lake Oswego to Portland Transit Project Partners:

As the destination marketing organization for the Portland area, Travel Portland takes a keen interest in transportation developments that can impact the ability of visitors to get to and around our region. We have been following the Lake Oswego to Portland Transit Project, and now that the DEIS has been released, we would like to provide input from the tourism perspective.

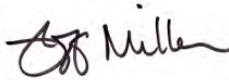
With its spectacularly scenic route along the Willamette River, the Lake Oswego Streetcar could become a visitor destination in itself. This would open up the southern section of our region as an attractive day-trip destination from Portland, and would connect this region to amenities like OMSI, the Oregon Convention Center blocks, South Waterfront, RiverPlace, the Pearl District and Northwest Portland. Enhanced Bus Service does not offer the visitor appeal that the Streetcar does.

In addition, because the Streetcar offers higher ridership, faster travel times, better congestion relief, more carbon reduction, and increased development potential along the line, it is in keeping with Portland's strong brand as a sustainability and transportation leader.

In a choice between Enhanced Bus Service and a Streetcar, we believe the Streetcar is the better alternative from a visitor standpoint.

Thank you for the opportunity to provide input on this project.

Sincerely,



Jeff Miller
President & CEO
Committee



Adam Berger
Chair, Community Action
Owner, Tabla Restaurant

cc Portland Planning and Sustainability Commission

WILLAMETTE SHORES CONDOMINIUMS

1500 NE IRVING STREET, SUITE 414
PORTLAND, OREGON 97232
503-222-7073



December 30, 2010

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

Dear Metro,

I am the Chair of the Board of Directors of the Willamette Shores Condominiums. We are located on the east side of SW Macadam Avenue between SW Macadam Avenue and the Willamette Shoreline right of way. The right of way runs between our condominium and the west bank of the Willamette River.

As with other condominiums, businesses, and single family homeowners in similar locations to ours, we are extremely concerned about the viability of the Johns Landing neighborhood, and our property values. The Shoreline Right of Way option would negatively impact property values up and down the west bank of the river.

Our Board of Directors voted to support what is known as the in-street Macadam option for the streetcar planned for our neighborhood. Owners expressing an opinion, and supporting the Board decision strongly favor the option that has minimal impact on our property values and neighborhood livability. We do understand the need to provide the most effective and reasonable transit access for our neighborhood as a whole. This in-street alternative also affords our neighborhood the most redevelopment opportunity.

Very truly yours,

Diana Lee Holuka
Board Chair
Willamette Shores Condominium Association
5620 SW Riverside Lane, #2
Portland, Oregon 97239

Metro Transit Project BoD decision 12-30-10

Lake Oswego to Portland Transit Project - DEIS Review

No.	Page	Subsection Number/Heading	Commenter	Comment
1	S-7	Table S-2, Line 2	Jeff Graham	Why does the DEIS measure transit times from Lake Oswego to PSU? Aren't the proposed Streetcar alternative termini the Lake Oswego and SW Bancroft Stations?
2	S-7	Table S-2	Jeff Graham	What are the in-vehicle automobile travel times relative to the No-Build, Enhanced Bus, and Streetcar alternatives? This is useful information to help readers understand, and reach conclusions about, the effectiveness of the project.
3	S-8	Third bullet under The Streetcar Alternative	Jeff Graham	What is the automobile travel time between Lake Oswego and PSU. Why are transit travel times between Lake Oswego and PSU are reported? Isn't the northern termini for the streetcar at the SW Bancroft station?
4	Chapter 1 Page 7	Table 1.5-1	Jeff Graham	Average weekday PM peak period auto and transit times are reported between Lake Oswego and Pioneer Square. Transit travel times in the Summary were reported between Lake Oswego and PSU. Since the northern termini for the streetcar is at SW Bancroft I would expect that as a termini. At the very least the travel times, whether SW Bancroft or PSU or Pioneer Square, should use the same termini otherwise it is not possible to compare performance between alternatives.
5	Chapter 2 Page 10	Table 2.2-2	Jeff Graham	What is the in vehicle automobile travel time between Lake Oswego and SW Bancroft? In this table the streetcar round trip travel time is reported between Lake Oswego and SW Bancroft. See Footnote 3. Streetcar headways are report from Lake Oswego to PSU. Why is this not reported from SW Bancroft? The DEIS is not consistent in the termini it uses to report travel times for the alternatives and readers cannot compare the performance of the alternatives if different termini are used.
6	Chapter 2 Page 11	Roadway Capital Improvements	Jeff Graham	Please include Sellwood Bridge in this list
6	Chapter 2 Page 11	Bicycle and Pedestrian Capital Improvements	Jeff Graham	Please include Sellwood Bridge in this list

Lake Oswego to Portland Transit Project - DEIS Review

No.	Page	Subsection Number/Heading	Commenter	Comment
7	Chapter 2 Page 12	Figure 2.2-1	Jeff Graham	Please include Sellwood Bridge project on this figure
8	Chapter 2 Page 24	Sellwood Bridge Segment	Jeff Graham	It may be worth mentioning that the design for the new Sellwood Bridge can accommodate an alignment for a Tacoma Streetcar line if that is so desired in the future.
9	Chapter 3 Page 231	Sellwood Bridge Segment	Jeff Graham	3.17.2.1 Sellwood Bridge Segment should be changed to read 3.17.2.2 Sellwood Bridge Segment as 3.17.2.1 was used for the South Waterfront Segment.
10	Chapter 4 Page 4-16	Table 4.2-2	Jeff Graham	This table is reporting transit and automobile travel times to Lake Oswego from PSU and SW Lowell Street. Why not use Bancroft Station rather than SW Lowell Street?
11	Appendix G		Jeff Graham	Appendix G is upside down in my document.



Oregon

John A. Kitzhaber, MD, Governor

Department of State Lands

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

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January 28, 2011

State Land Board

LAKE OSWEGO TO PORTLAND TRANSIT PROJECT
ATTN: JAMIE SNOOK
METRO
600 NE GRAND AVENUE
PORTLAND OREGON 97232

John A. Kitzhaber, MD
Governor

Kate Brown
Secretary of State

Re: Comments on DEIS
Lake Oswego to Portland Transit Project
Multnomah and Clackamas County

Ted Wheeler
State Treasurer

Dear Ms. Snook,

Thank you for the opportunity to review the DEIS. Under the Oregon Removal-Fill Law (ORS 196.800-196.990), removal, filling, or alteration of 50 cubic yards or more of material below the ordinary high water line of waters of this state (including wetlands) or any amount of material within Essential Salmonid Habitat, such as the Willamette River and Tryon Creek, requires a permit from the Oregon Department of State Lands (DSL). Additionally, DSL implements the Lower Willamette River Management Plan; this plan applies to activities on the Willamette River between the Columbia River and to above the Sellwood Bridge, up to the level of bankfull stage on each riverbank.

Based on the information in the DEIS there may be impacts to waters of the state, including wetlands. With regard to our permitting process, we will look at the Need for the project and associated Range of Alternatives; each alternative shall have a mitigation sequence addressing avoidance and minimization of direct and indirect impacts. Please consider submitting a wetland delineation to us far in advance of the removal-fill permit application in order to avoid slowing the permitting process down. Any compensatory mitigation concepts for impacts to riverine or wetland impacts should be coordinated with the appropriate agencies, ideally in an interagency setting.

Best Regards,

Michael V. McCabe, MS
Senior Resource Coordinator
Wetlands and Waterways Conservation Division

C: James Holm, ACOE (Portland)

January 31, 2011

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

**RE: ODOT Region 1 Comments to Lake Oswego to Portland Transit Draft
Environmental Impact Statement**

Metro:

Thank you for the opportunity to comment on the Lake Oswego to Portland Transit (LOPT) Draft Environmental Impact Statement (DEIS). The Oregon Department of Transportation (ODOT) appreciates the efforts of TriMet and Metro in keeping us involved in this important regional process.

Over the past several years, local governments have increasingly voiced their interest in taking over jurisdiction of OR43¹. Recently this interest led to a series of Metro sponsored OR43 Working Group meetings. It has become clear from these meetings and other on-going conversations with local leaders, and through a number of recent planning processes that there is a local desire to see the function of OR43 change from its origin as a farm to market road into a new role as a multimodal facility serving local community needs. Due to the changing function, it may be appropriate for OR43 to be transferred to local control.

The transfer of OR43 to the local governments may occur as early as this year. Our agency comments are listed in two categories; those comments that only apply if the project moves ahead while OR43 continues to be owned and managed by the State of Oregon, and comments that apply regardless of the ownership status of OR43.

COMMENTS THAT APPLY REGARDLESS OF OR43 Ownership:

According to the DEIS, “a new storage facility that would accommodate eight streetcars would be located adjacent to the streetcar alignment under the Marquam bridge” for the Streetcar Alternative. ODOT currently has utilities and parking lot easements under the structure. In the future, the City of Portland plans to do an extension of Bond Street under the Marquam Bridge and ODOT plans to do seismic retrofits for the bridge supports, so a storage facility will require ongoing negotiation to accommodate the competing demands for this limited space and require ODOT approval prior to moving forward.

The traffic analysis in the Final Environmental Impact Statement (FEIS) should determine if construction work on OR43 will temporarily impact parallel facilities by receiving diverted trips from OR43. If such diversion impacts ODOT facilities mitigation measures will be required subject to State Traffic Engineer approval.

¹ Oregon State Highway 43 (also known as Oswego Highway, Macadam Avenue, Riverside Drive, and State Street)

If the project creates a permanent or temporary vertical and/or width reduction on OR43 for the Streetcar Alternative In-Street Macadam Design Options, the project should coordinate with the Portland Freight Committee and Motor Carrier Traffic Division to obtain the appropriate permits and required approvals.

COMMENTS THAT APPLY ONLY UNDER CONTINUED STATE OWNERSHIP OF OR43:

Highway Design Elements

The Streetcar Alternative In-Street Macadam Design Options will trigger ODOT’s *Highway Design Manual* 4R design requirements based on the reconstruction of the highway and addition of a new transportation mode. The LOPT Project will be required to design and build to these dimensions as shown in Table 1 on OR43 between SW Boundary Street and SW Carolina Avenue or obtain design exception approvals from the State Traffic Engineer. The LOPT project will also need to build the horizontal curve, superelevation, vertical profile, and cross-slopes of the highway in accordance with ODOT design requirements.

Table 1: ODOT’s Highway Design Manual Design Requirements for Special Transportation Areas

Streetcar Alternative In-Street Macadam Design Option	Streetcar Alternative In-Street Macadam with Additional Lane Design Option
<ul style="list-style-type: none"> • Four 12-foot travel lanes • One 15-foot median • Two 6-foot shoulders • Two 10-foot sidewalks 	<ul style="list-style-type: none"> • Four 12-foot travel lanes • One 13-foot exclusive streetcar lane and right-turn lane that includes 1 foot for shy • One 15-foot median • Two 6-foot shoulders • Two 10-foot sidewalks

The addition of streetcar tracks onto OR43 under the Streetcar Alternative In-Street Macadam Design Options will need further research, analysis, and development of bicycle and vehicle safety measures for installation on a State Highway, and obtain ODOT’s approval prior to construction.

The Streetcar Alternative Riverwood Design Option locates the new streetcar alignment adjacent to OR43 between SW Riverdale Road and SW Riverwood Road. A permit and/or easement will be required if the streetcar alignment enters onto ODOT right-of-way.

Bicyclists are currently allowed to use the travel lanes on OR43. Oregon Revised Statute 366.514 states, “Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated.” The Streetcar Alternative In-Street Macadam Design

Options will be ‘reconstructing’ the roadway when placing streetcar tracks on OR43. For both design options, the LOPT Project will need to either provide bicycle facilities or provide a suitable alternate parallel bicycle facility and obtain an approved design exception from the State Traffic Engineer.

Traffic Signals and Intersections

The proposed traffic signal installation and modifications listed in Table 2 will require State Traffic Engineer approval and compliance with Oregon Administrative Rule 734-020. A progression analysis using the methodology listed in ODOT’s *Analysis Procedures Manual* is needed in order to seek approval for these signal installation and modification requests. The LOPT project may also need to obtain design exceptions from the State Traffic Engineer for ODOT’s *Highway Design Manual* design-life volume-to-capacity ratio requirements at some of these intersections.

Table 2: Proposed Signal Installation and Modifications listed in the LOPT DEIS

OR43 Intersection	Type of Alteration	Alternative / Design Option
SW Boundary St	Modification	Streetcar Alternative In-Street Macadam Design Options
SW Carolina Ave	Installation	Streetcar Alternative In-Street Macadam Design Options
SW Military Road	Modification	Streetcar Alternative Riverwood Design Option
SW North Shore Rd	Modification	Enhanced Bus Alternative
SW Middlecrest Road	Modification	All Build Alternatives
SW McVey Ave	Modification	All Build Alternatives

Streetcar stop locations at the OR43 / SW Boundary Street intersection as shown in Appendix D of the DEIS may need to be relocated to address operational and safety issues with the intersection.

The LOPT FEIS needs to provide an AM peak hour traffic analysis (e.g. volume-to-capacity ratio, queuing, travel time, and progression analysis) for all studied OR43 intersections. The queuing analysis should consider mitigation for the following scenarios:

1. Creation of a spillback queue under the build alternatives that does not exist under the no-build alternative;
2. Further degradation of spillback queue under build alternatives;
3. Creation of an overflow queue under the build alternatives that does not exist under the no-build alternative; and
4. Further degradation of an overflow queue under build alternatives.

The LOPT Project staff needs to work with ODOT staff to ensure the catenary wires on OR43 do not obstruct the sight distance and/or location of the traffic signal heads on the highway.

Construction and Traffic Control Plan

During construction, the LOPT project will maintain mobility on OR43 by keeping two lanes of travel in each direction on the highway on weekdays from 6am to 8pm.

Drainage and Stormwater Treatment

All additional impervious surfaces must be treated to the satisfaction of permitting and regulatory agencies at project cost, including any additional right-of-way that may be required to modernize the drainage and stormwater treatment facilities on OR43.

Sincerely,



Andrew Johnson
Major Projects Manager, Region 1
Oregon Department of Transportation

From: Bill Fujii [fujiiwh@wrđ.state.or.us]
Sent: Monday, November 29, 2010 3:00 PM
To: Trans System Accounts
Cc: Kris Byrd; Sabrina White-Scarver; Darrell Hedin
Subject: Lake Oswego to Portland Transit Project
Attachments: Comment to metro.doc

Jamie - thank you for your notice on the Lake Oswego to Portland Transit Project. The Water Resources Department does not have any specific comments related to the materials on your CD. The geographic scope of your project transects two of our Watermaster Districts. Their contact information is contained at the end of our general comments attached to this email.

Environmental Protection related to OWRD

As development overtakes lands on which wells are located, it is important to protect the ground water resource through proper abandonment of unused water wells. Improperly abandoned wells can serve as a conduit for contamination or can cause loss of artesian pressure. Contamination from improperly abandoned wells can threaten wells over a large geographical area. Domestic uses and even municipal uses can be threatened by even one improperly abandoned well.

OWRD assumes that there will be monitoring wells or other geotechnical holes in the ground related to this project. Please contact us prior to drilling of these features.

Water use for construction or monitoring

OWRD assumes that the project will be getting water from a municipal provider.

If you have any questions please contact me or any of the folks mentioned on the attached.

Best Regards -

Bill Fujii 503 986 0887

Comment to Local Governments

Water rights

Applicants for land use changes should make themselves aware of any existing water rights appurtenant to their lands and limitations for new water right applications. Water users must have legal access to water such as connection to a municipal system, or have a permit or water right certificate from the Water Resources Department to use water from any source— whether it is underground (see exemption below), or from lakes or streams. Generally speaking, landowners with water flowing past, through, or under their property do not automatically have the right to use that water without a permit from the Department.

In most areas of the state, surface water is no longer available for new uses on a year-round basis. Ground water supplies may also be limited in some areas. Allowing new uses of water is done carefully to preserve the investments already made in the state, whether in farms, factories, or improvement of fish habitat.

Ground water uses exempt from water right application process

Under ORS 537.545 the following uses of ground water *do not* require an application for water right permit:

- Group and single-family domestic use up to 15,000 gallons per day.
- Stock watering.
- Watering any lawn and/or non-commercial garden totaling one-half acre or less in area.
- Down-hole heat exchangers.
- Any *single* industrial or commercial development up to 5,000 gallons per day.
- Watering the lawns, grounds and fields not exceeding 10 acres in area of schools located within a critical ground water area established pursuant to ORS 537.730 to 537.740

Please keep in mind that well construction standards require specific distances from drain fields and wastewater lines; this may limit the practical number of parcels that can be developed even with exempt use wells.

Protecting Ground Water Through Proper Abandonment of Wells

As development overtakes lands on which wells are located, it is important to protect the ground water resource through proper abandonment of unused water wells. Improperly abandoned wells can serve as a conduit for contamination or can cause loss of artesian pressure. Contamination from improperly abandoned wells can threaten wells over a large geographical area. Domestic uses and even municipal uses can be threatened by even one improperly abandoned well.

For developments on which the future use of existing wells is not anticipated, proper abandonment of wells (permanent or temporary) is very important to protect the ground water resource. Any well that is not going to be used should be abandoned to standards established by the State of

Oregon. Also if there is a suspicion that there are contaminants in any well, the Department of Environmental Quality should be contacted before any action is taken.

All too often the land is already graded and the wells damaged before the local jurisdiction is notified of the intent to subdivide. The damage to the resource and the associated liability risks can be avoided. Public information and education is very important. The Department also publishes a brochure, "A Consumer's Guide to Water Well Construction, Maintenance and Abandonment" which provides additional well abandonment information. Anyone interested in a copy of this brochure or for further information may contact the local Watermaster's office or the Enforcement Division in Salem.

The Oregon Water Resources Department encourages agencies to protect the ground water resource, public health and safety by adopting policies and/or procedures to insure proper well abandonment program. Proper well abandonment procedures are outlined in OAR 690 Division 220.

Local jurisdictions should be aware that the Water Resources Department is not asking anyone to adopt any ordinance or procedure that will conflict with ORS 537.769:

“ORS 537.769 Local regulation of wells and water well constructors. The Legislative Assembly finds that ground water protection is a matter of statewide concern. No ordinance, order or regulation shall be adopted by a local government to regulate the inspection of wells, construction of wells or water well constructors subject to regulation by the Water Resources Commission or the Water Resources Department under ORS 537.747 to 537.795 and 537.992. [1989 c.129 s.3]”

If there is any technical question about inspection of wells, construction of wells or water well constructors the Water Resources Department will cooperate with any jurisdiction or individual to ensure the protection of the ground water resource.

Local Jurisdictions may wish to consider the following criteria for determining their policies.

- 1) Unused water wells must be permanently abandoned if the well:
 - Will no longer meet well construction standards.
 - Poses a threat to health and safety (hand dug and shallow wells are of particular concern)
 - Will no longer meet local set-back requirements

- 2) Unused water wells with the following risk factors are of concern because of the increased risk of contamination:
 - Proximity to roads, large parking lots, sewer lines, certain industrial uses, feed lots, quarries, nursery and greenhouse operations, liquid fuel transmission lines and flood plains.
 - Any system remnants that may provide the opportunity for cross connections.
 - Any unsecured large diameter well (also a public safety concern).

- 3) Not all unused wells should be abandoned permanently. If there would be an opportunity to put the well to beneficial use within the foreseeable future status quo or temporary abandonment may be an option that local jurisdictions may wish to leave open.

The advantages of maintaining an un-used well include:

- Diversification of sources (such as irrigation or industrial use of raw water rather than finished water).
- Future use by the land owner or a municipality.
- Transfer from surface water source to ground water (specific state standards would apply).
- Often these wells may offer a source for a back-up supply
- Use of the well for monitoring.

Here are some criteria to consider for allowing “status quo” and/or temporary abandonment:

- The well meets all current well construction standards.
- The well location provides minimum risk (see above).
- There is a proposed plan to utilize the well - which includes recognition of federal, state and local regulations.
- The connection to the municipal system is protected by a back-flow protection device.

4) Range of options for local jurisdictions:

- Adopt ordinances to ensure that state well abandonment requirements are met before development occurs (please see caution above).
- Adopt internal procedures to insure that state well abandonment requirements are met before development occurs.
- Assist in public education efforts including distribution of the Consumer's Guide to Water Well Construction, Maintenance and Abandonment
- Refer all well questions to the local water master’s office

Contact Persons:

Darrell Hedin, District 18
1400 SW Walnut St, Suite 240
Hillsboro, OR 97123
Ph: 503-846-7780

Sabrina White, Watermaster District 20
1678 S Beaver Creek Rd, Suite L
Oregon City, Oregon 97045
Ph: 503-722-1410
Fax: 503-722-5926

Kristopher Byrd (503) 986 0851
Bill Fujii (503) 986 0887



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
620 SW Main Street, Suite 201
Portland, Oregon 97205-3026



9043.1
IN REPLY REFER TO:
ER10/1015

Electronically Filed

January 31, 2011

Ms. Jamie Snook
Principal Planner
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, Oregon 97232

Dear Ms. Snook:

The U.S. Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland Transit Project. On August 27, 2009, the U.S. Fish and Wildlife Service (Service) signed a memo with the Federal Transportation Administration (FTA), Metro, and Trimet accepting the role as a participating agency. Through this agreement, the Service established coordination and collaboration procedures, and has submitted written advisory comments on the early draft of this DEIS. The Department offers the following comments for use in the development of the Final Environmental Impact Statement (FEIS).

The DEIS provided analyses of the following three alternatives: 1) the No Build alternative, 2) the Bus Rapid Transit Alternative, and 3) the Streetcar Alternative. A preferred alternative was not identified. Alternative 2 proposes to modify buslines between King City and Lake Oswego and Lake Oswego to Portland and to construct a 300-space park-and-ride in Lake Oswego. Alternative 3 would extend existing streetcar tracks and service between Southwest Bancroft Street and downtown Lake Oswego, generally parallel to Highway 43, adding approximately six miles of new streetcar track, 10 new streetcar stations, and two new park-and-ride lots. For the most part, the streetcar tracks would be extended into exclusive right of way purchased by the Willamette Shore Line Consortium in 1988. Buslines 35 and 36 service and bus stops would both cease operations north of Lake Oswego.

Based on the available information, the implementation of the No Build and Enhanced Bus alternatives does not appear to result in short- or long-term direct effects to wetlands, vegetation, wildlife, fisheries, or threatened and endangered species; however, it does appear that the implementation of Alternative 3 will result in impacts to the environment. If the FTA determines, based on a Biological Assessment or evaluation, that threatened and endangered species and/or critical habitat may be affected by the project, the FTA is required to consult with the Service following the requirements of 50 CFR 402 which implements the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.).

In June, 2010, the Service participated in a fieldtrip to the project area and submitted comments on the draft DEIS. At that time, the Service suggested that the DEIS identify specific mitigation measures and a conceptual mitigation plan based on the level of direct, indirect, and cumulative impacts analyzed for the proposed Streetcar Alternative. While the DEIS does identify a number of potentially adverse impacts to fish and wildlife species and resources and a number of potential mitigation proposals, the level and extent of mitigation has not been specifically identified. The Department recommends that the FEIS include specific information regarding the level and extent of the proposed mitigation. If the Streetcar Alternative is selected as the preferred alternative, the Department also recommends that the Service be included in any discussions regarding the selection of mitigation measures. In addition, we offer the following general recommendations to reduce the overall impacts and improve habitat for fish and wildlife resources:

- The project team should develop specific best management practices to avoid and minimize impacts to terrestrial and aquatic species. In particular, avoid the removal of Oregon white oak (*Quercus garryana*) and other mature native trees of the Pacific Northwest, evaluate and implement measures to provide travel corridors to maintain and enhance aquatic and wildlife connectivity, and develop construction practices that minimize unavoidable impacts, such as in-water work timing, and isolation of in-water work areas;
- Compensatory mitigation should concentrate on those areas where success is most likely to be achieved and provides the best benefits. For example, two culverts that convey Tryon Creek and Stephens Creek within the project corridor have been identified in the DEIS as partial or permanent barriers to upstream fish passage. The Service supports the removal of these barriers because they will provide passage for a number of anadromous salmon species and Pacific lamprey (*Lampetra tridentate*). The Tryon Creek culvert in particular, is ranked as city of Portland's highest fish passage priority by the Bureau of Environmental Services (DEIS 3-119).

Thank you for the opportunity to review and comment on this DEIS. If you have questions regarding comments related to fish and wildlife resources, please contact Kathy Roberts at (503) 231-6179. If you have any other questions, please contact me at (503) 326-2489.

Sincerely,

A handwritten signature in black ink that reads "Allison O'Brien". The signature is written in a cursive, flowing style.

Allison O'Brien
Acting Regional Environmental Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS, TRIBAL AND
PUBLIC AFFAIRS

January 31, 2011

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

Ms. Jamie Snook
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Re: Lake Oswego to Portland Transit Project
EPA Region 10 Project Number 08-046-FTA

Dear Mr. Witmer and Ms. Snook:

The U.S. Environmental Protection Agency (EPA) has reviewed the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement (DEIS). We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. Thank you for this opportunity to participate.

The DEIS presents a No Action Alternative and two action alternatives for improving transit service between Lake Oswego and Portland: an Enhanced Bus Alternative, and a Streetcar Alternative, which includes three design options in Segment 3, two design options in Segment 5, and two design options in Segment 6. No preferred alternative is identified.

Because no preferred alternative has been identified, the Draft EIS does not provide as much information as is generally needed in some subject areas to sufficiently disclose and mitigate potential project impacts. We find this to be the case with respect to the analyses for aquatic resources, environmental justice/elderly and disabled populations, and air toxics construction impacts. For this reason, we are rating the DEIS as EC-2, Environmental Concerns, Insufficient Information. An explanation of this rating is contained in the enclosed description of EPA's rating system for NEPA Environmental Impact Statements.

We support the project purpose to provide enhanced transit in the project corridor. Ultimately the decisions regarding selection of an alternative and potentially of design options will be locally based. We encourage that the selected alternative be designed to achieve maximum benefits to the environment and to the local community, particularly the neighborhoods most affected by project impacts. We offer the following comments with these priorities in mind.



Aquatic Resources

Least environmentally damaging practicable alternative (LEDPA). Based solely on the potential aquatic resources impacts of the two action alternatives, it seems likely that the Enhanced Bus Alternative would be considered the Least Environmentally Damaging Practicable Alternative (LEDPA). However, when all environmental and transportation impacts, benefits, and outcomes for the Streetcar Alternative are compared to the Enhanced Bus Alternative (Table S-2), it appears that the Streetcar Alternative may be environmentally preferred overall. If further analysis considers compensatory mitigation that would provide benefits/enhancements to low value or degraded aquatic resources, and if continued discussions with resource agencies during the permitting/consultation process support that analysis, it is possible that the Streetcar Alternative could be considered the LEDPA.

Among the design options for the Streetcar Alternative, it appears that the environmentally preferred options would be the Willamette Shore Line option in Segment 3, and the UPRR Right of Way option in Segment 6 based primarily on their smaller areas of impervious surface. In Segment 5, Riverwood Road Design option would avoid impacts to 2.7 acres of floodplain but would result in more impervious surface (2+ acres) than the Willamette Shore Line option. Site visits and consultation with resource agencies are likely needed to clarify an environmentally preferred alternative in Segment 5.

Recommendation: In addition to avoiding and minimizing impacts, when identifying a preferred alternative, work closely with resource agencies to explore possible solutions that would maximize overall environmental benefits of the proposed project, including but not limited to those for aquatic and other ecological resources.

Hydrology, water quality, floodplain. The discussion of potential mitigation measures for impacts to hydrology, water quality, and floodplains (p. 3-154) states that local, state, and federal requirements and design guidelines for stormwater treatment and volume would be implemented. There is also mention of Low Impact Development (LID) techniques, minimization of impervious surfaces, and removal of existing structures in the floodplain as possible mitigation measures, but there is no indication of intent to adopt these measures. We understand that this is likely due to the fact that a preferred alternative has not yet been identified. Once this decision is made, mitigation methods mentioned that we would particularly encourage be pursued include Low Impact Development (LID) techniques, removal of existing structures in the floodplain, and incorporating floodplain cuts with projects that improve water quality and improve wildlife habitat, such as revegetating degraded riparian areas. There are a wide variety of LID techniques that could be incorporated, which would provide urban interest and beauty as well as natural function, such as, rain gardens, pervious pavement, eeroofs, and pocket parks.

Recommendation: In consultation with resource agencies, fully explore the above mitigation concepts and include any feasible measures as commitments in the Final EIS.

Environmental Justice, Elderly, and Disabled Populations

We commend FTA and Metro for including analysis and discussion of potential project impacts to elderly and disabled populations as well as low income and minority populations. This acknowledgement is appropriate and necessary for the proposed project, and we encourage that it be continued in future NEPA analyses. In compliance with E.O. 13045, children should also be included among the vulnerable population segments that are given special attention in this and other NEPA analyses.

Recommendation: Include analysis of potential environmental health and safety impacts to children from the proposed project, and include mitigation to address the impacts.

Construction impacts. We are pleased to note that mitigation for construction impacts would be provided for persons with disabilities (p. 3-221), but the DEIS provides no information describing what would be provided. Children, especially those walking to and from schools, and the elderly are also of concern and may require special provisions to ensure their health and safety during project construction.

Recommendation: Include more information in the Final EIS regarding mitigation measures during construction to ensure public safety and security for children, the elderly, and the disabled.

Transit access. We believe the impacts associated with reduced access to transit in project Segments 3, 4, 5, and 6 should receive more attention in the EIS. From a project planning and design perspective, having fewer transit stops improves travel time while riding transit, but does not necessarily reduce overall trip time for people who must travel further to reach a transit stop. The neighborhoods and populations within the project area would experience the project-related construction and operation impacts while, depending on the distance to their nearest transit access point, they would potentially experience reduced project benefits.

The reduced transit access impacts would potentially be more severe for the elderly, disabled, and possibly children, than for less vulnerable populations. While the DEIS acknowledges the added time and difficulty required for the elderly and disabled to reach transit stops (p. 3-242), there is no discussion of mitigation for these effects. The DEIS provides no information about whether or not the public participation process has produced comment on these issues, and if so, what is being done to address them in project planning and design.

Recommendation: In the Final EIS, provide more analysis regarding the effects of reduced access to transit due to elimination of transit stops. Include public comments on this subject, and describe the geographic extent and demography of most affected neighborhoods/residents with respect to elderly, disabled, and children. Consider providing mitigation where needed, including potential addition of transit stops to the preferred alternative and/or other means, to ensure that vulnerable residents have suitable access to transit.

Neighborhood mobility. The DEIS states (p. 3-45) that new bicycle and pedestrian facilities would be provided in Segments 4, 5, and 6. It may be that these facilities already exist in Segment 3, but it would be helpful to indicate why new bike/pedestrian facilities would not be provided in Segment 3, which has the highest concentration of low income residents.

Recommendation: If it is not already mentioned in the DEIS, describe the existing non-motorized transportation facilities within Segment 3. If no bicycle/pedestrian facilities exist, consider including them as part of the proposed project.

Outreach. The DEIS provides good information about public outreach methods, including those for low income, and elderly populations (p. 7-5), but does not indicate to what extent project sponsors believe they were successful in reaching vulnerable/disadvantaged populations. The EIS should disclose what was heard from the public on transit access, neighborhood mobility, project benefits, impacts, and other topics, and in keeping with directives of the Executive Orders, should highlight what was heard from the most vulnerable population segments, including the low income, minority, elderly, and disabled members, as well as spokespersons for children, and report on how the comments are being incorporated into the proposed project. It would also be useful to share any lessons learned for improving current and future outreach efforts.

Recommendation: Provide the needed analysis, disclosure, and response as discussed above.

Air Quality during Construction

The DEIS states (p. 3-217) that the Final EIS will describe the project commitments for mitigation during construction and these will depend on the selection of the preferred alternative. We appreciate the general range of mitigation measures included on page 3-218, particularly those that would serve to minimize traffic and construction related vehicle and equipment emissions. To supplement the listed measures, we would refer you to the project scoping comments on air toxics we submitted on 7/18/08, which includes two lists of potential construction mitigation measures to reduce air toxics emissions during construction. In addition, we recommend you visit the Clean Construction USA website at <http://www.epa.gov/otaq/diesel/construction/>. At this website are examples of construction mitigation measures not included in the Draft EIS. The website also includes case studies and examples of institutional arrangements for implementing this mitigation.

Recommendation: Augment the construction mitigation measures listed in the Draft EIS to include additional mitigation measures listed in the EPA project scoping letter and/or on this website, and commit to their implementation.

Thank you for the opportunity to offer comment for the Lake Oswego Transit Project. If you have questions or would like to discuss these comments, please feel free to contact Elaine Somers of my staff at (206)553-2966 or by electronic mail at somers.elaine@epa.gov.

Sincerely,



Christine B. Reichgott, Manager
Environmental Review and Sediment Management Unit

Enclosure

**U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO – Lack of Objections

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC – Environmental Concerns

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO – Environmental Objections

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU – Environmentally Unsatisfactory

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 – Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 – Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 – Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment, February, 1987.

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LAKE OSWEGO PUBLIC TRANSIT PROJECT
PUBLIC TESTIMONY
LAKEWOOD CENTER, LAKE OSWEGO
January 24, 2011

1 MS. HARRINGTON: Since I'm an elected
2 official, I'm not very shy. Good evening. My name
3 is Kathryn Harrington. I'm one of the elected Metro
4 Councillors at Metro, your Metro regional
5 government, and I have been asked to chair this
6 public hearing this evening.
7 Before we get started, we'll all be
8 introducing ourselves to you and making some
9 introductory comments, but I want to make sure I
10 start with if you want to testify this evening at
11 this public hearing, you need to fill out a
12 testimony form so that we have your name and address
13 and pertinent information. So you can find those
14 out at the front table. If you haven't already done
15 that, please make sure to do that.
16 Thank you for joining us this evening and
17 taking time to participate in and provide testimony
18 for the Lake Oswego to Portland transit project. We
19 look forward to your testimony this evening, and
20 I'll be opening the public hearing momentarily.
21 Due to a number of scheduling conflicts
22 and Metro councilor Robert Liberty's resignation
23 from the Metro council, we have some stand-ins at
24 tonight's hearing, such as me. So I'm going to ask
25 the hearing body to introduce themselves to you

1 directly. I will start here on my right and work
2 down the table.

3 MS. MCPEAK: I'm Ellie McPeak. I live
4 here in Lake Oswego and I've been chairing the
5 community advisory committee having to do with
6 riding the DEIS.

7 MS. HARRINGTON: And I'm Metro councilor
8 Kathryn Harrington.

9 MR. MCFARLAND: I'm TriMet general
10 manager, Neil McFarland.

11 MS. LININGER: I'm Ann Lininger, project
12 county commissioner and resident of the Lake Oswego.

13 MS. KAFOURY: Deborah Kafoury, Multnomah
14 county commissioner.

15 MR. HOFFMAN: Jack Hoffman, Mayor of Lake
16 Oswego.

17 MS. HARRINGTON: And we do have a couple
18 of other representatives who we are expecting to
19 join us this evening as well. And when they --
20 well, I could just mention them right now. Ryan
21 Windchimer is expected to be here to represent the
22 Oregon Department of Transportation on behalf of
23 director Jason Talb and then Kathryn Charlo from the
24 City of Portland is expected this evening to
25 represent Mayor Adams for the City of Portland.

1 Before we get started, as a reminder, the
2 comments period is open through January 31, so
3 tonight is not the last stop, and there are forms
4 for you to leave written comments in the lobby
5 along with there being information about how to
6 e-mail comments if anyone prefers that.

7 If you brought hard copies of your
8 comments, please leave them with staff as you depart
9 and they will be included in the public comment
10 report as your full testimony.

11 A few guidelines for the hearing
12 tonight -- and it is a public hearing, not a debate.
13 We're here to listen to you, to hear your comments,
14 and to hear any questions that you might have. You
15 will have two minutes of time for your testimony, so
16 we'll have two minutes for each person.

17 And so far I have 68 forms so the magic
18 number is 90. If we get over 90 people, that would
19 take us to approximately 8:00 p.m., so we'll have to
20 do a time check then and see if we need to continue
21 the public hearing.

22 So you have got two minutes. We have
23 some handy dandy equipment here to help you know
24 where you're at with that. You'll see a little
25 clear indicator that will have a green and blue

1 light, and then when there is 30 seconds remaining
 2 in your testimony time, the yellow light will light
 3 on. And then after your full two-minute period,
 4 there will be a red light that flashes. You don't
 5 have to stop at the immediate word. Please do take
 6 a moment to complete your sentence. We do want to
 7 hear your complete thought, but I will urge you to
 8 wrap up momentarily. Don't be off put with any
 9 buzzer please, just wrap it up.

10 So we'll see how this goes in the terms
 11 of the number of people. We do have a microphone up
 12 here to record your testimony as well. So Kathryn,
 13 thank you for joining us. We introduced you a
 14 little previously.

15 After tonight's hearing, there are a few
 16 more project next steps, but I will highlight them
 17 now as well as later this evening. The citizen
 18 advisory committee, as you heard from Ms. McPeak,
 19 will be making a recommendation to the steering
 20 committee on February 7.

21 Now, depending upon the time that they
 22 might need for a discussion, they could continue
 23 that work until February 15. The project management
 24 group, so those of you who have been living and
 25 breathing this project closely, I notice the PMG,

1 they'll be making a recommendation to the steering
 2 committee on February 16 or so. And the steering
 3 committee will be meeting and working out their
 4 recommendation or the locally preferred alternative
 5 before the end of February.

6 From there, the Cities of Lake Oswego and
 7 Portland will be reviewing that recommendation
 8 towards the LPA approval and that's occurring in the
 9 month of March. The work before the counties, the
 10 Portland streetcar incorporated, also known as TSI,
 11 Tri Met and Metro will be following from there. So
 12 we're all trying to get your input and see what we
 13 might end up with a locally preferred alternative
 14 recommendation.

15 Any questions from our hearing panel?

16 All right. So without further adieu, we
 17 will officially open this public hearing this
 18 evening as I will be calling folks up three at a
 19 time. First, we will have Harold Rust...

20 Oh, I forgot to mention: I'll be
 21 calling you up by name, but then when you go to
 22 testify, please state name and your address and just
 23 to be careful, if you could spell your last name
 24 that would be most helpful. So we'll start with
 25 Harold Rust, Jonathan Stoehr, and I apologize if I'm

1 not pronouncing folks' name correctly, and Rob
2 Fallow.

3 MR. RUST: Well, I'm far from an expert
4 on streetcars or anything of that form and I'm all
5 for progress and getting cars off the road. It's
6 just that in my limited perspective, I look at this
7 and it seems it's an awful lot of money for what
8 will just really be this slow-moving streetcar that
9 keeps stopping a lot of places and won't really, from
10 my perspective, pull that many cars off the road.

11 It just seems like it's not going to be
12 enough of a draw to make a difference for somebody
13 that wants to go almost anywhere from here in Lake
14 Oswego out, to switch from your car to get on the
15 streetcar. So it just seems like a very expensive
16 option for a little bit to offer.

17 DR. STOEHR: Thanks a lot. My name is
18 Dr. Jonathan Stoehr. I live in the Blue Heron
19 neighborhood on Blue Heron Road in Lake Oswego, and
20 I work as a physician at OHSU. And I'm trying to
21 give voice to the scores of professionals who work
22 in the downtown area and live in Lake Oswego, who
23 either can't be here tonight because they're working
24 or because they're probably stuck in traffic on 43.

25 Let me just say that from the outset: I

1 am a strong supporter of the streetcar option for
2 the local preferred alternative. It's seems every
3 week we're reading in the paper comments from people
4 against the project who say in one breath about all
5 the congestion that will ensue from the project and
6 then say in the next breath how few riders there
7 will be. That is a non sequitur. As my grandfather
8 would say, that's a bunch of malarkey.

9 To people that say there will be few
10 streetcar riders from Lake Oswego, I would only tell
11 them to stand down at south waterfront between seven
12 and eight in the morning and look at the river of
13 people walking from the streetcar line southbound to
14 the tram base, because there are hundreds of people
15 in our neighborhood who would use it as an
16 alternative to the car.

17 Lake Oswego is not a suburb of Lubbock;
18 we are not a suburb of Omaha. We are a suburb of
19 Portland, and people who come to our area to work
20 and raise a family expect different services than
21 they do in Lubbock and Omaha. The streetcar is the
22 only alternative with sufficient reliability and
23 speed to actually change the calculations that a
24 Lake Oswego resident would make when thinking about
25 how to get to work. Not just work by the way, but

1 to get to a Blazers' game or to go to OMSI or to go
2 out to eat downtown. The streetcar is the only
3 option with sufficient reliability to do it that.

4 Regarding the design options, let me just
5 say that I prefer Shoreline because it is the only
6 option that maximally leverages our current assets.

7 MR. FALLOW: Rob Fallow, 2916 Bluegrass
8 Way, West Linn. First of all, I would like to thank
9 all of you for the time you're spending and have
10 spent and your working on this project.

11 The streetcar is the fiscally responsible
12 choice of the three options. It is, when you look
13 at it, or you look at the no build, all it does is
14 delay an inevitable problem. It will force future
15 generations to pay a higher price in the future to
16 solve this issue.

17 Enhanced bus is a cop out. It actually
18 costs Lake Oswego citizens more, as far as general
19 tax dollars, to do the local match and if there is
20 no development component to it, there would be
21 no match with the existing line. It gets us nothing
22 back other than maybe a regular Tri Met open parking
23 garage down here by Albertsons.

24 Streetcar will cost property owners in
25 the Foot Hills area, and maybe some other property

1 owners close to the line, additional costs to pay
2 for a good portion of the local match. The
3 additional amount will come out of property taxes on
4 the new development down in that area. It won't be
5 a charge to the Lake Oswego taxpayers. It will not
6 impact the schools and it will not offer development
7 in Foot Hills. It will be a vital link to the river
8 for the downtown area.

9 Lake Oswego taxpayers will get new
10 construction jobs during the development of Foot
11 Hills, as well as the construction of streetcar.
12 Permanent jobs in Foot Hills close to maybe 2000,
13 long-term source of tax spent for future
14 generations. Think of the impact in Lake Oswego of
15 Kruse Way at this time. It will generate
16 construction excise tax for schools, and it might be
17 a potential solution to the looming sewage treatment
18 plant down to the road. Thank you for your time.

19 MR. GEHRIG: My name is Ed Gehrig. I
20 live at 4850 Upper Drive on the west end of Lake
21 Oswego. But the UP railroad goes on the south edge
22 of my property. I use that railroad as a means to
23 determine the economy and how progressive by how
24 many cars that go by and what are they carrying.
25 And I have always felt that line is underutilized.

1 We see like two to three railroad cars -- or I mean
2 trains go by per day, and it's just totally
3 underutilized.

4 Whereas my grandfather used to use that
5 line when he lived in Dundee and was a tailor at
6 Meier and Franks. And he could come from Dundee
7 down to downtown Portland within an hour and he
8 stayed usually in the town during the week, but he
9 went back and forth on the weekends. But that line
10 was electrified in those days. I keep thinking that
11 ultimately we will see something done on that line,
12 along that line, which means that there will be a
13 mass transit system all the way down the valley.
14 And there have been studies made on that already.

15 So my point here is that that line goes
16 right through Lake Oswego, and we should be thinking
17 about the interconnection at that point and whatever
18 way we use the corridor between Lake Oswego and
19 Portland.

20 MR. SCEVOLA: Good evening. My name is
21 Art Scevola. I live at 1454 Glenmorrie Drive, Lake
22 Oswego. I have lived here 18 years.

23 I'm for sustainability. And I would like
24 to -- allow me to explain. Many of you may, in the
25 room, be as well. What does sustainability in Lake

1 Oswego mean? Sustainability in Lake Oswego is
2 number one, maintaining existing schools, roads, and
3 city services without adding new debt, development
4 taxes, or additional DEISS at 1.3 a copy. Number
5 two, the -- and the streetcar does not.

6 Number two, maintaining the village
7 character most of us were attracted to and which has
8 been supported by virtually all previous city
9 livability or quality of life committees as well as
10 most of the former chambers of commerce that I know
11 of, which I was a board member. The streetcar will
12 not maintain that.

13 Number three, sustainability in Lake
14 Oswego is maintained as a safe and attractive
15 environment for people, trees, and wildlife, in that
16 order. Not the reverse. Just think how did the
17 current environmental protection policies work out
18 for the Oswego Lake sturgeon and other animals in
19 the lake. The streetcar won't help.

20 I urge you, the elected and appointed
21 representatives of the people, to drop to the pose of
22 helping us all through this and really listen to
23 your constituents in this room. The people don't
24 want the streetcar, Foothills development, LIDs or
25 free federal money. Let the markets speak when

1 ready by getting government out of the way.

2 Now, I want to add one thing. This room
3 is where the Rotary organization of Lake Oswego
4 meets, of which I'm member of Kruse Way Lake Oswego
5 Rotary. And in rotary we have a very simple test.
6 It's called a four-way test. And now I ask you to
7 think about it. Is it the truth? Will it build
8 goodwill and better friendships? And ask yourselves
9 is it fair to all concerned and will be it
10 beneficial to all concerned? Thank you.

11 MR. HALLADAY: Dan Halladay. I live in
12 Oregon City, and I'm here as a resident of Clackamas
13 County and, of course, who lives in the Tri Met
14 district.

15 I'm really here just to talk about the
16 financial issue. I support the rapid bus option for
17 transit down the Highway 43 line. When we talk
18 about just the raw numbers, they don't make sense
19 for the amount of population that runs along that
20 line. Both light rail and streetcar really need to
21 be sustainable to pay for itself, needs a population
22 between 50- and 75,000 per square mile in order to
23 be cost effective. And Lake Oswego and the area
24 through Dunthorpe and up until you get into deep
25 southwest Portland is never going to reach those

1 population densities.

2 So you know if we talk about west, there
3 is a huge subsidy for every rider that climbs on
4 west. And there will be a huge subsidy for every
5 rider that climbs on the streetcar, and that
6 subsidy is going to get paid not just by the folks
7 in Lake Oswego but by the people in Clackamas county
8 and in cities all over Clackamas county, all over
9 Tri Met's district, really all over the region.

10 And it just doesn't make any sense. You
11 can buy half a fleet of Tri Met buses for what it's
12 going to cost to put in a streetcar. So I would
13 suggest that you go with the rapid bus option.
14 Thank you.

15 MS. HEIN: Hi, my name is Laurie Hein.
16 I live at 9915 Southwest Burma Road in Lake Oswego.
17 I grew up in Dunthorpe. I went to Lake Oswego High
18 School. I have lived in this area for 59 years, so
19 I know.

20 I remember I used to ride my horse around
21 here, if you want to talk about alternative modes of
22 transportation. And I'm an employer and a
23 self-employed person, and I have paid into Tri Met
24 all these years and it's never made enough money to
25 break even. No mass transit has ever done that

1 anywhere, especially in this area. We're in the
 2 suburbs, after all; we should have good roads without
 3 potholes in them, wide roads without bicycle paths
 4 that -- and by the way, I would be in favor of
 5 bicycle paths if bicycle riders had to pay for them
 6 like through a tax or something like that to pay
 7 just like we're supposed to be paying for the roads
 8 with that lien tax.

9 Now, as a person who pays for Tri Met, I
 10 also think that if we had a streetcar, they should
 11 charge everybody by what it actually costs to run
 12 it. And by my calculations, about \$200 each way
 13 would cover it, almost. But then, of course, the
 14 amount of people that would ride the TriMet or the
 15 streetcar would be significantly less.

16 I know that the people here in Lake
 17 Oswego, our city council, and our mayor, have not
 18 listened to us, no matter what we do. We yell, we
 19 scream, we stand on the street corner with signs.
 20 We write letters to the editor; we write petitions,
 21 and we have been totally ignored. And for the most
 22 part, I think we have tried to elect some new people
 23 in there, but we have not been as lucky as we would
 24 like to have been, and I think we will in the
 25 future.

1 So think about your constituents before
 2 you ram another big spending boondoggle down our
 3 throats. Thank you very much.

4 MR. ROHDE: Thank you. Karl Rohde and I
 5 live at 300 Northwest State Avenue, Portland,
 6 Oregon, two blocks east of a streetcar stop that I
 7 hope to one day hop on to and take out here to Lake
 8 Oswego to have dinner with my mother and my brother.

9 So I was born and raised here in Lake
 10 Oswego, and I served eight years on the city
 11 council. In one form or another, I have been
 12 involved with getting a streetcar to Lake Oswego for
 13 nearly twenty years. There is a history of support
 14 in this community actually for streetcar, and while
 15 I was on city council we conducted numerous polls
 16 that actually indicated a strong degree of support
 17 for rail transit coming to Lake Oswego.

18 Also, uniquely, Lake Oswego has
 19 historically voted in favor a light rail bills that
 20 came before the citizens of the region. In fact,
 21 when it was light rail to go to Clackamas County,
 22 Lake Oswego was the only city in the entire county
 23 of Clackamas County to vote in favor of light rail
 24 going to Clackamas County.

25 I work on a consortium of governments

1 that worked to bring this group together to save the
 2 rail line. The ridership that is listed in the DEIS
 3 is what I believe to be consistently low, and I
 4 think this is also something that you will see in
 5 ridership expectations for virtually every rail line
 6 that has been built in the Portland metropolitan
 7 area. They don't always outperform their expected
 8 ridership levels, and I believe that the ridership
 9 levels in Portland to here in Lake Oswego will do
 10 the exact same thing. Because largely it doesn't
 11 include the rezoning that will take place down in
 12 Foothills which will add development and add
 13 additional people that want to ride.

14 I have seen a number of things put out by
 15 the opposition that brings me some pause, including
 16 this one, which has a picture of the beautiful
 17 downtown redevelopment and what is expected with
 18 that. So the opponents produce similar documents in
 19 opposition to what has become a regional and
 20 international draw for good downtown urban
 21 redevelopment.

22 Things are different in Lake Oswego. We
 23 make sure things are done right. This streetcar
 24 coming to Lake Oswego will improve the environment,
 25 improve the quality of life for everyone in Lake

1 Oswego, both my family and generations to come. I
 2 hope that you will invest and support the streetcar
 3 coming to Lake Oswego. Thank you.

4 MR. BENJAMIN: Keith Benjamin with
 5 Schwabe Williamson & Wyatt on behalf of Public
 6 Storage. While Public Storage will likely agree
 7 with many of the comments made tonight in opposition
 8 of the streetcar alternative, it's important that we
 9 not lose sight of one specific issue as we debate
 10 the project's cost, usefulness and safety. And that
 11 issue is that if the streetcar alternative that is
 12 selected, there will be displacement of seven
 13 properties including the Public Storage.

14 Public Storage operates a self storage
 15 facility at 801 North State Street in Lake Oswego,
 16 has over six hundred units, provides Lake Oswego
 17 residents with the necessary service. Furthermore,
 18 it also provides local businesses with services as
 19 certain businesses transition from in-home locations
 20 to commercial and industry facilities.

21 Public Storage is concerned that there is
 22 lack of readily available land in the Lake Oswego
 23 area, and that if they are displaced, that they will
 24 not be able to redevelop their property in this
 25 area. Thank you.

1 MS. BOOKIN: I'm Beverly Bookin. I
 2 represent the John's Landing Owners' Association,
 3 JLOA, on this project. JLOA is composed of four
 4 condominium associations on the west side of -- I
 5 mean on the east side of Southwest Macadam
 6 clustering around Pendleton Street. And we are one
 7 of four condominium associations that make up seven
 8 on the east side of Macadam representing hundreds of
 9 property owners.

10 Based on the input we have received from
 11 our neighbors, John's Landing residents and
 12 businesses generally support the extension of a
 13 streetcar from South Waterfront to Lake Oswego as
 14 part of the regional transit system envisioned in
 15 the 2035 Metro RTP.

16 Here are the benefits of streetcar in
 17 John's Landing in proposed Macadam Avenue pullout
 18 alignment favored by a vast majority of our
 19 stakeholders: A streetcar will provide more
 20 ridership capacity in 2035 than either the no build
 21 or the enhanced bus options. That's 500,000 more
 22 riders a year at the end of 2035.

23 Based on experience of other inner city
 24 Portland neighborhoods, a reliable fixed transit
 25 will boost property values of existing properties

1 which have been lagging for some time in John's
 2 Landing, for several years. It will also support
 3 significant residential, retail and office re-
 4 development particularly along the south Macadam
 5 corridor, which will result in a significant
 6 increase in property tax and system development
 7 charges to fund future city services and
 8 infrastructure.

9 Congestion will also be lessened by the
 10 increased opportunity for intra-district trips that
 11 can be taken on foot and by bicycle. We believe
 12 that Lake Oswego will similarly benefit from the
 13 extension streetcar, but the nature and intensity of
 14 that development will be determined by the community
 15 characters and voters' wishes.

16 Thank you so much for the opportunity to
 17 speak with you this evening.

18 MR. RIFER: Vern Rifer, 4280 Southwest
 19 Corbett Avenue, John's Landing. I'm a real estate
 20 developer and professor of real estate at Portland
 21 State. So today I just want to address the
 22 redevelopment aspects of the proposed streetcar
 23 project.

24 Other Metro centers and corridors program
 25 of both John's landing and Lake Oswego are counted

1 on as significant contributors to urban housing and
 2 employment. And that is not going to happen without
 3 good transit, and that is particularly true in
 4 John's Landing where during the entire 2000 real
 5 estate boom that affected the whole nation, John's
 6 Landing had virtually no new development, and that's
 7 because it is starved for transit access and decent
 8 access.

9 With the extension of the streetcar from
 10 the South Waterfront to John's Landing, we will see
 11 that significant redevelopment occur. It will join
 12 those two in a very positive way in the sense that
 13 the services in John's Landing will now become
 14 available to South Waterfront residents and
 15 conversely, it will give a chance for South
 16 Waterfront to redevelop in a positive way and for
 17 John's Landing to redevelop in a very positive way.

18 That's why there is virtually unanimous
 19 support in John's Landing, including people
 20 understanding that they are going to have to pay
 21 local improvement district fees for the streetcar to
 22 come there. They understand that they will have a
 23 better neighborhood when it's over.

24 I just want to quickly address the issue,
 25 as the doctor pointed out, of the publicity of

1 what's going to happen in Lake Oswego. Lake
 2 Oswego's proposed redevelopment, I can assure you as
 3 a real estate professor and developer, is not going
 4 to look like the South Waterfront. It's going to
 5 look like John's Landing. It's going to have
 6 relative low and moderate density. It's totally up
 7 to the mayor and the citizens to decide what the
 8 zoning is going to be. And to assume that placement
 9 of the streetcar here would create high density
 10 development, is not a correct representation.

11 MS. COFFEY: My name is Mary Beth Coffey.
 12 I live at 5059 A Foothills Drive, Lake Oswego.
 13 Building the streetcar is a direct and specific
 14 opportunity to shape Lake Oswego's future. I have
 15 had two experiences that made it crystal clear that
 16 we need to build a streetcar, and it needs to come
 17 to Lake Oswego now.

18 I have sat in a room with more 80
 19 experienced representatives from all over the United
 20 States who are positive in their mind that Lake
 21 Oswego was next in line to receive federal dollars.
 22 When I told them that this wasn't a done deal in
 23 Lake Oswego, they were stunned. They couldn't
 24 believe a city like Lake Oswego would throw an
 25 opportunity like this away.

1 Our timing is priceless. Lake Oswego
2 owns that rail line right-of-way and our locally
3 elected federal officials are in an influential
4 position relative to transportation to help us reach
5 this goal and they want to.

6 History shows that rail is healthy
7 development. Building this rail line would bring
8 bring additional redevelopment to John's Landing
9 Macadam and Foothills. The one group not
10 interested in this project is a neighborhood group
11 that doesn't even reside in Lake Oswego. Keep in
12 mind that this corridor if not used for rail line,
13 will revert to the very property owners who are
14 against the project.

15 Lake Oswego should not lose one inch of
16 this right-of-way. It could realize a million
17 dollar match in this project. If the streetcar and
18 proposed additional development doesn't happen now,
19 it will --

20 In twenty years or so Highway 43 will be
21 so congested that Lake Oswego will desperately need
22 a new tax base to pay for our services. Lake Oswego
23 citizens will be lining up to get this project
24 built, but too bad. The project will be so much
25 more expensive. Too bad that so many more cities

1 will be in line in front of us for those dollars.
2 Too bad the building costs will be so much higher,
3 and too bad that we won't have a ready made team of
4 heavy hitters fighting for Lake Oswego at the
5 federal level.

6 You think it's expensive today to build
7 this project, wait for fifteen years from now. Some
8 may say nimby and I say indeed. Thanks for the
9 opportunity.

10 MR. FRANKLIN: My name is Andrew Franklin
11 and I live at 230 Southwest Riverdale Road, which is
12 in the Riverdale section of Dunthorpe, and my lot is
13 right on Macadam close to the Willamette shoreline
14 right-of-way. I am a member of the community
15 advisory committee, and I'm also chairman of the
16 board of Oregon Public Broadcasting who has a
17 significant interest in the noise and vibration
18 aspects of this project.

19 Others will testify on this, but OPB is
20 positive about this, but there are noise and
21 vibration concerns. My principle reason for
22 testifying today has the simple objective of
23 retaining transit service to my neighborhood. Only
24 one of the options currently being considered
25 actually does this in its present form.

1 First of all, a no-build option does
 2 retain service to my neighborhood. Secondly the
 3 enhanced bus option eliminates four consecutive bus
 4 stops, which results in a gap of 1.7 miles between
 5 the two bus stops. And I happen to live right in
 6 the middle of that 1.7 miles. So the effect is no
 7 transit service under the enhanced bus option.

8 The streetcar option has the same
 9 problem. There is a station planned for Riverwood,
 10 and the next station is 1.7 miles away at the
 11 Sellwood bridge. So with no station for 1.7 miles,
 12 essentially my neighborhood is shut out from access
 13 to public transit under this option, too.

14 So in summary, I do support the streetcar
 15 option, but we simply need a station in the vicinity
 16 of Radcliff Road for the benefit of the neighborhood
 17 in which I live and also the Lewis and Clark
 18 students who walk down from the hill and get on the
 19 lines 35 and 36 currently at Riverdale Road. Thank
 20 you for hearing me.

21 MS. MULLER: Yes, I also live on
 22 Riverwood Road. We have lived there over 45 years
 23 and when we bought the house, the freight trains
 24 went by several times a day. And do you know what?
 25 We didn't hear them after a while. I strongly,

1 strongly support the streetcar. I testified in
 2 2006; I don't know what's taking so long.

3 Look at your history, people. You were
 4 developed because of the streetcar, the red line.
 5 They had 14 stops. You're overwhelmed now with the
 6 traffic and other problems like your schooling, but
 7 solve the traffic problem first by connecting
 8 yourself to Portland.

9 This whole area is changing again. We're
 10 getting a lot of people from New York, Boston. Look
 11 at Sellwood. It's changed completely to become
 12 almost a town. It's amazing. The people coming here
 13 now, they expect good transportation. Would Upstate
 14 New York look the way it does now with those
 15 beautiful, beautiful estates if there weren't trains
 16 and streetcars? Think about it.

17 I don't think Lake Oswego can survive
 18 without a streetcar not only to Portland but get off
 19 your derrières and find the lines that used to run
 20 before that made Clackamas County great. Get the
 21 line that goes down to West Linn. Get the line that
 22 goes to I-5. How many of you would love to go
 23 shopping from here and hit a fast train going to
 24 Eugene to see a game, being able to go up to
 25 Seattle. I mean, I can't understand what's taking

1 you all so long to get this done. You have the
2 line, you have the money, do it.

3 MS. HARRINGTON: And just for the record,
4 that was Mertie Muller. We just need everyone to
5 state their name. Thank you.

6 MS. UMAKI: My name is Judy Umaki and I'm
7 an 18-year resident of Lake Oswego at 1421 Green
8 Tree Circle. I commuted downtown by bus for
9 thirteen years and continue to use it occasionally
10 for pleasure.

11 The primary problem for the proposed
12 streetcar from Portland to Lake Oswego is cost as
13 you will hear over and over again. No matter whose
14 money -- federal or local -- 400-plus million seems
15 to be an unconscionable amount to spend on a project
16 with limited ridership.

17 Several other problems are apparent.
18 Parking is a blight on our city. The necessary
19 parking structures adjacent to State Street would be
20 an eye sore, as are all parking structures, and
21 would be damaging to the appearance of our town. If
22 the structures are to be masked by retail, it will
23 be to the detriment to it and all other retail in
24 the core area where many businesses are struggling.

25 Traffic. The traffic generated at rush

1 hour as people try to park or to be dropped off will
2 cause a great deal of congestion that we do not
3 currently experience here. People will resort to
4 finding parking on adjacent streets, which will be a
5 negative impact on those neighborhoods.

6 Ridership. Ridership study has not asked
7 the key questions: Do you currently ride the bus to
8 Portland? If you ride the bus now, would you plan
9 to ride it? If you don't ride the bus now, would
10 you plan to ride the streetcar? To only ask people
11 if they like the idea of a streetcar, which is
12 obviously more attractive than to bus, rather than
13 if they will start using mass transit when they
14 don't now, is to have a useless statistic on which
15 to base an immense investment.

16 Transfers and service. More than half of
17 current ridership of bus 35 comes from West Linn
18 Oregon City or further south like Canby. It is
19 unrealistic to expect that people will drive and
20 park for bus 35, get off in Lake Oswego to transfer
21 to the streetcar and then possibly transfer again
22 when they reach downtown to get closer to their
23 place of business. When faced with this added
24 inconvenience more people will just drive from home
25 to work.

1 The primary impetus for the streetcar
2 seems to be the desire of some to see the Foothills
3 fully developed. I don't think there is much
4 grassroots support for this concept. People like
5 being in a small town, and if they wanted to live
6 big in city they would live in Portland. Thank you.

7 MR. MAGINNIS: Hello. My name is Tom
8 Maginnis. I live at 12793 Sierra Vista Drive in
9 Lake Oswego. It's the West Lake area. I'm an
10 advocate of public transportation, including rail.
11 I lived the course of my life in Tokyo, Washington
12 DC, and New York City. DC it was useful. In Tokyo
13 and New York it was essential, but this isn't New
14 York or Tokyo. This is Lake Oswego where I can
15 bicycle from the western border of the city to the
16 eastern border in less than 15 minutes on my
17 bicycle.

18 This light rail won't navigate Lake
19 Oswego. You won't see any benefit on the west side,
20 and it's useless as Portland transportation if you
21 live west of Chandler Road. It's much faster,
22 easier, and cheaper to drive directly to Portland
23 from central and eastern Lake Oswego.

24 The Highway 43 congestion relief argument
25 is in my opinion a make-way argument. It doesn't

1 reduce that much and, frankly, it's not that good of
2 an argument. The light rail is mainly useful to add
3 value to the Foothills properties at enormous
4 taxpayer expense.

5 There are two better alternatives in my
6 opinion. I know a couple of them have been
7 rejected, but I want to run this again: If the goal
8 is to get Foothills connected to Portland, it could
9 be achieved by a fraction of the cost by connecting
10 Foothills to the existing Milwaukie line by a new
11 and direct train bridge that would have the added
12 benefit of connecting Lake Oswego to the east side
13 of the river. Or you could run the line down I-5
14 with a spur to downtown Lake Oswego.

15 I know that's considerably more
16 expensive, but it will serve many times more
17 commuters and would access most of the city, our
18 city. At least that route stands a chance of being
19 self supporting and it better justifies the one
20 third to one half billion dollars. In summary, the
21 city couldn't have picked a less financially sound
22 route. The costs are outrageous for a project that
23 by running along the river accesses less than half
24 of its potential commuter population especially when
25 this nation is in deep financial trouble.

1 Finally, anyone living west of Chandler
2 Road will never get anything out of this project,
3 but they will be paying for operational costs for
4 the rest of their lives.

5 MR. WARD: All right, I'm Jerry Ward,
6 architect, planner. I live and work in the proposed
7 area of John's Landing and serve the South
8 Waterfront Association and serve on the South
9 Waterfront Renewal Advisory Committee that involves
10 this trolley, bus service and 43.

11 I personally have several reservations
12 about the trolley proposal. Here's some of my
13 reasons for the opposition: Our neighborhood
14 association worked tirelessly with Portland's
15 planning bureau to form the Macadam planning
16 district.

17 It moderates heights and density,
18 realizing that with its adoption, that the area was
19 still less than one half built out. But the trolley
20 would instigate rezoning, increased heights density
21 and FAR, thus congestion in the already
22 heavily used corridor.

23 We have been told just a month ago by
24 planners that density would not be in the planning
25 process. They would not advocate that in our

1 neighborhood, and then last week they just reversed
2 that. So which is it? I think I know what it is,
3 Because Metro requires density.

4 PDOT's Matt Brown, who is now consulting
5 with Lake Oswego concerning the trolley, said that
6 South Waterfront would have 45 percent transit usage
7 for all trips. Recent traffic measurements show
8 only less than 7 percent. How can we rely on
9 pie-in-the-sky projections and who should we trust?

10 It has recently been proposed that the
11 local improvement districts be used to fund part of
12 the trolley. It has been proposed from South
13 Waterfront to Sellwood Bridge and that affects
14 myself and many of my neighbors who knew nothing
15 about the LIDs until just very recently. And this
16 applies for Foothills, First Edition, downtown Lake
17 Oswego, too.

18 The fallout. Just some bullets: The
19 cost per mile is 90 to 100 million dollars a mile.
20 The environmental impact of density along the
21 Willamette River has not really been considered.
22 Thank you.

23 MR. CALDWELL: My name is Warren Caldwell,
24 8433 Southwest 10th Avenue. I am 90 years-old and
25 I'm an ordinary citizen. I haven't done anything

1 except I have lived in three different states and I
 2 have come to Lake Oswego. And I looked at this
 3 streetcar that runs here and I said for me it looks
 4 like this would be a good idea to run one from
 5 Portland. And, of course, they do.

6 But I'm talking about the thing they are
 7 getting ready here to do, and I hope they do it
 8 because I'm in favor of it. I have been to Portland
 9 very few times because I always come down this way.
 10 I live up on the other side of Lewis and Clark, and
 11 I always come to Lake Oswego instead of going down
 12 on the bus to Portland and transferring three or
 13 four times before you get there.

14 So I think that a streetcar running
 15 directly in there would be great. I know you were
 16 worried about cost and you have had a lot of fear,
 17 but at 90 years-old, I have been in a B-17 over
 18 Germany with fight all around me; and you talk about
 19 fear? That's fear. So I'm here to put in my two
 20 cents' worth and that's about all I have to say.
 21 Thank you.

22 MS. DUNPHY: Janine Dunphy, 15450
 23 Southwest Boones Ferry Road, 40-year resident of
 24 Lake Oswego. Thank you for your time.

25 I am here to voice my opposition to the

1 proposed streetcar option for Lake Oswego. That
 2 does not mean that there is not a serious
 3 transportation need in Lake Oswego. Not merely a
 4 want, but a need. There is documented need and that
 5 is a way for seniors, disabled, and anyone who
 6 doesn't drive anymore to get around Lake Oswego.

7 Over the past five years, two studies
 8 have been initiated by the city and paid for by
 9 citizens: The Lake Oswego and elderly and disabled
 10 and special needs transportation study done in 2005
 11 and a community vision for aging in Lake Oswego done
 12 in 2006. Both of these studies focused on the
 13 fastest growing demographic in the Lake Oswego, the
 14 50-plus age group.

15 There was a significant citizen input for
 16 both of these with a very clear daily need express,
 17 for some sort of daily need express, or for some
 18 sort of shuttle program to travel around Lake
 19 Oswego. The few people who wanted easier access to
 20 Portland needed a way to get to the bus stop. This
 21 streetcar does not change that concern.

22 There would still be no way to get to the
 23 streetcar stop. In fact, the problem may very well
 24 be exacerbated since the streetcar would possibly
 25 minimize the existing bus service. The majority of

1 Lake Oswegans either work from home or commute to
2 the west, not north to Portland. Is it the city whose
3 employment numbers are in decline.

4 Who is going to ride a streetcar on a
5 daily basis? I have met very few people, really
6 until tonight, who had said they would. And I
7 haven't heard that other than maybe one say that
8 they would ride it every day now. Others have said
9 they would use it when they had visitors or special
10 occasions in Portland.

11 To me it seems fiscally irresponsible to
12 spend multiple millions of dollars for these people,
13 these few occasions. And as mentioned above, our
14 aging population, one of the highest in the region,
15 has no need for daily trips to Portland. At this
16 point, I would have to support the no-build option.
17 Thank you.

18 MR. MARTIN: Good evening, my name is
19 Roger Martin. I live at 4205 Cherry Crest in Lake
20 Oswego. I have lived here for fifty years.
21 Forty-five years ago I was appointed by the City of
22 Lake Oswego's then mayor, George Thomas, to chair a
23 streets and road study committee. We studied and
24 had public hearings for about nine months. Our
25 number one priority was traffic on Highway 43.

1 At that time there was tremendous
2 opposition from people in Dunthorpe to do anything
3 about widening 43. Subsequently, the Department of
4 Transportation has already decided 43 cannot be
5 widened.

6 Forty-five years ago, there were a lot of
7 people alive who remember the electric train that
8 ran through Lake Oswego on its very tracks. There
9 is a lot of comments about we ought to try that. We
10 made inquiries. It was owned by the Southern Pacific
11 Railroad who utterly has no interest in passenger
12 transportation, so we dropped it.

13 It's different today. We own that line.
14 Now, the opposition has come up with a lot of
15 reasons, one of which is stated, is it's dangerous.
16 Somehow we're going to create danger by bringing
17 people in who are criminal. I took the time when I
18 was in Tampa, Florida this winter to call Tampa
19 transit agencies to find out -- they have a
20 streetcar line that runs from the docks in Tampa to
21 Ybor City, which is a criminal area of the past.
22 It's transitioning into a better neighborhood now.

23 I asked them about their experience. The
24 guy laughed. He said we do have some problems on
25 our bus system, but we have no problem with any kind

1 of criminal activity on the streetcar. The City of
 2 Lake Oswego Police Department, when they were asked
 3 about it, said well, frankly, we have more problems
 4 on city school buses than when we do on current Tri
 5 Met buses.

6 I think the whole idea that we're going
 7 to bring criminals into this neighborhood is a bogus
 8 idea. You may have other reasons for opposing it,
 9 but don't use that one. It doesn't make sense.
 10 Thank you.

11 MS. SPADA: My name is Charisse Spada. I
 12 live at 10900 Southwest Riverwood Road in Portland.
 13 I would like to highlight the negative impact
 14 implementing light rail on Riverwood Road would have
 15 on its inhabitants. There are a multitude of
 16 reasons as to why light rail should not be
 17 considered whatsoever, but I will only address the
 18 reasons why it should not be put on Riverwood Road,
 19 specifically.

20 Riverwood Road is extremely narrow.
 21 Access by fire trucks, ambulances, and other large
 22 city vehicles would be negatively impacted in their
 23 ability to reach the homes of Upper Riverwood on
 24 account of light rail traffic. Access to Highway 43
 25 would cease to exist were Upper Riverwood Road which

1 is both dangerous and inconvenient.

2 For instance, if there was inclement
 3 weather all of these vehicles would have to use
 4 Military Road to access our homes. Military Road is
 5 an extremely steep and narrow road, therefore it
 6 would be highly likely that all access to Riverwood
 7 Road would be blocked. This is dangerous and makes
 8 no sense logistically.

9 The Riverwood Road neighborhood is full
 10 of homes with children and dogs. All of the
 11 inhabitants are very active on Riverwood, and the
 12 presence of light rail would completely alter this
 13 atmosphere for the worse as well as create a safety
 14 hazard for children at play. For me, personally, I
 15 have to back out of my driveway very slowly every
 16 time I leave my home. Due to the fact that
 17 Riverwood Road is already incredibly narrow, I must
 18 exercise extreme caution and look both ways multiple
 19 times. The presence of light rail would pose a huge
 20 safety hazard for me and my neighbors.

21 This project would cost an additional
 22 ten million to run light rail on Riverwood instead
 23 of the existing trolley right-of-way. With the
 24 current state of the economy, particularly in
 25 Oregon, this is a foolish and irresponsible way to

1 spend money where there are existing tracks already
 2 laid. Please take everything I have said into
 3 consideration.

4 MR. STEPHENS: Good evening. My name is
 5 Craig Stephens. I live at 330 Durham Street, and
 6 I'm here to talk about the streetcar. I don't think
 7 I'll be getting into sturgeon or any of the other
 8 things.

9 The streetcar creates jobs in Oregon.
 10 Lots of them with highly leveraged money, so we can
 11 pull ourselves out of the economic crisis that we're
 12 suffering from by rebuilding schools, city
 13 facilities for court services, and real estate
 14 values.

15 I would like to mention that the
 16 streetcar is built in Oregon, and it's designed in
 17 Oregon and the tracks will be built in Oregon. I
 18 think we have to realize that we're not going to see
 19 diesel buses that are converted automatically into
 20 gas saving hybrids or anything of that sort.

21 So we're going to have to realize as we
 22 move ahead to affect the real estate value
 23 positively with streetcar, and recognize what other
 24 people have said here tonight about urban planners,
 25 and about the strong positive effect on property

1 values in Lake Oswego. And we all know that we need
 2 to rebound on those property values, and we need a
 3 rebound in our economy and we need to afford the
 4 other things as this city is moving forward.

5 So I will skip through this, but I just
 6 say that Oregon -- Lake Oswego needs a streetcar for
 7 jobs and economic vitality and we can afford the
 8 seed money to build it. Thank you.

9 MR. LUCK: My name is Dave Luck. I live
 10 at 26 Del Prado. It's over in Mountain Park on the
 11 west side of Lake Oswego. Earlier, Mr. Rohde, I
 12 think it is, talked about if this came up for vote,
 13 that he believed it would be voted through. I guess
 14 that's an interesting concept. Jack, why don't you
 15 put it on the ballot next spring and see how it
 16 fares here in Lake Oswego as far as providing the
 17 support from our end.

18 Tonight and previously, a month or so
 19 ago, there was an event here and some of your
 20 representatives talked and several people referenced
 21 the idea that take the money from the federal
 22 government because otherwise somebody else will get it.
 23 That's exactly the mind set that got this country,
 24 this state, this county, and this city in the
 25 financial morass that it's in right now.

1 This flyer on the back -- and I realize
 2 it's not a Metro flyer, so from the proponents --
 3 talks about a million people coming to the region. To
 4 Lake Oswego? I don't think so. And the issue of
 5 crime says protect the neighborhoods. Someone spoke
 6 earlier about crime. I suspect if you read your
 7 Oregonian at all and look at the statistics and
 8 the articles about the mass line, that's at least
 9 subject to some questions.

10 The streetcar is not the only alternative
 11 as capacity. I'm dismayed that this concept of
 12 enhanced bus is sort -- put up as a surrogate or ghost
 13 or something like that. What should be looked at is
 14 optimized bus. Bus has a huge advantage of not
 15 being stopped after you spend 400 million dollars to
 16 go point to point. If the points change, where the
 17 jobs are, where the people are, buses provide
 18 flexibility.

19 The last point is the operation costs.
 20 It talks about maybe the bus would save 2 million
 21 dollars a year. Figure out how many years it takes
 22 to pay 350 or 400 million dollars difference between
 23 the bus and the trolley. Thank you.

24 MS. BOSCH: My name is Mary Bosch and I
 25 live at 431 Lakewood Avenue here in Lake Oswego.

1 And my views about the streetcar are influenced by
 2 26 years as an economic development professional and
 3 planner who has worked in over 350 cities and towns
 4 across the America. And really my questions are
 5 very simple: What will it take for Lake Oswego to
 6 remain economically vibrant and a dynamic community?
 7 And how competitive is Lake Oswego within the
 8 regional marketplace as a destination for businesses,
 9 families, a high quality work force, and general
 10 investment?

11 I can tell you unequivocally that
 12 efficient transportation connections are crucial to
 13 community economics success, quality of life, and
 14 business attraction, as well as generating a family
 15 oriented community base, and especially crucial to
 16 suburban communities like Lake Oswego.

17 We have already fallen behind our sister
 18 suburban town centers throughout the wonderful
 19 Portland region when it comes to rapid transit,
 20 including Hillsboro, Beaverton, Gresham, Tualatin,
 21 Milwaukie and other towns throughout the region in
 22 and Clackamas County.

23 Fast forward a mere ten years. Most of
 24 us in this room want to be retired. Many already
 25 are, but how many of us came here to live in Lake

1 Oswego as a retirement community, which has never
 2 been the vision of this community? Where residents,
 3 the tax base, and services are fiscally constraint --
 4 constrained, a recipe for economic challenges.

5 Streetcar and the higher density diverse
 6 housing and employment development will stimulate
 7 the critical linchpin of Lake Oswego's ability to
 8 attract the next generation of young families and
 9 professionals and business investment, and pave the
 10 way for our community's continued high quality of
 11 life.

12 The streetcar project and the federal
 13 funding it brings are a once-in-a-lifetime
 14 opportunity to ensure that we will remain a dynamic,
 15 sustainable community.

16 MR. KASS: I am Henry Kass, and I reside
 17 in Lake Oswego at 10 Mozarteum Court in the Mountain
 18 Park neighborhood.

19 I wish to make one basic point today.
 20 Whatever else we do, we can no longer kick the can
 21 down the road of the transportation issue.

22 Now, here's some reasons: Highway 43 is
 23 currently congested. I don't need to tell anybody
 24 that. Try driving between Lake Oswego and West Linn
 25 to get from 205 some time. The situation will get

1 worse in the future for sure. We are going to have
 2 a million more people in this area. Well, not all
 3 of them, I hope to god, will move to Lake Oswego.
 4 We do want to have a new, young and growing
 5 population, and we want part of those folks here
 6 with us.

7 Fossil fuel will soon be a factor in
 8 transportation, and it's still going to be a factor
 9 in pollution. In all likelihood, the price will
 10 have risen considerably. Therefore, transit
 11 solutions that rely on fossil fuel and its
 12 derivatives bear heavy costs, not the least of which
 13 has to do with our foreign policy.

14 Widening 43 may not be feasible. In
 15 fact, I have been told now, several times, it's not
 16 feasible. It would cost far more money than almost
 17 any solution that is before us. By contrast,
 18 building the streetcar line is like building two new
 19 traffic lanes on 43 at much less the cost and less
 20 the displacement of home owners.

21 Yes, the streetcar costs more to
 22 construct than a bus alternative, but it is over one
 23 and a half million dollars cheaper to run and
 24 environmentally much sounder. It has another
 25 advantage and that is that it has its own

1 right-of-way for a great deal of its passage to the
2 city and that cost will eventually pay for itself.

3 MR. HALL: Hi, my name is Frank Hall. I
4 live at 307 North Shore Road here in Lake Oswego,
5 and I offered tonight to specifically talk about the
6 environmental impacts of specifically the streetcar
7 choice.

8 Streetcars that run on either
9 hydroelectric or coal-generated power produce less
10 greenhouse gases per passenger mile than diesel
11 buses. So it generates less greenhouse gas. With
12 buses and automobiles, the emissions are produced
13 right along the street where people and children are
14 walking and trying to enjoy the environment. With
15 the streetcar, the emissions for the electric power
16 generation are generated -- well, are either
17 nonexistent with hydrogeo thermal, solar wind, or
18 they are generated outside of the city where the
19 emissions have a chance to dissipate into the
20 atmosphere.

21 The electric streetcar is highly
22 adaptable. It requires no retrofitting to adapt to
23 utilize new and evolving forms of clean energy.
24 It's already tied to the grid. If you come up with
25 a new way to generate electricity, there is no

1 modification needed. Even running on conventional
2 electricity, coal fired, for example, a typical
3 streetcar offers an improvement in greenhouse gas
4 emissions over automobiles.

5 We know that gas prices will continue to
6 increase. We know that our dependency on foreign
7 oil will continue to undermine our national
8 security, and I think it's incumbent upon us, our
9 generation, to make decisions not only for the near
10 term, but also for the future, for our children and
11 their children. And those decisions need to be made
12 to make our city more livable.

13 So not choosing to invest 20 million to
14 get a half a billion dollar transit system for our
15 city, I think would just be plain irresponsible.
16 Thank you.

17 MR. LECHAVALLIER: My name is Robert
18 LeChavallier, and I live at 1570 Bonniebrae in Lake
19 Oswego. I have lived in Lake Oswego since 1964 and
20 I worked in downtown Portland from 1978 to 1989 when
21 we moved our law offices out to Kruse Way. At that
22 time, you could still get into downtown Portland
23 during rush hour in about fifteen or twenty minutes.
24 Today the traffic is often backed up to Wilsonville.

25 Over the next twenty years, our

1 population growth will put more pressure on all
 2 arterials into Portland. The streetcar creates the
 3 equivalent of another lane of traffic along Highway
 4 43 which cannot be easily or inexpensively widened due
 5 to the salt cliffs.

6 My hope is that the streetcar could
 7 eventually be extended to Marylhurst and West Linn.
 8 It also could be eventually connected to Lake Grove
 9 and Tualatin using the existing rail line.

10 We have a rail line on the east side of
 11 the river connecting South Waterfront and OMSI and
 12 Milwaukie, but nothing of the west side. Metro is
 13 developing a streetcar and a light rail system and
 14 we need to be part of that system.

15 At South Waterfront, OHSU is building a
 16 new medical school and medical research center that
 17 will eventually employ 6- to 7,000 people. Many of
 18 those employees are going to want to live in Lake
 19 Oswego for the many amenities our community has and
 20 its excellent school system. The streetcar will be
 21 a draw to these new citizens as they will be able to
 22 commute to work and eliminate one vehicle.

23 The streetcar will benefit our business
 24 community as more people come here to shop, eat in
 25 our restaurants, and go to the theater. The new

1 housing in Foothills will benefit our community and
 2 provide more housing choices and provide new younger
 3 families for our school system.

4 When I was a freshman in high school in
 5 Lake Oswego many years ago, I entered an essay
 6 contest on what I wanted Lake Oswego to be like by
 7 1976. The winners of that essay contest got lunch
 8 with Governor Tom McCall, and we learned about
 9 preserving Oregon's farmland and quality of life to
 10 better planning.

11 We had the opportunity to plan our
 12 future. The question is will we rise to the
 13 challenge and take advantage of this opportunity.

14 MS. JACOBSON: My name is Karen Jacobson,
 15 2542 Orchard Hills Lane, Lake Oswego. As someone
 16 who has been involved with Lake Oswego's civic and
 17 business community for many years, I speak tonight
 18 in favor of the streetcar alternative for the Lake
 19 Oswego to Portland transit project. I also favor
 20 the development of the prime Foothills location and
 21 the advantages it will bring.

22 These projects go hand in hand. It makes
 23 sense to do it now. We own the right-of-way. The
 24 costs will never be less. The Oregon congressional
 25 delegation is supportive and well-positioned to

1 maximize designated federal funding for the project
 2 and construction related to Foothills. A streetcar
 3 will provide jobs. The streetcars will be built in
 4 Clackamas County. Many of the additional 6,000
 5 workers in the expanding OHSU campus in South
 6 Waterfront will want to live here, and they will
 7 have school age children.

8 Downsizing boomers will move to Foothills
 9 In turn, the new housing units will create
 10 demand for goods and services from the Lake Oswego
 11 business community. Shoppers will ride the
 12 streetcar to LO, and commuters will take it to work
 13 in Portland or will connect to other lines.

14 As much as we might like it to be
 15 otherwise, the types of local funding available for
 16 the Lake Oswego streetcar and the Foothills
 17 development cannot be used to pay for schools. The
 18 property values added to the rolls by Foothills
 19 will enhance the tax base to fund the Lake Oswego
 20 School District. Anyone who has been around since
 21 the mid '80s can testify to the value of the dramatic
 22 property tax increases to Lake Oswego as the
 23 buildings of the Kruse Way development were annexed
 24 to the city.

25 The same thing will result from a Foothills

1 development along the streetcar line. The
 2 streetcar and Foothills project are good for us and
 3 great for the community at large.

4 MR. YADEN: Thank you. I'm David Yaden,
 5 275 North Shore Road. I was born in Lake Oswego in
 6 1942 and sat at this very place for kindergarten.
 7 So with the wisdom of the years from kindergarten to
 8 well past Medicare, I can say that I think Lake
 9 Oswego is absolutely headed in the right direction.

10 The combination of smart public and
 11 private investment together is building a thriving,
 12 vibrant, desirable community, and that's what
 13 streetcars and light rail in fact do. They go well
 14 beyond the transportation solutions. They build
 15 communities and that's why getting this streetcar
 16 down here is so important.

17 I have seen over the years -- been either
 18 a close participant or an observer of almost every
 19 rail development in this region. I have seen
 20 opposition come and go; mostly go. As the
 21 communities have experienced the benefits, frankly
 22 they become huge supporters.

23 We're not trying to tear rail system in
 24 this region, we're trying to build more. In that
 25 regard, I have found it particularly troublesome

1 that this kind of flyer comes out that I think goes
 2 beyond principled opposition, which I think there
 3 certainly can be, but this is I guess the opponent's
 4 flyer. First of all, I note the irony that the
 5 thriving community that they point to or illustrate
 6 in here is in fact the downtown redevelopment area
 7 that some of them have opposed to as unnecessary
 8 government meddling. So I just find it terribly
 9 ironic that the thriving community in fact is the
 10 result of the kind of investments that we need to
 11 make.

12 Secondly, there is a picture of the
 13 rendering of the proposed development looking east
 14 down B Street that has nothing to do with any
 15 proposed development there. We should avoid the
 16 scare tactic and build the streetcar. Thank you.

17 MS. WORSLEY: Kathe Worsley, W- o- r- s-
 18 l- e- y, and I've lived at 1877 Woodland Terraces, Lake
 19 Oswego, for 21 years.

20 I was born in 1942 also, but I'm from
 21 Brooklyn. Simply said, we cannot afford the
 22 streetcar. It will cost 400 million dollars even
 23 before we start the engine. It will impact
 24 adversely our sensitive land in Foothills and along
 25 the Willamette River. It will impact 18 parks, 23

1 streams or wetlands, rare Oregon white oak as well
 2 as endangered or threatened species. In addition,
 3 if Foothills is developed with urban renewal
 4 dollars, it will adversely affect our schools.

5 Simultaneously, the residents of West
 6 Linn and Oregon City will see their commute time
 7 impacted as they will be forced to ride the
 8 streetcar from LO after transferring from bus to
 9 streetcar. That will add to their commute time.
 10 We'll need to leave our cars at home to take the bus
 11 directly from there. There are better alternatives
 12 to this excessive spending and excessive
 13 environmental damage.

14 The solution is already in place and
 15 right in front of our faces. We can continue to use
 16 the buses in a better way with better scheduling and
 17 more frequent buses during those appropriate times.
 18 The really great thing about buses is they don't
 19 run on tracks. And if we have some sort of natural
 20 disaster or poor weather, you know, snow, the buses
 21 can change their routes and the streetcar cannot
 22 move its tracks.

23 Finally, the streetcar costs 400 million
 24 dollars. Twenty new biodiesel buses, with all the
 25 bells and whistles, costs approximately eight

1 million to 10 million dollars. Let's keep the
 2 buses, and the rail lines can become a walking and
 3 biking path -- a win-win for all commuters. Thank
 4 you.

5 MS. HARRINGTON: I would like to recognize
 6 some elected officials that are the audience with us
 7 tonight. Various city councilors from Lake Oswego
 8 are here, including: Sally Moncrieff, Donna Jordan,
 9 Jeff Gudman, Mike Kehoe and Mary Olson. Did I miss
 10 any other city councilors who might be with us? I
 11 would also like to recognize Metro councilor Shirley
 12 Craddich. Are there any other elected officials who
 13 I haven't seen? All right. Thank you for joining
 14 us.

15 MS. CHRISMAN:. My name is Heather
 16 Chrisman. I live at 172 Middle Crest Road in Lake
 17 Oswego, and I'm a business owner in downtown Lake
 18 Oswego and very supportive of the streetcar.

19 I feel that what it brings to our
 20 community is good for business. I feel the
 21 streetcar is an important part of the vision for the
 22 kind of community we want to live in in Lake Oswego.
 23 It gives Lake Oswego a viable alternative to driving
 24 on the congested, narrow Highway 43. Congestion on
 25 43 will be increasing not only in Lake Oswego, but

1 also roads in West Linn. So in order to keep our
 2 Oregon growth boundary tight, a development with
 3 some density in Foothills with easy access to a
 4 streetcar allows other areas of Lake Oswego to have
 5 larger lots and car oriented lifestyle providing
 6 seniors and younger families a pedestrian connection
 7 to the downtown Lake Oswego as well as a corridor to
 8 downtown Portland and the airport, Portland
 9 State University and OHSU.

10 I think this is an opportunity that
 11 should not be missed. Thank you.

12 MR. HENNIGIN: My name is Roger Hennigin.
 13 And I reside at 1131 Devon Lane in Lake Oswego. In
 14 1986 and '87 and '88, I served as one of Lake
 15 Oswego's representatives on the strike force that
 16 eventually, after study, recommended purchase of the
 17 Willamette Shore line then known as the Jefferson
 18 Street line. And I want to mention just briefly the
 19 fact that when our strike force was studying the
 20 options and recommending the purchase of the
 21 Willamette Shore line, we didn't ever even think
 22 about development along the line. Our only focus was
 23 traffic congestion and the knowledge that sometime
 24 in the future Highway 43 was not going to be
 25 adequate to carry the traffic.

1 We knew then that Highway 43 could not be
2 widened beyond the three lanes, and we knew that the
3 Willamette shoreline would act like an additional
4 lane to the highway.

5 I have since learned that development is
6 important, that development in Lake Oswego will help
7 keep our property taxes level. And if we don't
8 develop and increase our tax base, our taxes will
9 have to go up.

10 I also want to mention one thing that
11 several people have forgotten here and it's an
12 accounting anomaly that exists with the proposed
13 construction of the trolley line or streetcar line.
14 And that is in fact what we paid, for 1.2 million
15 dollars in 1988 to purchase that line, is being
16 valued at 75 to 90 million. But that 75 to 90
17 million is being actually included in the cost of
18 the line.

19 So when you think about actual cash
20 expense to build the line, you can reduce it by the
21 75 to 90 million that the line is currently valued
22 at. Thank you.

23 MR. SWEET: Hi, I'm Peter Sweet. I live
24 at 796 First Street, Lake Oswego. I'm a retired
25 banker living in downtown Lake Oswego. During my

1 career I have enjoyed commuting by rail in
2 Philadelphia, Connecticut, New York, Chicago. On the
3 other side of the scale, I have also commuted by car
4 from Santa Monica to downtown LA, so I know what
5 real congestion is.

6 Initially, I thought adding a streetcar
7 was a good idea based upon my prior favorable rail
8 experience. Having read the DEIS report I came
9 to realize that this isn't about reducing congestion
10 or reducing commuting time to attract riders, and
11 improving the environment, this is an effort to
12 leverage federal dollars to develop a very
13 difficult speculative building site called Foot-
14 hills.

15 I also read the appraisal of the trolley
16 right-of-way that was purchased in 1988 for less
17 than \$2,000,000. Having made numerous real estate
18 loans decisions based on appraisals during my
19 career, I would characterize this appraisal as what
20 we used to call made-as-instructed appraisal. It seems
21 to me that the exercise was to make the appraisal
22 in order to maximize the out-of-pocket cost for the
23 local government entities in calculating their local
24 match.

25 This appraisal process rings familiar and

1 may not be too distant from the wonderful appraisal
 2 submitted to mortgage brokers Fannie Mae and Freddie
 3 Mac over the last decade. It befuddles me how
 4 little the appraisers charged. I have seen small
 5 commercial project appraisals cost significantly
 6 more during my career. In my opinion, the DEIS has
 7 not adequately explored the enhanced bus. The
 8 selection of the enhanced bus or even expressed bus
 9 alternatives would not require a multistory parking
 10 garage at Albertsons. Rail commuting works in our
 11 major cities that have it because of limited stops
 12 and the rider easily recognized the benefit.

13 The streetcar with numerous stops, would
 14 not give the commuter the same experience,
 15 particularly for West Linn and Oregon City
 16 commuters, who would be forced to transfer. Let's
 17 be cost conscious and environmentally sound by
 18 building a safe bike path. Forget the streetcar and
 19 try express buses to Lake Oswego to get people out
 20 of their cars.

21 MR. EAVES: Thanks for being here
 22 tonight. My name is Mark Eaves. I live at 237
 23 North Shore Road, which is about a block or block
 24 and a half from the proposed new park and ride
 25 garage. I moved here -- my office is downtown. I

1 ride back and forth on 43 every day, once each day.
 2 I moved here because it was a short commute by car
 3 and because the neighborhood provided a safe place
 4 for me and my family. It has not disappointed me.
 5 It's still a short commute back and forth by car and
 6 the street I live on is just, as I say, a block away
 7 from what we call State Street, but we really should
 8 call main street because that's the main street in
 9 this community.

10 If we should invite more traffic by
 11 building a park and ride garage and extended rail
 12 transportation, we will be expanding the traffic
 13 that comes onto our main street substantially
 14 changing the community where people walk to
 15 everywhere. We walk to movie theater; we walk to the
 16 hardware store; we walk to the grocery store.

17 The concept of demand I have heard talked
 18 about here seems to be, from my perspective and my
 19 neighbors' perspective, to be manufactured. It was
 20 said in the movie "If you build it they will come."
 21 Well, if you build this then more traffic will come
 22 and then we will really have a serious traffic
 23 problem. Thanks a lot.

24 MR. SCHOENHEIT: Eugene Schoenheit, 13780
 25 Southeast Fernridge. I am a resident of this

1 county. I would like to just ask a couple of
2 questions here.

3 You know, we're told that this project's
4 going to be about 400 million -- and this may be
5 directed here at Ann: What is Clackamas County's
6 share of this project? How much is Clackamas County
7 going to pay?

8 MS. HARRINGTON: We're taking testimony
9 right now. There has been no decision in Clackamas
10 to put money into the project. We did put, I think,
11 \$800,000 into planning for the project.

12 Mr. Shown. I was told we could ask
13 questions. In the beginning we could ask questions
14 and I'm asking questions.

15 MS. HARRINGTON: We're here to listen
16 to the questions that you have. This is not a
17 debate.

18 MR. SCHOENHEIT: Okay. Then listen.
19 Okay. This one was for Lynn Peterson but since Ann
20 is here representing Clackamas County, I would like
21 to ask Ann from her legal point what you know: Who
22 do you think Lynn Peterson represents? Being on
23 Portland Streetcar Incorporated, does she represent
24 Portland Streetcar Incorporated, or does she
25 represent Clackamas County? And the same question

1 goes to Mary Olson or Jack Hoffman. Who do you
2 represent, you know, being -- since you're on Portland
3 Streetcar Incorporated and since you're representing
4 Lake Oswego, that's a good question.

5 And I would like to make one comment
6 here. Everybody here seems to think that this is,
7 you know, such a wonderful thing. Nobody is really
8 looking at what it's going to cost. And what will
9 probably happen is it will be in urban renewals and
10 the urban renewals they might basically tax your
11 property, and are you ready to go back and take a
12 look at your property tax statements, pay an extra
13 thousand a year or whatever it's going to be? Thank
14 you.

15 MR. ELTON: My name is David Elton. I'm
16 a long-term Lake Oswego resident, Lakeridge class
17 of '84 with Carl Rohde. I'm kind of in the middle.
18 My company is Elton Research. I do public opinion
19 polling.

20 The people you see here tonight, I think
21 if you counted all the people voting against and all
22 the people voting for, obviously you would see the
23 discrepancy. I think there is a reason for that:
24 It's so darn expensive. Would I love -- I ride Tri
25 Met frequently. Would I love to ride from downtown

1 Lake Oswego to Portland and not hit a bumpy road,
 2 you know, like the bus has? Of course. Am I
 3 willing to pay 460 million, no.

4 I think this is a great idea, but the
 5 time is not right. It's ineffective. Not enough
 6 people would ride it, to my understanding. So
 7 that's my opinion. Thank you.

8 MR. BUFORD: My name is Gary Buford.
 9 Streetcar? I'm a civil engineer. My business
 10 address is 415 North State Street. We have the
 11 concrete and brick building on the east side of the
 12 State Street between State Street and the railroad
 13 tracks. My wife and I own the building.

14 Now focusing on the Lake Oswego to
 15 Portland transit study or the Portland to Lake
 16 Oswego to transit project, whichever you want to
 17 call it, the real reason we're all here tonight.

18 As a civil engineer, I have been involved
 19 with land development projects in excess of 40 years
 20 and as a resident of Lake Oswego for approximately
 21 45. Presently the City of Lake Oswego is promoting
 22 the development of a FootHills district between
 23 State Street and the river, actually between the
 24 railroad tracks and the river. They have been
 25 promoting it on the basis of streetcar service to

1 Portland and at the same time the Portland to Lake
 2 Oswego transit project has been promoting itself for
 3 the purpose of providing transit services, i.e.,
 4 streetcar to a high density development in the Foot-
 5 hills district.

6 Well, on the basis of my involvement in
 7 land development projects during the past 40 years,
 8 this is not the time for the development of the Foot
 9 Hills district, and it is also not the time for a
 10 streetcar to Lake Oswego. The two projects,
 11 development of Foothills and the streetcar, are in
 12 bed together. It will be some time before the time
 13 is right for either project.

14 And number two, there are some very
 15 inaccurate numbers in the DEIS with regard to the
 16 development of Foothills. This makes the DEIS very
 17 suspect. I would suggest and would regard other
 18 inaccurate facts within the report.

19 The other matter pertains to cost
 20 estimates. How much will it cost Lake Oswego and
 21 who in Lake Oswego is going to be paying the bill?
 22 In 2008, the costs started at zero dollars. Since
 23 then it's gone to 7 million, 12 million, 19 million.
 24 Right now it estimates all the way to 33 million.
 25 Thank you very much.

1 MR. SACK: My name is Bob Sack. I'm a
 2 resident of the Old Town neighborhood. I live on
 3 Durham street. Old town is right across the street
 4 on the other side of State Street. And I'm here to
 5 -- as both the representative of the neighborhood
 6 association and the member of the CAC.

7 Rick Reamer (ph), our neighborhood
 8 president, was not able to come, but he did report
 9 on a little survey that he attempted to do.

10 We have a small neighborhood, just six
 11 square blocks. The streetcar or the enhanced bus
 12 would involve building a park and ride facility and
 13 would involve redeveloping Albertsons shopping
 14 center. So this would have a big impact on our
 15 neighborhood even though we are a tiny little
 16 neighborhood.

17 So we did make a survey. About 25
 18 percent endorsed the no-bid, 29 percent the enhanced
 19 bus, and 46 percent like the streetcar option. Some
 20 of those are overlapping opinions, but that's the
 21 general idea.

22 They wanted me to make sure you
 23 understood that there is concern about traffic.
 24 There is concern about the parking structure. Part
 25 of that I think is due to the fact that we have such

1 big discrepancies about how that might be done, but
 2 in my own opinion I think that Albertsons could
 3 deserve a redevelopment and it could really enhance
 4 the property. And so I think with thoughtful
 5 planning it could really be an asset to our
 6 neighborhood.

7 I personally, having sat on various
 8 committees, I'm fully supportive of the streetcar.
 9 After fifteen years in the planning process, I think
 10 the stars are aligned so that a clean electric
 11 transportation between Portland and Lake Oswego is
 12 within reach.

13 There is no workable alternative.
 14 Highway 43 cannot be widened. And the no-build
 15 option is the head-in-the sand posture and I think
 16 the rail line is the only possible option.

17 MR. BOLLAND: Thank you. Jim Bolland,
 18 804 Fifth Street. As somebody who rode the TriMet
 19 bus for almost twenty years to downtown Portland, I
 20 really want to talk about the cost benefit of this
 21 specific project, not about whether a rail is a good
 22 or bad idea.

23 At the cost at the high end, the 458
 24 million, I believe it's going to be a fifty/fifty
 25 split based on your analysis. The potential costs

1 for LO is as high as 26 to 32 million. I believe
 2 the cost estimates in the DEIS are very accurate
 3 for the Portland segment of the rail, but I believe
 4 they're going to get a lot higher when you got into
 5 the Dunthorpe area with the tunnel and coming into
 6 the Foothills.

7 The benefit according to the DEIS, a
 8 hundred cars off the road at peak rush hour, six to
 9 ten minutes travel savings over the enhanced bus.
 10 As people have indicated earlier, there is a lot of
 11 numbers in the DEIS that are pretty questionable.
 12 The ridership demand and population projections that
 13 are based on population projections come from
 14 Metro's 2005 regional transportation plan. We have
 15 analyzed the transportation analysis zones, and they
 16 project an increase by 2035 of 6,021 new households
 17 in Lake Oswego. The Portland State University
 18 population center indicates that Lake Oswego's
 19 population growth rate from 2000 to 2010 is 4.4
 20 percent.

21 Those numbers are completely at
 22 odds. And Lake Oswego is, for all intents and
 23 purposes, built out. The DEIS states that 9.8
 24 million square feet of salable property exists in
 25 the east end the Lake Oswego, and that's down from a

1 number that was 250 percent higher. But if that's
 2 incorrect, you don't change the ridership numbers.
 3 I don't think that's possible.

4 MR. WHEELER: I'm Jerry Wheeler. I live
 5 at 13594 Blazer Trail here in Lake Oswego. First of
 6 all, I would like to thank you for the efforts that
 7 you have done to date to help us here in Lake Oswego
 8 solve this terrific problem we have with Highway 43.

9 As a private citizen, this issue for me
 10 is planning for the future vitality of this
 11 community. And for those of you who know me in my
 12 professional role as the CEO of the Lake Oswego
 13 Chamber, the issue is still the same.

14 In both cases, I'm an advocate for
 15 economic development and this is an issue about
 16 economic development and which alternative provides
 17 the best for Lake Oswego. Which option will bring
 18 new jobs to this region and to this community?
 19 Which option will bring new businesses that will
 20 benefit from an enhanced transit option, and which
 21 option can provide a need for new housing here for
 22 our younger families that will come to Lake
 23 Oswego?

24 I, too, am concerned about the cost of
 25 investment. I'm also concerned about accurate

1 numbers to base our decisions. So my board of
 2 directors right now is actually hosting events on
 3 February 24 to help get some of those most accurate,
 4 most current up-to-date information to the public
 5 so that we can all make the right recommendations to
 6 city council. So for us it is economic development.

7 This is not a federal tax reform issue.
 8 The federal dollars are already allocated for those
 9 projects. If there is a reason to say no to this
 10 streetcar, those dollars will not be saved by Lake
 11 Oswego saying no to the streetcar. I can't solve
 12 the issue of federal tax problems.

13 I do know that if we do say no to any of
 14 those alternatives or to any federal dollars coming
 15 to this region, they're not going to go --
 16 magically go into the sky and disappear and help
 17 solve the deficit. What they are going to do is go
 18 to another community. And my concern as a federal
 19 taxpayer, if there are federal tax dollars, I would
 20 like to have them come to Lake Oswego.

21 So for us, again, it's about economic
 22 development and things that can be accomplished from
 23 this community. The decision is which
 24 alternative provides for that best. Thanks.

25 MS. DENTON: Dee Denton, D- e- n- t- o-

1 n-, 580 6th Street, downtown Lake Oswego. I'm here
 2 in support of the streetcar. I have lived in Lake
 3 Oswego for 50 years. I have been involved in making
 4 Lake Oswego what it is today, being part of it,
 5 being involved there whether or not we build a new
 6 library, whether or not we have Lakewood Center.

7 So we have a lot of people here that have
 8 put in many, many years of effort. We're very lucky
 9 in Lake Oswego for people that care. Whether we
 10 agree with them at all times, that's up to us as
 11 individuals.

12 But I wanted to mention that we've had
 13 opposition from many other things that I can bring
 14 up, so that you could see where by being negative
 15 sometimes doesn't work. People were against the
 16 water treatment plant many years ago. They were
 17 against the high school swimming pool. They were
 18 against Mountain Park. They were against the Mormon
 19 Temple. People came in droves. They were against
 20 the Kruse Way corridor.

21 So we have oppositions at all times, but
 22 the proof of the pudding is that everything that
 23 they said about the development and what it would be
 24 for Lake Oswego has come to fruition. It has been a
 25 wonderful thing for us as far as transportation,

1 some jobs because we have people that now have
 2 offices here, and people that work in their offices.
 3 We didn't have that before. We were just a bedroom
 4 community, but now with the Kruse Way corridor and
 5 all the other -- Mormon Temple, we have about six or
 6 seven motels that we didn't have.

7 So, again, people that say they're
 8 opposed, they have to think of the future being
 9 visionary. Having a vision is very important in
 10 this community.

11 MR. CHARLES: My name is John Charles,
 12 4857 Scholl's Ferry Road. Since you are the
 13 steering committee for this project, and the primary
 14 product you have produced is an environmental impact
 15 statement, today I would like to comment on that.

16 Unfortunately, whatever you spent for it
 17 you spent far too much, because it's fatally flawed
 18 from the standpoint of what it is supposed to do,
 19 which is to analyze all reasonable options. At
 20 least the transit is the point of it because the
 21 options presented don't work.

22 The streetcar requires transfers for
 23 customers on the 35 from West Linn or points south.
 24 Well, as a long transit customer, to me that's a
 25 deal breaker right there. Why would you even

1 consider this when you're forcing people to get out
 2 of the bus and transfer? They are either going to
 3 stop taking transit or they're going to drive from
 4 West Linn to park downtown LO.

5 The enhanced bus option I presume was
 6 designed to fail, not because it's too slow. It has
 7 a loop to the transfer center that's a seven-minute
 8 delay right there for customers. To me the solution
 9 is easy. It's to keep the 35, add an express bus,
 10 peak period only for Oregon City and West Linn, all
 11 the way to Portland, limited stops, no seven-minute
 12 delay over at the transit center, and you would cut
 13 fifteen minutes off the commute time just from LO to
 14 downtown.

15 None of your options compete for that.
 16 It would cost hardly anything. There is a notion
 17 that this can't work because Highway 43 is
 18 congested. I have been out there five different
 19 times between last summer and winter taking choke
 20 points. The one-lane choke points that peak, both
 21 morning and afternoon, I have been searching for the
 22 congestion. I don't find it. I mean, I'm sure it's
 23 there occasionally, but the biggest problem I
 24 observed actually, is speeding. People on I-5 would
 25 love to have the congestion on Highway 43.

1 MR. WILLIAMS: Dan Williams, 17226
 2 Tualatin Street here in Lake Oswego, and I just want
 3 echo Mr. Charles' comments, and I ask that you give
 4 careful consideration to his comments. With that, I
 5 have the liberty to hit some other points. I'll try
 6 to be brief.

7 I think the last poll on the streetcar
 8 was November 2. We had two newly elected councilors
 9 that made no secret to the fact they did support the
 10 streetcar. I think that we need to be very careful.
 11 I respect Dee Denton's comments. She and I both
 12 have the pleasure of being Rosarians, so we do serve
 13 the community, although she much more than I.

14 First of all, I want to say I think how
 15 lucky we are to be in a community that does get
 16 involved, does care. And I fully respect my fellow
 17 citizens, respect their opinion, and I would ask they
 18 respect my opinion as well.

19 I think one person's vision is another
 20 person's nightmare. I think that's what we have to
 21 worry about. We are still trying to deal with the
 22 last opportunity of a lifetime presented to Lake
 23 Oswego. It's out on Kruse Way. It's a rather
 24 large, white building. We don't know what we're
 25 going to do with that. So I think we need to be

1 careful, and I find it incredible that our vision
 2 for 2035 is so crystal clear while we don't have the
 3 foggiest idea what's going to happen next year with
 4 LO public schools.

5 Just common sense. We need to factor
 6 this in. This is a big, big expenditure for our
 7 community. I think it fails on all levels. I think
 8 it fails on capital costs, I think it fails on
 9 operating costs, I think it fails on ridership. I
 10 think it fails on transit time. And in a candid
 11 conversation with an elected official that will
 12 remain nameless, they agree. They said, I want it
 13 because it's cool.

14 Well, I think that's an expensive price
 15 for the community, and I think we need to look at it
 16 seriously. Thank you.

17 MS. MILLER: My name is Kate Miller and I
 18 live at 421 Middle Crest Road with my two sons: I
 19 have lived here for eleven years and Lake Oswego has
 20 been a great place to raise your kids.

21 I'm afraid if we don't have the vision to
 22 put together a reliable public transportation system
 23 that's part of our regional economy, we will not be
 24 a family-oriented community. Now, I say this with
 25 all due respect to all the seniors here because many

1 of my dearest neighbors are quite elderly and have
 2 raised their families here. But what we see
 3 happening in the society is that people are living
 4 longer and children -- people are having smaller
 5 families.

6 So I want to echo that the families that
 7 would be attracted to the community are probably
 8 going to be two career families. People are going
 9 to need to get back and forth to work in an
 10 efficient manner. Moreover, the employees of the
 11 businesses in Lake Oswego do not earn a lot of
 12 money, and they will be using public transportation
 13 as well.

14 The businesses, the restaurants, the use
 15 of the river on the weekend, the nice trip you can
 16 take with your mom who might live in another part of
 17 the Portland area and come out to Lake Oswego, will
 18 enhance the business opportunities.

19 So the way I want to leave here is
 20 intergenerational. I have lived in Europe. I have
 21 seen efficient public transportation that are just
 22 everywhere and, of course, we're taking the risk.
 23 But if we don't take the risk, look at Vancouver,
 24 Washington. They said no twenty years ago to light
 25 rail extension. Now, they're talking about a toll

1 bridge. The governor is just asking everybody,
 2 let's face it, we're going to have to cough up.

3 You know, pick your poison. If you all
 4 want to, you know, breathe a lot of air pollution,
 5 not have reliable transportation, not have people
 6 being able to get back and forth efficiently, maybe
 7 work part time. Have seniors be able -- when they
 8 can't drive, be able to get to health services.
 9 These are important considerations. Thank you very
 10 much.

11 MR. COFFMAN: I'm David Coffman living at
 12 130 Del Prado Street in Lake Oswego. As an owner of
 13 eight businesses headquartered in Lake Oswego and
 14 operations in Oregon and an employer of over 300
 15 employees and a lifetime resident of Multnomah and
 16 Clackamas counties, I am opposed to the streetcar
 17 option and support the no-change option.

18 I have been a business consultant for
 19 over 30 years to midsize and large corporations all
 20 over the world; traveled in sixty countries, seen
 21 all kinds of transit systems. But I have to ask:
 22 What is the total cost of running per mile,
 23 including the capital costs and operating costs per
 24 year?

25 I have read almost everything published

1 in the DEIS about costs and other things that I read
 2 about it. The costs are highly inaccurate,
 3 incomplete, and I have to say they're manipulated in
 4 an effort to waste a massive amount of money just
 5 like the proposed west side city hall and the OHSU
 6 tram.

7 For example, with only 27 permanent jobs
 8 proposed at a total of capital operating costs of
 9 about 500 million dollars over the first ten years,
 10 this is a cost of \$20,000,000 per job. This is
 11 insane. Only a few developer/contractors and I
 12 would say politicians benefit.

13 This is a stupid solution looking for a
 14 valid problem. If this is such a good project, put
 15 it to a public vote. I dare say it will fail
 16 massively. Listen to the people. No more wasting
 17 capital. Flexibility. This only addresses a very
 18 few people that are walking distance, otherwise you
 19 have to drive a car anyway.

20 MR. GROSS: My name is Richard Gross and
 21 I was also born in Brooklyn, New York but a little
 22 earlier than 1935. I have probably rode subways and
 23 all more than I ever rode in the car. The New York
 24 subways all had rail service in the early part of
 25 the twentieth century. And all almost those lines,

1 especially on the north and east side of New York or
 2 left side and a few in New Jersey, and your trolley
 3 system did extend up to about over twenty miles
 4 north of New York city, but basically it comes down
 5 to the point that, well I did become a transit
 6 advocate in my teens.

7 I moved out here in 1972, but I learned
 8 quickly that most of the suburbs were built
 9 originally on rail. They were serviced by rail when
 10 they first started, including the west side and the
 11 east side. So I think rail will pay off. It may
 12 cost quite a bit of money, but it's going to pay
 13 off.

14 And somebody mentioned a bridge to
 15 Milwaukie. If we could get Portland Western
 16 Railroad to sell us the bridge that goes across to
 17 the river, maybe we could do something like that.
 18 But that's kind of long range. And the Yamhill
 19 County is just as long range for running out on the
 20 existing railroad line, but we would need the wine
 21 people. Anyway, I think we should go ahead with the
 22 rail project.

23 MR. JORLING: Thank you for your time and
 24 service for this project. My name is David Jorling
 25 and I'm a resident of Lake Oswego living at 684th

1 Street. I agree with all the positives that have
 2 been expressed to this panel today, but I want to
 3 add some more world view type data or opinions that
 4 I think support this project.

5 In the month of August 2010, according to
 6 the United States Department of Energy, the United
 7 States imported 382 million barrels of oil at a cost
 8 of 29 billion dollars. On a per capita basis, this
 9 means each American spent over \$88 and the citizens
 10 of Lake Oswego over \$3,000,000 for oil in the month
 11 of August. In less than a year the citizens of Lake
 12 Oswego send enough money to foreign countries that
 13 could otherwise pay for its portion of this project.

14 Secondly, oil prices are now hovering
 15 around \$90 a barrel, which is matching a course
 16 published in 2008 by the U.S. Department of Energy.
 17 This estimate projects the price of barrel of oil in
 18 2017, when this project would be completed, at \$120
 19 a barrel. We are now paying over \$3 per gallon for
 20 gas. We must be prepared for prices in 2017 that
 21 will be so high that some of us will no longer be
 22 able to afford to drive and many of us will not be
 23 able to drive as often as we do now.

24 Oil production worldwide has been high
 25 for years which indicates that the peak of

1 production has been reached and is on the verge of
 2 study decline. This despite the new discoveries of
 3 oil, most of which will be too expensive to produce.

4 In addition, the demand for oil in
 5 developing nations, particularly in India and China,
 6 is increasing significantly. These developments
 7 will result in increased prices that may go well
 8 beyond the Energy Department's worse case estimates.

9 Finally, the most compelling reason
 10 to build this project, in my view, is to help win
 11 the war on terror and support our troops. The
 12 United States is engaged in the first war in human
 13 history where one of the belligerents is fighting
 14 both sides. It has been widely reported that
 15 significant amounts of proceeds from our oil
 16 purchases go to the Middle East to support the
 17 Taliban and Al Qaeda. Thank you.

18 MS. MEHRABI: Hi, my name is Michelle
 19 Mehrabi. It's M- e- h- r- a- b- i-. I live at 1750
 20 Southwest Midvail Road, which is right off of
 21 Highway 43. My husband and I moved here in 2005 with
 22 the plan of starting a family. What drew us to this
 23 neighborhood is the Lake Oswego schools. And with
 24 the severe economic downturn, we are astonished that
 25 there is discussion recently of closing three

1 elementary schools and possibly combining middle
 2 schools and high schools, yet Lake Oswego Mayor Jack
 3 Hoffman and select Lake Oswego council members and
 4 many in the county and the state and Metro continue
 5 to promote a half billion dollar streetcar project.

6 This project is expected to cost up to
 7 460 million dollars and I keep hearing that by law
 8 we can't use money from budget A or budget B for the
 9 schools' budget. And then I also keep hearing that
 10 if we don't take the federal money, somebody else
 11 will. But does that mean we have to take it?

12 Oregon is facing over a billion dollar
 13 general fund deficit. Our country is 14 trillion
 14 dollars in debt. We do not know how long and how
 15 bad the economy is going to get, but what are our
 16 priorities? Is the transportation project more
 17 important than educating our children and providing
 18 public safety? How is our local government going to
 19 pay for this? And what budget is it going to be
 20 taken from? It has to come from somewhere.

21 We are entering new very uncertain times
 22 in our state and country, and we are asking our
 23 elected officials to put the brakes on spending
 24 projects that are not a necessity right now. We
 25 must prioritize better. Thank you.

1 MR. COFFEE: Good evening, my name is Tom
 2 Coffee and the last name is spelled f- f- e- e,
 3 unlike Mary Beth's that is spelled e- y. And you'll
 4 soon see why I want to make that distinction. I live
 5 at 4183 Fruitwood Court in Lake Oswego. When I came
 6 to the city of Lake Oswego in March of '91 as a new
 7 planning director, I soon learned about the trolley
 8 and the right-of-way that had been purchased for a
 9 future high capacity transit route connecting Lake
 10 Oswego to Portland.

11 I remember questioning the purpose of
 12 such a project and was told it would bring customers
 13 to businesses in downtown Lake Oswego and relieve
 14 future congestion on Highway 43. Twenty years
 15 later, there is no high capacity transit, but there
 16 are more businesses in downtown Lake Oswego and
 17 presumably more customers or the businesses would
 18 not have come. Congestion has increased on 43 and
 19 Metro projects it will be even worse over the next
 20 25 years.

21 So now we are told that a streetcar is a
 22 solution to the problem of congestion, but the DEIS
 23 states that compared to the alternative of enhanced
 24 bus service, the streetcar will only eliminate one
 25 hundred more cars during the p.m. peak rush hour.

1 So at nine times the cost of enhanced bus service,
2 it will not be the most cost effective way of
3 reducing congestion on Highway 43.

4 But we were also told, as before, it will
5 attract more customers and businesses and in
6 addition to attainable housing and a more viable
7 urban environment with street activity until 11 at
8 night, which apparently was the claim made at a
9 recent study meeting on the streetcar. All of which
10 will have the added bonus of increasing the city's
11 tax base.

12 These are the problems that the streetcar
13 alternative at nine times the cost of the bus is
14 intended to solve. I suggest the streetcar is a
15 money pit of a solution in search of a problem.
16 Spending 4.3 million dollars on the DEIS, another
17 twenty million plus on more study and preliminary
18 engineering to get to the final DEIS without knowing
19 if the streetcar will receive any federal funding is
20 not a prudent use of public money.

21 The market will determine whether there
22 will be redevelopment of Foothills, not the
23 streetcar. The community will decide just how
24 interested it is in having a more vital urban
25 environment at east end. There are more cost

1 effective ways of increasing the city's tax base
2 through a meaningful economic development strategy
3 that increases the redevelopment potential of
4 existing areas and employment. Thank you.

5 MS. CUMMINGS: I'm Nanci Cummings. I have
6 lived in this community since the mid '80s. I live
7 at 14316 Holly Springs Road, and I appreciate the
8 opportunity to be able to state my position against
9 the streetcar option.

10 This isn't about the Taliban or the world
11 oil problem. It's about money and we still don't
12 know what this is going to cost us and where it's
13 going to come from. We don't have gridlock here.
14 The only way we will have gridlock is if we
15 build out Foothills. We are a built-out city as
16 was stated earlier, and this is just a ridiculous
17 reason to be bringing in a streetcar.

18 We have character in this city and we
19 won't have this character if we tear up Highway 43,
20 buy Highway 43 from the government, from the state,
21 and change all the zoning and do whatever it is you
22 want to do.

23 Your right-of-way is being touted as
24 being a value of 80 to 90 million dollars. That was
25 four years ago. We all know it isn't worth 80 to 90

1 million dollars today. So I say let's be fiscally
 2 responsible. Sell that right-of-way, and put those
 3 millions of dollars, fifty or whatever it's worth,
 4 to the schools. And again, this is all about money
 5 that we do not have. Thank you.

6 MS. CASTLE: Good evening. My name is
 7 Jan Castle and I live at 16181 Parelus Circle
 8 in Lake Oswego. I have lived there for 26 years. I
 9 would like to thank you all for your participation
 10 and I don't think you have any ulterior motives. I
 11 think the underlying issue here is traffic
 12 congestion on 43, and I think we would be rather
 13 foolish if we do not avail ourselves of the
 14 opportunity to have some sort of train service on
 15 the right-of-way.

16 I won't go into all of the other various
 17 articulate comments that have been made in favor of
 18 the streetcar. I support those. And I will spend
 19 my time with just a couple of the details. One, I
 20 would like to see an enhanced neighborhood bus
 21 feeder service in Lake Oswego; also in West Linn.
 22 All of that would help with the congestion on State
 23 Street. I actually have this sort of nightmare
 24 vision of hundreds of cars coming in and out of the
 25 parking garage at Albertsons, and I think the best

1 thing we can do to alleviate that is to have better
 2 feeder service.

3 I also realize that if we don't have the
 4 parking garage and other transit service, we're
 5 just going to have that many more cars sitting on
 6 State Street. So I would like to see us have better
 7 bus service.

8 Moving down the line towards Portland, I
 9 think there is some merit in looking at another
 10 transit stop; as mentioned before, the Radcliff Road
 11 area for the folks in that area. And then going to
 12 John's Landing, we haven't talked about that much
 13 this time, but I realize people really want to have
 14 the train go down Macadam. I think that would not
 15 help the congestion on 43 and not help us here in
 16 Lake Oswego. But a real radical idea would be to do
 17 both -- both along the shoreline and put tracks down
 18 Macadam as well.

19 The train could run down Macadam during
 20 the daytime and along shoreline during the rush hour
 21 which would help congestion. Thank you.

22 MR. GRAHAM: My name is Paul Graham. I
 23 live at 4215 Fruitwood Court in Lake Oswego. I'm a
 24 long-time resident and business owner in the
 25 downtown and a member of the CAC. The streetcar

1 from Portland to Lake Oswego needs to be selected as
2 the preferred alternative over the no-build and the
3 enhanced bus.

4 The no-build doesn't address the growing
5 bottleneck on Highway 43, no-build doesn't address
6 the need for the efficient public transportation and
7 regional conductivity. No-build doesn't optimize
8 the value of our investment in the Willamette
9 shoreline right-of-way. No-build increases
10 pollution that comes from autos, buses and increases
11 worker commute time.

12 The advantages of the streetcar far
13 outweigh the enhanced bus alternative. By 2035,
14 547,000 more people will be riding the streetcar
15 each year than the bus. The streetcar will be
16 faster than the enhanced bus because most of the
17 streetcar route has its own right-of-way. Because
18 the streetcar is electric, it will pollute less than
19 the enhanced bus. The streetcar will produce five
20 to six thousand fewer tons per year of CO2 over the
21 enhanced bus. The streetcar has a higher carrying
22 capacity than enhanced bus.

23 As rider demand grows, longer cars can be
24 added as needed. Data shows that where streetcar
25 and light rail have been operational, development

1 and redevelopment have followed. This is not true
2 of buses. Jobs at South Waterfront and housing in
3 Lake Oswego would follow the streetcar.

4 The Willamette Shoreline right-of-way has
5 a value estimated up to 90 million. With the
6 streetcar that value is used as our local match for
7 federal funds, but with enhanced bus that value is
8 lost.

9 The cost range for the entire project in
10 2017 is 380 to 458 million dollars. Subtracting the
11 already paid for Willamette shoreline and the
12 federal transportation funds leaves only 57 to 86.
13 The price for the Portland to Lake Oswego streetcar
14 will never be less, and this streetcar is the right
15 choice.

16 MR. NICKERSON: Hi, My name is Pete
17 Nickerson. I reside at 11175 Southwest Riverwood
18 Road. I represent my family of six tonight and I
19 would like to be on record as being in opposition to
20 the streetcar. I have two main reasons. The first,
21 which my fellow community members have enumerated,
22 it's unreasonable to ask the taxpayers to bear this
23 expense at this time and in this kind of economy.

24 The second is the streetcar will ruin my
25 neighborhood. My house was built in 1896, and I'm

1 not sure if that was before or after the freight
 2 line, but unbeknownst to most of you, one of the
 3 proposals on the board over there is to move the
 4 streetcar line, when it's built, up to my
 5 neighborhood, which will ruin it for us.

6 It's a wonderful thriving neighborhood
 7 that one of the citizens described as being used
 8 daily, the streets.

9 I participated in most of the -- by
 10 participate, I mean I attended most of these citizen
 11 advisory committee meetings and the question I have
 12 always wanted to ask was: How many paid consultants
 13 were in the meeting, and I was never able to ask
 14 that. Could we ask that tonight? Have them raise
 15 their hand so we can see how many paid consultants
 16 are here tonight?

17 MS. HARRINGTON: You can ask, but there
 18 is no obligation for them.

19 MR. NICKERSON: Okay. Could you raise
 20 your hand if you're paid to be here tonight.
 21 Anybody? Not one? Thank you.

22 MR. CHIPMAN: My name a Kerry Chipman. I
 23 live at 5250 Southwest Landing Drive in John's
 24 Landing. I have lived there for twenty years. I am
 25 member of the board of the neighborhood association,

1 and I'm the representative of association to the
 2 CAC. I'm here tonight representing the association
 3 to ask you to adopt the in-street Macadam streetcar
 4 line through John's Landing and to reject the
 5 Willamette Shore trolley line primarily because the
 6 in-street Macadam streetcar will benefit the
 7 neighborhood as a whole, whereas the Willamette
 8 shore trolley will just be another transit corridor
 9 in a neighborhood that already has four major
 10 transit corridors:

11 I-5, Barbur/ Front, Macadam / 43 and U.S.
 12 26, all of which benefit the region but at the
 13 expense of our neighborhood active cohesiveness and
 14 conductivity. It would basically slice it up. We
 15 have been told that we must continue to sacrifice
 16 our neighborhood cohesiveness and conductivity for
 17 the benefit of the region. We respectfully disagree
 18 with that.

19 Sacrifice should be shared. We're asking
 20 the region share some of the sacrifice for these
 21 transit corridors. We're not asking for big sacrifices;
 22 they're minor. It may cost a little bit more, maybe
 23 not, to the region, to use the in-street Macadam
 24 option. It will add a couple of minutes to transit
 25 time to Lake Oswego commuters. On the other hand it

1 will greatly benefit all our neighborhood including
 2 condominium residents, business owners on the
 3 Macadam and residents on the west side of Macadam.
 4 We're asking you to stand up for us instead of
 5 asking us to accept another project that primarily
 6 benefits somebody else. Thank you.

7 MS. HUGHES: Good evening. Lauren
 8 Hughes, 18711 Westview Drive here in Lake Oswego.
 9 And I have read the DEIS, and I can find no support
 10 within this document for our tax dollars to be spent
 11 on streetcar project.

12 The DEIS indicates that the project
 13 should be environmentally sensitive. If so, then
 14 the streetcar option cannot be selected. Some of
 15 the highlights of the damage from the streetcar
 16 construction and operation are as follows: Six and
 17 a half to ten acres will fill in the floodplain
 18 impacting the hydrology of the area, 26 acres of new
 19 impervious surfaces, impacting water quality and
 20 increasing flood risk.

21 The hundred year floodplain would be
 22 altered. It crosses by, through, or near 18 parks,
 23 recreation or natural areas. It impacts four
 24 wetlands, 23 observed waterways. The root zone of
 25 several Oregon white oak trees, which are a rare

1 species. It impacts four protected bird species,
 2 including bald eagles and falcons. It impacts the
 3 western painted turtle and areas of high habitat
 4 would be significantly impacted long-term resulting
 5 in the death of wildlife.

6 Retaining walls ranging from one foot to
 7 fifteen feet with a fence on top of that will impact
 8 wildlife because the anticipated animals would fall
 9 into the rail line resulting in injury or death or
 10 they would be trapped and run over by the streetcar.

11 Fisheries would be impacted via permanent
 12 stream channel alteration and stream construction,
 13 permanent loss of riparian vegetation and aquatic
 14 habitats. Species disturbed or killed include coho
 15 and Chinook salmon, steelhead, green sturgeon and
 16 others.

17 Despite all of these details, the DEIS
 18 indicates that more work is needed to be done to
 19 assess the wildlife in the corridor, some of which is
 20 endangered threatened species and that further
 21 costly studies and extensive mitigation measures
 22 would be required but costs are not provided.

23 Ironically, many citizens of Lake Oswego
 24 are regulated beyond reason in their own backyards.
 25 The so-called habitat is nothing like what would be

1 destroyed by the streetcar. Our sensitive lands are
2 along this corridor and I would like to say the
3 energy savings is very minimal per the DEIS.

4 The decision should be made based on fact
5 not feeling, and I ask you to please recommend a bus
6 alternative that is more environmentally sound and
7 cost effective than streetcar. Thank you.

8 MR. NELSON: Good evening, I'm Greg
9 Nelson. I live at 62 Weatherstone in Lake Oswego
10 and I have lived here for 30 years.

11 On the surface DEIS appears to be about
12 transportation. In fact the title is Lake Oswego
13 Public Transit Project. We have streetcar
14 investment of 458 million and enhanced costs for 51
15 million. I don't understand how the opponents could
16 justify spending nine times as much money on
17 streetcar which in 25 years will take only a hundred
18 cars off the road at peak hours and save commuters
19 just a few minutes. If this is truly a transit
20 project, then the streetcar is not a solution to the
21 problem; and if it does not have cost benefit
22 justification, it will not reduce the congestion.
23 DEIS states that the streetcar is expected to
24 encourage development sooner than the enhanced bus.
25 That's the same more development, better development

1 except sooner and that is merely supposition.

2 The upshot is that DEIS is not an
3 environmental impact statement. It's a likely plan
4 designed to solve federal and local governments in
5 this region on solutions to not solve a problem.
6 Encroachment of the streetcar to Lake Oswego appears
7 to do one thing and that is promote development of
8 the Foothills. So it's not about improving
9 transportation. It's about the property
10 development.

11 If they want to development Foothills
12 let them. But don't fund it on the backs of
13 taxpayers. Whether federal or local funds are
14 used, the streetcar is not a wise use of tax
15 dollars. Routing for the enhanced bus makes no
16 sense to me. It appears that routing and frequencies
17 of enhanced bus as designed would look awful
18 compared to the streetcar. By sabotaged the
19 enhanced bus make the streetcar look better by
20 comparison, so that its vast cost disadvantage
21 would not appear so unbearable. The enhanced bus
22 and DEIS should be called diminished bus, but it
23 should not be considered.

24 What should be considered in my opinion
25 is the sensible alternative: Keep the local 35 bus

1 and add an express bus at peak hours. In short
 2 order you could determine the right balance of local
 3 and express buses, and an assigned bus service might
 4 encourage development of Foothills. And the cost
 5 would be much less and would make this so-called
 6 transit project one that's worthy of that name.
 7 Thank you for your time.

8 MR. DOWD: My name is Mike Dowd, D- o- w-
 9 d, 0753 Southwest Miles Street. Miles Street is
 10 the forgotten pocket of homes at the south end of
 11 Willamette Park.

12 My house abuts the right-of-way. My
 13 office, which is out of my house, is less than five
 14 feet from the edge of the proposed tracks and my
 15 front door is not much further away than that. I'm
 16 one of the people most affected by this project.

17 I'm also probably the only one in this
 18 room who has read both the entire environmental
 19 impact plus the entire noise and vibration report.
 20 Frankly, I'm terrified of the streetcar's impacts on
 21 me and my neighbors. I will submit written
 22 testimony about that, but tonight I want to focus
 23 why I believe the streetcar is a bad idea in
 24 comparison to improved transit service.

25 I have been an architect with an urban

1 design background for nearly thirty years. I love mass
 2 transit, but I hate the streetcar and not just for
 3 the impacts on me, but because it makes no sense
 4 especially beyond John's Landing.

5 Tonight I left my house at 4:42 drove
 6 here at the speed limit on Highway 43, parked and
 7 walked in the door here at 4:52, ten minutes later.
 8 I don't know anywhere in the entire city where I can
 9 drive at those speeds at rush hour. The final thing
 10 I want to say in regard to the development potential
 11 of the streetcar.

12 Unlike every other streetcar built in
 13 Portland, this is the only one that passes through
 14 several miles of single family homes. For me and
 15 almost -- for me and for people who live in these
 16 several miles there is zero development only
 17 negative impacts. I have got more, but I'll write
 18 it down and send it.

19 MR. EGGER: My name is Paul Egger. I
 20 live on Ridge Crest Drive in Lake Oswego and I'm a
 21 retired economist. I think it's unfortunate that
 22 the reversible middle lane on Highway 43 has been
 23 dropped from the list of possibilities. For a
 24 considerable length of the area between Portland and
 25 Lake Oswego we have three lanes, sometimes the extra

1 lane is northbound and sometimes it's southbound.
 2 So obviously for part of the day that lane is
 3 redundant. If you were to make a lane reversible,
 4 it could serve two lanes going in each direction at
 5 the time of day that's necessary. And you would be
 6 able to do this at virtually no cost. All you need
 7 to do is put in some striping, some aggressive
 8 signalling and you would be ready to go.

9 Furthermore you have very useful
 10 additional features. You would reduce air
 11 pollution. We all know that the more rapidly the
 12 cars can go, the less they're going to pollute. And
 13 if you could reduce the idling time especially but
 14 also increase the average speed of the automobiles,
 15 you're going to have a significant reduction in air
 16 pollution. So I would urge you to reconsider the
 17 reversible middle lane. It can be done now. It
 18 costs practically nothing. Give it a try and
 19 see what happens. Thank you.

20 MR. MCCAULLY: Good evening. My name is
 21 Jay McCaully, and I reside at 1555 North Jantzen
 22 Avenue. I represent KDH LLC this evening. Their
 23 preferences is a no-build option.

24 One of the things that's struck me in
 25 looking through the information available is a lack

1 of the details when it comes to some of the specific
 2 planning. This concerns my client. There has been
 3 a lot of talk about the Foothills development. No
 4 one has mentioned that you know that the vast
 5 majority of it is within the one hundred year
 6 floodplain. Well, while there is some design
 7 considerations that may mitigate that, there are no
 8 specific proposals in response to that fact. That
 9 will affect the federal match FEMA, as well as other
 10 federal agencies typically cannot participate with
 11 funding in a floodplain.

12 There are many other details that need to
 13 be worked out that one would hope would have been in
 14 the DEIS. Thank you very much.

15 MS. JONES: My name is Carolyn Jones. I
 16 live at 2818 South Poplar Way in Lake Oswego.

17 In Lake Oswego, Chapter 50 of the
 18 Development Code requires that all new development
 19 with sensitive lands first be delineated and a tree
 20 count be done and mitigation established. I am
 21 concerned that the process having to do with the
 22 Lake Oswego to Portland streetcar has been designed
 23 to preempt Lake Oswego code. There is a wetland in
 24 Foothills. High density development will create
 25 more storm water discharge into the wetland as well

1 as into the Willamette. From the Sellwood Bridge to
 2 Lake Oswego there are several streams where fish, that
 3 are on the endangered species, list spawn. The corridor
 4 should be preserved as significant environmental
 5 habitat and not developed under Chapter 50.

6 My property is in Glenmorrie which is
 7 also situated on the Willamette River just as the
 8 Foothills district is. Over 50 percent of the
 9 property there has been overlaid as sensitive lands
 10 restricting the property owners use as well as
 11 property values. In Glenmorrie development is
 12 prohibited from a water resource to top of bank
 13 which in the case of Foothills would mean State
 14 Street to top of bank.

15 Why should Foothills be allowed to
 16 develop when the property owners in Glenmorrie are
 17 prohibited from doing so? Recently a neighbor of
 18 mine asked to create a pathway on his property which
 19 would allow school children to avoid walking on
 20 Glenmorrie Drive which is unsafe during rush hour.
 21 The property owner was told no, that the property is
 22 now a no touch zone. There are no fish in
 23 Glenmorrie stream which are storm water drains.
 24 Again, why should development in Foothills be
 25 allowed along the rail line when property in my

1 neighborhood cannot be developed?

2 Before this transit project is approved,
 3 there will need to be compliance with Lake Oswego's
 4 Development Code, Chapter 50 and also the unrest
 5 among property owners whose properties have been
 6 taken will have to be resolved before the streetcar
 7 is approved and Foothills developed. Thank you.

8 MR. WALLER: My name is Mark Waller and I
 9 have lived for 26 years at 1820 North Shore Road in
 10 Lake Oswego. I wanted to make a couple of points
 11 that may not have been touched tonight. But first I
 12 want to thank all of you on the panel here for being
 13 here and contributing so much time to this important
 14 project.

15 Millennium Park and associated commercial
 16 development on First Street has brought great
 17 community spirit and a renewed commercial core to
 18 Lake Oswego. Foothills development will create a
 19 revitalized second town center and will become one
 20 of Lake Oswego's great assets and also enhance
 21 really one of our underutilized, assets which is the
 22 Willamette River. We have access now through to
 23 Willamette River through our new park at Foothills
 24 and through George Rogers, particularly through its
 25 renovation. But I think this is an asset we don't

1 have to be scared of in the city.

2 The other thing I wanted to say is
3 that the Pearl District has been a great national
4 example for urban redevelopment effort which has
5 been well supported by a streetcar. The streetcar
6 will be a great contributor to the next century to
7 Lake Oswego's smart development. It will be a
8 linchpin to this community's economic viability in
9 the next century.

10 I have spent much of the last 25 years
11 financing clean technology and I currently serve as
12 chairman of the board of general electric solar
13 manufacturing business and smart development along
14 with next generation industry is something that
15 every community really needs to focus on and I think
16 the work and foresight shown by this community over
17 the last couple of decades really needs to be taken
18 advantage of. Thanks.

19 MR. MACPHERSON: Good evening. I'm Greg
20 Macpherson. I reside at 322 Second Street in Lake
21 Oswego. I formerly represented Lake Oswego,
22 Dunthorpe and lower John's Landing in the Oregon
23 legislature. I currently serve as a member of the
24 Oregon Land Conservation and Development Commission,
25 although my comments here this evening do not

1 reflect a formal position of the LCDC.

2 Just for starters, I would like to
3 comment on the great civility that I saw in the
4 presentation of views even though they are strongly
5 held on both sides this evening and I would love to
6 compliment everybody who came out this evening to
7 present those views. This is an important decision
8 for the future of our community.

9 While I served in the Oregon legislature
10 in 2007, we adopted greenhouse gas reduction goals
11 for the state including a goal of reducing global
12 greenhouse gases by 75 percent from 1990 levels
13 through the year 2050. Now, we're not going to
14 accomplish that by doing business as usual. We are
15 going to have to develop our landscaping in new
16 ways. And in order to do that, we're going to need
17 more dense, more compact development that is serviced
18 by transit and particularly the streetcar option
19 which I support.

20 It happens that transportation is a
21 source of 37 percent of our greenhouse gas emissions of
22 carbon dioxide in Oregon, which is the most
23 plentiful of the greenhouse gases and the reduction in
24 greenhouse gases that will occur from transit is
25 significant. It's 23 percent for buses and 62

1 percent reduction for the draft DEIS for streetcars.

2 Now, some people may say you know global
3 warming is too big a problem, we can't solve it here
4 in Lake Oswego. It's true that we can't solve it all
5 but we can show leadership that will show the way
6 forward with a new kind of landscape that will
7 accomplish even greater things for this community
8 and the planet. Thank you.

9 MS. CASSIDY: Hi, my name is Diane
10 Cassidy, and I live in Lake Grove. Transit for my
11 area is best served by I-5 and Tualatin transit
12 center. The streetcar is not being built for me or
13 most Lake Oswegans or people from West Linn, Oregon
14 City. Its purpose is to drive dense development of
15 Foothills to meet Metro's grand plan to make over
16 small low density communities and towns into mini
17 Portlands.

18 Lake Oswego is not Portland nor should it
19 be. Congestion on Highway 43 will not be relieved
20 by a streetcar, but a streetcar with the subsequent
21 development of Foothills will make it worse. With
22 this development comes people and with people come
23 cars. You will have more cars not less traveling on
24 43, and that includes State Street section of 43 but
25 I doubt that Metro is concerned about Highway 43.

1 If denser development is the goal, and I
2 believe that is it, a streetcar is an expensive means
3 to this end. Let the market decide if and when Foot-
4 hills should be developed. I favor an enhanced bus
5 service in Lake Oswego and by that more frequent bus
6 routes, more bus routes, express buses and adding an
7 HOV lane to Highway 43.

8 I believe that buses are a more cost
9 effective form of transportation and can serve more
10 people and have more flexible routes. Thank you.

11 MS. BACHE: This is my first public
12 hearing and I feel like I'm the youngest person here
13 so bear with me as I breathe. My name is
14 Kimberly bash. That's B- as in boy - a- c- h- e, and
15 I'm 27. My current permanent address is 3717 North
16 Massachusetts in Portland, whereas I resided
17 for the last six years whereas -- between three and
18 18, for 16 years my address was 5710 Charles Circle,
19 Lake Oswego, Oregon, whereas some people know that's
20 by the big Mormon temple.

21 I'm here tonight because in preparation
22 for this meeting I scoured over the many documents
23 and saw a voice and a focus that was lacking and I
24 want to bring attention to that why I did plan to
25 speak for myself tonight. I don't mind being put in

1 a demographic. I'm speaking as a millennial person
 2 of the next generation that other people have spoken
 3 about tonight. And as a college graduate, a liberal
 4 arts graduate and a proud cougar, I'm a dedicated
 5 supporter and advocate to the arts, and I believe
 6 this is a unique opportunity to focus on the
 7 cultural vibrancy that can happen as a result of the
 8 streetcar addition to the transportation option.

9 Growing up here, I felt isolated and it
 10 wasn't until my exposure every Sunday going to
 11 church in northeast Portland that I was exposed to a
 12 different culture, and I believe that the real
 13 education, while it was fabulous I received here in
 14 Lake Oswego, was never complete until I experienced
 15 a new culture in Portland. And if we bring that
 16 culture through the transit system, then we are
 17 going to be doing generations of Lake Oswego a favor
 18 and we're going to be supporting the arts in Oregon.
 19 Thank you very much for your time.

20 MS. MACK: Good evening. My name is
 21 Sandy Mack. I live at 5300 Southwest Landing
 22 Square, that's in John's Landing. I'm here in the
 23 minority I think this is big a Lake Oswego meeting.
 24 But as a citizen resident of John's Landing, I would
 25 just like to reiterate what Mr. Chipman said about

1 supporting the in-street Macadam alternative.

2 Supporting that option and bypassing the
 3 densely populated condominium dweller would
 4 certainly avoid a huge negative impact on those of
 5 us who live in that area. Many of my neighbors are
 6 as close to that tract as I am to you.

7 From the noise, vibration and visual
 8 standpoint it would be truly devastating to have a
 9 streetcar going every seven minutes, every fifteen
 10 minutes, even every thirty minutes right by your
 11 front door, back door, bathroom window, whatever.

12 Also I think there is a huge concern over
 13 the loss of the value of our homes right along that
 14 streetcar line. The merchants in our neighborhood
 15 do support the in-street Macadam alternative and we
 16 support our merchants. Running that down on the
 17 Willamette trolley, the streetcar, I think it would be
 18 not very likely that people would stop, get off,
 19 walk through the rain two or three blocks, four
 20 blocks or five blocks to take advantage of all the
 21 merchants on that line. So I'm encouraging you to
 22 take a very hard look at that alternative. Thank
 23 you.

24 MR. SCHOPP: I'm Steve Schopp. I live in
 25 Tualatin. This streetcar will bring economic

1 development. This is a line that has been played
 2 out on every single previous item on here. It
 3 won't bring any economic developmental at all. It
 4 will get built and then the city council will go,
 5 will you please approve a hundred million dollars to
 6 develop the Foothills project through another urban
 7 renewal plan.

8 And that's what happens. And I can give
 9 you a history lesson. The east side MAX, we were
 10 told, would reduce congestion and transform the
 11 corridor. Transit Oregon oriented development was
 12 so nonexistent that the city council adopted transit
 13 oriented property tax exemption program in 1996
 14 specifically to address that problem. Twenty-five
 15 years later a hundred million dollars are being
 16 spent to deal with the crime and blight due to
 17 Rockwood with millions more pushing transit
 18 oriented development from Gresham to the Rose
 19 quarter.

20 West side MAX was told it would be built
 21 on a clean canvas and spur development. Orenco
 22 station is now an auto-oriented rat race that makes
 23 absolutely no sense whatsoever. The parcels adjacent
 24 to the MAX station were the last ones to get
 25 developed and needed to be subsidized. The

1 Beaverton Round, as you have heard is in a MAX
 2 station that needed millions and millions of dollars
 3 of development assistance subsidy, and it is still
 4 sitting there undeveloped with massive changes in
 5 addition to the seven-story parking garage.

6 After building the airport MAX that was
 7 supposed to be -- it was a linchpin. Airport MAX was
 8 a linchpin for a pedestrian bike transit mini city.
 9 After sitting there as a big goose egg, nothing
 10 happening, they dropped all the zoning requirements
 11 for the mini city and ended up with a big box strip
 12 mall that was intended to be prohibited.

13 Today auto oriented travel represents 97
 14 percent of all trips to and from Cascade station.
 15 West. I live along the west. While they were
 16 telling us it was designed to reduce congestion
 17 at I-5 at 217, no such reduction exists and I can
 18 tell you that not any development has occurred
 19 anywhere along the west and its seems to go along
 20 with every previous line, the green line on and on,
 21 and I think that someday maybe you will have a town
 22 hall and answer questions and engage the public.

23 MS. HEYSEN: Norma Heysen, 898 F Avenue,
 24 First Edition here in Lake Oswego. And I go way way
 25 back. I'm a fourth generation Oswegan in my seventh

1 decade and I too went to school here in the early
2 '40s and we had a victory garden in Rogers Park and
3 rode Carrie Deises' horse.

4 Anyway, I have been to lots of city
5 council meetings and have I spoken against a lot of
6 things and I have lived long enough to realize that
7 very often I did not have the information as a
8 citizen to be able to really know what I was talking
9 about. And I just feel so proud of our regional
10 transit system. I have heard feedback from all
11 around the country about people coming here and how
12 we are a model for something. And I don't see that
13 we're really doing this for certainly my generation
14 and we're not doing it for us as much I think as
15 we're doing it for future generations and I feel that
16 probably the lifestyle of younger people will be as
17 different as my lifestyle is as when I was 27.

18 And that transit, mass transit, good mass
19 transit that we're using will be very very
20 available. I would love to be able to use a trolley.
21 I would love walking out of my house and down the
22 trolley. I love the buses. And it is a way to
23 connect with other people. I hope you'll do it
24 while I'm here.

25 MR. GUDMAN: Good evening. My name is

1 Jeff Gudman. I reside at 4088 Orchard Way here in
2 Lake Oswego. I'm recently an elected member of the
3 city council. I also realize that's it my
4 obligation to be objective until this matter comes
5 to this the city council, but in the spirit of
6 sharing facts with you that you are assessing I
7 want to provide some information as a preliminary
8 conclusion that I'm coming to in the hopes the
9 steering committee will factor these into their
10 considerations.

11 You have received copies of several
12 articles which I have written in the Lake Oswego
13 Review and also in The Oregonian over the last
14 several months with respect to concerns on cost,
15 both capital and operating, economic development,
16 ridership, travel time and the other issues that are
17 associated with the DEIS.

18 I have here for each of you to take a
19 look at a map, courtesy of my daughters. It shows
20 the transportation analysis zones for all of Lake
21 Oswego broken out very nicely. I think there is
22 about 1400 of them in the Metro area.

23 Each of the zones within the Lake Oswego
24 area in each of the neighborhoods the projected
25 households that will be in the neighborhood between

1 2005 and 2035. Let me draw your attention to just a
2 couple of the neighborhoods.

3 Palisades where three council members
4 reside, will have an increase of 567 households in a
5 neighborhood largely built out. Holly Orchard, my
6 neighborhood, there is one empty resident lot. I
7 own it. There is supposed to be 88 additional
8 households. I am truly looking forward to an 88
9 unit apartment house on my lot.

10 First Edition, home of our mayor and
11 others. In the First Edition neighborhood, an
12 increase from 2000 to 3800, 1800 unit increase.
13 Where will these homes go?

14 The neighborhoods desiring economic
15 development along Pilkington and Boones Ferry so
16 it's not antigrowth, but where is this growth going
17 to go? Thank you.

18 MR. ORMSBY: My name is Charles Ormsby. I
19 go by the nickname Skip and I live in Clackamas
20 County at 170 Southwest Birds Hill Road in Portland
21 Oregon, 97219-8502.

22 As you can tell Birds Hill by my address
23 is what I call the Noah's Ark of boundary
24 conditions. I previously sent in voluminous written
25 testimony, and I'm here tonight in part representing

1 my neighborhood as acting chair of the Birds Hill
2 CPO/NA. We sent to Metro three resolutions over
3 the last couple months, and I want to go through
4 those really quickly.

5 First off, the one for requesting Tri Met
6 documents. I have accepted what was delivered, but
7 I'm not satisfied that the full fund grant
8 agreements have not been posted to the web site. I
9 would like to see that corrected immediately.

10 Second, we asked that -- I sort of like
11 to try-before-you-buy attitude. You know, kick the
12 tires, run the transit. I would like to see, as I
13 stated in my resolution, that Birds Hill people
14 passed, for Tri Met to emulate line 35 by routing it
15 akin to what the streetcar is then we'll see the
16 true effects of whether or not people want to
17 transfer twice to get from West Linn, South Lake
18 Oswego and pretty much everywhere twice to get to
19 the Pioneer Courthouse which is the target, which
20 brings me to the third resolution, which is
21 designate the Pioneer Courthouse as the target
22 destination.

23 This is a crossroads where I joke and say,
24 U. S. meets Brazil. Red and blue lines meet yellow and
25 green. So after all the rail tracks go in this town

1 with the exception of west end, most notable the
 2 streetcar. The streetcar goes up on 10th and 11th
 3 Avenues, the light rail on 5th and 6th. So you
 4 cannot get from Lake Oswego without excessive
 5 walking to where business, commerce and government
 6 is east of Broadway and west of 1st Avenue.

7 The other resolution that was passed was
 8 the delivery of documents. Those have not been
 9 delivered, most notably streetcar summit documents.
 10 They are not in the Lake Oswego library, they are
 11 not online and I want them delivered. Thank you.

12 MS. ENGLISH: Thank you for the
 13 opportunity to comment today. My name is Elizabeth
 14 Beth English and live on Riverwood Road in Portland
 15 but I feel very much a part of the Lake Oswego
 16 community. My children all play in Lake Oswego
 17 soccer and I have a daughter at the high school. I do
 18 my grocery shopping, I do my banking, I go to the
 19 cleaners, I go do the restaurant. Lake Oswego is
 20 very much my community also.

21 But -- and I'm also a member of the citizen
 22 advisory committee, so I have a lot of opportunity
 23 to study and comment on the flaws of the current
 24 streetcar line as it appears in the DEIS.

25 I'm here to ask you to look beyond your

1 streetcar project and think about what is best for
 2 the region's transportation and transit systems.

3 I urge you to be honest with the federal
 4 transit administration and tell them in an effort to
 5 finance, build and open an extensive project like a
 6 streetcar by 2015 or 2016, would be damaging to the
 7 region, transit priorities and risky to the transit
 8 finances and cannot be sustained.

9 I say this because of the corrupt
 10 financial weaknesses of Tri Met. Its failure to
 11 meet its obligations for both the current system and
 12 planning system including the enormous unfunded
 13 liabilities on Tri Met's balance sheet. I'm
 14 impressed with John Charles of the Cascade Policy
 15 Institute on this and we heard from him earlier this
 16 evening.

17 Also, please consider the ambitious
 18 transit agenda that is so important to our region's
 19 smart growth consisting of the Portland Milwaukie
 20 light rail and a transit friendly Columbia River
 21 crossing, creation of the street car circulator
 22 around the downtown core of Portland and the
 23 restoration of bus service to communities that are
 24 truly transit dependent. Lake Oswego is not a
 25 transit dependent community.

1 So I ask you to look beyond the project,
 2 the local project, and make the smartest and most
 3 honest decision for the region's transit future
 4 until we can tell the federal transit
 5 administration and the people in our local
 6 communities that we can afford it. Thank you.

7 MS. KRAMER: I'm Candice Kramer, K- r-
 8 a- m- e- r, 1870 Twin Points Road. I'm a Lake
 9 Oswego resident for twenty years. I graduated
 10 from Lake Oswego in 1988 and I have been a
 11 broker with Windemere for the last 11 years.

12 For the past four years I have marketed
 13 three condo projects in Lake Oswego. These were all
 14 new construction, not condo conversions. Two of
 15 them are downtown Lake Oswego at Second and B
 16 Avenue, both have about 50 homeowners.

17 As a broker for these projects, I have
 18 assisted over 98 homeowners downsize in the last
 19 four years into a new urban lifestyle. One of their
 20 main criteria was housing, walkability and mass
 21 transit. I'm representing the people that did not
 22 move; the 4,000 people I talked to in the last four
 23 years who want to live in Lake Oswego. I am their
 24 voice for prospective homeowners that want to come
 25 to Lake Oswego and contemplate moving here.

1 These people have either lived here at
 2 one point, they moved away to larger urban areas,
 3 they're moving back to be near family and friends or
 4 they are new to the area and they have lived in
 5 other communities where mass transit was a way of
 6 life and they expect it here.

7 Many people are from sophisticated cities
 8 with walkable communities and mass transit made it
 9 easy to perhaps lose the second car. Housing
 10 competes with downtown because we do not have mass
 11 transit. Lake Oswego has a bright future of having
 12 more density housing and multi-housing. The
 13 chamber, the business community, has invested time,
 14 money, to promote the downtown core to attract
 15 visitors to come and explore our parks, specially
 16 events, theater and history. There is a real need
 17 for the streetcar and this is what I hear weekly for
 18 the last four years. Thank you.

19 MR. PRELL: 1870 Twin Points. Candace
 20 Kramer is my spouse. So being one of the last
 21 people to talk, I just want to thank the people who
 22 have come before me. Those of who have spoken in
 23 favor of the streetcar on which is why I'm here this
 24 evening.

25 I'm going to tell you just a short story.

1 About four years ago my wife Candace decided she
 2 needed some time for herself and she went to the
 3 beach to stay the weekend. I went downtown Portland
 4 and took the train to Seattle, arrived late Friday
 5 and stayed up a little bit later and got up at about
 6 ten o'clock in the morning. To my surprise, there was
 7 a large gathering of people four stories down in the
 8 alleyway. It was Bastille day.

9 Even at ten o'clock in the morning there
 10 were lots of bottles of rose that were flowing and
 11 everybody was having a good time. At lunchtime at a
 12 small French cafe I sat very close to four ladies
 13 who were in their -- probably 55 or 65 years of age.
 14 I couldn't help but overhear their conversation.

15 One lady was bemoaning the traffic that
 16 she encountered traveling from Bellevue in Seattle
 17 across to the bridge and into downtown Seattle. Her
 18 comment was very point poignant. She said to not me
 19 but the other people at her dining table, you know,
 20 Americans, if they could figure it out, would drive
 21 their automobiles to the bathroom.

22 If you question her wisdom in making that
 23 comment you can walk down to the 43 at 5:30 or six
 24 o'clock in the evening and it is something that is
 25 not sustainable in this community and over the next

1 twenty or 25 years it's going to be even more of a
 2 non-sustainability issues. So I speak in favor of
 3 the streetcar. It is something that this community
 4 absolutely needs to have.

5 MR. STREIFF: Yes, my name is David Streiff
 6 and I have been a resident of Lake Oswego for over
 7 twenty years and I have concerns about both the cost
 8 and the environmental damage of the streetcar
 9 project.

10 I won't spend much time on the cost issue
 11 because others who have far more knowledgeable about
 12 that subject than I am, but the bottom line for me
 13 is: People are only going to use mass transit if it
 14 has some great advantage over the driving. For
 15 instance, traffic is terrible, parking is very
 16 expensive. That may happen at some point, but as
 17 poor as our economy is right now, I don't see that
 18 kind of robust growth to drive those conditions in
 19 the foreseeable future.

20 Economically it seems to me to make the
 21 most sense to enhance the bus service, particularly
 22 if you have nonstop buses made specifically for
 23 commuters and gives alternatives to diesel, fuel such
 24 as natural gas. The routes which the bus takes
 25 could easily be altered as demand changes and could

1 operate within a walking distance for many more
2 residents.

3 I would like to comment on the draft
4 environmental impact statement and the section on
5 wildlife ecosystems. I have a degree in wildlife
6 biology, and I'm a fisherman and an avid wildlife
7 photographer so I have some familiarity with that
8 subject.

9 The DEIS lists ten Native TES, which is
10 threatened, endangered, and sensitive species, in
11 streams of the study area. The DEIS also states the
12 streetcar alternative may potentially adversely
13 affect fish and fish habitats and has a potential to
14 directly affect fishery resources through stream
15 channeling alteration in stream work associated with
16 culvert replacement modification, permanent loss of
17 riparian vegetation to accommodate new structures,
18 changes in rail width and minor decreases in
19 available aquatic habitats.

20 The enhanced bus service would not result
21 in any direct effects. And indirect effects is -- it
22 will have positive indirect effects be reducing cars
23 on the roadways and their apparent water pollution
24 that they cause. I see the streetcar alternative as
25 expensive both to build and to maintain and also

1 environmental damaging. It also drives other
2 decisions such as building in the Foothills area,
3 which is in a floodplain, also requiring mitigation
4 for environmental damage. Enhance bus alternative
5 is more convenient, less expensive and better for
6 the environment. Thank you.

7 MS. WEIBEL: My name is Emma Lee Weibel.
8 We don't have as much time as I thought we would
9 have. I should have probably known that. A lot of
10 my points have been made so I will try to hit the
11 things that I think are important. One thing is I
12 remember when we started having a little trolley ride
13 and I was just appalled and rode there. The grass
14 grows right up to the tracks, people taking walks,
15 children riding bicycles. I don't think that's a
16 place that we should be putting anything in, not
17 even the little trolley that we have there.

18 Another point is that -- and I have
19 people have talked about this -- the downtown area
20 is not centrally located. This is not going to draw
21 anybody or do any good for anybody who is very far
22 west of the city. As people said we can go over to
23 Tualatin. Lake Oswego has more possibilities for
24 commuting to town than any suburb. It is the
25 closest one. You have got I-5, you've got Boones

1 Ferry, you've got Highway 43. You would have ways
 2 of getting in between the two. You can go over the
 3 medical school hill, you can drop down to 43 and go
 4 clear into the Burlingame if you find the traffic is
 5 bad. And I have -- I have come out of Portland at
 6 five o'clock in recent years, since I believe in
 7 using the city since I live near the city, and I can
 8 get home in about fifteen minutes not using Highway
 9 43, not using I-5, using through streets in
 10 neighborhoods and 43. I'm sorry, maybe our ideas of
 11 congestion are different but I do not see 43 as
 12 congested during rush hours. I think it is
 13 perfectly possible to get through.

14 Lake Oswego cannot go south and it seems
 15 funny to me because we are bounded on all sides and
 16 we can't west or south. And it seems really funny
 17 to me that we would put a lot of money into a
 18 building a transportation system for the people who
 19 live south of us and for the people in a development
 20 that isn't even built that some people are going to
 21 make a whole lot of money off of and for our
 22 downtown to be more congested with all those cars
 23 parked in one place. Thank you.

24 MS. SCANLAN: My name is Meredith Scanlan
 25 and I grew up in Dunthorpe. I currently live out in

1 Wilsonville because there's not very many options
 2 for 25 year-olds who are looking to move back to
 3 Lake Oswego.

4 My family still lives on Radcliff Road in
 5 Dunthorpe, and my mom is the owner Bill's Service
 6 station in Lake Oswego. And I would like to say my
 7 family and Bill's Service give their full support to
 8 the streetcar because it would be selfish not to.
 9 We really believe that putting a streetcar into Lake
 10 Oswego will help the businesses and communities and
 11 enhance our identity here. I fully support building
 12 a Foothills development for people my age to move
 13 back to Lake Oswego. Thank you.

14 MR. EIDSON: First of all, thank you
 15 Kathryn, for getting my name right. Most people
 16 don't. My name is Robert Eidson. I live at 14825
 17 Rainbow Drive, Lake Oswego.

18 I will skip a lot of statements that I
 19 would have made because they have already been given
 20 to you. However, there are a few left that I need
 21 to address. I called -- I had the audacity to call
 22 Tri Met and Metro and asked for the Transportation
 23 group. I didn't know what to call it, so I thought
 24 well, that's pretty generic and I got somebody at
 25 each place.

1 So I said well, can you tell me what the
2 traffic ridership was 25 years ago and what it is
3 today? Give me a comparison in terms of percentage
4 growth. No answer. One said well, we don't think
5 we know what those numbers were. They were not
6 recorded or something. So I said oh, okay. Well,
7 then how did you come up with this estimate of
8 ridership for the next 25 years? And I heard an odd
9 relief and the person said, well, we entered some
10 computer models and we put the information we have
11 into it and lo' and behold this is the result. Oh,
12 really.

13 Well, anybody who has used modelling
14 software, knows that the answer you get from it
15 depends on what you put into it. And so I said well
16 factor -- how effective has this model been?
17 First time we have ever used it. So I said, we're
18 not getting anywhere on this so I just asked the final
19 question which is: Does the transit that we have in
20 place right now pay for itself? No. Then why are
21 we doing this?

22 MS. RHODES: My name is Kristina Rhodes.
23 I'm 23 years-old. Lake Oswego is my hometown and I
24 am a young professional who works in Portland and
25 lives in Lake Oswego. My opinion is not the

1 majority. It is the minority, but I do believe that
2 is the right opinion.

3 I'm a strong and enthusiastic supporter
4 of the streetcar. First of all, let me address some
5 of the option points that I heard this evening. That
6 the need is manufactured. I can tell you every
7 single day day in and day out it takes 45 minutes
8 each way for me to go to Portland and from Portland
9 every day. I-5 is not an option. It is a parking
10 lot. So Highway 43 is my only option and still
11 it takes me 45 minutes.

12 Some people have said that the buses are
13 just fine, why go forward with the streetcar? Well,
14 several years ago I'm sure a lot people in this room
15 would have been, why should we have buses? People can
16 take other forms of transportation. The streetcar
17 is an option and it is right option. People have
18 said that it will bring more traffic and that this
19 is a bad thing. I believe that this is a good
20 thing. We need more young families.

21 If more options don't come to Lake Oswego
22 for transportation in years to come, I will not
23 choose Lake Oswego as my home. I love Lake Oswego
24 and I want to choose to live here and to raise a
25 family here but it's simply not reasonable to drive

1 45 minutes to and from. Can you imagine if I had
 2 children and day care and how that would all work?
 3 It's not possible.

4 First of all, we also need more families
 5 to support our schools and to pay our property taxes.
 6 This is big reason why we have schools shutting
 7 down. People say well, where are will these people
 8 live? How about in all the foreclosed homes in Lake
 9 Oswego.

10 Some people say this costs too much. I'm
 11 sorry, it's not that I'm in favor of high taxes, but
 12 I do like the things -- I like roads, I like
 13 streetlights, I like health care. I'm in favor of
 14 education. I support the streetcar thank you.

15 MS. MCCULLOH: Teri McCulloh, 1198 Boca
 16 Rotan Drive. I have lived in Lake Oswego since 1995
 17 and I love it here. I believe that the Lake Oswego
 18 board of education is now debating how to keep our
 19 schools open. How can we justify spending such
 20 absorbitant amounts of borrowed money on a streetcar
 21 when we cannot afford basic services like educating
 22 our youth? We feel that all expenditures on the
 23 streetcar project should cease immediately. The
 24 street car does not appear to solve congestion on
 25 Highway 43 and nor can the total cost nor the annual

1 operational costs of the streetcar project can be
 2 accurately identify. The streetcar project seems to
 3 be another bureaucratic black hole. An expanding
 4 bus service at a fraction of the cost can be
 5 implemented at any time in a future if warranted.

6 Lake Oswego has not seen significant
 7 population growth in the past several years and
 8 without such growth we think ridership estimates
 9 quoted are questionable. We moved to Lake Oswego
 10 because of its small-town feel and wonderful quality
 11 of the lifestyle. We are not interested in transient
 12 traffic coming through our community and any great
 13 increases in taxes to pay for a streetcar. And other
 14 unnecessary development projects will probably cause
 15 many people like us to leave the area and leave Lake
 16 Oswego. Thank you.

17 MR. POULSON: Last but not least. My name
 18 is David Poulson. I live at 3325 Cedar Court in Lake
 19 Oswego. I think one of the things that is apparent
 20 tonight is that we haven't really come to grips with
 21 our economy. We've subsidized risks like Freddie May
 22 and Fanny Mac [sic] and with our monetary policy and
 23 fiscal policy has created an environment that
 24 promotes things like service economy, highly
 25 speculative residential and commercial development

1 and it's created projects like the South Waterfront
 2 and McMansions by people who stated there income was
 3 130,000 but work for 7-11.

4 This economy that we're coming out of
 5 right now has created in all of us a sort of
 6 decision making process on how do you make business
 7 decisions, how we make decisions about what the
 8 future holds. And I think we ought to be honest
 9 with ourselves and the economy we're going into may
 10 not have the same criteria for making decisions as
 11 the one we're coming out of. Will the economy that
 12 we're coming into be based upon something for real?
 13 Will we have to get back to things like
 14 manufacturing? Do we have to keep our resources more
 15 available to handle any emergencies that can arise?

16 So this project I think in a lot of ways
 17 a carryover from our last economy. And the
 18 development that we think is going to happen in Foot-
 19 hills may not be an economic right thing to do based
 20 on the new economy we're coming into.

21 So I just don't think we we're -- we have
 22 capitulated on the last economy, and are able at
 23 this point, if we're honest with ourselves we're able
 24 to make this go forward. And the last thing I will
 25 say quickly is that the bond market has come from 20

1 percent in 1980 to 3 percent today it's going to go
 2 backup. It will change our life live, but we had
 3 better be ready for high interest right. Thank you.

4 Testimony ended at 8:17 p.m.

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LAKE OSWEGO PUBLIC TRANSIT PROJECT
PUBLIC TESTIMONY
LAKEWOOD CENTER, LAKE OSWEGO
January 24, 2011

1 MS. HARRINGTON: Since I'm an elected
2 official, I'm not very shy. Good evening. My name
3 is Kathryn Harrington. I'm one of the elected Metro
4 Councillors at Metro, your Metro regional
5 government, and I have been asked to chair this
6 public hearing this evening.
7 Before we get started, we'll all be
8 introducing ourselves to you and making some
9 introductory comments, but I want to make sure I
10 start with if you want to testify this evening at
11 this public hearing, you need to fill out a
12 testimony form so that we have your name and address
13 and pertinent information. So you can find those
14 out at the front table. If you haven't already done
15 that, please make sure to do that.
16 Thank you for joining us this evening and
17 taking time to participate in and provide testimony
18 for the Lake Oswego to Portland transit project. We
19 look forward to your testimony this evening, and
20 I'll be opening the public hearing momentarily.
21 Due to a number of scheduling conflicts
22 and Metro councilor Robert Liberty's resignation
23 from the Metro council, we have some stand-ins at
24 tonight's hearing, such as me. So I'm going to ask
25 the hearing body to introduce themselves to you

1 directly. I will start here on my right and work
2 down the table.

3 MS. MCPEAK: I'm Ellie McPeak. I live
4 here in Lake Oswego and I've been chairing the
5 community advisory committee having to do with
6 riding the DEIS.

7 MS. HARRINGTON: And I'm Metro councilor
8 Kathryn Harrington.

9 MR. MCFARLAND: I'm TriMet general
10 manager, Neil McFarland.

11 MS. LININGER: I'm Ann Lininger, project
12 county commissioner and resident of the Lake Oswego.

13 MS. KAFOURY: Deborah Kafoury, Multnomah
14 county commissioner.

15 MR. HOFFMAN: Jack Hoffman, Mayor of Lake
16 Oswego.

17 MS. HARRINGTON: And we do have a couple
18 of other representatives who we are expecting to
19 join us this evening as well. And when they --
20 well, I could just mention them right now. Ryan
21 Windchimer is expected to be here to represent the
22 Oregon Department of Transportation on behalf of
23 director Jason Talb and then Kathryn Charlo from the
24 City of Portland is expected this evening to
25 represent Mayor Adams for the City of Portland.

1 Before we get started, as a reminder, the
2 comments period is open through January 31, so
3 tonight is not the last stop, and there are forms
4 for you to leave written comments in the lobby
5 along with there being information about how to
6 e-mail comments if anyone prefers that.

7 If you brought hard copies of your
8 comments, please leave them with staff as you depart
9 and they will be included in the public comment
10 report as your full testimony.

11 A few guidelines for the hearing
12 tonight -- and it is a public hearing, not a debate.
13 We're here to listen to you, to hear your comments,
14 and to hear any questions that you might have. You
15 will have two minutes of time for your testimony, so
16 we'll have two minutes for each person.

17 And so far I have 68 forms so the magic
18 number is 90. If we get over 90 people, that would
19 take us to approximately 8:00 p.m., so we'll have to
20 do a time check then and see if we need to continue
21 the public hearing.

22 So you have got two minutes. We have
23 some handy dandy equipment here to help you know
24 where you're at with that. You'll see a little
25 clear indicator that will have a green and blue

1 light, and then when there is 30 seconds remaining
2 in your testimony time, the yellow light will light
3 on. And then after your full two-minute period,
4 there will be a red light that flashes. You don't
5 have to stop at the immediate word. Please do take
6 a moment to complete your sentence. We do want to
7 hear your complete thought, but I will urge you to
8 wrap up momentarily. Don't be off put with any
9 buzzer please, just wrap it up.

10 So we'll see how this goes in the terms
11 of the number of people. We do have a microphone up
12 here to record your testimony as well. So Kathryn,
13 thank you for joining us. We introduced you a
14 little previously.

15 After tonight's hearing, there are a few
16 more project next steps, but I will highlight them
17 now as well as later this evening. The citizen
18 advisory committee, as you heard from Ms. McPeak,
19 will be making a recommendation to the steering
20 committee on February 7.

21 Now, depending upon the time that they
22 might need for a discussion, they could continue
23 that work until February 15. The project management
24 group, so those of you who have been living and
25 breathing this project closely, I notice the PMG,

1 they'll be making a recommendation to the steering
2 committee on February 16 or so. And the steering
3 committee will be meeting and working out their
4 recommendation or the locally preferred alternative
5 before the end of February.

6 From there, the Cities of Lake Oswego and
7 Portland will be reviewing that recommendation
8 towards the LPA approval and that's occurring in the
9 month of March. The work before the counties, the
10 Portland streetcar incorporated, also known as TSI,
11 Tri Met and Metro will be following from there. So
12 we're all trying to get your input and see what we
13 might end up with a locally preferred alternative
14 recommendation.

15 Any questions from our hearing panel?

16 All right. So without further adieu, we
17 will officially open this public hearing this
18 evening as I will be calling folks up three at a
19 time. First, we will have Harold Rust...

20 Oh, I forgot to mention: I'll be
21 calling you up by name, but then when you go to
22 testify, please state name and your address and just
23 to be careful, if you could spell your last name
24 that would be most helpful. So we'll start with
25 Harold Rust, Jonathan Stoehr, and I apologize if I'm

1 not pronouncing folks' name correctly, and Rob
2 Fallow.

3 MR. RUST: Well, I'm far from an expert
4 on streetcars or anything of that form and I'm all
5 for progress and getting cars off the road. It's
6 just that in my limited perspective, I look at this
7 and it seems it's an awful lot of money for what
8 will just really be this slow-moving streetcar that
9 keeps stopping a lot of places and won't really, from
10 my perspective, pull that many cars off the road.

11 It just seems like it's not going to be
12 enough of a draw to make a difference for somebody
13 that wants to go almost anywhere from here in Lake
14 Oswego out, to switch from your car to get on the
15 streetcar. So it just seems like a very expensive
16 option for a little bit to offer.

17 DR. STOEHR: Thanks a lot. My name is
18 Dr. Jonathan Stoehr. I live in the Blue Heron
19 neighborhood on Blue Heron Road in Lake Oswego, and
20 I work as a physician at OHSU. And I'm trying to
21 give voice to the scores of professionals who work
22 in the downtown area and live in Lake Oswego, who
23 either can't be here tonight because they're working
24 or because they're probably stuck in traffic on 43.

25 Let me just say that from the outset: I

1 am a strong supporter of the streetcar option for
2 the local preferred alternative. It's seems every
3 week we're reading in the paper comments from people
4 against the project who say in one breath about all
5 the congestion that will ensue from the project and
6 then say in the next breath how few riders there
7 will be. That is a non sequitur. As my grandfather
8 would say, that's a bunch of malarkey.

9 To people that say there will be few
10 streetcar riders from Lake Oswego, I would only tell
11 them to stand down at south waterfront between seven
12 and eight in the morning and look at the river of
13 people walking from the streetcar line southbound to
14 the tram base, because there are hundreds of people
15 in our neighborhood who would use it as an
16 alternative to the car.

17 Lake Oswego is not a suburb of Lubbock;
18 we are not a suburb of Omaha. We are a suburb of
19 Portland, and people who come to our area to work
20 and raise a family expect different services than
21 they do in Lubbock and Omaha. The streetcar is the
22 only alternative with sufficient reliability and
23 speed to actually change the calculations that a
24 Lake Oswego resident would make when thinking about
25 how to get to work. Not just work by the way, but

1 to get to a Blazers' game or to go to OMSI or to go
2 out to eat downtown. The streetcar is the only
3 option with sufficient reliability to do it that.

4 Regarding the design options, let me just
5 say that I prefer Shoreline because it is the only
6 option that maximally leverages our current assets.

7 MR. FALLOW: Rob Fallow, 2916 Bluegrass
8 Way, West Linn. First of all, I would like to thank
9 all of you for the time you're spending and have
10 spent and your working on this project.

11 The streetcar is the fiscally responsible
12 choice of the three options. It is, when you look
13 at it, or you look at the no build, all it does is
14 delay an inevitable problem. It will force future
15 generations to pay a higher price in the future to
16 solve this issue.

17 Enhanced bus is a cop out. It actually
18 costs Lake Oswego citizens more, as far as general
19 tax dollars, to do the local match and if there is
20 no development component to it, there would be
21 no match with the existing line. It gets us nothing
22 back other than maybe a regular Tri Met open parking
23 garage down here by Albertsons.

24 Streetcar will cost property owners in
25 the Foot Hills area, and maybe some other property

1 owners close to the line, additional costs to pay
2 for a good portion of the local match. The
3 additional amount will come out of property taxes on
4 the new development down in that area. It won't be
5 a charge to the Lake Oswego taxpayers. It will not
6 impact the schools and it will not offer development
7 in Foot Hills. It will be a vital link to the river
8 for the downtown area.

9 Lake Oswego taxpayers will get new
10 construction jobs during the development of Foot
11 Hills, as well as the construction of streetcar.
12 Permanent jobs in Foot Hills close to maybe 2000,
13 long-term source of tax spent for future
14 generations. Think of the impact in Lake Oswego of
15 Kruse Way at this time. It will generate
16 construction excise tax for schools, and it might be
17 a potential solution to the looming sewage treatment
18 plant down to the road. Thank you for your time.

19 MR. GEHRIG: My name is Ed Gehrig. I
20 live at 4850 Upper Drive on the west end of Lake
21 Oswego. But the UP railroad goes on the south edge
22 of my property. I use that railroad as a means to
23 determine the economy and how progressive by how
24 many cars that go by and what are they carrying.
25 And I have always felt that line is underutilized.

1 We see like two to three railroad cars -- or I mean
2 trains go by per day, and it's just totally
3 underutilized.

4 Whereas my grandfather used to use that
5 line when he lived in Dundee and was a tailor at
6 Meier and Franks. And he could come from Dundee
7 down to downtown Portland within an hour and he
8 stayed usually in the town during the week, but he
9 went back and forth on the weekends. But that line
10 was electrified in those days. I keep thinking that
11 ultimately we will see something done on that line,
12 along that line, which means that there will be a
13 mass transit system all the way down the valley.
14 And there have been studies made on that already.

15 So my point here is that that line goes
16 right through Lake Oswego, and we should be thinking
17 about the interconnection at that point and whatever
18 way we use the corridor between Lake Oswego and
19 Portland.

20 MR. SCEVOLA: Good evening. My name is
21 Art Scevola. I live at 1454 Glenmorrie Drive, Lake
22 Oswego. I have lived here 18 years.

23 I'm for sustainability. And I would like
24 to -- allow me to explain. Many of you may, in the
25 room, be as well. What does sustainability in Lake

1 Oswego mean? Sustainability in Lake Oswego is
2 number one, maintaining existing schools, roads, and
3 city services without adding new debt, development
4 taxes, or additional DEISS at 1.3 a copy. Number
5 two, the -- and the streetcar does not.

6 Number two, maintaining the village
7 character most of us were attracted to and which has
8 been supported by virtually all previous city
9 livability or quality of life committees as well as
10 most of the former chambers of commerce that I know
11 of, which I was a board member. The streetcar will
12 not maintain that.

13 Number three, sustainability in Lake
14 Oswego is maintained as a safe and attractive
15 environment for people, trees, and wildlife, in that
16 order. Not the reverse. Just think how did the
17 current environmental protection policies work out
18 for the Oswego Lake sturgeon and other animals in
19 the lake. The streetcar won't help.

20 I urge you, the elected and appointed
21 representatives of the people, to drop to the pose of
22 helping us all through this and really listen to
23 your constituents in this room. The people don't
24 want the streetcar, Foothills development, LIDs or
25 free federal money. Let the markets speak when

1 ready by getting government out of the way.

2 Now, I want to add one thing. This room
3 is where the Rotary organization of Lake Oswego
4 meets, of which I'm member of Kruse Way Lake Oswego
5 Rotary. And in rotary we have a very simple test.
6 It's called a four-way test. And now I ask you to
7 think about it. Is it the truth? Will it build
8 goodwill and better friendships? And ask yourselves
9 is it fair to all concerned and will be it
10 beneficial to all concerned? Thank you.

11 MR. HALLADAY: Dan Halladay. I live in
12 Oregon City, and I'm here as a resident of Clackamas
13 County and, of course, who lives in the Tri Met
14 district.

15 I'm really here just to talk about the
16 financial issue. I support the rapid bus option for
17 transit down the Highway 43 line. When we talk
18 about just the raw numbers, they don't make sense
19 for the amount of population that runs along that
20 line. Both light rail and streetcar really need to
21 be sustainable to pay for itself, needs a population
22 between 50- and 75,000 per square mile in order to
23 be cost effective. And Lake Oswego and the area
24 through Dunthorpe and up until you get into deep
25 southwest Portland is never going to reach those

1 population densities.

2 So you know if we talk about west, there
3 is a huge subsidy for every rider that climbs on
4 west. And there will be a huge subsidy for every
5 rider that climbs on the streetcar, and that
6 subsidy is going to get paid not just by the folks
7 in Lake Oswego but by the people in Clackamas county
8 and in cities all over Clackamas county, all over
9 Tri Met's district, really all over the region.

10 And it just doesn't make any sense. You
11 can buy half a fleet of Tri Met buses for what it's
12 going to cost to put in a streetcar. So I would
13 suggest that you go with the rapid bus option.
14 Thank you.

15 MS. HEIN: Hi, my name is Laurie Hein.
16 I live at 9915 Southwest Burma Road in Lake Oswego.
17 I grew up in Dunthorpe. I went to Lake Oswego High
18 School. I have lived in this area for 59 years, so
19 I know.

20 I remember I used to ride my horse around
21 here, if you want to talk about alternative modes of
22 transportation. And I'm an employer and a
23 self-employed person, and I have paid into Tri Met
24 all these years and it's never made enough money to
25 break even. No mass transit has ever done that

1 anywhere, especially in this area. We're in the
 2 suburbs, after all; we should have good roads without
 3 potholes in them, wide roads without bicycle paths
 4 that -- and by the way, I would be in favor of
 5 bicycle paths if bicycle riders had to pay for them
 6 like through a tax or something like that to pay
 7 just like we're supposed to be paying for the roads
 8 with that lien tax.

9 Now, as a person who pays for Tri Met, I
 10 also think that if we had a streetcar, they should
 11 charge everybody by what it actually costs to run
 12 it. And by my calculations, about \$200 each way
 13 would cover it, almost. But then, of course, the
 14 amount of people that would ride the TriMet or the
 15 streetcar would be significantly less.

16 I know that the people here in Lake
 17 Oswego, our city council, and our mayor, have not
 18 listened to us, no matter what we do. We yell, we
 19 scream, we stand on the street corner with signs.
 20 We write letters to the editor; we write petitions,
 21 and we have been totally ignored. And for the most
 22 part, I think we have tried to elect some new people
 23 in there, but we have not been as lucky as we would
 24 like to have been, and I think we will in the
 25 future.

1 So think about your constituents before
 2 you ram another big spending boondoggle down our
 3 throats. Thank you very much.

4 MR. ROHDE: Thank you. Karl Rohde and I
 5 live at 300 Northwest State Avenue, Portland,
 6 Oregon, two blocks east of a streetcar stop that I
 7 hope to one day hop on to and take out here to Lake
 8 Oswego to have dinner with my mother and my brother.

9 So I was born and raised here in Lake
 10 Oswego, and I served eight years on the city
 11 council. In one form or another, I have been
 12 involved with getting a streetcar to Lake Oswego for
 13 nearly twenty years. There is a history of support
 14 in this community actually for streetcar, and while
 15 I was on city council we conducted numerous polls
 16 that actually indicated a strong degree of support
 17 for rail transit coming to Lake Oswego.

18 Also, uniquely, Lake Oswego has
 19 historically voted in favor a light rail bills that
 20 came before the citizens of the region. In fact,
 21 when it was light rail to go to Clackamas County,
 22 Lake Oswego was the only city in the entire county
 23 of Clackamas County to vote in favor of light rail
 24 going to Clackamas County.

25 I work on a consortium of governments

1 that worked to bring this group together to save the
 2 rail line. The ridership that is listed in the DEIS
 3 is what I believe to be consistently low, and I
 4 think this is also something that you will see in
 5 ridership expectations for virtually every rail line
 6 that has been built in the Portland metropolitan
 7 area. They don't always outperform their expected
 8 ridership levels, and I believe that the ridership
 9 levels in Portland to here in Lake Oswego will do
 10 the exact same thing. Because largely it doesn't
 11 include the rezoning that will take place down in
 12 Foothills which will add development and add
 13 additional people that want to ride.

14 I have seen a number of things put out by
 15 the opposition that brings me some pause, including
 16 this one, which has a picture of the beautiful
 17 downtown redevelopment and what is expected with
 18 that. So the opponents produce similar documents in
 19 opposition to what has become a regional and
 20 international draw for good downtown urban
 21 redevelopment.

22 Things are different in Lake Oswego. We
 23 make sure things are done right. This streetcar
 24 coming to Lake Oswego will improve the environment,
 25 improve the quality of life for everyone in Lake

1 Oswego, both my family and generations to come. I
 2 hope that you will invest and support the streetcar
 3 coming to Lake Oswego. Thank you.

4 MR. BENJAMIN: Keith Benjamin with
 5 Schwabe Williamson & Wyatt on behalf of Public
 6 Storage. While Public Storage will likely agree
 7 with many of the comments made tonight in opposition
 8 of the streetcar alternative, it's important that we
 9 not lose sight of one specific issue as we debate
 10 the project's cost, usefulness and safety. And that
 11 issue is that if the streetcar alternative that is
 12 selected, there will be displacement of seven
 13 properties including the Public Storage.

14 Public Storage operates a self storage
 15 facility at 801 North State Street in Lake Oswego,
 16 has over six hundred units, provides Lake Oswego
 17 residents with the necessary service. Furthermore,
 18 it also provides local businesses with services as
 19 certain businesses transition from in-home locations
 20 to commercial and industry facilities.

21 Public Storage is concerned that there is
 22 lack of readily available land in the Lake Oswego
 23 area, and that if they are displaced, that they will
 24 not be able to redevelop their property in this
 25 area. Thank you.

1 MS. BOOKIN: I'm Beverly Bookin. I
 2 represent the John's Landing Owners' Association,
 3 JLOA, on this project. JLOA is composed of four
 4 condominium associations on the west side of -- I
 5 mean on the east side of Southwest Macadam
 6 clustering around Pendleton Street. And we are one
 7 of four condominium associations that make up seven
 8 on the east side of Macadam representing hundreds of
 9 property owners.

10 Based on the input we have received from
 11 our neighbors, John's Landing residents and
 12 businesses generally support the extension of a
 13 streetcar from South Waterfront to Lake Oswego as
 14 part of the regional transit system envisioned in
 15 the 2035 Metro RTP.

16 Here are the benefits of streetcar in
 17 John's Landing in proposed Macadam Avenue pullout
 18 alignment favored by a vast majority of our
 19 stakeholders: A streetcar will provide more
 20 ridership capacity in 2035 than either the no build
 21 or the enhanced bus options. That's 500,000 more
 22 riders a year at the end of 2035.

23 Based on experience of other inner city
 24 Portland neighborhoods, a reliable fixed transit
 25 will boost property values of existing properties

1 which have been lagging for some time in John's
 2 Landing, for several years. It will also support
 3 significant residential, retail and office re-
 4 development particularly along the south Macadam
 5 corridor, which will result in a significant
 6 increase in property tax and system development
 7 charges to fund future city services and
 8 infrastructure.

9 Congestion will also be lessened by the
 10 increased opportunity for intra-district trips that
 11 can be taken on foot and by bicycle. We believe
 12 that Lake Oswego will similarly benefit from the
 13 extension streetcar, but the nature and intensity of
 14 that development will be determined by the community
 15 characters and voters' wishes.

16 Thank you so much for the opportunity to
 17 speak with you this evening.

18 MR. RIFER: Vern Rifer, 4280 Southwest
 19 Corbett Avenue, John's Landing. I'm a real estate
 20 developer and professor of real estate at Portland
 21 State. So today I just want to address the
 22 redevelopment aspects of the proposed streetcar
 23 project.

24 Other Metro centers and corridors program
 25 of both John's landing and Lake Oswego are counted

1 on as significant contributors to urban housing and
 2 employment. And that is not going to happen without
 3 good transit, and that is particularly true in
 4 John's Landing where during the entire 2000 real
 5 estate boom that affected the whole nation, John's
 6 Landing had virtually no new development, and that's
 7 because it is starved for transit access and decent
 8 access.

9 With the extension of the streetcar from
 10 the South Waterfront to John's Landing, we will see
 11 that significant redevelopment occur. It will join
 12 those two in a very positive way in the sense that
 13 the services in John's Landing will now become
 14 available to South Waterfront residents and
 15 conversely, it will give a chance for South
 16 Waterfront to redevelop in a positive way and for
 17 John's Landing to redevelop in a very positive way.

18 That's why there is virtually unanimous
 19 support in John's Landing, including people
 20 understanding that they are going to have to pay
 21 local improvement district fees for the streetcar to
 22 come there. They understand that they will have a
 23 better neighborhood when it's over.

24 I just want to quickly address the issue,
 25 as the doctor pointed out, of the publicity of

1 what's going to happen in Lake Oswego. Lake
 2 Oswego's proposed redevelopment, I can assure you as
 3 a real estate professor and developer, is not going
 4 to look like the South Waterfront. It's going to
 5 look like John's Landing. It's going to have
 6 relative low and moderate density. It's totally up
 7 to the mayor and the citizens to decide what the
 8 zoning is going to be. And to assume that placement
 9 of the streetcar here would create high density
 10 development, is not a correct representation.

11 MS. COFFEY: My name is Mary Beth Coffey.
 12 I live at 5059 A Foothills Drive, Lake Oswego.
 13 Building the streetcar is a direct and specific
 14 opportunity to shape Lake Oswego's future. I have
 15 had two experiences that made it crystal clear that
 16 we need to build a streetcar, and it needs to come
 17 to Lake Oswego now.

18 I have sat in a room with more 80
 19 experienced representatives from all over the United
 20 States who are positive in their mind that Lake
 21 Oswego was next in line to receive federal dollars.
 22 When I told them that this wasn't a done deal in
 23 Lake Oswego, they were stunned. They couldn't
 24 believe a city like Lake Oswego would throw an
 25 opportunity like this away.

1 Our timing is priceless. Lake Oswego
2 owns that rail line right-of-way and our locally
3 elected federal officials are in an influential
4 position relative to transportation to help us reach
5 this goal and they want to.

6 History shows that rail is healthy
7 development. Building this rail line would bring
8 bring additional redevelopment to John's Landing
9 Macadam and Foothills. The one group not
10 interested in this project is a neighborhood group
11 that doesn't even reside in Lake Oswego. Keep in
12 mind that this corridor if not used for rail line,
13 will revert to the very property owners who are
14 against the project.

15 Lake Oswego should not lose one inch of
16 this right-of-way. It could realize a million
17 dollar match in this project. If the streetcar and
18 proposed additional development doesn't happen now,
19 it will --

20 In twenty years or so Highway 43 will be
21 so congested that Lake Oswego will desperately need
22 a new tax base to pay for our services. Lake Oswego
23 citizens will be lining up to get this project
24 built, but too bad. The project will be so much
25 more expensive. Too bad that so many more cities

1 will be in line in front of us for those dollars.
2 Too bad the building costs will be so much higher,
3 and too bad that we won't have a ready made team of
4 heavy hitters fighting for Lake Oswego at the
5 federal level.

6 You think it's expensive today to build
7 this project, wait for fifteen years from now. Some
8 may say nimby and I say indeed. Thanks for the
9 opportunity.

10 MR. FRANKLIN: My name is Andrew Franklin
11 and I live at 230 Southwest Riverdale Road, which is
12 in the Riverdale section of Dunthorpe, and my lot is
13 right on Macadam close to the Willamette shoreline
14 right-of-way. I am a member of the community
15 advisory committee, and I'm also chairman of the
16 board of Oregon Public Broadcasting who has a
17 significant interest in the noise and vibration
18 aspects of this project.

19 Others will testify on this, but OPB is
20 positive about this, but there are noise and
21 vibration concerns. My principle reason for
22 testifying today has the simple objective of
23 retaining transit service to my neighborhood. Only
24 one of the options currently being considered
25 actually does this in its present form.

1 First of all, a no-build option does
 2 retain service to my neighborhood. Secondly the
 3 enhanced bus option eliminates four consecutive bus
 4 stops, which results in a gap of 1.7 miles between
 5 the two bus stops. And I happen to live right in
 6 the middle of that 1.7 miles. So the effect is no
 7 transit service under the enhanced bus option.

8 The streetcar option has the same
 9 problem. There is a station planned for Riverwood,
 10 and the next station is 1.7 miles away at the
 11 Sellwood bridge. So with no station for 1.7 miles,
 12 essentially my neighborhood is shut out from access
 13 to public transit under this option, too.

14 So in summary, I do support the streetcar
 15 option, but we simply need a station in the vicinity
 16 of Radcliff Road for the benefit of the neighborhood
 17 in which I live and also the Lewis and Clark
 18 students who walk down from the hill and get on the
 19 lines 35 and 36 currently at Riverdale Road. Thank
 20 you for hearing me.

21 MS. MULLER: Yes, I also live on
 22 Riverwood Road. We have lived there over 45 years
 23 and when we bought the house, the freight trains
 24 went by several times a day. And do you know what?
 25 We didn't hear them after a while. I strongly,

1 strongly support the streetcar. I testified in
 2 2006; I don't know what's taking so long.

3 Look at your history, people. You were
 4 developed because of the streetcar, the red line.
 5 They had 14 stops. You're overwhelmed now with the
 6 traffic and other problems like your schooling, but
 7 solve the traffic problem first by connecting
 8 yourself to Portland.

9 This whole area is changing again. We're
 10 getting a lot of people from New York, Boston. Look
 11 at Sellwood. It's changed completely to become
 12 almost a town. It's amazing. The people coming here
 13 now, they expect good transportation. Would Upstate
 14 New York look the way it does now with those
 15 beautiful, beautiful estates if there weren't trains
 16 and streetcars? Think about it.

17 I don't think Lake Oswego can survive
 18 without a streetcar not only to Portland but get off
 19 your derrières and find the lines that used to run
 20 before that made Clackamas County great. Get the
 21 line that goes down to West Linn. Get the line that
 22 goes to I-5. How many of you would love to go
 23 shopping from here and hit a fast train going to
 24 Eugene to see a game, being able to go up to
 25 Seattle. I mean, I can't understand what's taking

1 you all so long to get this done. You have the
2 line, you have the money, do it.

3 MS. HARRINGTON: And just for the record,
4 that was Mertie Muller. We just need everyone to
5 state their name. Thank you.

6 MS. UMAKI: My name is Judy Umaki and I'm
7 an 18-year resident of Lake Oswego at 1421 Green
8 Tree Circle. I commuted downtown by bus for
9 thirteen years and continue to use it occasionally
10 for pleasure.

11 The primary problem for the proposed
12 streetcar from Portland to Lake Oswego is cost as
13 you will hear over and over again. No matter whose
14 money -- federal or local -- 400-plus million seems
15 to be an unconscionable amount to spend on a project
16 with limited ridership.

17 Several other problems are apparent.
18 Parking is a blight on our city. The necessary
19 parking structures adjacent to State Street would be
20 an eye sore, as are all parking structures, and
21 would be damaging to the appearance of our town. If
22 the structures are to be masked by retail, it will
23 be to the detriment to it and all other retail in
24 the core area where many businesses are struggling.

25 Traffic. The traffic generated at rush

1 hour as people try to park or to be dropped off will
2 cause a great deal of congestion that we do not
3 currently experience here. People will resort to
4 finding parking on adjacent streets, which will be a
5 negative impact on those neighborhoods.

6 Ridership. Ridership study has not asked
7 the key questions: Do you currently ride the bus to
8 Portland? If you ride the bus now, would you plan
9 to ride it? If you don't ride the bus now, would
10 you plan to ride the streetcar? To only ask people
11 if they like the idea of a streetcar, which is
12 obviously more attractive than to bus, rather than
13 if they will start using mass transit when they
14 don't now, is to have a useless statistic on which
15 to base an immense investment.

16 Transfers and service. More than half of
17 current ridership of bus 35 comes from West Linn
18 Oregon City or further south like Canby. It is
19 unrealistic to expect that people will drive and
20 park for bus 35, get off in Lake Oswego to transfer
21 to the streetcar and then possibly transfer again
22 when they reach downtown to get closer to their
23 place of business. When faced with this added
24 inconvenience more people will just drive from home
25 to work.

1 The primary impetus for the streetcar
2 seems to be the desire of some to see the Foothills
3 fully developed. I don't think there is much
4 grassroots support for this concept. People like
5 being in a small town, and if they wanted to live
6 big in city they would live in Portland. Thank you.

7 MR. MAGINNIS: Hello. My name is Tom
8 Maginnis. I live at 12793 Sierra Vista Drive in
9 Lake Oswego. It's the West Lake area. I'm an
10 advocate of public transportation, including rail.
11 I lived the course of my life in Tokyo, Washington
12 DC, and New York City. DC it was useful. In Tokyo
13 and New York it was essential, but this isn't New
14 York or Tokyo. This is Lake Oswego where I can
15 bicycle from the western border of the city to the
16 eastern border in less than 15 minutes on my
17 bicycle.

18 This light rail won't navigate Lake
19 Oswego. You won't see any benefit on the west side,
20 and it's useless as Portland transportation if you
21 live west of Chandler Road. It's much faster,
22 easier, and cheaper to drive directly to Portland
23 from central and eastern Lake Oswego.

24 The Highway 43 congestion relief argument
25 is in my opinion a make-way argument. It doesn't

1 reduce that much and, frankly, it's not that good of
2 an argument. The light rail is mainly useful to add
3 value to the Foothills properties at enormous
4 taxpayer expense.

5 There are two better alternatives in my
6 opinion. I know a couple of them have been
7 rejected, but I want to run this again: If the goal
8 is to get Foothills connected to Portland, it could
9 be achieved by a fraction of the cost by connecting
10 Foothills to the existing Milwaukie line by a new
11 and direct train bridge that would have the added
12 benefit of connecting Lake Oswego to the east side
13 of the river. Or you could run the line down I-5
14 with a spur to downtown Lake Oswego.

15 I know that's considerably more
16 expensive, but it will serve many times more
17 commuters and would access most of the city, our
18 city. At least that route stands a chance of being
19 self supporting and it better justifies the one
20 third to one half billion dollars. In summary, the
21 city couldn't have picked a less financially sound
22 route. The costs are outrageous for a project that
23 by running along the river accesses less than half
24 of its potential commuter population especially when
25 this nation is in deep financial trouble.

1 Finally, anyone living west of Chandler
2 Road will never get anything out of this project,
3 but they will be paying for operational costs for
4 the rest of their lives.

5 MR. WARD: All right, I'm Jerry Ward,
6 architect, planner. I live and work in the proposed
7 area of John's Landing and serve the South
8 Waterfront Association and serve on the South
9 Waterfront Renewal Advisory Committee that involves
10 this trolley, bus service and 43.

11 I personally have several reservations
12 about the trolley proposal. Here's some of my
13 reasons for the opposition: Our neighborhood
14 association worked tirelessly with Portland's
15 planning bureau to form the Macadam planning
16 district.

17 It moderates heights and density,
18 realizing that with its adoption, that the area was
19 still less than one half built out. But the trolley
20 would instigate rezoning, increased heights density
21 and FAR, thus congestion in the already
22 heavily used corridor.

23 We have been told just a month ago by
24 planners that density would not be in the planning
25 process. They would not advocate that in our

1 neighborhood, and then last week they just reversed
2 that. So which is it? I think I know what it is,
3 Because Metro requires density.

4 PDOT's Matt Brown, who is now consulting
5 with Lake Oswego concerning the trolley, said that
6 South Waterfront would have 45 percent transit usage
7 for all trips. Recent traffic measurements show
8 only less than 7 percent. How can we rely on
9 pie-in-the-sky projections and who should we trust?

10 It has recently been proposed that the
11 local improvement districts be used to fund part of
12 the trolley. It has been proposed from South
13 Waterfront to Sellwood Bridge and that affects
14 myself and many of my neighbors who knew nothing
15 about the LIDs until just very recently. And this
16 applies for Foothills, First Edition, downtown Lake
17 Oswego, too.

18 The fallout. Just some bullets: The
19 cost per mile is 90 to 100 million dollars a mile.
20 The environmental impact of density along the
21 Willamette River has not really been considered.
22 Thank you.

23 MR. CALDWELL: My name is Warren Caldwell,
24 8433 Southwest 10th Avenue. I am 90 years-old and
25 I'm an ordinary citizen. I haven't done anything

1 except I have lived in three different states and I
 2 have come to Lake Oswego. And I looked at this
 3 streetcar that runs here and I said for me it looks
 4 like this would be a good idea to run one from
 5 Portland. And, of course, they do.

6 But I'm talking about the thing they are
 7 getting ready here to do, and I hope they do it
 8 because I'm in favor of it. I have been to Portland
 9 very few times because I always come down this way.
 10 I live up on the other side of Lewis and Clark, and
 11 I always come to Lake Oswego instead of going down
 12 on the bus to Portland and transferring three or
 13 four times before you get there.

14 So I think that a streetcar running
 15 directly in there would be great. I know you were
 16 worried about cost and you have had a lot of fear,
 17 but at 90 years-old, I have been in a B-17 over
 18 Germany with fight all around me; and you talk about
 19 fear? That's fear. So I'm here to put in my two
 20 cents' worth and that's about all I have to say.
 21 Thank you.

22 MS. DUNPHY: Janine Dunphy, 15450
 23 Southwest Boones Ferry Road, 40-year resident of
 24 Lake Oswego. Thank you for your time.

25 I am here to voice my opposition to the

1 proposed streetcar option for Lake Oswego. That
 2 does not mean that there is not a serious
 3 transportation need in Lake Oswego. Not merely a
 4 want, but a need. There is documented need and that
 5 is a way for seniors, disabled, and anyone who
 6 doesn't drive anymore to get around Lake Oswego.

7 Over the past five years, two studies
 8 have been initiated by the city and paid for by
 9 citizens: The Lake Oswego and elderly and disabled
 10 and special needs transportation study done in 2005
 11 and a community vision for aging in Lake Oswego done
 12 in 2006. Both of these studies focused on the
 13 fastest growing demographic in the Lake Oswego, the
 14 50-plus age group.

15 There was a significant citizen input for
 16 both of these with a very clear daily need express,
 17 for some sort of daily need express, or for some
 18 sort of shuttle program to travel around Lake
 19 Oswego. The few people who wanted easier access to
 20 Portland needed a way to get to the bus stop. This
 21 streetcar does not change that concern.

22 There would still be no way to get to the
 23 streetcar stop. In fact, the problem may very well
 24 be exacerbated since the streetcar would possibly
 25 minimize the existing bus service. The majority of

1 Lake Oswegans either work from home or commute to
2 the west, not north to Portland. Is it the city whose
3 employment numbers are in decline.

4 Who is going to ride a streetcar on a
5 daily basis? I have met very few people, really
6 until tonight, who had said they would. And I
7 haven't heard that other than maybe one say that
8 they would ride it every day now. Others have said
9 they would use it when they had visitors or special
10 occasions in Portland.

11 To me it seems fiscally irresponsible to
12 spend multiple millions of dollars for these people,
13 these few occasions. And as mentioned above, our
14 aging population, one of the highest in the region,
15 has no need for daily trips to Portland. At this
16 point, I would have to support the no-build option.
17 Thank you.

18 MR. MARTIN: Good evening, my name is
19 Roger Martin. I live at 4205 Cherry Crest in Lake
20 Oswego. I have lived here for fifty years.
21 Forty-five years ago I was appointed by the City of
22 Lake Oswego's then mayor, George Thomas, to chair a
23 streets and road study committee. We studied and
24 had public hearings for about nine months. Our
25 number one priority was traffic on Highway 43.

1 At that time there was tremendous
2 opposition from people in Dunthorpe to do anything
3 about widening 43. Subsequently, the Department of
4 Transportation has already decided 43 cannot be
5 widened.

6 Forty-five years ago, there were a lot of
7 people alive who remember the electric train that
8 ran through Lake Oswego on its very tracks. There
9 is a lot of comments about we ought to try that. We
10 made inquiries. It was owned by the Southern Pacific
11 Railroad who utterly has no interest in passenger
12 transportation, so we dropped it.

13 It's different today. We own that line.
14 Now, the opposition has come up with a lot of
15 reasons, one of which is stated, is it's dangerous.
16 Somehow we're going to create danger by bringing
17 people in who are criminal. I took the time when I
18 was in Tampa, Florida this winter to call Tampa
19 transit agencies to find out -- they have a
20 streetcar line that runs from the docks in Tampa to
21 Ybor City, which is a criminal area of the past.
22 It's transitioning into a better neighborhood now.

23 I asked them about their experience. The
24 guy laughed. He said we do have some problems on
25 our bus system, but we have no problem with any kind

1 of criminal activity on the streetcar. The City of
 2 Lake Oswego Police Department, when they were asked
 3 about it, said well, frankly, we have more problems
 4 on city school buses than when we do on current Tri
 5 Met buses.

6 I think the whole idea that we're going
 7 to bring criminals into this neighborhood is a bogus
 8 idea. You may have other reasons for opposing it,
 9 but don't use that one. It doesn't make sense.
 10 Thank you.

11 MS. SPADA: My name is Charisse Spada. I
 12 live at 10900 Southwest Riverwood Road in Portland.
 13 I would like to highlight the negative impact
 14 implementing light rail on Riverwood Road would have
 15 on its inhabitants. There are a multitude of
 16 reasons as to why light rail should not be
 17 considered whatsoever, but I will only address the
 18 reasons why it should not be put on Riverwood Road,
 19 specifically.

20 Riverwood Road is extremely narrow.
 21 Access by fire trucks, ambulances, and other large
 22 city vehicles would be negatively impacted in their
 23 ability to reach the homes of Upper Riverwood on
 24 account of light rail traffic. Access to Highway 43
 25 would cease to exist were Upper Riverwood Road which

1 is both dangerous and inconvenient.

2 For instance, if there was inclement
 3 weather all of these vehicles would have to use
 4 Military Road to access our homes. Military Road is
 5 an extremely steep and narrow road, therefore it
 6 would be highly likely that all access to Riverwood
 7 Road would be blocked. This is dangerous and makes
 8 no sense logistically.

9 The Riverwood Road neighborhood is full
 10 of homes with children and dogs. All of the
 11 inhabitants are very active on Riverwood, and the
 12 presence of light rail would completely alter this
 13 atmosphere for the worse as well as create a safety
 14 hazard for children at play. For me, personally, I
 15 have to back out of my driveway very slowly every
 16 time I leave my home. Due to the fact that
 17 Riverwood Road is already incredibly narrow, I must
 18 exercise extreme caution and look both ways multiple
 19 times. The presence of light rail would pose a huge
 20 safety hazard for me and my neighbors.

21 This project would cost an additional
 22 ten million to run light rail on Riverwood instead
 23 of the existing trolley right-of-way. With the
 24 current state of the economy, particularly in
 25 Oregon, this is a foolish and irresponsible way to

1 spend money where there are existing tracks already
 2 laid. Please take everything I have said into
 3 consideration.

4 MR. STEPHENS: Good evening. My name is
 5 Craig Stephens. I live at 330 Durham Street, and
 6 I'm here to talk about the streetcar. I don't think
 7 I'll be getting into sturgeon or any of the other
 8 things.

9 The streetcar creates jobs in Oregon.
 10 Lots of them with highly leveraged money, so we can
 11 pull ourselves out of the economic crisis that we're
 12 suffering from by rebuilding schools, city
 13 facilities for court services, and real estate
 14 values.

15 I would like to mention that the
 16 streetcar is built in Oregon, and it's designed in
 17 Oregon and the tracks will be built in Oregon. I
 18 think we have to realize that we're not going to see
 19 diesel buses that are converted automatically into
 20 gas saving hybrids or anything of that sort.

21 So we're going to have to realize as we
 22 move ahead to affect the real estate value
 23 positively with streetcar, and recognize what other
 24 people have said here tonight about urban planners,
 25 and about the strong positive effect on property

1 values in Lake Oswego. And we all know that we need
 2 to rebound on those property values, and we need a
 3 rebound in our economy and we need to afford the
 4 other things as this city is moving forward.

5 So I will skip through this, but I just
 6 say that Oregon -- Lake Oswego needs a streetcar for
 7 jobs and economic vitality and we can afford the
 8 seed money to build it. Thank you.

9 MR. LUCK: My name is Dave Luck. I live
 10 at 26 Del Prado. It's over in Mountain Park on the
 11 west side of Lake Oswego. Earlier, Mr. Rohde, I
 12 think it is, talked about if this came up for vote,
 13 that he believed it would be voted through. I guess
 14 that's an interesting concept. Jack, why don't you
 15 put it on the ballot next spring and see how it
 16 fares here in Lake Oswego as far as providing the
 17 support from our end.

18 Tonight and previously, a month or so
 19 ago, there was an event here and some of your
 20 representatives talked and several people referenced
 21 the idea that take the money from the federal
 22 government because otherwise somebody else will get it.
 23 That's exactly the mind set that got this country,
 24 this state, this county, and this city in the
 25 financial morass that it's in right now.

1 This flyer on the back -- and I realize
 2 it's not a Metro flyer, so from the proponents --
 3 talks about a million people coming to the region. To
 4 Lake Oswego? I don't think so. And the issue of
 5 crime says protect the neighborhoods. Someone spoke
 6 earlier about crime. I suspect if you read your
 7 Oregonian at all and look at the statistics and
 8 the articles about the mass line, that's at least
 9 subject to some questions.

10 The streetcar is not the only alternative
 11 as capacity. I'm dismayed that this concept of
 12 enhanced bus is sort -- put up as a surrogate or ghost
 13 or something like that. What should be looked at is
 14 optimized bus. Bus has a huge advantage of not
 15 being stopped after you spend 400 million dollars to
 16 go point to point. If the points change, where the
 17 jobs are, where the people are, buses provide
 18 flexibility.

19 The last point is the operation costs.
 20 It talks about maybe the bus would save 2 million
 21 dollars a year. Figure out how many years it takes
 22 to pay 350 or 400 million dollars difference between
 23 the bus and the trolley. Thank you.

24 MS. BOSCH: My name is Mary Bosch and I
 25 live at 431 Lakewood Avenue here in Lake Oswego.

1 And my views about the streetcar are influenced by
 2 26 years as an economic development professional and
 3 planner who has worked in over 350 cities and towns
 4 across the America. And really my questions are
 5 very simple: What will it take for Lake Oswego to
 6 remain economically vibrant and a dynamic community?
 7 And how competitive is Lake Oswego within the
 8 regional marketplace as a destination for businesses,
 9 families, a high quality work force, and general
 10 investment?

11 I can tell you unequivocally that
 12 efficient transportation connections are crucial to
 13 community economics success, quality of life, and
 14 business attraction, as well as generating a family
 15 oriented community base, and especially crucial to
 16 suburban communities like Lake Oswego.

17 We have already fallen behind our sister
 18 suburban town centers throughout the wonderful
 19 Portland region when it comes to rapid transit,
 20 including Hillsboro, Beaverton, Gresham, Tualatin,
 21 Milwaukie and other towns throughout the region in
 22 and Clackamas County.

23 Fast forward a mere ten years. Most of
 24 us in this room want to be retired. Many already
 25 are, but how many of us came here to live in Lake

1 Oswego as a retirement community, which has never
 2 been the vision of this community? Where residents,
 3 the tax base, and services are fiscally constraint --
 4 constrained, a recipe for economic challenges.

5 Streetcar and the higher density diverse
 6 housing and employment development will stimulate
 7 the critical linchpin of Lake Oswego's ability to
 8 attract the next generation of young families and
 9 professionals and business investment, and pave the
 10 way for our community's continued high quality of
 11 life.

12 The streetcar project and the federal
 13 funding it brings are a once-in-a-lifetime
 14 opportunity to ensure that we will remain a dynamic,
 15 sustainable community.

16 MR. KASS: I am Henry Kass, and I reside
 17 in Lake Oswego at 10 Mozarteum Court in the Mountain
 18 Park neighborhood.

19 I wish to make one basic point today.
 20 Whatever else we do, we can no longer kick the can
 21 down the road of the transportation issue.

22 Now, here's some reasons: Highway 43 is
 23 currently congested. I don't need to tell anybody
 24 that. Try driving between Lake Oswego and West Linn
 25 to get from 205 some time. The situation will get

1 worse in the future for sure. We are going to have
 2 a million more people in this area. Well, not all
 3 of them, I hope to god, will move to Lake Oswego.
 4 We do want to have a new, young and growing
 5 population, and we want part of those folks here
 6 with us.

7 Fossil fuel will soon be a factor in
 8 transportation, and it's still going to be a factor
 9 in pollution. In all likelihood, the price will
 10 have risen considerably. Therefore, transit
 11 solutions that rely on fossil fuel and its
 12 derivatives bear heavy costs, not the least of which
 13 has to do with our foreign policy.

14 Widening 43 may not be feasible. In
 15 fact, I have been told now, several times, it's not
 16 feasible. It would cost far more money than almost
 17 any solution that is before us. By contrast,
 18 building the streetcar line is like building two new
 19 traffic lanes on 43 at much less the cost and less
 20 the displacement of home owners.

21 Yes, the streetcar costs more to
 22 construct than a bus alternative, but it is over one
 23 and a half million dollars cheaper to run and
 24 environmentally much sounder. It has another
 25 advantage and that is that it has its own

1 right-of-way for a great deal of its passage to the
2 city and that cost will eventually pay for itself.

3 MR. HALL: Hi, my name is Frank Hall. I
4 live at 307 North Shore Road here in Lake Oswego,
5 and I offered tonight to specifically talk about the
6 environmental impacts of specifically the streetcar
7 choice.

8 Streetcars that run on either
9 hydroelectric or coal-generated power produce less
10 greenhouse gases per passenger mile than diesel
11 buses. So it generates less greenhouse gas. With
12 buses and automobiles, the emissions are produced
13 right along the street where people and children are
14 walking and trying to enjoy the environment. With
15 the streetcar, the emissions for the electric power
16 generation are generated -- well, are either
17 nonexistent with hydrogeo thermal, solar wind, or
18 they are generated outside of the city where the
19 emissions have a chance to dissipate into the
20 atmosphere.

21 The electric streetcar is highly
22 adaptable. It requires no retrofitting to adapt to
23 utilize new and evolving forms of clean energy.
24 It's already tied to the grid. If you come up with
25 a new way to generate electricity, there is no

1 modification needed. Even running on conventional
2 electricity, coal fired, for example, a typical
3 streetcar offers an improvement in greenhouse gas
4 emissions over automobiles.

5 We know that gas prices will continue to
6 increase. We know that our dependency on foreign
7 oil will continue to undermine our national
8 security, and I think it's incumbent upon us, our
9 generation, to make decisions not only for the near
10 term, but also for the future, for our children and
11 their children. And those decisions need to be made
12 to make our city more livable.

13 So not choosing to invest 20 million to
14 get a half a billion dollar transit system for our
15 city, I think would just be plain irresponsible.
16 Thank you.

17 MR. LECHAVALLIER: My name is Robert
18 LeChavallier, and I live at 1570 Bonniebrae in Lake
19 Oswego. I have lived in Lake Oswego since 1964 and
20 I worked in downtown Portland from 1978 to 1989 when
21 we moved our law offices out to Kruse Way. At that
22 time, you could still get into downtown Portland
23 during rush hour in about fifteen or twenty minutes.
24 Today the traffic is often backed up to Wilsonville.

25 Over the next twenty years, our

1 population growth will put more pressure on all
 2 arterials into Portland. The streetcar creates the
 3 equivalent of another lane of traffic along Highway
 4 43 which cannot be easily or inexpensively widened due
 5 to the salt cliffs.

6 My hope is that the streetcar could
 7 eventually be extended to Marylhurst and West Linn.
 8 It also could be eventually connected to Lake Grove
 9 and Tualatin using the existing rail line.

10 We have a rail line on the east side of
 11 the river connecting South Waterfront and OMSI and
 12 Milwaukie, but nothing of the west side. Metro is
 13 developing a streetcar and a light rail system and
 14 we need to be part of that system.

15 At South Waterfront, OHSU is building a
 16 new medical school and medical research center that
 17 will eventually employ 6- to 7,000 people. Many of
 18 those employees are going to want to live in Lake
 19 Oswego for the many amenities our community has and
 20 its excellent school system. The streetcar will be
 21 a draw to these new citizens as they will be able to
 22 commute to work and eliminate one vehicle.

23 The streetcar will benefit our business
 24 community as more people come here to shop, eat in
 25 our restaurants, and go to the theater. The new

1 housing in Foothills will benefit our community and
 2 provide more housing choices and provide new younger
 3 families for our school system.

4 When I was a freshman in high school in
 5 Lake Oswego many years ago, I entered an essay
 6 contest on what I wanted Lake Oswego to be like by
 7 1976. The winners of that essay contest got lunch
 8 with Governor Tom McCall, and we learned about
 9 preserving Oregon's farmland and quality of life to
 10 better planning.

11 We had the opportunity to plan our
 12 future. The question is will we rise to the
 13 challenge and take advantage of this opportunity.

14 MS. JACOBSON: My name is Karen Jacobson,
 15 2542 Orchard Hills Lane, Lake Oswego. As someone
 16 who has been involved with Lake Oswego's civic and
 17 business community for many years, I speak tonight
 18 in favor of the streetcar alternative for the Lake
 19 Oswego to Portland transit project. I also favor
 20 the development of the prime Foothills location and
 21 the advantages it will bring.

22 These projects go hand in hand. It makes
 23 sense to do it now. We own the right-of-way. The
 24 costs will never be less. The Oregon congressional
 25 delegation is supportive and well-positioned to

1 maximize designated federal funding for the project
 2 and construction related to Foothills. A streetcar
 3 will provide jobs. The streetcars will be built in
 4 Clackamas County. Many of the additional 6,000
 5 workers in the expanding OHSU campus in South
 6 Waterfront will want to live here, and they will
 7 have school age children.

8 Downsizing boomers will move to Foothills
 9 In turn, the new housing units will create
 10 demand for goods and services from the Lake Oswego
 11 business community. Shoppers will ride the
 12 streetcar to LO, and commuters will take it to work
 13 in Portland or will connect to other lines.

14 As much as we might like it to be
 15 otherwise, the types of local funding available for
 16 the Lake Oswego streetcar and the Foothills
 17 development cannot be used to pay for schools. The
 18 property values added to the rolls by Foothills
 19 will enhance the tax base to fund the Lake Oswego
 20 School District. Anyone who has been around since
 21 the mid '80s can testify to the value of the dramatic
 22 property tax increases to Lake Oswego as the
 23 buildings of the Kruse Way development were annexed
 24 to the city.

25 The same thing will result from a Foothills

1 development along the streetcar line. The
 2 streetcar and Foothills project are good for us and
 3 great for the community at large.

4 MR. YADEN: Thank you. I'm David Yaden,
 5 275 North Shore Road. I was born in Lake Oswego in
 6 1942 and sat at this very place for kindergarten.
 7 So with the wisdom of the years from kindergarten to
 8 well past Medicare, I can say that I think Lake
 9 Oswego is absolutely headed in the right direction.

10 The combination of smart public and
 11 private investment together is building a thriving,
 12 vibrant, desirable community, and that's what
 13 streetcars and light rail in fact do. They go well
 14 beyond the transportation solutions. They build
 15 communities and that's why getting this streetcar
 16 down here is so important.

17 I have seen over the years -- been either
 18 a close participant or an observer of almost every
 19 rail development in this region. I have seen
 20 opposition come and go; mostly go. As the
 21 communities have experienced the benefits, frankly
 22 they become huge supporters.

23 We're not trying to tear rail system in
 24 this region, we're trying to build more. In that
 25 regard, I have found it particularly troublesome

1 that this kind of flyer comes out that I think goes
 2 beyond principled opposition, which I think there
 3 certainly can be, but this is I guess the opponent's
 4 flyer. First of all, I note the irony that the
 5 thriving community that they point to or illustrate
 6 in here is in fact the downtown redevelopment area
 7 that some of them have opposed to as unnecessary
 8 government meddling. So I just find it terribly
 9 ironic that the thriving community in fact is the
 10 result of the kind of investments that we need to
 11 make.

12 Secondly, there is a picture of the
 13 rendering of the proposed development looking east
 14 down B Street that has nothing to do with any
 15 proposed development there. We should avoid the
 16 scare tactic and build the streetcar. Thank you.

17 MS. WORSLEY: Kathe Worsley, W- o- r- s-
 18 l- e- y, and I've lived at 1877 Woodland Terraces, Lake
 19 Oswego, for 21 years.

20 I was born in 1942 also, but I'm from
 21 Brooklyn. Simply said, we cannot afford the
 22 streetcar. It will cost 400 million dollars even
 23 before we start the engine. It will impact
 24 adversely our sensitive land in Foothills and along
 25 the Willamette River. It will impact 18 parks, 23

1 streams or wetlands, rare Oregon white oak as well
 2 as endangered or threatened species. In addition,
 3 if Foothills is developed with urban renewal
 4 dollars, it will adversely affect our schools.

5 Simultaneously, the residents of West
 6 Linn and Oregon City will see their commute time
 7 impacted as they will be forced to ride the
 8 streetcar from LO after transferring from bus to
 9 streetcar. That will add to their commute time.
 10 We'll need to leave our cars at home to take the bus
 11 directly from there. There are better alternatives
 12 to this excessive spending and excessive
 13 environmental damage.

14 The solution is already in place and
 15 right in front of our faces. We can continue to use
 16 the buses in a better way with better scheduling and
 17 more frequent buses during those appropriate times.
 18 The really great thing about buses is they don't
 19 run on tracks. And if we have some sort of natural
 20 disaster or poor weather, you know, snow, the buses
 21 can change their routes and the streetcar cannot
 22 move its tracks.

23 Finally, the streetcar costs 400 million
 24 dollars. Twenty new biodiesel buses, with all the
 25 bells and whistles, costs approximately eight

1 million to 10 million dollars. Let's keep the
 2 buses, and the rail lines can become a walking and
 3 biking path -- a win-win for all commuters. Thank
 4 you.

5 MS. HARRINGTON: I would like to recognize
 6 some elected officials that are the audience with us
 7 tonight. Various city councilors from Lake Oswego
 8 are here, including: Sally Moncrieff, Donna Jordan,
 9 Jeff Gudman, Mike Kehoe and Mary Olson. Did I miss
 10 any other city councilors who might be with us? I
 11 would also like to recognize Metro councilor Shirley
 12 Craddich. Are there any other elected officials who
 13 I haven't seen? All right. Thank you for joining
 14 us.

15 MS. CHRISMAN:. My name is Heather
 16 Chrisman. I live at 172 Middle Crest Road in Lake
 17 Oswego, and I'm a business owner in downtown Lake
 18 Oswego and very supportive of the streetcar.

19 I feel that what it brings to our
 20 community is good for business. I feel the
 21 streetcar is an important part of the vision for the
 22 kind of community we want to live in in Lake Oswego.
 23 It gives Lake Oswego a viable alternative to driving
 24 on the congested, narrow Highway 43. Congestion on
 25 43 will be increasing not only in Lake Oswego, but

1 also roads in West Linn. So in order to keep our
 2 Oregon growth boundary tight, a development with
 3 some density in Foothills with easy access to a
 4 streetcar allows other areas of Lake Oswego to have
 5 larger lots and car oriented lifestyle providing
 6 seniors and younger families a pedestrian connection
 7 to the downtown Lake Oswego as well as a corridor to
 8 downtown Portland and the airport, Portland
 9 State University and OHSU.

10 I think this is an opportunity that
 11 should not be missed. Thank you.

12 MR. HENNIGIN: My name is Roger Hennigin.
 13 And I reside at 1131 Devon Lane in Lake Oswego. In
 14 1986 and '87 and '88, I served as one of Lake
 15 Oswego's representatives on the strike force that
 16 eventually, after study, recommended purchase of the
 17 Willamette Shore line then known as the Jefferson
 18 Street line. And I want to mention just briefly the
 19 fact that when our strike force was studying the
 20 options and recommending the purchase of the
 21 Willamette Shore line, we didn't ever even think
 22 about development along the line. Our only focus was
 23 traffic congestion and the knowledge that sometime
 24 in the future Highway 43 was not going to be
 25 adequate to carry the traffic.

1 We knew then that Highway 43 could not be
2 widened beyond the three lanes, and we knew that the
3 Willamette shoreline would act like an additional
4 lane to the highway.

5 I have since learned that development is
6 important, that development in Lake Oswego will help
7 keep our property taxes level. And if we don't
8 develop and increase our tax base, our taxes will
9 have to go up.

10 I also want to mention one thing that
11 several people have forgotten here and it's an
12 accounting anomaly that exists with the proposed
13 construction of the trolley line or streetcar line.
14 And that is in fact what we paid, for 1.2 million
15 dollars in 1988 to purchase that line, is being
16 valued at 75 to 90 million. But that 75 to 90
17 million is being actually included in the cost of
18 the line.

19 So when you think about actual cash
20 expense to build the line, you can reduce it by the
21 75 to 90 million that the line is currently valued
22 at. Thank you.

23 MR. SWEET: Hi, I'm Peter Sweet. I live
24 at 796 First Street, Lake Oswego. I'm a retired
25 banker living in downtown Lake Oswego. During my

1 career I have enjoyed commuting by rail in
2 Philadelphia, Connecticut, New York, Chicago. On the
3 other side of the scale, I have also commuted by car
4 from Santa Monica to downtown LA, so I know what
5 real congestion is.

6 Initially, I thought adding a streetcar
7 was a good idea based upon my prior favorable rail
8 experience. Having read the DEIS report I came
9 to realize that this isn't about reducing congestion
10 or reducing commuting time to attract riders, and
11 improving the environment, this is an effort to
12 leverage federal dollars to develop a very
13 difficult speculative building site called Foot-
14 hills.

15 I also read the appraisal of the trolley
16 right-of-way that was purchased in 1988 for less
17 than \$2,000,000. Having made numerous real estate
18 loans decisions based on appraisals during my
19 career, I would characterize this appraisal as what
20 we used to call made-as-instructed appraisal. It seems
21 to me that the exercise was to make the appraisal
22 in order to maximize the out-of-pocket cost for the
23 local government entities in calculating their local
24 match.

25 This appraisal process rings familiar and

1 may not be too distant from the wonderful appraisal
 2 submitted to mortgage brokers Fannie Mae and Freddie
 3 Mac over the last decade. It befuddles me how
 4 little the appraisers charged. I have seen small
 5 commercial project appraisals cost significantly
 6 more during my career. In my opinion, the DEIS has
 7 not adequately explored the enhanced bus. The
 8 selection of the enhanced bus or even expressed bus
 9 alternatives would not require a multistory parking
 10 garage at Albertsons. Rail commuting works in our
 11 major cities that have it because of limited stops
 12 and the rider easily recognized the benefit.

13 The streetcar with numerous stops, would
 14 not give the commuter the same experience,
 15 particularly for West Linn and Oregon City
 16 commuters, who would be forced to transfer. Let's
 17 be cost conscious and environmentally sound by
 18 building a safe bike path. Forget the streetcar and
 19 try express buses to Lake Oswego to get people out
 20 of their cars.

21 MR. EAVES: Thanks for being here
 22 tonight. My name is Mark Eaves. I live at 237
 23 North Shore Road, which is about a block or block
 24 and a half from the proposed new park and ride
 25 garage. I moved here -- my office is downtown. I

1 ride back and forth on 43 every day, once each day.
 2 I moved here because it was a short commute by car
 3 and because the neighborhood provided a safe place
 4 for me and my family. It has not disappointed me.
 5 It's still a short commute back and forth by car and
 6 the street I live on is just, as I say, a block away
 7 from what we call State Street, but we really should
 8 call main street because that's the main street in
 9 this community.

10 If we should invite more traffic by
 11 building a park and ride garage and extended rail
 12 transportation, we will be expanding the traffic
 13 that comes onto our main street substantially
 14 changing the community where people walk to
 15 everywhere. We walk to movie theater; we walk to the
 16 hardware store; we walk to the grocery store.

17 The concept of demand I have heard talked
 18 about here seems to be, from my perspective and my
 19 neighbors' perspective, to be manufactured. It was
 20 said in the movie "If you build it they will come."
 21 Well, if you build this then more traffic will come
 22 and then we will really have a serious traffic
 23 problem. Thanks a lot.

24 MR. SCHOENHEIT: Eugene Schoenheit, 13780
 25 Southeast Fernridge. I am a resident of this

1 county. I would like to just ask a couple of
2 questions here.

3 You know, we're told that this project's
4 going to be about 400 million -- and this may be
5 directed here at Ann: What is Clackamas County's
6 share of this project? How much is Clackamas County
7 going to pay?

8 MS. HARRINGTON: We're taking testimony
9 right now. There has been no decision in Clackamas
10 to put money into the project. We did put, I think,
11 \$800,000 into planning for the project.

12 Mr. Shown. I was told we could ask
13 questions. In the beginning we could ask questions
14 and I'm asking questions.

15 MS. HARRINGTON: We're here to listen
16 to the questions that you have. This is not a
17 debate.

18 MR. SCHOENHEIT: Okay. Then listen.
19 Okay. This one was for Lynn Peterson but since Ann
20 is here representing Clackamas County, I would like
21 to ask Ann from her legal point what you know: Who
22 do you think Lynn Peterson represents? Being on
23 Portland Streetcar Incorporated, does she represent
24 Portland Streetcar Incorporated, or does she
25 represent Clackamas County? And the same question

1 goes to Mary Olson or Jack Hoffman. Who do you
2 represent, you know, being -- since you're on Portland
3 Streetcar Incorporated and since you're representing
4 Lake Oswego, that's a good question.

5 And I would like to make one comment
6 here. Everybody here seems to think that this is,
7 you know, such a wonderful thing. Nobody is really
8 looking at what it's going to cost. And what will
9 probably happen is it will be in urban renewals and
10 the urban renewals they might basically tax your
11 property, and are you ready to go back and take a
12 look at your property tax statements, pay an extra
13 thousand a year or whatever it's going to be? Thank
14 you.

15 MR. ELTON: My name is David Elton. I'm
16 a long-term Lake Oswego resident, Lakeridge class
17 of '84 with Carl Rohde. I'm kind of in the middle.
18 My company is Elton Research. I do public opinion
19 polling.

20 The people you see here tonight, I think
21 if you counted all the people voting against and all
22 the people voting for, obviously you would see the
23 discrepancy. I think there is a reason for that:
24 It's so darn expensive. Would I love -- I ride Tri
25 Met frequently. Would I love to ride from downtown

1 Lake Oswego to Portland and not hit a bumpy road,
 2 you know, like the bus has? Of course. Am I
 3 willing to pay 460 million, no.

4 I think this is a great idea, but the
 5 time is not right. It's ineffective. Not enough
 6 people would ride it, to my understanding. So
 7 that's my opinion. Thank you.

8 MR. BUFORD: My name is Gary Buford.
 9 Streetcar? I'm a civil engineer. My business
 10 address is 415 North State Street. We have the
 11 concrete and brick building on the east side of the
 12 State Street between State Street and the railroad
 13 tracks. My wife and I own the building.

14 Now focusing on the Lake Oswego to
 15 Portland transit study or the Portland to Lake
 16 Oswego to transit project, whichever you want to
 17 call it, the real reason we're all here tonight.

18 As a civil engineer, I have been involved
 19 with land development projects in excess of 40 years
 20 and as a resident of Lake Oswego for approximately
 21 45. Presently the City of Lake Oswego is promoting
 22 the development of a FootHills district between
 23 State Street and the river, actually between the
 24 railroad tracks and the river. They have been
 25 promoting it on the basis of streetcar service to

1 Portland and at the same time the Portland to Lake
 2 Oswego transit project has been promoting itself for
 3 the purpose of providing transit services, i.e.,
 4 streetcar to a high density development in the Foot-
 5 hills district.

6 Well, on the basis of my involvement in
 7 land development projects during the past 40 years,
 8 this is not the time for the development of the Foot
 9 Hills district, and it is also not the time for a
 10 streetcar to Lake Oswego. The two projects,
 11 development of Foothills and the streetcar, are in
 12 bed together. It will be some time before the time
 13 is right for either project.

14 And number two, there are some very
 15 inaccurate numbers in the DEIS with regard to the
 16 development of Foothills. This makes the DEIS very
 17 suspect. I would suggest and would regard other
 18 inaccurate facts within the report.

19 The other matter pertains to cost
 20 estimates. How much will it cost Lake Oswego and
 21 who in Lake Oswego is going to be paying the bill?
 22 In 2008, the costs started at zero dollars. Since
 23 then it's gone to 7 million, 12 million, 19 million.
 24 Right now it estimates all the way to 33 million.
 25 Thank you very much.

1 MR. SACK: My name is Bob Sack. I'm a
 2 resident of the Old Town neighborhood. I live on
 3 Durham street. Old town is right across the street
 4 on the other side of State Street. And I'm here to
 5 -- as both the representative of the neighborhood
 6 association and the member of the CAC.

7 Rick Reamer (ph), our neighborhood
 8 president, was not able to come, but he did report
 9 on a little survey that he attempted to do.

10 We have a small neighborhood, just six
 11 square blocks. The streetcar or the enhanced bus
 12 would involve building a park and ride facility and
 13 would involve redeveloping Albertsons shopping
 14 center. So this would have a big impact on our
 15 neighborhood even though we are a tiny little
 16 neighborhood.

17 So we did make a survey. About 25
 18 percent endorsed the no-bid, 29 percent the enhanced
 19 bus, and 46 percent like the streetcar option. Some
 20 of those are overlapping opinions, but that's the
 21 general idea.

22 They wanted me to make sure you
 23 understood that there is concern about traffic.
 24 There is concern about the parking structure. Part
 25 of that I think is due to the fact that we have such

1 big discrepancies about how that might be done, but
 2 in my own opinion I think that Albertsons could
 3 deserve a redevelopment and it could really enhance
 4 the property. And so I think with thoughtful
 5 planning it could really be an asset to our
 6 neighborhood.

7 I personally, having sat on various
 8 committees, I'm fully supportive of the streetcar.
 9 After fifteen years in the planning process, I think
 10 the stars are aligned so that a clean electric
 11 transportation between Portland and Lake Oswego is
 12 within reach.

13 There is no workable alternative.
 14 Highway 43 cannot be widened. And the no-build
 15 option is the head-in-the sand posture and I think
 16 the rail line is the only possible option.

17 MR. BOLLAND: Thank you. Jim Bolland,
 18 804 Fifth Street. As somebody who rode the TriMet
 19 bus for almost twenty years to downtown Portland, I
 20 really want to talk about the cost benefit of this
 21 specific project, not about whether a rail is a good
 22 or bad idea.

23 At the cost at the high end, the 458
 24 million, I believe it's going to be a fifty/fifty
 25 split based on your analysis. The potential costs

1 for LO is as high as 26 to 32 million. I believe
2 the cost estimates in the DEIS are very accurate
3 for the Portland segment of the rail, but I believe
4 they're going to get a lot higher when you got into
5 the Dunthorpe area with the tunnel and coming into
6 the Foothills.

7 The benefit according to the DEIS, a
8 hundred cars off the road at peak rush hour, six to
9 ten minutes travel savings over the enhanced bus.
10 As people have indicated earlier, there is a lot of
11 numbers in the DEIS that are pretty questionable.
12 The ridership demand and population projections that
13 are based on population projections come from
14 Metro's 2005 regional transportation plan. We have
15 analyzed the transportation analysis zones, and they
16 project an increase by 2035 of 6,021 new households
17 in Lake Oswego. The Portland State University
18 population center indicates that Lake Oswego's
19 population growth rate from 2000 to 2010 is 4.4
20 percent.

21 Those numbers are completely at
22 odds. And Lake Oswego is, for all intents and
23 purposes, built out. The DEIS states that 9.8
24 million square feet of salable property exists in
25 the east end the Lake Oswego, and that's down from a

1 number that was 250 percent higher. But if that's
2 incorrect, you don't change the ridership numbers.
3 I don't think that's possible.

4 MR. WHEELER: I'm Jerry Wheeler. I live
5 at 13594 Blazer Trail here in Lake Oswego. First of
6 all, I would like to thank you for the efforts that
7 you have done to date to help us here in Lake Oswego
8 solve this terrific problem we have with Highway 43.

9 As a private citizen, this issue for me
10 is planning for the future vitality of this
11 community. And for those of you who know me in my
12 professional role as the CEO of the Lake Oswego
13 Chamber, the issue is still the same.

14 In both cases, I'm an advocate for
15 economic development and this is an issue about
16 economic development and which alternative provides
17 the best for Lake Oswego. Which option will bring
18 new jobs to this region and to this community?
19 Which option will bring new businesses that will
20 benefit from an enhanced transit option, and which
21 option can provide a need for new housing here for
22 our younger families that will come to Lake
23 Oswego?

24 I, too, am concerned about the cost of
25 investment. I'm also concerned about accurate

1 numbers to base our decisions. So my board of
 2 directors right now is actually hosting events on
 3 February 24 to help get some of those most accurate,
 4 most current up-to-date information to the public
 5 so that we can all make the right recommendations to
 6 city council. So for us it is economic development.

7 This is not a federal tax reform issue.
 8 The federal dollars are already allocated for those
 9 projects. If there is a reason to say no to this
 10 streetcar, those dollars will not be saved by Lake
 11 Oswego saying no to the streetcar. I can't solve
 12 the issue of federal tax problems.

13 I do know that if we do say no to any of
 14 those alternatives or to any federal dollars coming
 15 to this region, they're not going to go --
 16 magically go into the sky and disappear and help
 17 solve the deficit. What they are going to do is go
 18 to another community. And my concern as a federal
 19 taxpayer, if there are federal tax dollars, I would
 20 like to have them come to Lake Oswego.

21 So for us, again, it's about economic
 22 development and things that can be accomplished from
 23 this community. The decision is which
 24 alternative provides for that best. Thanks.

25 MS. DENTON: Dee Denton, D- e- n- t- o-

1 n-, 580 6th Street, downtown Lake Oswego. I'm here
 2 in support of the streetcar. I have lived in Lake
 3 Oswego for 50 years. I have been involved in making
 4 Lake Oswego what it is today, being part of it,
 5 being involved there whether or not we build a new
 6 library, whether or not we have Lakewood Center.

7 So we have a lot of people here that have
 8 put in many, many years of effort. We're very lucky
 9 in Lake Oswego for people that care. Whether we
 10 agree with them at all times, that's up to us as
 11 individuals.

12 But I wanted to mention that we've had
 13 opposition from many other things that I can bring
 14 up, so that you could see where by being negative
 15 sometimes doesn't work. People were against the
 16 water treatment plant many years ago. They were
 17 against the high school swimming pool. They were
 18 against Mountain Park. They were against the Mormon
 19 Temple. People came in droves. They were against
 20 the Kruse Way corridor.

21 So we have oppositions at all times, but
 22 the proof of the pudding is that everything that
 23 they said about the development and what it would be
 24 for Lake Oswego has come to fruition. It has been a
 25 wonderful thing for us as far as transportation,

1 some jobs because we have people that now have
 2 offices here, and people that work in their offices.
 3 We didn't have that before. We were just a bedroom
 4 community, but now with the Kruse Way corridor and
 5 all the other -- Mormon Temple, we have about six or
 6 seven motels that we didn't have.

7 So, again, people that say they're
 8 opposed, they have to think of the future being
 9 visionary. Having a vision is very important in
 10 this community.

11 MR. CHARLES: My name is John Charles,
 12 4857 Scholl's Ferry Road. Since you are the
 13 steering committee for this project, and the primary
 14 product you have produced is an environmental impact
 15 statement, today I would like to comment on that.

16 Unfortunately, whatever you spent for it
 17 you spent far too much, because it's fatally flawed
 18 from the standpoint of what it is supposed to do,
 19 which is to analyze all reasonable options. At
 20 least the transit is the point of it because the
 21 options presented don't work.

22 The streetcar requires transfers for
 23 customers on the 35 from West Linn or points south.
 24 Well, as a long transit customer, to me that's a
 25 deal breaker right there. Why would you even

1 consider this when you're forcing people to get out
 2 of the bus and transfer? They are either going to
 3 stop taking transit or they're going to drive from
 4 West Linn to park downtown LO.

5 The enhanced bus option I presume was
 6 designed to fail, not because it's too slow. It has
 7 a loop to the transfer center that's a seven-minute
 8 delay right there for customers. To me the solution
 9 is easy. It's to keep the 35, add an express bus,
 10 peak period only for Oregon City and West Linn, all
 11 the way to Portland, limited stops, no seven-minute
 12 delay over at the transit center, and you would cut
 13 fifteen minutes off the commute time just from LO to
 14 downtown.

15 None of your options compete for that.
 16 It would cost hardly anything. There is a notion
 17 that this can't work because Highway 43 is
 18 congested. I have been out there five different
 19 times between last summer and winter taking choke
 20 points. The one-lane choke points that peak, both
 21 morning and afternoon, I have been searching for the
 22 congestion. I don't find it. I mean, I'm sure it's
 23 there occasionally, but the biggest problem I
 24 observed actually, is speeding. People on I-5 would
 25 love to have the congestion on Highway 43.

1 MR. WILLIAMS: Dan Williams, 17226
 2 Tualatin Street here in Lake Oswego, and I just want
 3 echo Mr. Charles' comments, and I ask that you give
 4 careful consideration to his comments. With that, I
 5 have the liberty to hit some other points. I'll try
 6 to be brief.

7 I think the last poll on the streetcar
 8 was November 2. We had two newly elected councilors
 9 that made no secret to the fact they did support the
 10 streetcar. I think that we need to be very careful.
 11 I respect Dee Denton's comments. She and I both
 12 have the pleasure of being Rosarians, so we do serve
 13 the community, although she much more than I.

14 First of all, I want to say I think how
 15 lucky we are to be in a community that does get
 16 involved, does care. And I fully respect my fellow
 17 citizens, respect their opinion, and I would ask they
 18 respect my opinion as well.

19 I think one person's vision is another
 20 person's nightmare. I think that's what we have to
 21 worry about. We are still trying to deal with the
 22 last opportunity of a lifetime presented to Lake
 23 Oswego. It's out on Kruse Way. It's a rather
 24 large, white building. We don't know what we're
 25 going to do with that. So I think we need to be

1 careful, and I find it incredible that our vision
 2 for 2035 is so crystal clear while we don't have the
 3 foggiest idea what's going to happen next year with
 4 LO public schools.

5 Just common sense. We need to factor
 6 this in. This is a big, big expenditure for our
 7 community. I think it fails on all levels. I think
 8 it fails on capital costs, I think it fails on
 9 operating costs, I think it fails on ridership. I
 10 think it fails on transit time. And in a candid
 11 conversation with an elected official that will
 12 remain nameless, they agree. They said, I want it
 13 because it's cool.

14 Well, I think that's an expensive price
 15 for the community, and I think we need to look at it
 16 seriously. Thank you.

17 MS. MILLER: My name is Kate Miller and I
 18 live at 421 Middle Crest Road with my two sons: I
 19 have lived here for eleven years and Lake Oswego has
 20 been a great place to raise your kids.

21 I'm afraid if we don't have the vision to
 22 put together a reliable public transportation system
 23 that's part of our regional economy, we will not be
 24 a family-oriented community. Now, I say this with
 25 all due respect to all the seniors here because many

1 of my dearest neighbors are quite elderly and have
 2 raised their families here. But what we see
 3 happening in the society is that people are living
 4 longer and children -- people are having smaller
 5 families.

6 So I want to echo that the families that
 7 would be attracted to the community are probably
 8 going to be two career families. People are going
 9 to need to get back and forth to work in an
 10 efficient manner. Moreover, the employees of the
 11 businesses in Lake Oswego do not earn a lot of
 12 money, and they will be using public transportation
 13 as well.

14 The businesses, the restaurants, the use
 15 of the river on the weekend, the nice trip you can
 16 take with your mom who might live in another part of
 17 the Portland area and come out to Lake Oswego, will
 18 enhance the business opportunities.

19 So the way I want to leave here is
 20 intergenerational. I have lived in Europe. I have
 21 seen efficient public transportation that are just
 22 everywhere and, of course, we're taking the risk.
 23 But if we don't take the risk, look at Vancouver,
 24 Washington. They said no twenty years ago to light
 25 rail extension. Now, they're talking about a toll

1 bridge. The governor is just asking everybody,
 2 let's face it, we're going to have to cough up.

3 You know, pick your poison. If you all
 4 want to, you know, breathe a lot of air pollution,
 5 not have reliable transportation, not have people
 6 being able to get back and forth efficiently, maybe
 7 work part time. Have seniors be able -- when they
 8 can't drive, be able to get to health services.
 9 These are important considerations. Thank you very
 10 much.

11 MR. COFFMAN: I'm David Coffman living at
 12 130 Del Prado Street in Lake Oswego. As an owner of
 13 eight businesses headquartered in Lake Oswego and
 14 operations in Oregon and an employer of over 300
 15 employees and a lifetime resident of Multnomah and
 16 Clackamas counties, I am opposed to the streetcar
 17 option and support the no-change option.

18 I have been a business consultant for
 19 over 30 years to midsize and large corporations all
 20 over the world; traveled in sixty countries, seen
 21 all kinds of transit systems. But I have to ask:
 22 What is the total cost of running per mile,
 23 including the capital costs and operating costs per
 24 year?

25 I have read almost everything published

1 in the DEIS about costs and other things that I read
 2 about it. The costs are highly inaccurate,
 3 incomplete, and I have to say they're manipulated in
 4 an effort to waste a massive amount of money just
 5 like the proposed west side city hall and the OHSU
 6 tram.

7 For example, with only 27 permanent jobs
 8 proposed at a total of capital operating costs of
 9 about 500 million dollars over the first ten years,
 10 this is a cost of \$20,000,000 per job. This is
 11 insane. Only a few developer/contractors and I
 12 would say politicians benefit.

13 This is a stupid solution looking for a
 14 valid problem. If this is such a good project, put
 15 it to a public vote. I dare say it will fail
 16 massively. Listen to the people. No more wasting
 17 capital. Flexibility. This only addresses a very
 18 few people that are walking distance, otherwise you
 19 have to drive a car anyway.

20 MR. GROSS: My name is Richard Gross and
 21 I was also born in Brooklyn, New York but a little
 22 earlier than 1935. I have probably roDE subways and
 23 all more than I ever roDE in the car. The New York
 24 subways all had rail service in the early part of
 25 the twentieth century. And all almost those lines,

1 especially on the north and east side of New York or
 2 left side and a few in New Jersey, and your trolley
 3 system did extend up to about over twenty miles
 4 north of New York city, but basically it comes down
 5 to the point that, well I did become a transit
 6 advocate in my teens.

7 I moved out here in 1972, but I learned
 8 quickly that most of the suburbs were built
 9 originally on rail. They were serviced by rail when
 10 they first started, including the west side and the
 11 east side. So I think rail will pay off. It may
 12 cost quite a bit of money, but it's going to pay
 13 off.

14 And somebody mentioned a bridge to
 15 Milwaukie. If we could get Portland Western
 16 Railroad to sell us the bridge that goes across to
 17 the river, maybe we could do something like that.
 18 But that's kind of long range. And the Yamhill
 19 County is just as long range for running out on the
 20 existing railroad line, but we would need the wine
 21 people. Anyway, I think we should go ahead with the
 22 rail project.

23 MR. JORLING: Thank you for your time and
 24 service for this project. My name is David Jorling
 25 and I'm a resident of Lake Oswego living at 684th

1 Street. I agree with all the positives that have
 2 been expressed to this panel today, but I want to
 3 add some more world view type data or opinions that
 4 I think support this project.

5 In the month of August 2010, according to
 6 the United States Department of Energy, the United
 7 States imported 382 million barrels of oil at a cost
 8 of 29 billion dollars. On a per capita basis, this
 9 means each American spent over \$88 and the citizens
 10 of Lake Oswego over \$3,000,000 for oil in the month
 11 of August. In less than a year the citizens of Lake
 12 Oswego send enough money to foreign countries that
 13 could otherwise pay for its portion of this project.

14 Secondly, oil prices are now hovering
 15 around \$90 a barrel, which is matching a course
 16 published in 2008 by the U.S. Department of Energy.
 17 This estimate projects the price of barrel of oil in
 18 2017, when this project would be completed, at \$120
 19 a barrel. We are now paying over \$3 per gallon for
 20 gas. We must be prepared for prices in 2017 that
 21 will be so high that some of us will no longer be
 22 able to afford to drive and many of us will not be
 23 able to drive as often as we do now.

24 Oil production worldwide has been high
 25 for years which indicates that the peak of

1 production has been reached and is on the verge of
 2 study decline. This despite the new discoveries of
 3 oil, most of which will be too expensive to produce.

4 In addition, the demand for oil in
 5 developing nations, particularly in India and China,
 6 is increasing significantly. These developments
 7 will result in increased prices that may go well
 8 beyond the Energy Department's worse case estimates.

9 Finally, the most compelling reason
 10 to build this project, in my view, is to help win
 11 the war on terror and support our troops. The
 12 United States is engaged in the first war in human
 13 history where one of the belligerents is fighting
 14 both sides. It has been widely reported that
 15 significant amounts of proceeds from our oil
 16 purchases go to the Middle East to support the
 17 Taliban and Al Qaeda. Thank you.

18 MS. MEHRABI: Hi, my name is Michelle
 19 Mehrabi. It's M- e- h- r- a- b- i-. I live at 1750
 20 Southwest Midvail Road, which is right off of
 21 Highway 43. My husband and I moved here in 2005 with
 22 the plan of starting a family. What drew us to this
 23 neighborhood is the Lake Oswego schools. And with
 24 the severe economic downturn, we are astonished that
 25 there is discussion recently of closing three

1 elementary schools and possibly combining middle
 2 schools and high schools, yet Lake Oswego Mayor Jack
 3 Hoffman and select Lake Oswego council members and
 4 many in the county and the state and Metro continue
 5 to promote a half billion dollar streetcar project.

6 This project is expected to cost up to
 7 460 million dollars and I keep hearing that by law
 8 we can't use money from budget A or budget B for the
 9 schools' budget. And then I also keep hearing that
 10 if we don't take the federal money, somebody else
 11 will. But does that mean we have to take it?

12 Oregon is facing over a billion dollar
 13 general fund deficit. Our country is 14 trillion
 14 dollars in debt. We do not know how long and how
 15 bad the economy is going to get, but what are our
 16 priorities? Is the transportation project more
 17 important than educating our children and providing
 18 public safety? How is our local government going to
 19 pay for this? And what budget is it going to be
 20 taken from? It has to come from somewhere.

21 We are entering new very uncertain times
 22 in our state and country, and we are asking our
 23 elected officials to put the brakes on spending
 24 projects that are not a necessity right now. We
 25 must prioritize better. Thank you.

1 MR. COFFEE: Good evening, my name is Tom
 2 Coffee and the last name is spelled f- f- e- e,
 3 unlike Mary Beth's that is spelled e- y. And you'll
 4 soon see why I want to make that distinction. I live
 5 at 4183 Fruitwood Court in Lake Oswego. When I came
 6 to the city of Lake Oswego in March of '91 as a new
 7 planning director, I soon learned about the trolley
 8 and the right-of-way that had been purchased for a
 9 future high capacity transit route connecting Lake
 10 Oswego to Portland.

11 I remember questioning the purpose of
 12 such a project and was told it would bring customers
 13 to businesses in downtown Lake Oswego and relieve
 14 future congestion on Highway 43. Twenty years
 15 later, there is no high capacity transit, but there
 16 are more businesses in downtown Lake Oswego and
 17 presumably more customers or the businesses would
 18 not have come. Congestion has increased on 43 and
 19 Metro projects it will be even worse over the next
 20 25 years.

21 So now we are told that a streetcar is a
 22 solution to the problem of congestion, but the DEIS
 23 states that compared to the alternative of enhanced
 24 bus service, the streetcar will only eliminate one
 25 hundred more cars during the p.m. peak rush hour.

1 So at nine times the cost of enhanced bus service,
2 it will not be the most cost effective way of
3 reducing congestion on Highway 43.

4 But we were also told, as before, it will
5 attract more customers and businesses and in
6 addition to attainable housing and a more viable
7 urban environment with street activity until 11 at
8 night, which apparently was the claim made at a
9 recent study meeting on the streetcar. All of which
10 will have the added bonus of increasing the city's
11 tax base.

12 These are the problems that the streetcar
13 alternative at nine times the cost of the bus is
14 intended to solve. I suggest the streetcar is a
15 money pit of a solution in search of a problem.
16 Spending 4.3 million dollars on the DEIS, another
17 twenty million plus on more study and preliminary
18 engineering to get to the final DEIS without knowing
19 if the streetcar will receive any federal funding is
20 not a prudent use of public money.

21 The market will determine whether there
22 will be redevelopment of Foothills, not the
23 streetcar. The community will decide just how
24 interested it is in having a more vital urban
25 environment at east end. There are more cost

1 effective ways of increasing the city's tax base
2 through a meaningful economic development strategy
3 that increases the redevelopment potential of
4 existing areas and employment. Thank you.

5 MS. CUMMINGS: I'm Nanci Cummings. I have
6 lived in this community since the mid '80s. I live
7 at 14316 Holly Springs Road, and I appreciate the
8 opportunity to be able to state my position against
9 the streetcar option.

10 This isn't about the Taliban or the world
11 oil problem. It's about money and we still don't
12 know what this is going to cost us and where it's
13 going to come from. We don't have gridlock here.
14 The only way we will have gridlock is if we
15 build out Foothills. We are a built-out city as
16 was stated earlier, and this is just a ridiculous
17 reason to be bringing in a streetcar.

18 We have character in this city and we
19 won't have this character if we tear up Highway 43,
20 buy Highway 43 from the government, from the state,
21 and change all the zoning and do whatever it is you
22 want to do.

23 Your right-of-way is being touted as
24 being a value of 80 to 90 million dollars. That was
25 four years ago. We all know it isn't worth 80 to 90

1 million dollars today. So I say let's be fiscally
 2 responsible. Sell that right-of-way, and put those
 3 millions of dollars, fifty or whatever it's worth,
 4 to the schools. And again, this is all about money
 5 that we do not have. Thank you.

6 MS. CASTLE: Good evening. My name is
 7 Jan Castle and I live at 16181 Parelius Circle
 8 in Lake Oswego. I have lived there for 26 years. I
 9 would like to thank you all for your participation
 10 and I don't think you have any ulterior motives. I
 11 think the underlying issue here is traffic
 12 congestion on 43, and I think we would be rather
 13 foolish if we do not avail ourselves of the
 14 opportunity to have some sort of train service on
 15 the right-of-way.

16 I won't go into all of the other various
 17 articulate comments that have been made in favor of
 18 the streetcar. I support those. And I will spend
 19 my time with just a couple of the details. One, I
 20 would like to see an enhanced neighborhood bus
 21 feeder service in Lake Oswego; also in West Linn.
 22 All of that would help with the congestion on State
 23 Street. I actually have this sort of nightmare
 24 vision of hundreds of cars coming in and out of the
 25 parking garage at Albertsons, and I think the best

1 thing we can do to alleviate that is to have better
 2 feeder service.

3 I also realize that if we don't have the
 4 parking garage and other transit service, we're
 5 just going to have that many more cars sitting on
 6 State Street. So I would like to see us have better
 7 bus service.

8 Moving down the line towards Portland, I
 9 think there is some merit in looking at another
 10 transit stop; as mentioned before, the Radcliff Road
 11 area for the folks in that area. And then going to
 12 John's Landing, we haven't talked about that much
 13 this time, but I realize people really want to have
 14 the train go down Macadam. I think that would not
 15 help the congestion on 43 and not help us here in
 16 Lake Oswego. But a real radical idea would be to do
 17 both -- both along the shoreline and put tracks down
 18 Macadam as well.

19 The train could run down Macadam during
 20 the daytime and along shoreline during the rush hour
 21 which would help congestion. Thank you.

22 MR. GRAHAM: My name is Paul Graham. I
 23 live at 4215 Fruitwood Court in Lake Oswego. I'm a
 24 long-time resident and business owner in the
 25 downtown and a member of the CAC. The streetcar

1 from Portland to Lake Oswego needs to be selected as
2 the preferred alternative over the no-build and the
3 enhanced bus.

4 The no-build doesn't address the growing
5 bottleneck on Highway 43, no-build doesn't address
6 the need for the efficient public transportation and
7 regional conductivity. No-build doesn't optimize
8 the value of our investment in the Willamette
9 shoreline right-of-way. No-build increases
10 pollution that comes from autos, buses and increases
11 worker commute time.

12 The advantages of the streetcar far
13 outweigh the enhanced bus alternative. By 2035,
14 547,000 more people will be riding the streetcar
15 each year than the bus. The streetcar will be
16 faster than the enhanced bus because most of the
17 streetcar route has its own right-of-way. Because
18 the streetcar is electric, it will pollute less than
19 the enhanced bus. The streetcar will produce five
20 to six thousand fewer tons per year of CO2 over the
21 enhanced bus. The streetcar has a higher carrying
22 capacity than enhanced bus.

23 As rider demand grows, longer cars can be
24 added as needed. Data shows that where streetcar
25 and light rail have been operational, development

1 and redevelopment have followed. This is not true
2 of buses. Jobs at South Waterfront and housing in
3 Lake Oswego would follow the streetcar.

4 The Willamette Shoreline right-of-way has
5 a value estimated up to 90 million. With the
6 streetcar that value is used as our local match for
7 federal funds, but with enhanced bus that value is
8 lost.

9 The cost range for the entire project in
10 2017 is 380 to 458 million dollars. Subtracting the
11 already paid for Willamette shoreline and the
12 federal transportation funds leaves only 57 to 86.
13 The price for the Portland to Lake Oswego streetcar
14 will never be less, and this streetcar is the right
15 choice.

16 MR. NICKERSON: Hi, My name is Pete
17 Nickerson. I reside at 11175 Southwest Riverwood
18 Road. I represent my family of six tonight and I
19 would like to be on record as being in opposition to
20 the streetcar. I have two main reasons. The first,
21 which my fellow community members have enumerated,
22 it's unreasonable to ask the taxpayers to bear this
23 expense at this time and in this kind of economy.

24 The second is the streetcar will ruin my
25 neighborhood. My house was built in 1896, and I'm

1 not sure if that was before or after the freight
 2 line, but unbeknownst to most of you, one of the
 3 proposals on the board over there is to move the
 4 streetcar line, when it's built, up to my
 5 neighborhood, which will ruin it for us.

6 It's a wonderful thriving neighborhood
 7 that one of the citizens described as being used
 8 daily, the streets.

9 I participated in most of the -- by
 10 participate, I mean I attended most of these citizen
 11 advisory committee meetings and the question I have
 12 always wanted to ask was: How many paid consultants
 13 were in the meeting, and I was never able to ask
 14 that. Could we ask that tonight? Have them raise
 15 their hand so we can see how many paid consultants
 16 are here tonight?

17 MS. HARRINGTON: You can ask, but there
 18 is no obligation for them.

19 MR. NICKERSON: Okay. Could you raise
 20 your hand if you're paid to be here tonight.
 21 Anybody? Not one? Thank you.

22 MR. CHIPMAN: My name a Kerry Chipman. I
 23 live at 5250 Southwest Landing Drive in John's
 24 Landing. I have lived there for twenty years. I am
 25 member of the board of the neighborhood association,

1 and I'm the representative of association to the
 2 CAC. I'm here tonight representing the association
 3 to ask you to adopt the in-street Macadam streetcar
 4 line through John's Landing and to reject the
 5 Willamette Shore trolley line primarily because the
 6 in-street Macadam streetcar will benefit the
 7 neighborhood as a whole, whereas the Willamette
 8 shore trolley will just be another transit corridor
 9 in a neighborhood that already has four major
 10 transit corridors:

11 I-5, Barbur/ Front, Macadam / 43 and U.S.
 12 26, all of which benefit the region but at the
 13 expense of our neighborhood active cohesiveness and
 14 conductivity. It would basically slice it up. We
 15 have been told that we must continue to sacrifice
 16 our neighborhood cohesiveness and conductivity for
 17 the benefit of the region. We respectfully disagree
 18 with that.

19 Sacrifice should be shared. We're asking
 20 the region share some of the sacrifice for these
 21 transit corridors. We're not asking for big sacrifices;
 22 they're minor. It may cost a little bit more, maybe
 23 not, to the region, to use the in-street Macadam
 24 option. It will add a couple of minutes to transit
 25 time to Lake Oswego commuters. On the other hand it

1 will greatly benefit all our neighborhood including
 2 condominium residents, business owners on the
 3 Macadam and residents on the west side of Macadam.
 4 We're asking you to stand up for us instead of
 5 asking us to accept another project that primarily
 6 benefits somebody else. Thank you.

7 MS. HUGHES: Good evening. Lauren
 8 Hughes, 18711 Westview Drive here in Lake Oswego.
 9 And I have read the DEIS, and I can find no support
 10 within this document for our tax dollars to be spent
 11 on streetcar project.

12 The DEIS indicates that the project
 13 should be environmentally sensitive. If so, then
 14 the streetcar option cannot be selected. Some of
 15 the highlights of the damage from the streetcar
 16 construction and operation are as follows: Six and
 17 a half to ten acres will fill in the floodplain
 18 impacting the hydrology of the area, 26 acres of new
 19 impervious surfaces, impacting water quality and
 20 increasing flood risk.

21 The hundred year floodplain would be
 22 altered. It crosses by, through, or near 18 parks,
 23 recreation or natural areas. It impacts four
 24 wetlands, 23 observed waterways. The root zone of
 25 several Oregon white oak trees, which are a rare

1 species. It impacts four protected bird species,
 2 including bald eagles and falcons. It impacts the
 3 western painted turtle and areas of high habitat
 4 would be significantly impacted long-term resulting
 5 in the death of wildlife.

6 Retaining walls ranging from one foot to
 7 fifteen feet with a fence on top of that will impact
 8 wildlife because the anticipated animals would fall
 9 into the rail line resulting in injury or death or
 10 they would be trapped and run over by the streetcar.

11 Fisheries would be impacted via permanent
 12 stream channel alteration and stream construction,
 13 permanent loss of riparian vegetation and aquatic
 14 habitats. Species disturbed or killed include coho
 15 and Chinook salmon, steelhead, green sturgeon and
 16 others.

17 Despite all of these details, the DEIS
 18 indicates that more work is needed to be done to
 19 assess the wildlife in the corridor, some of which is
 20 endangered threatened species and that further
 21 costly studies and extensive mitigation measures
 22 would be required but costs are not provided.

23 Ironically, many citizens of Lake Oswego
 24 are regulated beyond reason in their own backyards.
 25 The so-called habitat is nothing like what would be

1 destroyed by the streetcar. Our sensitive lands are
2 along this corridor and I would like to say the
3 energy savings is very minimal per the DEIS.

4 The decision should be made based on fact
5 not feeling, and I ask you to please recommend a bus
6 alternative that is more environmentally sound and
7 cost effective than streetcar. Thank you.

8 MR. NELSON: Good evening, I'm Greg
9 Nelson. I live at 62 Weatherstone in Lake Oswego
10 and I have lived here for 30 years.

11 On the surface DEIS appears to be about
12 transportation. In fact the title is Lake Oswego
13 Public Transit Project. We have streetcar
14 investment of 458 million and enhanced costs for 51
15 million. I don't understand how the opponents could
16 justify spending nine times as much money on
17 streetcar which in 25 years will take only a hundred
18 cars off the road at peak hours and save commuters
19 just a few minutes. If this is truly a transit
20 project, then the streetcar is not a solution to the
21 problem; and if it does not have cost benefit
22 justification, it will not reduce the congestion.
23 DEIS states that the streetcar is expected to
24 encourage development sooner than the enhanced bus.
25 That's the same more development, better development

1 except sooner and that is merely supposition.

2 The upshot is that DEIS is not an
3 environmental impact statement. It's a likely plan
4 designed to solve federal and local governments in
5 this region on solutions to not solve a problem.
6 Encroachment of the streetcar to Lake Oswego appears
7 to do one thing and that is promote development of
8 the Foothills. So it's not about improving
9 transportation. It's about the property
10 development.

11 If they want to development Foothills
12 let them. But don't fund it on the backs of
13 taxpayers. Whether federal or local funds are
14 used, the streetcar is not a wise use of tax
15 dollars. Routing for the enhanced bus makes no
16 sense to me. It appears that routing and frequencies
17 of enhanced bus as designed would look awful
18 compared to the streetcar. By sabotaged the
19 enhanced bus make the streetcar look better by
20 comparison, so that its vast cost disadvantage
21 would not appear so unbearable. The enhanced bus
22 and DEIS should be called diminished bus, but it
23 should not be considered.

24 What should be considered in my opinion
25 is the sensible alternative: Keep the local 35 bus

1 and add an express bus at peak hours. In short
 2 order you could determine the right balance of local
 3 and express buses, and an assigned bus service might
 4 encourage development of Foothills. And the cost
 5 would be much less and would make this so-called
 6 transit project one that's worthy of that name.
 7 Thank you for your time.

8 MR. DOWD: My name is Mike Dowd, D- o- w-
 9 d, 0753 Southwest Miles Street. Miles Street is
 10 the forgotten pocket of homes at the south end of
 11 Willamette Park.

12 My house abuts the right-of-way. My
 13 office, which is out of my house, is less than five
 14 feet from the edge of the proposed tracks and my
 15 front door is not much further away than that. I'm
 16 one of the people most affected by this project.

17 I'm also probably the only one in this
 18 room who has read both the entire environmental
 19 impact plus the entire noise and vibration report.
 20 Frankly, I'm terrified of the streetcar's impacts on
 21 me and my neighbors. I will submit written
 22 testimony about that, but tonight I want to focus
 23 why I believe the streetcar is a bad idea in
 24 comparison to improved transit service.

25 I have been an architect with an urban

1 design background for nearly thirty years. I love mass
 2 transit, but I hate the streetcar and not just for
 3 the impacts on me, but because it makes no sense
 4 especially beyond John's Landing.

5 Tonight I left my house at 4:42 drove
 6 here at the speed limit on Highway 43, parked and
 7 walked in the door here at 4:52, ten minutes later.
 8 I don't know anywhere in the entire city where I can
 9 drive at those speeds at rush hour. The final thing
 10 I want to say in regard to the development potential
 11 of the streetcar.

12 Unlike every other streetcar built in
 13 Portland, this is the only one that passes through
 14 several miles of single family homes. For me and
 15 almost -- for me and for people who live in these
 16 several miles there is zero development only
 17 negative impacts. I have got more, but I'll write
 18 it down and send it.

19 MR. EGGER: My name is Paul Egger. I
 20 live on Ridge Crest Drive in Lake Oswego and I'm a
 21 retired economist. I think it's unfortunate that
 22 the reversible middle lane on Highway 43 has been
 23 dropped from the list of possibilities. For a
 24 considerable length of the area between Portland and
 25 Lake Oswego we have three lanes, sometimes the extra

1 lane is northbound and sometimes it's southbound.
 2 So obviously for part of the day that lane is
 3 redundant. If you were to make a lane reversible,
 4 it could serve two lanes going in each direction at
 5 the time of day that's necessary. And you would be
 6 able to do this at virtually no cost. All you need
 7 to do is put in some striping, some aggressive
 8 signalling and you would be ready to go.

9 Furthermore you have very useful
 10 additional features. You would reduce air
 11 pollution. We all know that the more rapidly the
 12 cars can go, the less they're going to pollute. And
 13 if you could reduce the idling time especially but
 14 also increase the average speed of the automobiles,
 15 you're going to have a significant reduction in air
 16 pollution. So I would urge you to reconsider the
 17 reversible middle lane. It can be done now. It
 18 costs practically nothing. Give it a try and
 19 see what happens. Thank you.

20 MR. MCCAULLY: Good evening. My name is
 21 Jay McCaully, and I reside at 1555 North Jantzen
 22 Avenue. I represent KDH LLC this evening. Their
 23 preferences is a no-build option.

24 One of the things that's struck me in
 25 looking through the information available is a lack

1 of the details when it comes to some of the specific
 2 planning. This concerns my client. There has been
 3 a lot of talk about the Foothills development. No
 4 one has mentioned that you know that the vast
 5 majority of it is within the one hundred year
 6 floodplain. Well, while there is some design
 7 considerations that may mitigate that, there are no
 8 specific proposals in response to that fact. That
 9 will affect the federal match FEMA, as well as other
 10 federal agencies typically cannot participate with
 11 funding in a floodplain.

12 There are many other details that need to
 13 be worked out that one would hope would have been in
 14 the DEIS. Thank you very much.

15 MS. JONES: My name is Carolyne Jones. I
 16 live at 2818 South Poplar Way in Lake Oswego.

17 In Lake Oswego, Chapter 50 of the
 18 Development Code requires that all new development
 19 with sensitive lands first be delineated and a tree
 20 count be done and mitigation established. I am
 21 concerned that the process having to do with the
 22 Lake Oswego to Portland streetcar has been designed
 23 to preempt Lake Oswego code. There is a wetland in
 24 Foothills. High density development will create
 25 more storm water discharge into the wetland as well

1 as into the Willamette. From the Sellwood Bridge to
 2 Lake Oswego there are several streams where fish, that
 3 are on the endangered species, list spawn. The corridor
 4 should be preserved as significant environmental
 5 habitat and not developed under Chapter 50.

6 My property is in Glenmorrie which is
 7 also situated on the Willamette River just as the
 8 Foothills district is. Over 50 percent of the
 9 property there has been overlaid as sensitive lands
 10 restricting the property owners use as well as
 11 property values. In Glenmorrie development is
 12 prohibited from a water resource to top of bank
 13 which in the case of Foothills would mean State
 14 Street to top of bank.

15 Why should Foothills be allowed to
 16 develop when the property owners in Glenmorrie are
 17 prohibited from doing so? Recently a neighbor of
 18 mine asked to create a pathway on his property which
 19 would allow school children to avoid walking on
 20 Glenmorrie Drive which is unsafe during rush hour.
 21 The property owner was told no, that the property is
 22 now a no touch zone. There are no fish in
 23 Glenmorrie stream which are storm water drains.
 24 Again, why should development in Foothills be
 25 allowed along the rail line when property in my

1 neighborhood cannot be developed?

2 Before this transit project is approved,
 3 there will need to be compliance with Lake Oswego's
 4 Development Code, Chapter 50 and also the unrest
 5 among property owners whose properties have been
 6 taken will have to be resolved before the streetcar
 7 is approved and Foothills developed. Thank you.

8 MR. WALLER: My name is Mark Waller and I
 9 have lived for 26 years at 1820 North Shore Road in
 10 Lake Oswego. I wanted to make a couple of points
 11 that may not have been touched tonight. But first I
 12 want to thank all of you on the panel here for being
 13 here and contributing so much time to this important
 14 project.

15 Millennium Park and associated commercial
 16 development on First Street has brought great
 17 community spirit and a renewed commercial core to
 18 Lake Oswego. Foothills development will create a
 19 revitalized second town center and will become one
 20 of Lake Oswego's great assets and also enhance
 21 really one of our underutilized, assets which is the
 22 Willamette River. We have access now through to
 23 Willamette River through our new park at Foothills
 24 and through George Rogers, particularly through its
 25 renovation. But I think this is an asset we don't

1 have to be scared of in the city.

2 The other thing I wanted to say is
3 that the Pearl District has been a great national
4 example for urban redevelopment effort which has
5 been well supported by a streetcar. The streetcar
6 will be a great contributor to the next century to
7 Lake Oswego's smart development. It will be a
8 linchpin to this community's economic viability in
9 the next century.

10 I have spent much of the last 25 years
11 financing clean technology and I currently serve as
12 chairman of the board of general electric solar
13 manufacturing business and smart development along
14 with next generation industry is something that
15 every community really needs to focus on and I think
16 the work and foresight shown by this community over
17 the last couple of decades really needs to be taken
18 advantage of. Thanks.

19 MR. MACPHERSON: Good evening. I'm Greg
20 Macpherson. I reside at 322 Second Street in Lake
21 Oswego. I formerly represented Lake Oswego,
22 Dunthorpe and lower John's Landing in the Oregon
23 legislature. I currently serve as a member of the
24 Oregon Land Conservation and Development Commission,
25 although my comments here this evening do not

1 reflect a formal position of the LCDC.

2 Just for starters, I would like to
3 comment on the great civility that I saw in the
4 presentation of views even though they are strongly
5 held on both sides this evening and I would love to
6 compliment everybody who came out this evening to
7 present those views. This is an important decision
8 for the future of our community.

9 While I served in the Oregon legislature
10 in 2007, we adopted greenhouse gas reduction goals
11 for the state including a goal of reducing global
12 greenhouse gases by 75 percent from 1990 levels
13 through the year 2050. Now, we're not going to
14 accomplish that by doing business as usual. We are
15 going to have to develop our landscaping in new
16 ways. And in order to do that, we're going to need
17 more dense, more compact development that is serviced
18 by transit and particularly the streetcar option
19 which I support.

20 It happens that transportation is a
21 source of 37 percent of our greenhouse gas emissions of
22 carbon dioxide in Oregon, which is the most
23 plentiful of the greenhouse gases and the reduction in
24 greenhouse gases that will occur from transit is
25 significant. It's 23 percent for buses and 62

1 percent reduction for the draft DEIS for streetcars.

2 Now, some people may say you know global
3 warming is too big a problem, we can't solve it here
4 in Lake Oswego. It's true that we can't solve it all
5 but we can show leadership that will show the way
6 forward with a new kind of landscape that will
7 accomplish even greater things for this community
8 and the planet. Thank you.

9 MS. CASSIDY: Hi, my name is Diane
10 Cassidy, and I live in Lake Grove. Transit for my
11 area is best served by I-5 and Tualatin transit
12 center. The streetcar is not being built for me or
13 most Lake Oswegans or people from West Linn, Oregon
14 City. Its purpose is to drive dense development of
15 Foothills to meet Metro's grand plan to make over
16 small low density communities and towns into mini
17 Portlands.

18 Lake Oswego is not Portland nor should it
19 be. Congestion on Highway 43 will not be relieved
20 by a streetcar, but a streetcar with the subsequent
21 development of Foothills will make it worse. With
22 this development comes people and with people come
23 cars. You will have more cars not less traveling on
24 43, and that includes State Street section of 43 but
25 I doubt that Metro is concerned about Highway 43.

1 If denser development is the goal, and I
2 believe that is it, a streetcar is an expensive means
3 to this end. Let the market decide if and when Foot-
4 hills should be developed. I favor an enhanced bus
5 service in Lake Oswego and by that more frequent bus
6 routes, more bus routes, express buses and adding an
7 HOV lane to Highway 43.

8 I believe that buses are a more cost
9 effective form of transportation and can serve more
10 people and have more flexible routes. Thank you.

11 MS. BACHE: This is my first public
12 hearing and I feel like I'm the youngest person here
13 so bear with me as I breathe. My name is
14 Kimberly bash. That's B- as in boy - a- c- h- e, and
15 I'm 27. My current permanent address is 3717 North
16 Massachusetts in Portland, whereas I resided
17 for the last six years whereas -- between three and
18 18, for 16 years my address was 5710 Charles Circle,
19 Lake Oswego, Oregon, whereas some people know that's
20 by the big Mormon temple.

21 I'm here tonight because in preparation
22 for this meeting I scoured over the many documents
23 and saw a voice and a focus that was lacking and I
24 want to bring attention to that why I did plan to
25 speak for myself tonight. I don't mind being put in

1 a demographic. I'm speaking as a millennial person
 2 of the next generation that other people have spoken
 3 about tonight. And as a college graduate, a liberal
 4 arts graduate and a proud cougar, I'm a dedicated
 5 supporter and advocate to the arts, and I believe
 6 this is a unique opportunity to focus on the
 7 cultural vibrancy that can happen as a result of the
 8 streetcar addition to the transportation option.

9 Growing up here, I felt isolated and it
 10 wasn't until my exposure every Sunday going to
 11 church in northeast Portland that I was exposed to a
 12 different culture, and I believe that the real
 13 education, while it was fabulous I received here in
 14 Lake Oswego, was never complete until I experienced
 15 a new culture in Portland. And if we bring that
 16 culture through the transit system, then we are
 17 going to be doing generations of Lake Oswego a favor
 18 and we're going to be supporting the arts in Oregon.
 19 Thank you very much for your time.

20 MS. MACK: Good evening. My name is
 21 Sandy Mack. I live at 5300 Southwest Landing
 22 Square, that's in John's Landing. I'm here in the
 23 minority I think this is big a Lake Oswego meeting.
 24 But as a citizen resident of John's Landing, I would
 25 just like to reiterate what Mr. Chipman said about

1 supporting the in-street Macadam alternative.

2 Supporting that option and bypassing the
 3 densely populated condominium dweller would
 4 certainly avoid a huge negative impact on those of
 5 us who live in that area. Many of my neighbors are
 6 as close to that tract as I am to you.

7 From the noise, vibration and visual
 8 standpoint it would be truly devastating to have a
 9 streetcar going every seven minutes, every fifteen
 10 minutes, even every thirty minutes right by your
 11 front door, back door, bathroom window, whatever.

12 Also I think there is a huge concern over
 13 the loss of the value of our homes right along that
 14 streetcar line. The merchants in our neighborhood
 15 do support the in-street Macadam alternative and we
 16 support our merchants. Running that down on the
 17 Willamette trolley, the streetcar, I think it would be
 18 not very likely that people would stop, get off,
 19 walk through the rain two or three blocks, four
 20 blocks or five blocks to take advantage of all the
 21 merchants on that line. So I'm encouraging you to
 22 take a very hard look at that alternative. Thank
 23 you.

24 MR. SCHOPP: I'm Steve Schopp. I live in
 25 Tualatin. This streetcar will bring economic

1 development. This is a line that has been played
 2 out on every single previous item on here. It
 3 won't bring any economic developmental at all. It
 4 will get built and then the city council will go,
 5 will you please approve a hundred million dollars to
 6 develop the Foothills project through another urban
 7 renewal plan.

8 And that's what happens. And I can give
 9 you a history lesson. The east side MAX, we were
 10 told, would reduce congestion and transform the
 11 corridor. Transit Oregon oriented development was
 12 so nonexistent that the city council adopted transit
 13 oriented property tax exemption program in 1996
 14 specifically to address that problem. Twenty-five
 15 years later a hundred million dollars are being
 16 spent to deal with the crime and blight due to
 17 Rockwood with millions more pushing transit
 18 oriented development from Gresham to the Rose
 19 quarter.

20 West side MAX was told it would be built
 21 on a clean canvas and spur development. Orenco
 22 station is now an auto-oriented rat race that makes
 23 absolutely no sense whatsoever. The parcels adjacent
 24 to the MAX station were the last ones to get
 25 developed and needed to be subsidized. The

1 Beaverton Round, as you have heard is in a MAX
 2 station that needed millions and millions of dollars
 3 of development assistance subsidy, and it is still
 4 sitting there undeveloped with massive changes in
 5 addition to the seven-story parking garage.

6 After building the airport MAX that was
 7 supposed to be -- it was a linchpin. Airport MAX was
 8 a linchpin for a pedestrian bike transit mini city.
 9 After sitting there as a big goose egg, nothing
 10 happening, they dropped all the zoning requirements
 11 for the mini city and ended up with a big box strip
 12 mall that was intended to be prohibited.

13 Today auto oriented travel represents 97
 14 percent of all trips to and from Cascade station.
 15 West. I live along the west. While they were
 16 telling us it was designed to reduce congestion
 17 at I-5 at 217, no such reduction exists and I can
 18 tell you that not any development has occurred
 19 anywhere along the west and its seems to go along
 20 with every previous line, the green line on and on,
 21 and I think that someday maybe you will have a town
 22 hall and answer questions and engage the public.

23 MS. HEYSEN: Norma Heysen, 898 F Avenue,
 24 First Edition here in Lake Oswego. And I go way way
 25 back. I'm a fourth generation Oswegan in my seventh

1 decade and I too went to school here in the early
2 '40s and we had a victory garden in Rogers Park and
3 rode Carrie Deises' horse.

4 Anyway, I have been to lots of city
5 council meetings and have I spoken against a lot of
6 things and I have lived long enough to realize that
7 very often I did not have the information as a
8 citizen to be able to really know what I was talking
9 about. And I just feel so proud of our regional
10 transit system. I have heard feedback from all
11 around the country about people coming here and how
12 we are a model for something. And I don't see that
13 we're really doing this for certainly my generation
14 and we're not doing it for us as much I think as
15 we're doing it for future generations and I feel that
16 probably the lifestyle of younger people will be as
17 different as my lifestyle is as when I was 27.

18 And that transit, mass transit, good mass
19 transit that we're using will be very very
20 available. I would love to be able to use a trolley.
21 I would love walking out of my house and down the
22 trolley. I love the buses. And it is a way to
23 connect with other people. I hope you'll do it
24 while I'm here.

25 MR. GUDMAN: Good evening. My name is

1 Jeff Gudman. I reside at 4088 Orchard Way here in
2 Lake Oswego. I'm recently an elected member of the
3 city council. I also realize that's it my
4 obligation to be objective until this matter comes
5 to this the city council, but in the spirit of
6 sharing facts with you that you are assessing I
7 want to provide some information as a preliminary
8 conclusion that I'm coming to in the hopes the
9 steering committee will factor these into their
10 considerations.

11 You have received copies of several
12 articles which I have written in the Lake Oswego
13 Review and also in The Oregonian over the last
14 several months with respect to concerns on cost,
15 both capital and operating, economic development,
16 ridership, travel time and the other issues that are
17 associated with the DEIS.

18 I have here for each of you to take a
19 look at a map, courtesy of my daughters. It shows
20 the transportation analysis zones for all of Lake
21 Oswego broken out very nicely. I think there is
22 about 1400 of them in the Metro area.

23 Each of the zones within the Lake Oswego
24 area in each of the neighborhoods the projected
25 households that will be in the neighborhood between

1 2005 and 2035. Let me draw your attention to just a
2 couple of the neighborhoods.

3 Palisades where three council members
4 reside, will have an increase of 567 households in a
5 neighborhood largely built out. Holly Orchard, my
6 neighborhood, there is one empty resident lot. I
7 own it. There is supposed to be 88 additional
8 households. I am truly looking forward to an 88
9 unit apartment house on my lot.

10 First Edition, home of our mayor and
11 others. In the First Edition neighborhood, an
12 increase from 2000 to 3800, 1800 unit increase.
13 Where will these homes go?

14 The neighborhoods desiring economic
15 development along Pilkington and Boones Ferry so
16 it's not antigrowth, but where is this growth going
17 to go? Thank you.

18 MR. ORMSBY: My name is Charles Ormsby. I
19 go by the nickname Skip and I live in Clackamas
20 County at 170 Southwest Birds Hill Road in Portland
21 Oregon, 97219-8502.

22 As you can tell Birds Hill by my address
23 is what I call the Noah's Ark of boundary
24 conditions. I previously sent in voluminous written
25 testimony, and I'm here tonight in part representing

1 my neighborhood as acting chair of the Birds Hill
2 CPO/NA. We sent to Metro three resolutions over
3 the last couple months, and I want to go through
4 those really quickly.

5 First off, the one for requesting Tri Met
6 documents. I have accepted what was delivered, but
7 I'm not satisfied that the full fund grant
8 agreements have not been posted to the web site. I
9 would like to see that corrected immediately.

10 Second, we asked that -- I sort of like
11 to try-before-you-buy attitude. You know, kick the
12 tires, run the transit. I would like to see, as I
13 stated in my resolution, that Birds Hill people
14 passed, for Tri Met to emulate line 35 by routing it
15 akin to what the streetcar is then we'll see the
16 true effects of whether or not people want to
17 transfer twice to get from West Linn, South Lake
18 Oswego and pretty much everywhere twice to get to
19 the Pioneer Courthouse which is the target, which
20 brings me to the third resolution, which is
21 designate the Pioneer Courthouse as the target
22 destination.

23 This is a crossroads where I joke and say,
24 U. S. meets Brazil. Red and blue lines meet yellow and
25 green. So after all the rail tracks go in this town

1 with the exception of west end, most notable the
 2 streetcar. The streetcar goes up on 10th and 11th
 3 Avenues, the light rail on 5th and 6th. So you
 4 cannot get from Lake Oswego without excessive
 5 walking to where business, commerce and government
 6 is east of Broadway and west of 1st Avenue.

7 The other resolution that was passed was
 8 the delivery of documents. Those have not been
 9 delivered, most notably streetcar summit documents.
 10 They are not in the Lake Oswego library, they are
 11 not online and I want them delivered. Thank you.

12 MS. ENGLISH: Thank you for the
 13 opportunity to comment today. My name is Elizabeth
 14 Beth English and live on Riverwood Road in Portland
 15 but I feel very much a part of the Lake Oswego
 16 community. My children all play in Lake Oswego
 17 soccer and I have a daughter at the high school. I do
 18 my grocery shopping, I do my banking, I go to the
 19 cleaners, I go do the restaurant. Lake Oswego is
 20 very much my community also.

21 But -- and I'm also a member of the citizen
 22 advisory committee, so I have a lot of opportunity
 23 to study and comment on the flaws of the current
 24 streetcar line as it appears in the DEIS.

25 I'm here to ask you to look beyond your

1 streetcar project and think about what is best for
 2 the region's transportation and transit systems.

3 I urge you to be honest with the federal
 4 transit administration and tell them in an effort to
 5 finance, build and open an extensive project like a
 6 streetcar by 2015 or 2016, would be damaging to the
 7 region, transit priorities and risky to the transit
 8 finances and cannot be sustained.

9 I say this because of the corrupt
 10 financial weaknesses of Tri Met. Its failure to
 11 meet its obligations for both the current system and
 12 planning system including the enormous unfunded
 13 liabilities on Tri Met's balance sheet. I'm
 14 impressed with John Charles of the Cascade Policy
 15 Institute on this and we heard from him earlier this
 16 evening.

17 Also, please consider the ambitious
 18 transit agenda that is so important to our region's
 19 smart growth consisting of the Portland Milwaukie
 20 light rail and a transit friendly Columbia River
 21 crossing, creation of the street car circulator
 22 around the downtown core of Portland and the
 23 restoration of bus service to communities that are
 24 truly transit dependent. Lake Oswego is not a
 25 transit dependent community.

1 So I ask you to look beyond the project,
2 the local project, and make the smartest and most
3 honest decision for the region's transit future
4 until we can tell the federal transit
5 administration and the people in our local
6 communities that we can afford it. Thank you.

7 MS. KRAMER: I'm Candice Kramer, K- r-
8 a- m- e- r, 1870 Twin Points Road. I'm a Lake
9 Oswego resident for twenty years. I graduated
10 from Lake Oswego in 1988 and I have been a
11 broker with Windemere for the last 11 years.

12 For the past four years I have marketed
13 three condo projects in Lake Oswego. These were all
14 new construction, not condo conversions. Two of
15 them are downtown Lake Oswego at Second and B
16 Avenue, both have about 50 homeowners.

17 As a broker for these projects, I have
18 assisted over 98 homeowners downsize in the last
19 four years into a new urban lifestyle. One of their
20 main criteria was housing, walkability and mass
21 transit. I'm representing the people that did not
22 move; the 4,000 people I talked to in the last four
23 years who want to live in Lake Oswego. I am their
24 voice for prospective homeowners that want to come
25 to Lake Oswego and contemplate moving here.

1 These people have either lived here at
2 one point, they moved away to larger urban areas,
3 they're moving back to be near family and friends or
4 they are new to the area and they have lived in
5 other communities where mass transit was a way of
6 life and they expect it here.

7 Many people are from sophisticated cities
8 with walkable communities and mass transit made it
9 easy to perhaps lose the second car. Housing
10 competes with downtown because we do not have mass
11 transit. Lake Oswego has a bright future of having
12 more density housing and multi-housing. The
13 chamber, the business community, has invested time,
14 money, to promote the downtown core to attract
15 visitors to come and explore our parks, specially
16 events, theater and history. There is a real need
17 for the streetcar and this is what I hear weekly for
18 the last four years. Thank you.

19 MR. PRELL: 1870 Twin Points. Candace
20 Kramer is my spouse. So being one of the last
21 people to talk, I just want to thank the people who
22 have come before me. Those of who have spoken in
23 favor of the streetcar on which is why I'm here this
24 evening.

25 I'm going to tell you just a short story.

1 About four years ago my wife Candace decided she
 2 needed some time for herself and she went to the
 3 beach to stay the weekend. I went downtown Portland
 4 and took the train to Seattle, arrived late Friday
 5 and stayed up a little bit later and got up at about
 6 ten o'clock in the morning. To my surprise, there was
 7 a large gathering of people four stories down in the
 8 alleyway. It was Bastille day.

9 Even at ten o'clock in the morning there
 10 were lots of bottles of rose that were flowing and
 11 everybody was having a good time. At lunchtime at a
 12 small French cafe I sat very close to four ladies
 13 who were in their -- probably 55 or 65 years of age.
 14 I couldn't help but overhear their conversation.

15 One lady was bemoaning the traffic that
 16 she encountered traveling from Bellevue in Seattle
 17 across to the bridge and into downtown Seattle. Her
 18 comment was very point poignant. She said to not me
 19 but the other people at her dining table, you know,
 20 Americans, if they could figure it out, would drive
 21 their automobiles to the bathroom.

22 If you question her wisdom in making that
 23 comment you can walk down to the 43 at 5:30 or six
 24 o'clock in the evening and it is something that is
 25 not sustainable in this community and over the next

1 twenty or 25 years it's going to be even more of a
 2 non-sustainability issues. So I speak in favor of
 3 the streetcar. It is something that this community
 4 absolutely needs to have.

5 MR. STREIFF: Yes, my name is David Streiff
 6 and I have been a resident of Lake Oswego for over
 7 twenty years and I have concerns about both the cost
 8 and the environmental damage of the streetcar
 9 project.

10 I won't spend much time on the cost issue
 11 because others who have far more knowledgeable about
 12 that subject than I am, but the bottom line for me
 13 is: People are only going to use mass transit if it
 14 has some great advantage over the driving. For
 15 instance, traffic is terrible, parking is very
 16 expensive. That may happen at some point, but as
 17 poor as our economy is right now, I don't see that
 18 kind of robust growth to drive those conditions in
 19 the foreseeable future.

20 Economically it seems to me to make the
 21 most sense to enhance the bus service, particularly
 22 if you have nonstop buses made specifically for
 23 commuters and gives alternatives to diesel, fuel such
 24 as natural gas. The routes which the bus takes
 25 could easily be altered as demand changes and could

1 operate within a walking distance for many more
2 residents.

3 I would like to comment on the draft
4 environmental impact statement and the section on
5 wildlife ecosystems. I have a degree in wildlife
6 biology, and I'm a fisherman and an avid wildlife
7 photographer so I have some familiarity with that
8 subject.

9 The DEIS lists ten Native TES, which is
10 threatened, endangered, and sensitive species, in
11 streams of the study area. The DEIS also states the
12 streetcar alternative may potentially adversely
13 affect fish and fish habitats and has a potential to
14 directly affect fishery resources through stream
15 channeling alteration in stream work associated with
16 culvert replacement modification, permanent loss of
17 riparian vegetation to accommodate new structures,
18 changes in rail width and minor decreases in
19 available aquatic habitats.

20 The enhanced bus service would not result
21 in any direct effects. And indirect effects is -- it
22 will have positive indirect effects be reducing cars
23 on the roadways and their apparent water pollution
24 that they cause. I see the streetcar alternative as
25 expensive both to build and to maintain and also

1 environmental damaging. It also drives other
2 decisions such as building in the Foothills area,
3 which is in a floodplain, also requiring mitigation
4 for environmental damage. Enhance bus alternative
5 is more convenient, less expensive and better for
6 the environment. Thank you.

7 MS. WEIBEL: My name is Emma Lee Weibel.
8 We don't have as much time as I thought we would
9 have. I should have probably known that. A lot of
10 my points have been made so I will try to hit the
11 things that I think are important. One thing is I
12 remember when we started having a little trolley ride
13 and I was just appalled and rode there. The grass
14 grows right up to the tracks, people taking walks,
15 children riding bicycles. I don't think that's a
16 place that we should be putting anything in, not
17 even the little trolley that we have there.

18 Another point is that -- and I have
19 people have talked about this -- the downtown area
20 is not centrally located. This is not going to draw
21 anybody or do any good for anybody who is very far
22 west of the city. As people said we can go over to
23 Tualatin. Lake Oswego has more possibilities for
24 commuting to town than any suburb. It is the
25 closest one. You have got I-5, you've got Boones

1 Ferry, you've got Highway 43. You would have ways
 2 of getting in between the two. You can go over the
 3 medical school hill, you can drop down to 43 and go
 4 clear into the Burlingame if you find the traffic is
 5 bad. And I have -- I have come out of Portland at
 6 five o'clock in recent years, since I believe in
 7 using the city since I live near the city, and I can
 8 get home in about fifteen minutes not using Highway
 9 43, not using I-5, using through streets in
 10 neighborhoods and 43. I'm sorry, maybe our ideas of
 11 congestion are different but I do not see 43 as
 12 congested during rush hours. I think it is
 13 perfectly possible to get through.

14 Lake Oswego cannot go south and it seems
 15 funny to me because we are bounded on all sides and
 16 we can't west or south. And it seems really funny
 17 to me that we would put a lot of money into a
 18 building a transportation system for the people who
 19 live south of us and for the people in a development
 20 that isn't even built that some people are going to
 21 make a whole lot of money off of and for our
 22 downtown to be more congested with all those cars
 23 parked in one place. Thank you.

24 MS. SCANLAN: My name is Meredith Scanlan
 25 and I grew up in Dunthorpe. I currently live out in

1 Wilsonville because there's not very many options
 2 for 25 year-olds who are looking to move back to
 3 Lake Oswego.

4 My family still lives on Radcliff Road in
 5 Dunthorpe, and my mom is the owner Bill's Service
 6 station in Lake Oswego. And I would like to say my
 7 family and Bill's Service give their full support to
 8 the streetcar because it would be selfish not to.
 9 We really believe that putting a streetcar into Lake
 10 Oswego will help the businesses and communities and
 11 enhance our identity here. I fully support building
 12 a Foothills development for people my age to move
 13 back to Lake Oswego. Thank you.

14 MR. EIDSON: First of all, thank you
 15 Kathryn, for getting my name right. Most people
 16 don't. My name is Robert Eidson. I live at 14825
 17 Rainbow Drive, Lake Oswego.

18 I will skip a lot of statements that I
 19 would have made because they have already been given
 20 to you. However, there are a few left that I need
 21 to address. I called -- I had the audacity to call
 22 Tri Met and Metro and asked for the Transportation
 23 group. I didn't know what to call it, so I thought
 24 well, that's pretty generic and I got somebody at
 25 each place.

1 So I said well, can you tell me what the
2 traffic ridership was 25 years ago and what it is
3 today? Give me a comparison in terms of percentage
4 growth. No answer. One said well, we don't think
5 we know what those numbers were. They were not
6 recorded or something. So I said oh, okay. Well,
7 then how did you come up with this estimate of
8 ridership for the next 25 years? And I heard an odd
9 relief and the person said, well, we entered some
10 computer models and we put the information we have
11 into it and lo' and behold this is the result. Oh,
12 really.

13 Well, anybody who has used modelling
14 software, knows that the answer you get from it
15 depends on what you put into it. And so I said well
16 factor -- how effective has this model been?
17 First time we have ever used it. So I said, we're
18 not getting anywhere on this so I just asked the final
19 question which is: Does the transit that we have in
20 place right now pay for itself? No. Then why are
21 we doing this?

22 MS. RHODES: My name is Kristina Rhodes.
23 I'm 23 years-old. Lake Oswego is my hometown and I
24 am a young professional who works in Portland and
25 lives in Lake Oswego. My opinion is not the

1 majority. It is the minority, but I do believe that
2 is the right opinion.

3 I'm a strong and enthusiastic supporter
4 of the streetcar. First of all, let me address some
5 of the option points that I heard this evening. That
6 the need is manufactured. I can tell you every
7 single day day in and day out it takes 45 minutes
8 each way for me to go to Portland and from Portland
9 every day. I-5 is not an option. It is a parking
10 lot. So Highway 43 is my only option and still
11 it takes me 45 minutes.

12 Some people have said that the buses are
13 just fine, why go forward with the streetcar? Well,
14 several years ago I'm sure a lot people in this room
15 would have been, why should we have buses? People can
16 take other forms of transportation. The streetcar
17 is an option and it is right option. People have
18 said that it will bring more traffic and that this
19 is a bad thing. I believe that this is a good
20 thing. We need more young families.

21 If more options don't come to Lake Oswego
22 for transportation in years to come, I will not
23 choose Lake Oswego as my home. I love Lake Oswego
24 and I want to choose to live here and to raise a
25 family here but it's simply not reasonable to drive

1 45 minutes to and from. Can you imagine if I had
 2 children and day care and how that would all work?
 3 It's not possible.

4 First of all, we also need more families
 5 to support our schools and to pay our property taxes.
 6 This is big reason why we have schools shutting
 7 down. People say well, where are will these people
 8 live? How about in all the foreclosed homes in Lake
 9 Oswego.

10 Some people say this costs too much. I'm
 11 sorry, it's not that I'm in favor of high taxes, but
 12 I do like the things -- I like roads, I like
 13 streetlights, I like health care. I'm in favor of
 14 education. I support the streetcar thank you.

15 MS. MCCULLOH: Teri McCulloh, 1198 Boca
 16 Rotan Drive. I have lived in Lake Oswego since 1995
 17 and I love it here. I believe that the Lake Oswego
 18 board of education is now debating how to keep our
 19 schools open. How can we justify spending such
 20 absorbitant amounts of borrowed money on a streetcar
 21 when we cannot afford basic services like educating
 22 our youth? We feel that all expenditures on the
 23 streetcar project should cease immediately. The
 24 street car does not appear to solve congestion on
 25 Highway 43 and nor can the total cost nor the annual

1 operational costs of the streetcar project can be
 2 accurately identify. The streetcar project seems to
 3 be another bureaucratic black hole. An expanding
 4 bus service at a fraction of the cost can be
 5 implemented at any time in a future if warranted.

6 Lake Oswego has not seen significant
 7 population growth in the past several years and
 8 without such growth we think ridership estimates
 9 quoted are questionable. We moved to Lake Oswego
 10 because of its small-town feel and wonderful quality
 11 of the lifestyle. We are not interested in transient
 12 traffic coming through our community and any great
 13 increases in taxes to pay for a streetcar. And other
 14 unnecessary development projects will probably cause
 15 many people like us to leave the area and leave Lake
 16 Oswego. Thank you.

17 MR. POULSON: Last but not least. My name
 18 is David Poulson. I live at 3325 Cedar Court in Lake
 19 Oswego. I think one of the things that is apparent
 20 tonight is that we haven't really come to grips with
 21 our economy. We've subsidized risks like Freddie May
 22 and Fanny Mac [sic] and with our monetary policy and
 23 fiscal policy has created an environment that
 24 promotes things like service economy, highly
 25 speculative residential and commercial development

1 and it's created projects like the South Waterfront
 2 and McMansions by people who stated there income was
 3 130,000 but work for 7-11.

4 This economy that we're coming out of
 5 right now has created in all of us a sort of
 6 decision making process on how do you make business
 7 decisions, how we make decisions about what the
 8 future holds. And I think we ought to be honest
 9 with ourselves and the economy we're going into may
 10 not have the same criteria for making decisions as
 11 the one we're coming out of. Will the economy that
 12 we're coming into be based upon something for real?
 13 Will we have to get back to things like
 14 manufacturing? Do we have to keep our resources more
 15 available to handle any emergencies that can arise?

16 So this project I think in a lot of ways
 17 a carryover from our last economy. And the
 18 development that we think is going to happen in Foot-
 19 hills may not be an economic right thing to do based
 20 on the new economy we're coming into.

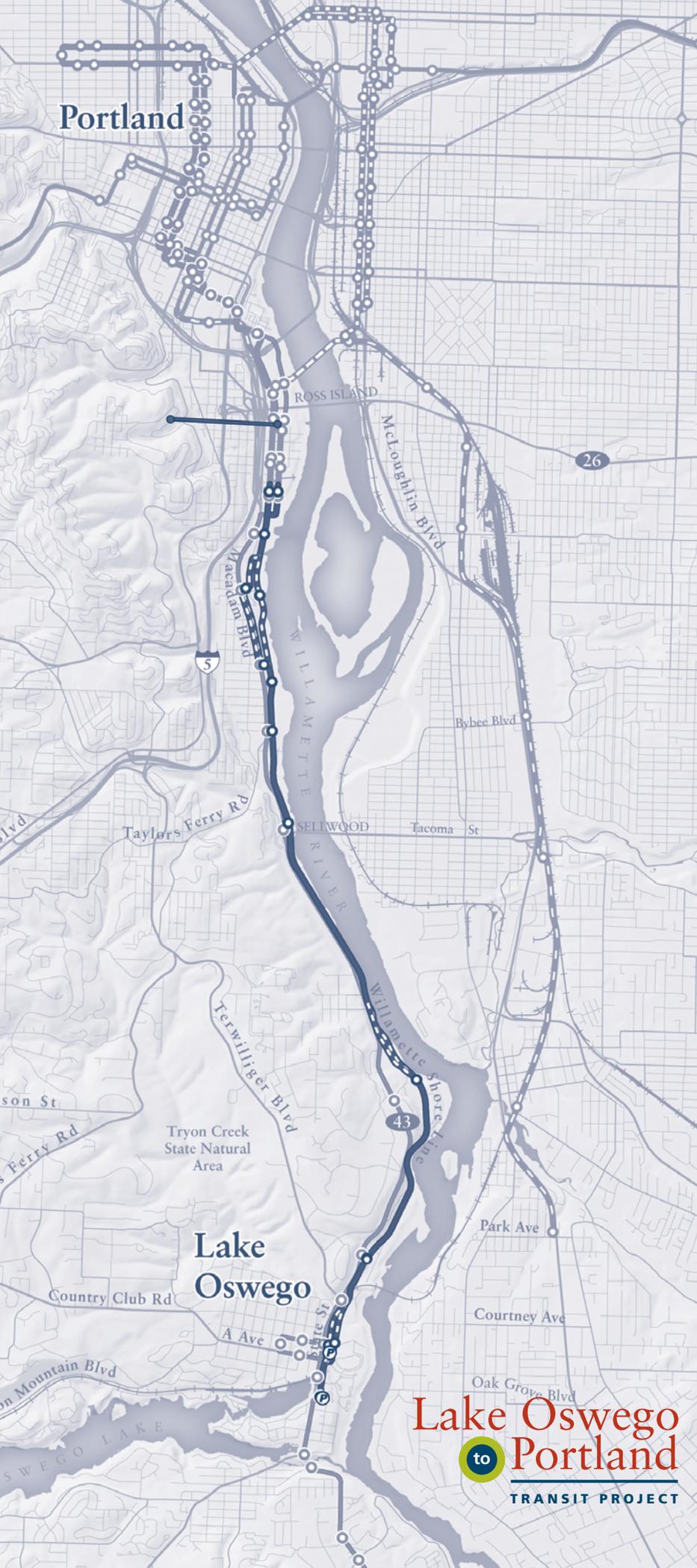
21 So I just don't think we we're -- we have
 22 capitulated on the last economy, and are able at
 23 this point, if we're honest with ourselves we're able
 24 to make this go forward. And the last thing I will
 25 say quickly is that the bond market has come from 20

1 percent in 1980 to 3 percent today it's going to go
 2 backup. It will change our life live, but we had
 3 better be ready for high interest right. Thank you.

4 Testimony ended at 8:17 p.m.

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OUTREACH MATERIALS



Lake Oswego to Portland

TRANSIT PROJECT

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Transportation options

Community members, business people and elected officials have been thinking about the corridor between Lake Oswego and Portland and considering transit and trail alternatives in this area. Through this project, Metro and its partners seek to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support.

The process began with a wide range of transit and trail alternatives including bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After discussion with the community-based project advisory committee and the public in addition to some technical analysis, the list of alternatives was narrowed to include only those that best addressed the needs in the corridor.

A combination of alternatives will advance for further study in this phase of the project, a Draft Environmental Impact Statement. They include a no-build option, enhanced bus service on Highway 43, a streetcar on the Willamette Shore Line right of way and a streetcar partly on the Willamette Shore Line and partly on Macadam Avenue.

No-build option. Existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2030. This alternative is also used as a basis for comparison for the enhanced bus service and streetcar alternatives.

Enhanced bus service. Evaluation of potential bus improvements and transportation systems management techniques to benefit bus service between Portland and Lake Oswego. Creation of a completely separated right of way for bus on Highway 43 is not a reasonable option due to community impacts including the potential need to acquire private property.

Streetcar. Evaluation of single and some double track operation between Portland and Lake Oswego where the line would terminate near Albertsons. The streetcar could operate in the Willamette Shore Line right of way, on Macadam Avenue through the Johns Landing area or parts of both. Between the Sellwood Bridge and Lake Oswego, the line would operate in the Willamette Shore Line right of way as streetcar on Highway 43 was dropped from study due to safety concerns. A minimum operable segment to the Sellwood bridge is also being considered.

Through the alternatives analysis, three potential streetcar terminus options were examined in Lake Oswego: Albertsons, Safeway and the current trolley terminus. During a terminus refinement in the summer

of 2009, public input led to a steering committee determination to narrow what should be studied in the Draft Environmental Impact Statement to the terminus near the Albertsons on State Street. Under this option, the streetcar would continue south on the Willamette Shore Line right of way to Lake Oswego. The streetcar may cross under the Portland and Western Railroad and be located on the east side of the freight railroad to avoid at grade railroad crossing conflicts. The streetcar would continue south with potential park and ride facilities in the Foothills District and at the Albertsons terminus.

Background

Highway 43 serves as the primary north/south route for vehicles, transit and freight between Lake Oswego and Portland. Existing traffic volumes create substantial congestion in the peak hours of travel. Traffic volume forecasts for 2025 suggest greater congestion on Highway 43 in the future.

Significant roadway improvements and tolling along Highway 43 have been ruled out due to the physical constraints of the corridor. Current and previous studies have concluded that transit, bicycle and pedestrian improvements are more suitable for this corridor as a means of addressing the existing and future travel needs, especially given the public ownership of the railroad right of way along the river.

A consortium of local government agencies owns the Willamette Shore Line right of way, located between Highway 43 and the Willamette River. The consortium manages and maintains the rail right of way, and the Oregon Electric Railroad Society operates an excursion trolley service in the corridor.

Find out more

For more information, including reports from earlier corridor studies, visit www.oregonmetro.gov/lakeoswego, call 503-797-1756 or send e-mail to trans@oregonmetro.gov.

Trail in the corridor

Funding for the alternatives analysis included a requirement to determine the feasibility of creating a continuous trail between Portland and Lake Oswego. Each transit alternative included a complimentary trail component.

Additional study is needed to determine how to advance the trail, so the trail project will continue on a parallel timeline as the transit project progresses through the Draft Environmental Impact Statement. The issues and options related to progressing a trail in this corridor will be documented in the Lake Oswego to Portland Trail Refinement Study in the fall 2009 and include:

- trail alignment and phasing (potential implementation timelines)
- public and advocacy group involvement
- identification of the lead agency for advancement
- identification of potential capital funding sources.

TOPICS TO BE COVERED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Land use and planning

Economic activity

Community impacts

Visual quality and aesthetics

Historic, archeological and cultural resources

Parklands, recreation areas, wildlife and waterfowl refuge

Geology, soils and earthquake

Ecosystems

Hydrology and water quality

Noise and vibration

Air quality

Energy

Hazardous materials

Transportation and traffic

Public safety and security

Finance

Capital costs

Operating and maintenance costs

Travel forecasting

www.oregonmetro.gov/lakeoswego



PROJECT PARTNERS

- Cities of Lake Oswego and Portland
- Clackamas and Multnomah counties
- Oregon Department of Transportation
- Portland Streetcar Inc.
- TriMet
- Metro



Environmental analysis moves forward

Metro and its partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support. The transit project is now preparing a Draft Environmental Impact Statement, studying the potential benefits and impacts of three alternatives in the corridor. The DEIS analyzes the direct and indirect effects of the alternatives. The DEIS is expected to be published for public review in summer 2010.

Alternatives

No-build option. The study examines existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2035. This alternative is also used as a basis for comparison for the enhanced bus and streetcar alternatives.

Enhanced bus. The study includes an evaluation of potential bus improvements to benefit bus service between Portland and Lake Oswego. The enhanced bus alternative would include frequent bus service between Oregon City and downtown Portland along Highway 43 with connections to the Lake Oswego transit center located on Southwest Fourth Avenue between A and B streets. The enhanced bus would have fewer stops than a normal local bus – similar in number to the streetcar alternative. It would also have more frequent service than the current TriMet Line 35 and a 300-space park and ride facility near the Lake Oswego Albertsons.

During the alternatives analysis for the corridor, more intensive capital improvements for a version of bus rapid transit, such as queue jump lanes at intersections, were evaluated for the corridor. These improvements are not a reasonable option due to community access impacts and the potential need to acquire private property.

Streetcar. The study evaluates streetcar operation between Portland and Lake Oswego, where the line would terminate near Albertsons. Park and ride facilities would be located at the terminus (300 spaces) and in Foothills (100 spaces). The streetcar analysis would consider potential operation in the Willamette Shore Line right of way and design options where it may leave the right of way in the areas described below.

During the alternatives analysis, streetcar running entirely on Highway 43 was dropped from study due to safety concerns. A minimum operable segment, or construction phase, to the Sellwood Bridge is also being considered.

Potential timeline

A transit solution could open by the end of 2017*.

2010	2011	2012	2013	2014	2015	2016	2017
Complete Draft Environmental Statement and develop Locally Preferred Alternative	Begin preliminary engineering and Final Environmental Statement			Final design	Begin construction		Open enhanced bus or streetcar service

* updated projection, July 2010

Landing Drive and Boundary and Carolina streets.

Under the Macadam in-street option, the streetcar would run with auto traffic on Macadam Avenue in its current configuration both southbound and northbound. Under the Macadam additional lane option, the streetcar would run on Macadam Avenue in its current configuration southbound, but a new lane would be added northbound for streetcar and right turn only access for autos.



C Sellwood Bridge
(Willamette Shore Line, new interchange)

The Willamette Shore Line option follows the existing right of way. The new interchange option considers the latest designs for the Sellwood Bridge/Highway 43 interchange associated with the Sellwood Bridge reconstruction project. If the streetcar alternative is decided on, final design for this area would depend on coordination with Multnomah County's Sellwood Bridge Project.

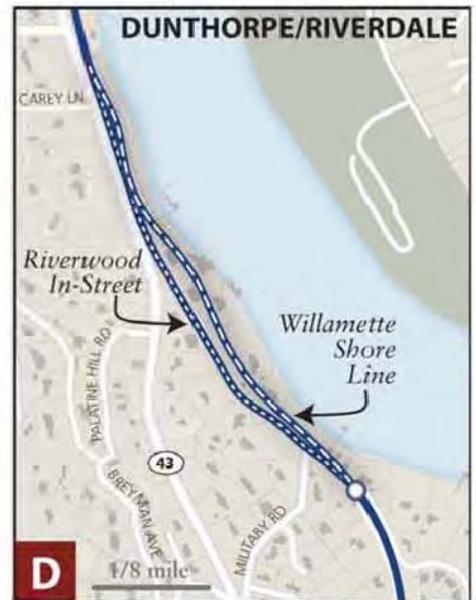


Connecting streetcar across a reconstructed Sellwood Bridge is not within the scope of this transit project, but a future expansion in coordination with the City of Portland's Streetcar System Concept Plan is not precluded. The streetcar or enhanced bus alternatives would be easily accessible by buses, bikes or pedestrians from Sellwood under current Sellwood Bridge Project plans.

*The new interchange design option will analyze a streetcar alignment as defined by the Sellwood Bridge West Interchange Project but not the proposed interchange itself.

D Dunthorpe/Riverdale
(Willamette Shore Line, Riverwood in-street)

Under the Willamette Shore Line option, the streetcar would continue in the existing right of way through this area. Under the Riverwood in-street option, the streetcar would run with auto traffic on Riverwood Road beginning at the northern end of Riverwood Road, returning to the Willamette Shore Line right of way where it meets and crosses Riverwood Road south of Military Road.



E Lake Oswego
(Union Pacific Railroad right of way, Foothills)

In both design options, the streetcar would be configured to cross under the freight tracks north of Stampher Road. The Union Pacific Railroad right of way option would then follow the railroad right of way past the Foothills area. Under the Foothills option, the streetcar would run on a future Foothills Road extension through the Foothills area. If the streetcar alternative and the Foothills option are decided on, final design for this area would depend on coordination with the City of Lake Oswego's development plans for the Foothills area.



Public participation in the process

DEIS outreach activities so far have included booths at farmers' markets and presentations at institutions and to community and business groups. After the DEIS publication, anticipated for summer 2010, public events will offer an opportunity to share information and solicit comments about the no-build, enhanced bus and streetcar alternatives and design options based on a comparison of potential benefits and impacts. The project steering committee will rely on public input and the analysis results to select a Locally Preferred Alternative in fall 2010.

During the alternatives analysis process from 2005 to fall 2007, community members provided input on which transit alternatives they preferred to advance for further study in an Environmental Impact Statement. Activities for the alternatives analysis included a community advisory committee, a design workshop, open houses, small group meetings, a survey of bus riders on TriMet Line 35, public hearings and presentations to community groups, business organizations and local governments.

During the project scoping period in spring and summer 2008, further input was gathered on the alternatives as well as on the Purpose and Need for the project and specific environmental or community impacts that need to be addressed in the DEIS. During the project refinement period in summer 2009, special attention was paid to defining streetcar design options and focusing on a preferred terminus option in Lake Oswego in a series of small group meetings and two open houses.

Community advisory committee

The community advisory committee includes members from the Johns Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle, pedestrian and transit-dependant communities. The committee meets monthly, usually the third Monday of the month. Meeting materials are posted on the project web site.

FIND OUT MORE

Stay informed about the DEIS and other project developments. For more information, visit www.oregonmetro.gov/lakeoswego. For questions or to sign up for the project e-mail list, send e-mail to trans@oregonmetro.gov or call 503-797-1756.



PROJECT PARTNERS

- Cities of Lake Oswego and Portland
- Clackamas and Multnomah counties
- Oregon Department of Transportation
- Portland Streetcar Inc.
- TriMet
- Metro



Choosing an alternative

Project partners have been working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support.

The process began with a wide range of alternatives that included bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After discussion with the community-based project advisory committee and the public, in addition to technical analysis, the list of alternatives was narrowed to three alternatives: no-build, enhanced bus and rapid streetcar.

For the past few months, project partners have been completing a detailed analysis of the benefits and trade-offs of the three alternatives as well as different design options for the streetcar alternative. This analysis will soon be published for review and comment as the Draft Environmental Impact Statement. The publication occurs ahead of the determination of the Locally Preferred Alternative.

What do you think?

Which mix of benefits and trade-offs from the no-build, enhanced bus and streetcar alternatives offers the best transit option to meet the transportation needs for the corridor?

With the publication of the DEIS expected in fall 2010, project partners will ask the public to review and comment on the analysis results during the 45-day comment period to help decision-makers choose a Locally Preferred Alternative.

You'll have a chance to visit open houses and the project website for details about the project and the DEIS analysis, and comment online or at public hearing.

Decision-making timeline*

November	November-January	January-February
DEIS published	Open houses and public hearing	Partner agency action on Locally Preferred Alternative recommendation
Comment period begins	Community advisory committee recommendation	
	Comment period ends	
	Comment report published	

*Updated Sept. 28, 2010

Locally Preferred Alternative

The Draft Environmental Impact Statement analysis allows the public and decision-makers to thoroughly evaluate the alternatives (no-build, enhanced bus or rapid streetcar) and design (route) options that provide the best solutions to transportation needs in the corridor. The DEIS analyzes benefits and trade-offs of the physical characteristics, operating plans, ridership, revenues and social and environmental impacts.

The favored solution is identified as the Locally Preferred Alternative, which will advance to preliminary engineering and is further analyzed in a Final Environmental Impact Statement. The FEIS will respond to the substantive comments received from the public and other government agencies during the DEIS comment period. The FEIS will also define and commit the project to mitigation of impacts as identified in preliminary engineering.

Determining the Locally Preferred Alternative

The project steering committee will consider public comments, the DEIS analysis and recommendations from the community advisory committee and project management group to develop a Locally Preferred Alternative recommendation. The steering committee recommendation will be considered by the Lake Oswego and Portland planning commissions and city councils as well as elected or appointed officials at Clackamas and Multnomah counties, Portland Streetcar Inc., TriMet and Oregon Department of Transportation.

Once confirmed by partner agencies, the recommendation will be forwarded to the Joint Policy Advisory Committee on Transportation, a 17-member committee of elected officials and agency representatives that make recommendations to the Metro Council on transportation needs in the region. The JPACT recommendation will advance to the Metro Council for final adoption.

Find out more

Learn more about the project, process and previous analyses at www.oregonmetro.gov/lakeoswego. To sign up for e-mail updates and notifications, send e-mail to trans@oregonmetro.gov or call 503-797-1756.

Community advisory committee

The committee has been meeting monthly since fall 2009 to learn about the topics covered in the DEIS, provide feedback on the analysis, discuss the emerging themes from the data and, ultimately, provide a recommendation to the project steering committee on a Locally Preferred Alternative.

The community advisory committee includes members from the Johns Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle, pedestrian and transit-dependant communities.

Community advisory committee meetings are open to the public, and meeting information is available on the project website.

www.oregonmetro.gov/lakeoswego

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Lake Oswego to Portland

TRANSIT PROJECT

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Answers to frequently asked questions

Several questions have come up during the public involvement process for the Draft Environmental Impact Statement, which has included meetings with local neighborhood and business groups, the project's community advisory committee and outreach at farmers' markets, local grocery stores and other community events. Project partners have compiled these questions and responses to help the public begin weighing the benefits and trade-offs of the no-build, enhanced bus and streetcar alternatives. The answers to these questions will be addressed in more detail in the DEIS, to be published in early fall 2010.

Purpose and need for the project

Why is additional transit service being considered for the corridor between Lake Oswego and Portland?

The four counties of the Portland-Vancouver region are expecting an increase of 1.3 million people in the next 25 years. Eight percent of that growth is projected to occur in the Highway 43 corridor, in places like the South Waterfront area in Portland, downtown Lake Oswego and areas south of Lake Oswego. With more people and jobs, traffic congestion is also expected to increase significantly.

The Highway 43 corridor serves the growing Lake Oswego town center and Portland central business district and provides the primary north/south connection between the two centers. Existing traffic volumes on Highway 43 within the corridor currently create substantial congestion during the morning and evening commute. Peak period traffic volumes on Highway 43 are forecast to increase by approximately 40 to 99 percent, depending on location, by 2035.

How can transit help manage traffic congestion along Highway 43?

As population increases so does congestion. It isn't feasible to widen Highway 43 or otherwise improve it to accommodate more automobile traffic. Improving transit service allows for a higher percentage of travel in the corridor to occur on transit and reduces the demand for automobile travel in the corridor. Since transit can more efficiently move people through the corridor given the limited roadway space, this will minimize the span of peak congestion periods and improve the quality of life by providing better transportation choices, particularly during peak travel periods.

Has this corridor been studied before?

Numerous studies have been conducted over the years to evaluate potential options for alleviating traffic congestion in the corridor and have recommended transit and transportation demand management strategies to improve mobility. In 1988, a consortium of seven public agencies purchased the rail line paralleling Highway 43 between Lake Oswego and Portland to preserve it for future passenger rail use. A 1996 study by the Oregon Department of Transportation concluded that no broad scale expansion of Highway 43 was feasible. In 2004, Metro identified this corridor for future high capacity transit in its Regional Transportation Plan.

The Draft Environmental Impact Statement builds on these previous studies and the project's alternatives analysis, which looked at the wide array of potential solutions to the future travel demand, including reexamining Highway 43 for expansion and even river transit.

Project process

When will a decision be made about which transit alternative will move forward? When would construction begin?

Once the Draft Environmental Impact Statement is released in early fall 2010, the project will begin a 45-day public comment period. During this time, comments on the DEIS will be accepted at public hearings, by mail and electronically. At the close of the public comment period, the community advisory committee and project management group will make their recommendations about which option should move forward.

The project steering committee will consider the DEIS analysis, community advisory committee and project management group recommendations, and public comment before making its recommendation. This recommendation will be reviewed by each affected local government (the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, Oregon Department of Transportation, TriMet and Portland Streetcar

Inc.) before consideration by the Metro Council. The Locally Preferred Alternative process concludes with final adoption by the Metro Council.

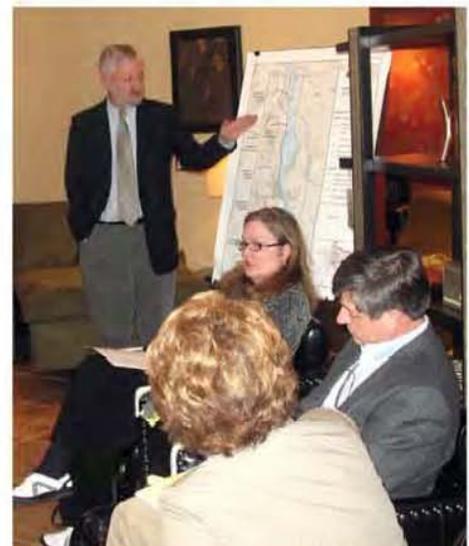
If the streetcar is selected, construction could begin in 2015. The enhanced bus alternative would be implemented through TriMet after additional study of the bus system to make a final decision about the enhanced bus scheduling and routing, with operations most likely beginning in 2017.

Is public input really taken seriously?

Public input on transit projects plays an important role in the process for arriving at the best decisions possible. It provides the opportunity for residents to discuss and influence the alternatives studied in the DEIS and to make recommendations on the final decision.

Community input has already had significant influence on the alternatives and alignments being studied for this project. During the alternatives analysis, ideas provided by the community and the project advisory committee were examined and influenced the final selection of alternatives to be included in the environmental analysis. Specifically, community input influenced the development of a design option that would put the streetcar route on Macadam Avenue in the Johns Landing area and a design option that would put the streetcar route on a section of Riverwood Drive in the Dunthorpe/Riverdale area, as well as the terminus location in Lake Oswego.

Metro Councilor Liberty discusses the project with corridor business leaders



Transit operations

What would the fares be for either the streetcar or the bus?

Fares for streetcar or bus would follow the TriMet fare schedule. The current fare schedule is at www.trimet.org and is updated by the TriMet board of directors as needed. Today's rates are: Adult all zone: \$2.30 | Honored Citizen: \$0.95 | Youth/Student \$1.50

What would the streetcars look like? How would they operate?

Streetcars that would operate between Portland and Lake Oswego are the same vehicles that operate in Portland today. Photos of the streetcar and more information about its current route can be found at www.portlandstreetcar.org.



Between South Waterfront and Lake Oswego, the streetcar would operate in different ways in different parts of the corridor. In a few short segments, the streetcar may run in the street with cars as it does in downtown Portland today. In most areas the streetcar would be in an exclusive right of way, generally using an existing rail line right of way, separate from traffic. Speeds would vary from 10 to 20 miles per hour to as fast as 40 miles per hour in places where traveling at that speed is safe.

How can I stay informed about this study?

Ask to be added to the study mailing list: Send e-mail to trans@oregonmetro.gov or call 503-797-1756. Visit Metro's website at www.oregonmetro.gov/lakeoswego.

Why is the enhanced bus route similar to the streetcar route?

The enhanced bus alternative includes a similar number and location of stops as those of the streetcar alternative in order to achieve travel time savings over the existing local bus service. The enhanced bus follows a similar route to the streetcar in downtown Portland to provide service to similar destinations to aid in comparing the two choices. If the enhanced bus is selected as the preferred alternative at the conclusion of this process, TriMet would conduct additional study of the bus system and make a final decision about the enhanced bus scheduling and routing.

How many stops would there be between Lake Oswego and downtown Portland? Can more be added? Can stops that are included be eliminated?

The streetcar and enhanced bus alternatives under study in the Draft Environmental Impact Statement include 10 stops and two optional future stops between Lake Oswego and South Waterfront. The station locations being studied in the DEIS were developed as part of previous processes that included input from the community.

Community and resident input is critical to defining station locations. After the DEIS is published, there will still be opportunities to add or eliminate stops prior to the final design of a streetcar or enhanced bus project.

Service

Travel time projections, downtown Lake Oswego to Portland State University

	No-build bus	Enhanced bus	Streetcar – Macadam in-street through Johns Landing	Streetcar – Willamette Shore Line through Johns Landing
2005	29 minutes	26 minutes	31 minutes	29 minutes
2035	42 minutes	40 minutes	33 minutes	29 minutes

What would the travel times from Lake Oswego to downtown Portland be for both streetcar and enhanced bus options? How does that compare to the existing bus?

For comparison of the three options, the analysis compares what the travel times were (for the current bus) or would have been (for the enhanced bus or streetcar) in 2005 and the travel time projections for the alternatives in 2035. The table above shows these travel times from downtown Lake Oswego to Portland State University in downtown Portland, currently the most used transit stop for riders in this corridor. Since differences in the streetcar design options through Johns Landing affect travel times, both the Macadam in-street and Willamette Shore Line options are shown.

How frequent would enhanced bus or streetcar trips be during the peak and non-peak travel times? What would the hours of operation be?

Enhanced bus. In the first year of operation, the enhanced bus would likely run every 10 to 12 minutes during the peak hours (7 to 9 a.m. and 4 to 6 p.m.) and every 15 to 20 minutes during most other times. Service frequency for the enhanced bus would decrease in the late evening and early morning. The enhanced bus would likely operate from 5 a.m. to 1 a.m. with some minor differences between weekend and weekday schedules.

Streetcar. In the first year of operation, the streetcar would likely run every 10 to 12 minutes during the peak hours (7 to 9 a.m. and 4 to 6 p.m.) and every 15 to 20 minutes at other times. Service

frequency for the streetcar would decrease in the late evening and early morning. The streetcar would be an extension of the existing streetcar route to Northwest Portland and likely follow that same hours of operation, which are similar to the bus system.

How would the enhanced bus or streetcar work for existing Line 35 bus riders that come from Oregon City and West Linn?

Enhanced bus. For the enhanced bus, service would be similar to today. Riders traveling through Lake Oswego from Oregon City or West Linn that wish to continue to downtown Portland would not need to transfer; riders that wish to continue to Beaverton would need to transfer to the Line 78 as they do today.

Streetcar. With the streetcar alternative, riders traveling through Lake Oswego that wish to continue to downtown Portland would transfer from Line 35 to the streetcar at the stop near Albertsons in Lake Oswego. Plans for bus routes to serve the streetcar in the future would be determined by TriMet during final design and construction based on market/ridership demand and costs at that time to make the best connections and eliminate transfers where possible. For instance, more riders transfer from Line 35 to Line 78 than on any other route today. If current trends continue, future transit plans could facilitate this movement, potentially allowing riders from Oregon City or West Linn that wish to continue to Beaverton to do so without a transfer.

How many transfers would be required to get from Lake Oswego to Portland State University? To Pioneer Square?

No transfers would be needed to get to either Portland State University or Pioneer Courthouse Square. Both the streetcar and enhanced bus would have a stop at Portland State University and a stop three blocks from Pioneer Courthouse Square (at the Portland Central Library); this is similar to Line 35, which stops two blocks from the square today. If someone wishes to use transit for those three blocks, he or she could transfer to the MAX Blue Line or Red Line at the Portland Central Library. Another option would be to transfer from the streetcar at the PSU Urban Center to the MAX Yellow Line or Green Line or one of six buses for a connection to Pioneer Courthouse Square with a one-block walk.

Would passengers be able to find seats on the streetcar, or would most be required to stand, as is often the case with the existing streetcar?

Each streetcar vehicle can comfortably hold about 70 to 90 people, with 30 sitting. Generally, those passengers that get on first have longer rides and are more likely to find a seat. Similarly, those that get on the streetcar closer to downtown often would have shorter trips and would find standing less inconvenient. As is the case with the current streetcar and all TriMet vehicles, the seats closest to the doors would be reserved for seniors and people with disabilities to ensure those riders have seats or wheelchair space.

Funding

How would the operations of the streetcar or enhanced bus be funded?

Transit operations are funded through TriMet's operating fund which is made up of a combination of payroll tax, farebox and advertising revenues and federal grants. It is expected that TriMet will fund the operations of whichever alternative is selected. An operations budget and funding plan for both alternatives will be included in the Draft Environmental Impact Statement.

How would construction of the enhanced bus or streetcar be funded? How much would each jurisdiction be expected to contribute?

The finance study is underway. Estimates and plans will be available in the Draft Environmental Impact Statement. Local jurisdictions have a variety of ways from which they might choose to pay for their portion, such as system development charges or creation of urban renewal districts.

The funding needs for the enhanced bus and streetcar alternatives are slightly different.

Enhanced bus. The enhanced bus would require a smaller capital investment, using a combination of federal, regional and local funds for bus purchases and other capital improvements.

Streetcar. Funding for the streetcar would come from a combination of federal and local sources. Project partners are seeking funding for 60 percent of the capital cost from federal grants. The assessed value of the existing Willamette Shore Line rail right of way would also be used as "match" against the federal money, so less capital would need to come from local or state governments.

Safety and security

What kind of budget impact does safety and security implementation have? Where does the funding come from?

The City of Portland Police Bureau provides police service and response for streetcars. During all streetcar operating hours, Portland Streetcar Inc. supervisors are present to deter unlawful behavior, support system safety and security, and respond in the event of an incident or emergency.

TriMet allocates approximately \$15 million a year to security staff for its bus, light rail and commuter rail system. This includes 58 Transit Police Division officers, a district attorney and contracted security staff. TriMet also invests about \$4 million for supervisors who check fares, provide additional presence, and support system safety and security.

What would be the difference in the crime rates for the three alternatives – no-build, enhanced bus and streetcar?

There are few reported incidents on the transit system, with less than one reported incident per 100,000 trips. Transit agencies work closely with the community to ensure the security efforts are integrated with the communities being served.

The incidence of reported crime on TriMet's system reflects that of the surrounding community. For example, when Interstate MAX opened in North Portland, crime rates along that corridor dropped as the community experienced substantial new public and private investment. New home owners were attracted to this corridor as well, in part because of the light rail service.

Are there statistics about other transit projects that tell about increases in crime or crime rates related to nearby schools?

TriMet tracks crime reported on its system as well as specifically along the MAX lines. In 2009, there were 413 reported incidents along the entire MAX system, down from 507 during 2008, a 19 percent decrease. This followed an 18 percent decrease from 2007 to 2008 (with 620 incidents in 2007). Based on national data, crime levels along rail corridors typically relate to the existing conditions that prevail in the surrounding community. For example, a study of Los Angeles' Green Line light rail revealed that inner city stations showed a decrease in crime that generally followed a decrease throughout Los Angeles County, and crime in the higher income western suburbs did not increase after the Green Line was built.

Three schools are within a four-block distance of the current streetcar system. Seventy-seven schools are within one-quarter mile of the MAX light rail system, with 155 schools within one-half mile of the system. Thousands of students use the transit system everyday throughout the region in the wide range of communities served by the system. Since transit stations reflect their communities, it is hard to isolate and quantify the relationship between

a school's proximity to transit and crime rates on transit or at the school.

Is there data about project impact on crime for areas that have not previously been visible but transit would make more public (for example on this project, the Stampher Road area)?

Since there is no streetcar station proposed along Stampher Road, streetcars would be passing through the area and not stopping at a station. The Westside MAX extension from Southwest 185th Avenue to downtown Hillsboro takes riders through areas that were previously relatively isolated from the general public. The same is true as WES Commuter Rail travels between Tualatin and Wilsonville. In both of these cases, TriMet has had no indication that criminal activity increases when a transit vehicle passes through or near locales that were not along previous transit routes.

How would streetcar/auto intersections and station access be regulated to ensure safe crossing?

Station access would be oriented to streets and sidewalks and all crossings would be clearly designated. The station and the streetcar alignment would feature warnings and physical barriers to discourage people from crossing directly across the tracks from the station or onto private properties.

The streetcar alternative and design options include segments running in the street as well as within separated right of way. Audible warnings, signing, striping, traffic controls, enforcement and education would be used to clarify these transitions and assure safe movement. After station platforms have been sited, the pedestrian network may be re-evaluated and the pedestrian crossings refined.

Thirty-five public and private roadway, railroad and pedestrian track crossings have been identified in the proposed alignment. Proposed crossing treatments include closure or relocation, grade separation, stop signs, gates, traffic signals and pedestrian Z-crossings. Treatment selection criteria include sightlines, traffic volumes and speeds,

transit vehicle speed, proximity and suitability of alternative routes, and convenience for pedestrians and transit patrons. Where there are private crossings, most typically a driveway or access road, appropriate private crossing treatments would be developed in conjunction with individual property owners.

Other community effects

How would noise impacts be addressed?

In the summer and fall 2009, a consultant visited nearly 40 different sites in the corridor to collect measurements of existing noise and vibration. The consultant will use these existing measurements to model what noise and vibration levels would be like in the corridor with either streetcar or enhanced bus. In some cases, a noise wall or other strategies may be used to address potential impacts. These impacts will be reported in the Draft Environmental Impact Statement that will be available for public review in early fall 2010.

Are there statistics about other transit projects that tell about impact on property values?

Transit, particularly rail, is known to have a positive impact on property values and development. Even during this recent deep economic recession, the media has reported that homes located closer to transit have maintained their value better than property without access to quality transit (see: <http://blog.smartgrowthamerica.org/2009/07/20/real-estate-service-finds-walkable-transit-accessible-homes/>).

Additionally, more than \$3.5 billion in development has occurred near streetcar and another \$8 billion near light rail stations since 1980 (uninflated).

Natural environment

How would environmental impacts be addressed, especially along Tryon Creek, Powers Marine Park and Stephens Creek?

The Draft Environmental Impact Statement, to be released in early fall 2010, will document impacts to the natural environment with both the streetcar and enhanced bus alternatives. The Final Environmental Impact Statement will include strategies for avoiding or minimizing impacts; it will also identify potential mitigation measures to address impacts that cannot be avoided.



Lake Oswego

Why would the streetcar terminus be located at Albertsons instead of either the Safeway or at the existing Willamette Shore Line trolley station?

In summer 2009, the project steering committee selected the terminus location after technical study and a series of public meetings to discuss the trade-offs between the possible locations. The Albertsons site offered the opportunity to intercept commuters from the south before they enter downtown Lake Oswego and the benefit of simplifying streetcar operations, as it would not require the streetcar to turn west across the existing freight rail tracks and Highway 43 to operate on A and B avenues.

Is there a park and ride included in the enhanced bus alternative?

The enhanced bus alternative includes a 300-space park and ride facility near the Lake Oswego Albertsons.

How big is a 300-space park and ride garage? Would it be above ground or below ground? How would this garage affect traffic on Leonard Street and State Street?

Both the streetcar and enhanced bus alternatives include a 300-space multi-story parking garage. Through an agreement with the property owner, the garage could include additional parking spaces – beyond the 300 stalls reserved for transit riders – to support commercial businesses. For perspective purposes, the existing parking garage at Lakeview Village in Lake Oswego has 366 parking spaces.

TriMet would work closely with the owner of the site, the City of Lake Oswego and adjacent neighborhoods to coordinate the park and ride facility with future development plans, including strategies for managing park and ride traffic to minimize the effect on State and Leonard streets.

The streetcar alternative also includes a 100-space park and ride facility in Foothills, which would similarly be coordinated with future development.

Trail

What is the status of the trail between Portland and Lake Oswego?

A trail component was part of the project's alternatives analysis. While the trail is now being analyzed separately from the transit project, Metro and the local jurisdictions are continuing to advance the trail concept. Currently, the project team is working to propose an updated trail alignment, phasing options and possible funding sources. Trail design has been advanced far enough to ensure that construction of either transit alternative would not preclude a trail in the corridor.

Willamette Shore Line

Would the Willamette Shore Line trolley continue to operate if the streetcar is built?

Under the streetcar alternative, the Oregon Electric Railway Historical Society would no longer operate the vintage excursion trolley.



What is legally allowed on the Willamette Shore Line right of way?

The right of way for the Willamette Shore Line was purchased from the Southern Pacific Railroad in 1988 by a consortium of local jurisdictions and agencies including the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation, TriMet and Metro.

There are various ownership types and easements along the 7-mile rail alignment. Some are tied to different types of uses of the Willamette Shore Line right of way. Since the right of way was formerly used as a freight and passenger rail corridor, all of the property owned by the consortium allows rail transportation. Legal review of potential uses along the Willamette Shore Line right of way will be included as part of the environmental analysis as needed as it becomes clear which design options are preferred and whether the streetcar alternative will advance.

Lake Oswego to Portland TRANSIT PROJECT

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Quick answers to your project questions

Questions have been raised and assertions have been made by advocacy groups regarding the project alternatives, specifically regarding the project need as well as the cost and viability of the streetcar alternative. The Draft Environmental Impact Statement will detail the results of the analysis of the alternatives but in order to address any confusion around the information available in advance of the DEIS, the project team has compiled responses to the most pertinent questions.

Is a new streetcar line going to be built between Lake Oswego and Portland?

The Lake Oswego to Portland Transit Project is currently studying three alternatives, including streetcar, to meet future travel demand between Lake Oswego and downtown Portland:

- **No-build** This alternative would make only those transit and highway improvements possible with projected financial resources by the year 2035.
- **Enhanced bus service** The enhanced bus service alternative would have more frequent service and fewer stops than regular local bus service along Highway 43 and a 300-space park and ride facility near the Lake Oswego Albertsons.
- **Streetcar** This option would create streetcar service with a Lake Oswego terminus at Albertsons on State Street. Park and ride facilities would be located at this location (300 spaces) and in Foothills (100 spaces).

Project partners have been preparing a detailed analysis of the benefits and trade-offs of the three alternatives. This analysis will soon be published for review and comment. The project steering committee will rely on public input and the analysis results to select one of the options, making it the official Locally Preferred Alternative in late 2010.

What is the project budget?

The range of streetcar design and construction costs is \$380 to \$460 million in future dollars (2017), which includes the estimated \$100 million value of the Willamette Shore Line right of way owned by the region. The value of the right of way can be matched by federal funds.

Find out more at www.oregonmetro.gov/lakeoswego.

The project budget varies from \$51 to \$460 million, depending on the alternative selected. Enhanced bus service has the lowest one-time design and construction costs, but has higher annual operating costs. Streetcar has higher design and construction costs, but lower annual operating costs. The streetcar will cost about \$1 million less annually to operate and maintain than enhanced bus service.

What feedback has the community provided about this project?

Local communities along this corridor have been involved in project planning and refinement of the options. The project's community advisory committee includes local residents, business leaders and representatives from public institutions and community groups. The committee considers information and provides input and guidance to the project management group and steering committee.

A 2010 poll of Lake Oswego residents found that 67 percent of respondents favor streetcar service to Portland in the corridor.

Will the streetcar reduce congestion on Highway 43?

Currently, commuters experience substantial congestion on Highway 43 during the morning and evening commute. By 2035, traffic volumes during peak hours are forecast to increase by approximately 40 to 99 percent, depending on location.

We cannot build our way out of this congestion, but we can give people better options to sitting in traffic. Existing development and geography along the highway corridor make it impractical to widen the highway to accommodate more vehicle traffic.

Streetcar service would offer a transit alternative to Highway 43; most of the streetcar line would be separate from traffic. By 2035, travel times between Portland State University and Lake Oswego are forecast to be 28 minutes by car, and 29 to 33 minutes by streetcar. Enhanced bus service travel time is forecast at 40 minutes.

Streetcar would allow more drivers to drive at more convenient times – times that were previously too congested. Streetcar would reduce vehicle miles traveled in the Highway 43 corridor by up to 68,000

miles per weekday and decrease vehicle hours of delay by an estimated 400 hours each weekday.

What are the benefits of streetcar?

In 2035, the streetcar alternative between Lake Oswego and Bancroft Street at the southern border of South Waterfront is projected to have ridership of up to 11,900, while the ridership forecast rises to more than 23,000 between Lake Oswego and Portland State University. Connecting Lake Oswego via streetcar to planned development in South Waterfront, educational opportunities at Oregon Health and Sciences University and PSU, and the employment and cultural center of downtown Portland is forecast to attract 15,000 more streetcar riders than the enhanced bus service alternative.

More people can move more efficiently, and produce less greenhouse gases, than by driving alone in cars. Streetcar will provide an opportunity to avoid Highway 43 congestion by offering a transit option in a dedicated right of way, allowing economic activity to grow and thrive in the corridor despite the long bus and auto travel times caused by growing congestion.

How much will the region need to contribute toward this project?

Current estimates put regional contributions at anywhere from \$20.4 to \$86.3 million (including finance costs) in future year dollars (2017), depending on the option selected. The project is currently identifying potential funding sources, which could include system development charges, payroll tax revenues and other funding sources.

The project will seek a 60 percent contribution from the federal government. While the remaining local match would likely be 40 percent, much of that comes with the value of the Willamette Shore Line right of way that would be used for most of the project length.

Approximately \$25 million is needed to complete the environmental work and project design and engineering over the next five years if a streetcar alternative is selected. The remaining local contribution would be needed during construction of the project, scheduled between 2015 and 2017.

www.oregonmetro.gov/lakeoswego

The future of transit in the Highway 43 corridor

What kind of transit might connect the downtown of Lake Oswego and Portland in the future? Find out the alternatives and offer your comments.

Metro, along with the cities of Portland and Lake Oswego, Multnomah and Clackamas counties, TriMet and ODOT, have studied transit alternatives to connect Lake Oswego with downtown Portland. The Draft Environmental Impact Statement (DEIS) examines potential impacts and benefits associated with an enhanced bus alternative, streetcar alternative and a no-build alternative where existing transit service is maintained. This document will be released for public review in December.

You are invited to review the DEIS and help decision-makers as they weigh trade-offs to meet future travel demand while protecting neighborhood characteristics in the corridor. Visit an open house or attend the public hearing to learn more and share your thoughts. Comments will be accepted for 60 days after the DEIS is published (between December 3, 2010 and January 31, 2011).

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



You're invited

**Open house 4-7 p.m.
Thursday Dec. 9th**
PBS Conference Center
4343 Corbett Ave., Portland

**Open house 4-7 p.m.
Thursday Dec. 16**
Lakewood Center for the Arts
368 S. State Street, Lake Oswego



FIND OUT MORE

Visit www.oregonmetro.gov/lakeoswego to learn more, comment online, find the public hearing date or final day of the public comment period, or to see other ways to get involved.

Email trans@oregonmetro.gov for reminders of these events and other project updates.

Lake Oswego to Portland TRANSIT PROJECT

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Project overview: Alternatives

Metro and its partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners community support. Improved transit between Portland and Lake Oswego has been a longstanding regional priority. In 1988, a consortium of seven local, state and regional governments purchased the Willamette Shore Line railroad right of way between Portland and Lake Oswego to preserve it for future transit service. This far-sighted action recognized that future growth in travel demand in this corridor could not be feasibly met under existing transportation plans by expanding roadway capacity. Within the corridor's highly constrained geography, expanded transit service is now being studied to meet future demand and maintain mobility.

The Federal Transit Administration, Metro and TriMet have published the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement, which examines the potential benefits and impacts of three alternatives – enhanced bus, streetcar and no-build – in the corridor. The DEIS also considers several design options for the streetcar alternative. This fact sheet highlights key differences between the alternatives. A project newsletter describing the alternatives and design options and the complete DEIS are available for further review at www.oregonmetro.gov/lakeoswego.

The no-build alternative includes only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2030. This alternative is also used as a basis for comparison for the enhanced bus and streetcar alternatives.

The enhanced bus alternative would enhance the existing TriMet Line 35 with a bus line with fewer stops and more frequent service between Portland and Lake Oswego and would include a park and ride near Albertsons in Lake Oswego.

The streetcar alternative would extend service from the southern end of the existing streetcar to downtown Lake Oswego. The streetcar would include mostly double and some single track operation and would include park and rides in the Foothills area and near Albertsons in Lake Oswego. For most of the route, the streetcar would operate within the existing Willamette Shore Line right of way. In some places, the streetcar could leave the existing right of way and operate on or adjacent to roadways.

Stay informed about the DEIS and other project developments. For more information, visit www.oregonmetro.gov/lakeoswego. For questions or to sign up for the project e-mail list, e-mail trans@oregonmetro.gov or call 503-797-1756.

Alternative comparison, key differences

The project alternatives differ in the way they meet the objectives of the Lake Oswego to Portland Transit Project, as summarized below. More information is available in the DEIS and in a newsletter on the project website.

What does the project cost?

One-time capital cost (in 2017 dollars)

No-build: Transit capital investments are not part of the no-build alternative, per federal guidelines.

Enhanced bus: \$51.1 million more than no-build

Streetcar: \$379.6 to \$458.3 million more than no-build, or \$328.5 to \$407.2 million more than enhanced bus, depending on selected design options

The local portion of capital funding would be based on an anticipated 60 percent federal share of the budget.

Local funding of the streetcar would use the value of the Willamette Shore Line right of way, which is already owned by partner governments. The value of this right of way is estimated at around \$94.5 to 97 million for the high and low capital cost range presented for the streetcar.

Annual operating cost compared to no-build (2035 service levels, expressed in 2010 dollars)

Enhanced bus: \$2.79 million more per year than no-build

Streetcar: \$1.25 million more per year than no-build, or \$1.54 million per year savings compared to enhanced bus

The streetcar would use the value of the Willamette Shore Line right of way that is already owned by partner governments as part of the local funding needed to finance streetcar capital cost. The value of this right of way is estimated at around \$94.5 to 97 million for the high and low capital cost range presented for the streetcar.

What do you get?

Travel times from Lake Oswego to Portland State University (2035)

No-build: 44 minutes

Enhanced bus: 39 minutes, five minutes faster than no-build

Streetcar: 30 to 33 minutes, or 11 to 14 minutes faster than no-build and six to nine minutes faster than enhanced bus, depending on selected design options

Note: No transfer is required at Portland State University for the enhanced bus or streetcar, but it is a common location from which to measure travel time.

Ridership and efficiency compared to no-build (2035)

Enhanced bus: 730,550 additional transit trips annually

Streetcar: 1.18 to 1.28 million additional transit trips annually, 61 to 75 percent more than enhanced bus

Land use

Enhanced bus: Land use changes would continue to occur over time consistent with comprehensive plans.

Streetcar: Development and redevelopment would occur more quickly in Johns Landing and Lake Oswego because of adjacent streetcar investment that would anchor future development at a higher intensity and in closer proximity than would be the case with bus improvements. This effect is well documented along the existing Portland Streetcar alignment. Increased development is not anticipated or encouraged in the Dunthorpe/Riverdale area.

Changes to the community and natural environment

The enhanced bus alternative would cause very few changes to the community and natural environment compared to the no-build alternative. The enhanced bus would require operational changes to existing bus service and not create a new right of way for transit except between Foothills Road and the Albertsons park and ride facility. Changes associated with the park and ride facility at the Oswego Village would be addressed with the community and property owner involvement as plans progress.

The streetcar alternative would operate in its own right of way for much of the route, depending on the design option. Besides the changes associated with the park and ride facilities, as with the enhanced bus, there may be specific and limited incidents of public and private property acquisition, noise and vibration impacts, and changes to access and signal controls.

Detailed analysis of the changes to the community and natural environment for each alternative and design option will be available in the full Draft Environmental Impact Statement.

Lake Oswego to Portland

TRANSIT PROJECT

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Portland Streetcar, Inc.
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Make your voice heard!

The Federal Transit Administration, Metro and TriMet have issued a Draft Environmental Impact Statement and preliminary Section 4(f) assessment with preliminary findings of *de minimis* impacts to public parks. Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland.

Public comment period
Dec. 3, 2010, to Jan. 31, 2011

Attend an open house
4 to 7 p.m. Thursday, Dec. 9, 2010
PBS Conference Center
4343 SW Corbett Ave., Portland

4 to 7 p.m. Thursday, Dec. 16, 2010
Lakewood Center for the Arts
368 S. State St., Lake Oswego

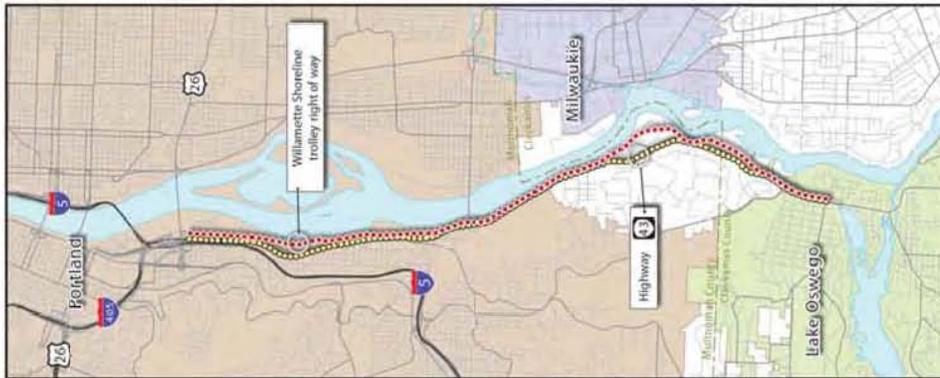
Give testimony at a public hearing
5 to 8 p.m. Monday, Jan. 24, 2011
Lakewood Center for the Arts
368 S. State St., Lake Oswego

Comment online
www.oregonmetro.gov/lakeoswego

E-mail comments
trans@oregonmetro.gov

Send written comments
Lake Oswego to Portland Transit Project
600 NE Grand Ave., Portland, OR 97232

www.oregonmetro.gov/lakeoswego



What do you think?

Join project staff at an open house to learn about the results of the Draft Environmental Impact Statement, clarifying the benefits and trade-offs of the three alternatives: no-build, enhanced bus and streetcar.

The analysis includes the future effects that each alternative would have on communities, traffic, travel options and the natural environment.

For more information or to review the Draft Environmental Impact Statement, visit www.oregonmetro.gov/lakeoswego.

For questions or to request a CD copy, e-mail trans@oregonmetro.gov or call 503-797-1756.

Written comments will be collected at all events; public testimony will be accepted at the public hearing.

In addition to helping determine the Locally Preferred Alternative, your comments also will inform the additional analysis in the Final Environmental Impact Statement for the selected transit solution.

www.oregonmetro.gov/lakeoswego

Revised on improved content pages 10/19/16

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Join the project team for a kick-off for the project environmental analysis.

Learn about the benefits and impacts of enhanced bus or streetcar; discuss Johns Landing alignments and Lake Oswego terminus options to be studied; find out about the DEIS process.

Lake Oswego to Portland TRANSIT PROJECT

Attend project open houses

5:30 to 7:30 p.m. Thursday, May 14

Lakewood Center
368 S. State St., Lake Oswego

5:30 to 7:30 p.m. Monday, May 19

Waterfront Foursquare Church/Easter
Seals Building
5757 SW Macadam Ave., Portland

For more information, visit
www.oregonmetro.gov/lakeoswego,
send email to trans@oregonmetro.gov or
call 503-813-7535.



Lake Oswego to Portland

TRANSIT PROJECT

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TriMet

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Comment on the benefits and trade-offs

Project partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners community support.

Highway 43 faces historic and projected increases in traffic congestion due to increases in regional and corridor population and employment. There are limited options for transportation improvements in the corridor due to topographic, geographic and built environment constraints that limit the ability to expand the highway and other roads. More efficient and reliable transit service would offer residents another option to meet expanding travel needs.

Improving transit in the Highway 43 corridor is an investment in the region's long-term future. Transit investments direct growth and redevelopment where we want it to be – in downtowns and along main streets – and often encourage neighborhood redevelopment that helps build vibrant, active communities – places where seniors can age-in-place and areas with essential services and cultural opportunities close by. Transit, particularly rail, is known to have a positive impact on development and property values. For instance, more than \$3.5 billion in development has occurred near streetcar since 1997 and more than \$8 billion in light rail stations areas since 1986.

Improved transit will provide people with choices about how they get around – to work, when travelling, to the symphony, to shop or visiting friends. By expanding the current transit system, we leverage past investments and make the most of what we have.

The process began with a wide range of alternatives that included bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After review with the community-based project advisory committee and the public, in addition to technical analysis, the list of ideas was narrowed to three alternatives: no-build, enhanced bus and streetcar. For the past few months, project partners have been completing a detailed analysis of the benefits and trade-offs of the three alternatives as well as different design options for the streetcar alternative. This analysis is published by the Federal Transit Administration, Metro and TriMet for review and comment as the Draft Environmental Impact Statement.

Public comment period Dec. 3, 2010, to Jan. 31, 2011

Which of the alternatives offers the best mix of benefits and trade-offs that meet the transportation needs for the corridor? Your comments will help decision-makers select a Locally Preferred Alternative to advance for further study.

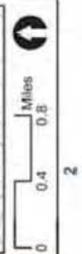
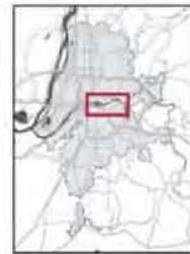
Visit www.oregonmetro.gov/lakeoswego to review the DEIS. Attend an open house, testify before the project steering committee at the public hearing, mail, e-mail or submit online comments.

Alternatives studied in the Draft Environmental Impact Statement

- Streetcar**
- Streetcar alternative
 - Streetcar alternative design option
 - station
 - possible future park-and-ride

- Enhanced Bus**
- Enhanced Bus
 - stop
 - park-and-ride

- Transit: existing/planned**
- Streetcar, existing
 - Streetcar, under construction
 - Streetcar, planned
 - MAX, existing
 - MAX, planned
 - Portland Aerial Tram
 - Railroads



Advantages, disadvantages and comparison of build-project alternatives

	Enhanced bus would enhance the existing TriMet Line 35 with a bus line with fewer stops and more frequent service between Portland and Lake Oswego and would include a park and ride lot near Albertsons in Lake Oswego.	Streetcar would extend service from the southern end of the existing streetcar, connecting downtown Lake Oswego to downtown and Northwest Portland. The streetcar would include mostly double and some single track operation and include park and ride lots in the foothills area and near Albertsons in Lake Oswego. For most of the route, the streetcar would operate within the existing Willamette Shore Line right of way (see streetcar/alternative design options).
Ridership and travel time	<p>Advantages: 730,550 more new transit trips annually in 2035 than no-build</p> <p>A savings of five minutes in transit travel time from Lake Oswego to Portland State University compared to the no-build; total travel time: 39 minutes</p>	<p>Advantages: 1.18 to 1.28 million more new transit trips annually in 2035 than the no-build, 450,000 to 547,350 more than enhanced bus</p> <p>A savings of 11 to 14 minutes in transit travel time from Lake Oswego to Portland State University compared to the no-build, eight to nine minute savings compared to the enhanced bus; total travel time: 30 to 33 minutes</p>
Costs and financing	<p>Advantage: Capital investment (in 2017 dollars) of \$51.1 million, \$328.5 to \$407.2 million less than streetcar; local funding responsibility: \$20.4 million</p> <p>Disadvantages: Annual operating cost (in 2010 dollars) of \$2.79 million more than the no-build alternative in 2035, \$1.54 million more than streetcar</p> <p>Does not use the value of the Willamette Shore Line right of way for local share of project funding</p>	<p>Advantages: Annual operating cost (in 2010 dollars) of \$1.25 million more than the no-build alternative in 2035, \$1.54 million less than enhanced bus</p> <p>Uses the value of the Willamette Shore Line right of way to contribute to local share of project funding (between \$94.5 and \$97 million in 2017 dollars for the high and low streetcar cost range), reducing other local funding responsibility to \$57.3-\$86.3 million, depending on selected design options</p> <p>Disadvantage: Capital investment (in 2017 dollars) between \$379.6 and \$458.3 million, \$328.5 to \$407.2 million more than enhanced bus, depending on selected design options</p>
Traffic	<p>Advantages: Savings of 200 hours of "vehicle hours of delay" per day in 2035 compared to the no-build</p> <p>Disadvantages: No reduction of vehicles on Highway 43 at the peak hour (rush hour) in 2035 compared to the no-build</p> <p>Continues to operate transit on Highway 43 where buses will, at times, get stuck in traffic</p> <p>Three new congested intersections</p>	<p>Advantages: Savings of 400 "vehicle hours of delay" per day in 2035 compared to the no-build, 200 more than enhanced bus</p> <p>Reduction of 100 vehicles on Highway 43 at the peak hour (rush hour) in 2035 compared to the no-build and enhanced bus alternatives</p> <p>Transit travel would be in all or mostly exclusive right of way that would be significantly less affected by traffic congestion on Highway 43</p> <p>Disadvantage: Two to four new congested intersections, depending on selected design options</p>
Redevelopment and economy	<p>Advantage: Creation of 240 construction jobs and 28 long-term jobs</p> <p>Disadvantage: Would not encourage development or redevelopment to occur sooner than the no-build alternative</p>	<p>Zero to 175 parking spaces removed in Johns Landing, depending on selected design option</p> <p>Advantages: Creation of 1,430 to 1,500 construction jobs and 27 long-term jobs</p> <p>Expected to encourage development and redevelopment in Johns Landing and Lake Oswego sooner than the no-build alternative (around 43 million square feet of available floor area for retail or offices in the station areas)</p>
Community environment	<p>Advantages: No impacts to historic resources beyond potential indirect effects to the Red Electric Eastside Rail Line (generally, the Willamette Shore Line right of way)</p> <p>No impacts to parks or recreation facilities</p> <p>No noise and vibration impacts</p> <p>No potential displacements</p>	<p>Advantage: No impacts to historic resources beyond effects to the Red Electric Eastside Rail Line (generally, the Willamette Shore Line right of way)</p> <p>Disadvantages: Between 0.7 and 1 acre of parkland used for streetcar, depending on selected design options</p> <p>23 to 28 vibration impacts that would require mitigation</p> <p>One possible severe noise impact that would require mitigation, depending on the selected design option</p> <p>Up to one residential and six business displacements, depending on selected design options</p>
Natural environment	<p>Advantages: A daily reduction of 25 tons of carbon dioxide released by vehicles compared to the no-build alternative</p> <p>No wetlands filled</p> <p>Disadvantages: 1.3 acres of flood plain filled</p> <p>Less than 1 acre of new paved surface</p>	<p>Advantages: An daily reduction of between 41 and 42 tons of carbon dioxide released by vehicles compared to no-build, 16 to 17 tons more than the enhanced bus alternative</p> <p>Disadvantages: Less than 0.1 acre of wetland filled, depending on selected design options</p> <p>6 to 11 acres of flood plain filled, depending on selected design options</p> <p>7 to 18 acres of new paved surface</p>

Streetcar alternative design options

In three areas of the corridor, the streetcar alternative has two or more design options.



Lake Oswego In both design options, the streetcar would be configured to cross under the freight tracks north of Stampher Road. The Union Pacific Railroad right of way option would then follow the railroad right of way past the Foothills area. Under the Foothills option, the streetcar would run on a future Foothills Road extension. If the streetcar alternative and the Foothills option are decided on, final design for this area would depend on coordination with the City of Lake Oswego's development plans for the Foothills area.



Dunthorpe/Riverdale Under the Willamette Shore Line option, the streetcar would continue in the existing right of way through this area. Under the Riverwood in-street option, the streetcar would run with auto traffic on Riverwood Road beginning at the northern end of Riverwood Road and returning to the Willamette Shore Line right of way where it meets and crosses Riverwood Road south of Military Road.



Johns Landing The Willamette Shore Line option would continue through Johns Landing via the existing right of way. There are two Southwest Macadam Avenue options (in-street and additional lane), wherein the streetcar would leave the right of way south of Hamilton Court to run on Landing Drive to Boundary Street, where it would connect to and run on Macadam Avenue/Highway 43 before returning to the Willamette Shore Line via Carolina Street. The streetcar would run with auto traffic on Landing Drive and Boundary and Carolina streets. Under the Macadam in-street option, the streetcar would run with auto traffic on Macadam Avenue both southbound and northbound. Under the Macadam additional lane option, the streetcar would run on Macadam Avenue southbound, but a new lane would be added northbound for streetcar and right-turn-only access for autos.

In addition to the design options, there are phasing options in South Waterfront, at the west end of the Sellwood Bridge and in the Lake Oswego Foothills District. The phasing options would depend on, and coordinate with, the timing of other capital projects in those areas.

Quick comparison of alternatives

	No-build	Enhanced bus	Streetcar
Ridership	○	◐	●
Travel time	○	◐	●
Capital cost	●	◐	○
Operation and Maintenance	●	○	◐
Reliability	○	○	●
Additional corridor capacity	○	◐	●

○=good | ◐=better | ●=best

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Estimated funding sources, 2017 dollars

Funding sources under either the streetcar or enhanced bus alternative would be confirmed in 2013. The local portion of capital funding is based on an anticipated 60 percent federal share of the budget. 2017 dollars are used based on the projected date of completed construction.

Potential funding sources, streetcar alternative:



The cost of the streetcar alternative depends on the alignment options selected. The low to high range of streetcar funding is presented here.

Potential funding sources, enhanced bus alternative:



Willamette Shore Line right of way value

The value of the Willamette Shore Line right of way is both a cost and a funding source for the streetcar alternative. The rail line has been in service since 1887, as commuter trolley service, freight service or a combination of the two. In 1988, a consortium of local governments purchased the right of way for approximately \$2 million.

Under the streetcar alternative, the real estate value of the right of way can be used to meet part of the local funding needed to match federal funds. Current estimates of the local funding value are based on a 2008 appraisal, the current real estate market and economic trends. The value of the right of way would not apply to the enhanced bus alternative.

Provide comment Dec. 3, 2010, to Jan. 31, 2011

Attend an open house

4 to 7 p.m. Thursday, Dec. 9, 2010 | PBS Conference Center, 4343 SW Corbett Ave., Portland

4 to 7 p.m. Thursday, Dec. 16, 2010 | Lakewood Center for the Arts, 368 S. State St., Lake Oswego

Give testimony before the project steering committee at the public hearing

5 to 8 p.m. Monday, Jan. 24, 2011 | Lakewood Center for the Arts, 368 S. State St., Lake Oswego

Comment online at www.oregonmetro.gov/lakeoswego.

E-mail comments to trans@oregonmetro.gov.

Send written comments to Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232.

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Projected Locally Preferred Alternative decision-making timeline

December 2010	January 2011	February 2011	March 2011
DEIS publication	Steering committee public hearing	Community advisory committee recommendation	Partner agency action on Locally Preferred Alternative recommendation
Comment period begins	Comment period ends	Comment report published	
Open houses		Steering committee recommendation	
		Partner agency action on Locally Preferred Alternative recommendation	

Potential project development timeline

New transit service could open by the end of 2017.

2010	2011	2012	2013	2014	2015	2016	2017
Publish DEIS	Adopt Locally Preferred Alternative	Begin preliminary engineering	Publish Final Environmental Impact Statement	Final design	Start construction	Construction	Begin transit service
Develop Locally Preferred Alternative	Develop conceptual funding plan	Begin Final Environmental Impact Statement	Confirm funding plan (<i>confirm funding sources</i>)	Full Funding Grant Agreement			
	Apply for Small/New Starts grant			Finalize funding plan (<i>secure funding sources</i>)			

What's next?

The Draft Environmental Impact Statement is one phase of project development. The next phases are meant to refine the analysis in the DEIS, further developing community and environmental topics, including those below.

Operation. Portland Streetcar Inc. and TriMet would determine what responsibility each agency will have if the streetcar is selected as the Locally Preferred Alternative after selection. TriMet will be responsible if enhanced bus is selected.

Station locations and design. Proposals to add or remove stations for streetcar or stops for enhanced bus can be made during the Locally Preferred Alternative decision-making process. Final station design, and any changes suggested in the Locally Preferred Alternative, would be evaluated and planned during preliminary engineering and the Final Environmental Impact Statement.

Safety and security. Best practices for safe and secure public places would be integrated into streetcar station area design. Local jurisdictions would coordinate safety and security plans for on and around any new transit service. On average about three incidents are reported per day for the entire transit system, which carries about 12,000 streetcar rides per day and about 324,000 rides on TriMet bus, light rail and commuter rail.

Rail crossings. Thirty-five public and private roadway, railroad and pedestrian track crossings have been identified in the proposed streetcar alignment. Where there are private crossings, most typically a driveway or access road, appropriate private crossing treatments would be developed in conjunction with individual property owners. Safe crossing treatments could include closure or relocation, grade separation, stop signs, gates, traffic signals and pedestrian Z-crossings. Treatment selection criteria include sightlines, traffic volumes and speeds, transit vehicle speed, proximity and suitability of alternative routes, and convenience for pedestrians and transit patrons.

Informal access to Willamette Park. Current use of informal park access from Highway 43 would be addressed during preliminary engineering and further refined during final design under the streetcar alternative. The decision will be made in collaboration with project partners, including Portland Parks and Recreation.

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December 15, 2009 2:58 PM

Environmental analysis moves forward for Lake Oswego to Portland transit

Metro and its partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support. The transit project is now preparing a Draft Environmental Impact Statement, studying the potential benefits and impacts of three alternatives in the corridor. The DEIS analyzes the direct and indirect effects of the alternatives.



After the DEIS publication, anticipated for summer 2010, public events will offer an opportunity to share information and solicit comments about the no-build, enhanced bus and streetcar alternatives and design options based on a comparison of potential benefits and impacts. The project steering committee will rely on public input and the analysis results to select a Locally Preferred Alternative in fall 2010.

The project partners have just published the latest newsletter for the project, outlining the alternatives and design options being analyzed in the study. The newsletter has been mailed to residents and businesses in the corridor as well as people who have signed up to the project's interested persons list.

Download the project newsletter
Find out more about the project

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May 25, 2010 10:40 AM

Community advisory committee addresses growth projections for Lake Oswego to Portland corridor

The community advisory committee for the Lake Oswego to Portland Transit Project met last week to learn about and discuss growth projections for the next 25 years in the Highway 43 corridor. The committee is preparing to make a recommendation on transit alternatives between the two cities: enhanced bus service, streetcar or no-build. [Learn more about the committee](#)

Agencies involved in the project will consider the committee's recommendation, public comments and technical analysis before selecting a transit solution for further study later this year, carefully weighing trade-offs to make the most of public resources to meet future travel demand while protecting the character of neighborhoods in the corridor.

The presentation to the community advisory committee began with a reminder that the four-county metropolitan area is expected to increase in population by 1.3 million people over the next 25 years. In the area between Lake Oswego and Portland, the bulk of the growth is expected in downtown Portland, with Johns Landing and Lake Oswego also showing significant increases in residents and jobs. The presentation also provided an overview of the process for forecasting how many riders might use the enhanced bus and streetcar if they are built, at the time they open and in 2035. Metro works with county and local planners to review and hone the growth projections based on local zoning and plans and to review ridership projections.

Because some community members had expressed frustration at earlier meetings, process improvements were made to be sure members have an opportunity to understand and discuss presentation topics with the right balance between too much detail and not enough information. Feedback from members after the meeting indicated many appreciated the committee's dialog and look forward to more discussion next month. Ellie McPeak, the committee chair, pointed out that the discussions at previous meetings have highlighted community concerns and helped improve the analysis.

[Learn more about the Lake Oswego to Portland Transit Project](#)

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June 24, 2010 5:58 PM

Lake Oswego to Portland Transit Project: Choosing an alternative

With ever-increasing traffic, decision-makers are faced with the need to make the most of available public resources while protecting the character of neighborhoods in the Highway 43 corridor. A more effective transit solution in the corridor could offer better travel options than what is currently available, helping people save time and reduce air pollution. The Lake Oswego to Portland Transit Project is working on its Draft Environmental Impact Statement to address future travel demand between the two cities, evaluating three transit alternatives: enhanced bus, streetcar and no-build.

With the publication of the Draft Environmental Impact Statement, expected in fall 2010, project partners will ask the public to review and comment on the analysis of the benefits and trade-offs during the 45-day comment period. Comments will help decision-makers choose a Locally Preferred Alternative. You'll have a chance to visit open houses and the project website for details about the project and the analysis, and comment online or at public hearing.

A new fact sheet outlining the decision-making process is now available on the project website.

[Download the fact sheet \(PDF\)](#)
Find out more about the Lake Oswego to Portland Transit Project

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Metro news

September 22, 2010 5:15 PM

Report: Lake Oswego bus would be cheaper, but wouldn't spur development

By Nick Christensen. This story was not subject to the approval of Metro staff or elected officials. Its content does not necessarily reflect the opinion of Metro staff or councilors.

Up front cost difference estimated to be \$37 million for the region

PORTLAND – Establishing frequent bus service to Lake Oswego could be cheaper than building a streetcar, but probably won't spark increased development along the proposed transit corridor, Metro councilors were told Tuesday.

In a worksession briefing about the Lake Oswego to Portland Transit Project in advance of the release of the project's draft environmental report, staff members presented the six councilors with projections for ridership, cost and development spurred by construction of a transit project.

[Read more about the Lake Oswego to Portland Transit Project](#)

The study comes in the wake of a 1990s-era study by the Oregon Department of Transportation, saying that it's not feasible to widen Highway 43 between inner Southwest Portland and downtown Lake Oswego.

"When we say 'not feasible,' what is meant is that there are cliffs on one side of the road, high rock walls on the other side and very expensive property on both sides," said ODOT spokesman Brad Wurfel in an e-mail Wednesday. He said that specific cost estimates were not available, but that the both the property acquisition costs and increased rock slide risks would be very high.

About 20,000 cars a day use the three-lane road near the Willamette River.

According to the environmental report, that number could grow as jobs and homes come to the corridor – downtown Lake Oswego's population could grow by a third between now and 2035, the report says.

Given the constraints of the existing roadway there seemed to be little question from Metro councilors as to whether a transit corridor was needed. The \$328 million question was whether the transit should come in the form of express buses or a streetcar.

An express bus service between southern Lake Oswego and downtown Portland would cost about \$51 million, the report estimated, versus a \$379 million low-end price tag for building a streetcar to the area. Those costs could jump as high as \$458 million depending on where specifically the streetcar is constructed.

But those increased costs are nuanced. Some of the cost includes the 1996 purchase of the Willamette Shore Line. The federal government could pick up half of the cost of the project – more, if the recent situation with the Milwaukie light rail funding proves to be the exception and not the rule. That might be small consolation to taxpayers in Iowa but will likely be a factor when local officials and stakeholders decide how to proceed.

Staff projected that an express bus would cost \$20 million locally to implement, versus \$57 million to \$83 million for the streetcar, again, depending on design.

A streetcar also costs nearly \$1 million a year less to operate, although Councilor Carl Hosticka pointed out that three centuries might be a long time to wait to recover those savings.

It was the increased development potential from streetcar that intrigued Hosticka, who represents southern Washington County.

"It costs you seven times as much to build a streetcar, but you get all this development," Hosticka said. "That's what I'm wondering."

Specifically, the transit project could open up opportunities for development in the Foothills area near downtown Lake Oswego. And the report projects construction of more than 600,000 square feet of new buildings by 2025 within a block of a transit park and ride in downtown Lake Oswego. The Johns Landing area could see 1.6 million square feet of new building space by 2025, the report says. By way of comparison, the US Bancorp Tower in downtown Portland has 1.1 million square feet of space.

Would an enhanced bus service achieve the same development goals?

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September 22, 2010 10:46 AM

Questions and answers about the Lake Oswego to Portland Transit Project

Recently, questions have been raised and assertions have been made by advocacy groups regarding the project alternatives, specifically regarding the project need as well as the cost and viability of the streetcar alternative. The Draft Environmental Impact Statement will detail the results of the analysis of the alternatives but the project team has compiled responses to the most common questions in advance of the DEIS.

The topics range from budget and funding to public feedback. For instance, one assertion has been that none of the alternatives reduce the congestion on Highway 43. The response addresses the fact that though no solution would eliminate congestion, the project has the opportunity to expand the capacity of the corridor, reduce the peak congestion timeframe and give people better options compared to sitting in traffic. The questions and answers are available on the project website along with responses to questions collected from community group meetings this spring and summer.

[Read the questions and answers](#)

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Carlotta Collette

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September 30, 2010 1:39 PM

Highway 43 corridor neighbors discuss potential streetcar design options

Earlier this month, Lake Oswego to Portland Transit Project Community Advisory Committee members and neighbors met with city and project staff to discuss the community effects, cost differences, and ridership and development potential for the streetcar design options in their neighborhoods. The input from these breakout sessions will help frame local preferences at the October community advisory committee meeting.

The Lake Oswego discussion explored the possibilities for supporting Foothills redevelopment to enable downtown living, different housing choices and a more walkable community that will, in turn, support all kinds of residents, including young families and seniors. One participant noted that great transit is a good fit for a progressive city like Lake Oswego, providing an opportunity for Lake Oswego to lead by example. The Dunthorpe/Riverdale meeting focused on potential impacts, with concerns expressed about local access, parking, neighborhood character and property values. The Johns Landing discussion investigated the design option that best leveraged the investment to benefit the businesses and jobs, making the neighborhood a connected extension of the downtown urban environment.

At the October meeting, the committee representing community interests in the Highway 43 corridor will begin focused deliberations on the transit alternatives in the corridor. Members will continue discussions on the benefits and trade-offs of streetcar, enhanced bus or no-build alternatives, leading to the committee's final recommendation this winter.

Find out more about the Lake Oswego to Portland Transit Project

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

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December 8, 2010 7:46 AM

You're invited to learn about the Lake Oswego to Portland Transit Project DEIS

Improving transit in the Highway 43 corridor is an investment in the region's long-term future. Transit investments direct growth and redevelopment where we want it to be – in downtowns and along main streets – and often encourage neighborhood redevelopment that helps build vibrant, active communities – places where seniors can age-in-place and areas with essential services and cultural opportunities close by.

Join project staff at an open house to learn about the results of the Draft Environmental Impact Statement and preliminary Section 4(f) assessment with preliminary findings of *de minimis* impacts to public parks, clarifying the benefits and trade-offs of the three alternatives: no-build, enhanced bus and streetcar. The analysis includes the future effects that each alternative would have on communities, traffic, travel options and the natural environment.

Attend an open house

4 to 7 p.m. Thursday, Dec. 9, 2010
PBS Conference Center 4343 SW Corbett Ave. Portland

4 to 7 p.m. Thursday, Dec. 16, 2010
Lakewood Center for the Arts 368 S. State St., Lake Oswego

Public comment period Dec. 3, 2010, to Jan. 31, 2011

Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland. Your comments also will inform the additional analysis in the Final Environmental Impact Statement.

Review the Draft Environmental Impact Statement
Get involved

Download the fall 2010 project newsletter, which summarizes the highpoints of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.
Download the PDF (5.3M)

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December 16, 2010 11:41 AM

Johns Landing residents learn about Lake Oswego to Portland transit project

Second open house takes place tonight

Last Thursday, residents met with Lake Oswego to Portland Transit Project staff to discuss the analysis in the Draft Environmental Impact Statement. The analysis examines the benefits and trade-offs of the three transit alternatives: no-build, enhanced bus and streetcar. More than 50 residents from Johns Landing and other neighborhoods in the Highway 43 corridor braved the rainstorm to attend the open house at the PBS Conference center. A second open house will take place at the Lakewood Center in Lake Oswego tonight, Thursday, Dec. 16. Public comments on the project and analysis are accepted through Jan. 31.

Staff from Metro, TriMet, the cities of Lake Oswego and Portland, and Clackamas and Multnomah counties were on hand to for conversations ranging from decisions about the alignment to potential funding opportunities and the effects on the natural environment, neighborhoods, transit ridership, travel time and travel options for corridor residents. Cost and benefits of the streetcar alternative were major topics: some say that the price tag is too high or that now is not the time for public investment, while others point out that the local cost is relatively low for the economic, development and mobility benefits that it offers. Decision-makers will seek to balance these types of trade-offs in the coming months.

You're invited

Lake Oswego to Portland Transit Project open house
4 to 7 p.m. Thursday, Dec. 16, 2010
Lakewood Center for the Arts 368 S. State St., Lake Oswego

Public comment period Dec. 3, 2010, to Jan. 31, 2011

Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland. Your comments also will inform the additional analysis in the Final Environmental Impact Statement.

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Metro news

January 25, 2011 12:18 PM

Opinions about streetcar vary at Lake Oswego transit project hearing

By Nick Christensen. This story was not subject to the approval of Metro staff or elected officials. Its content does not necessarily reflect the opinion of Metro staff or councilors.

Local officials, faced with tough choices about a proposed transit connection between Portland and Lake Oswego, got little clarity Monday night at a packed public hearing on the project.

A surprisingly civil crowd of about 80 people was nearly evenly split between opponents and proponents of the transit project. The three-hour hearing was held at Lake Oswego's Lakewood Center for the Arts.

Metro, in coordination with several agencies, is working on an environmental study of the transit proposal. With the Oregon Department of Transportation saying a widening of Highway 43 would be prohibitively expensive, the study is focusing on enhanced bus service or a new streetcar line as the two best options to improve capacity on the corridor.

[Click here to visit Metro's website for the Lake Oswego to Portland environmental study](#)

While the hearing was formally part of the public feedback process for the environmental study of the project, many used the hearing as an opportunity to lobby the elected officials who will ultimately make the decisions about funding the project. A panel that included Metro Councilor Kathryn Harrington, Clackamas County Commissioner Ann Linger, Multnomah County Commissioner Deborah Kafoury and Lake Oswego Mayor Jack Hoffman listened to the testimony. Metro Councilor Shirley Craddick and several Lake Oswego city councilors sat in the audience.

Opponents of the project focused on its cost of the streetcar, and the impacts it would have on Lake Oswego's downtown area.

"I ride TriMet frequently. I'd love to ride ... to downtown Portland and not hit a bumpy road," said David Elton, one of about 40 people to testify against the streetcar proposal. "Am I willing to pay \$460 million for that? No. I think this is a great idea, but the time is not right. It's not effective. Not enough people would ride it."

But several of more than 35 streetcar proponents to speak said new developments along the streetcar line would benefit Lake Oswego.

"We can no longer kick the can down the road," said Lake Oswego resident Henry Kass. "We are going to have a million more people in this metropolitan area. And while not all of them are going to come to Lake Oswego, we do want to have a new, young and growing population, and we want part of those folks here with us."

Opponents question cost, new development

Many of the project's opponents focused on the wisdom of using government intervention to spur development in the Foothills area of Lake Oswego.

"The people don't want the streetcar, the Foothills development, the local improvement district or free federal money," said Art Scevola, one of the speakers at the hearing. "Let the markets speak when ready by getting government out of the way."

Tom Maginnis, a self-described advocate of public transportation who said he'd lived in Tokyo, Washington and New York City, said the conditions in Lake Oswego weren't right for high capacity transit.

"Light rail (streetcar) is mainly useful to add value to the Foothills properties, at enormous taxpayer expense," he said. "If the goal is to get Foothills connected to Portland, that could be achieved by a fraction of the cost by connecting Foothills to the existing Milwaukie line by a new train bridge."

The streetcar project is estimated to cost between \$379 and \$458 million, with local governments projected to be responsible for as much as \$83 million of that.



Nearly 80 people testified at a public hearing about the Lake Oswego transit study on Monday.

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