

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 misguided.

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

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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>

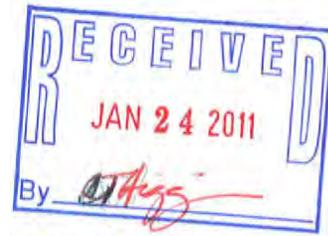
From: Julie Beck [julie@becknme.com]
Sent: Sunday, December 05, 2010 2:19 PM
To: Trans System Accounts
Subject: streetcars

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.



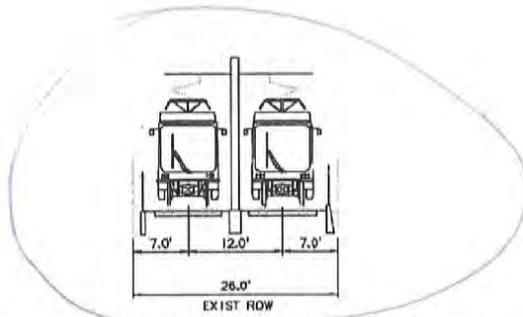
Ed Becker

5630 SW Riverside Lane

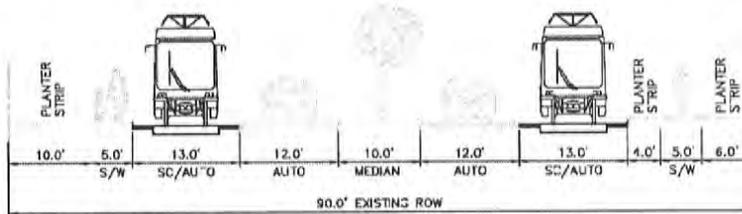
Portland, OR 97239

Streetcar Alternative
Typical Cross-Sections
near SW Pendleton Street

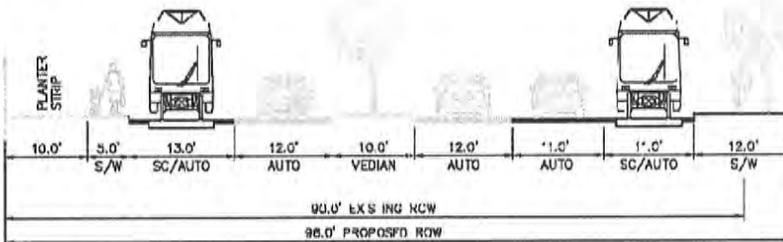
Figure D-8



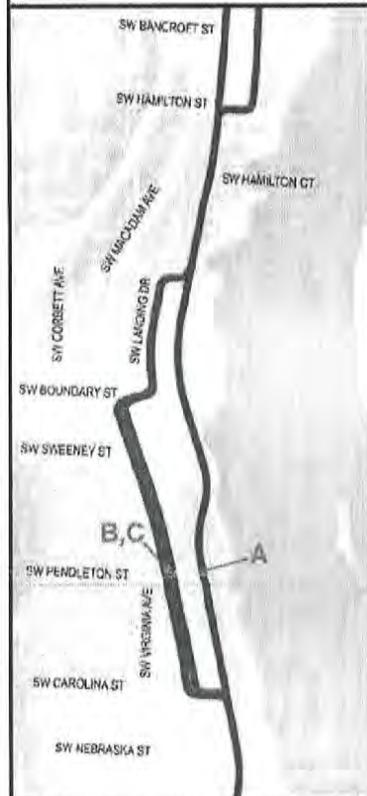
A: Streetcar Alternative Willamette Shore Line Design Option Cross-Section near SW Pendleton Street - Facing North



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

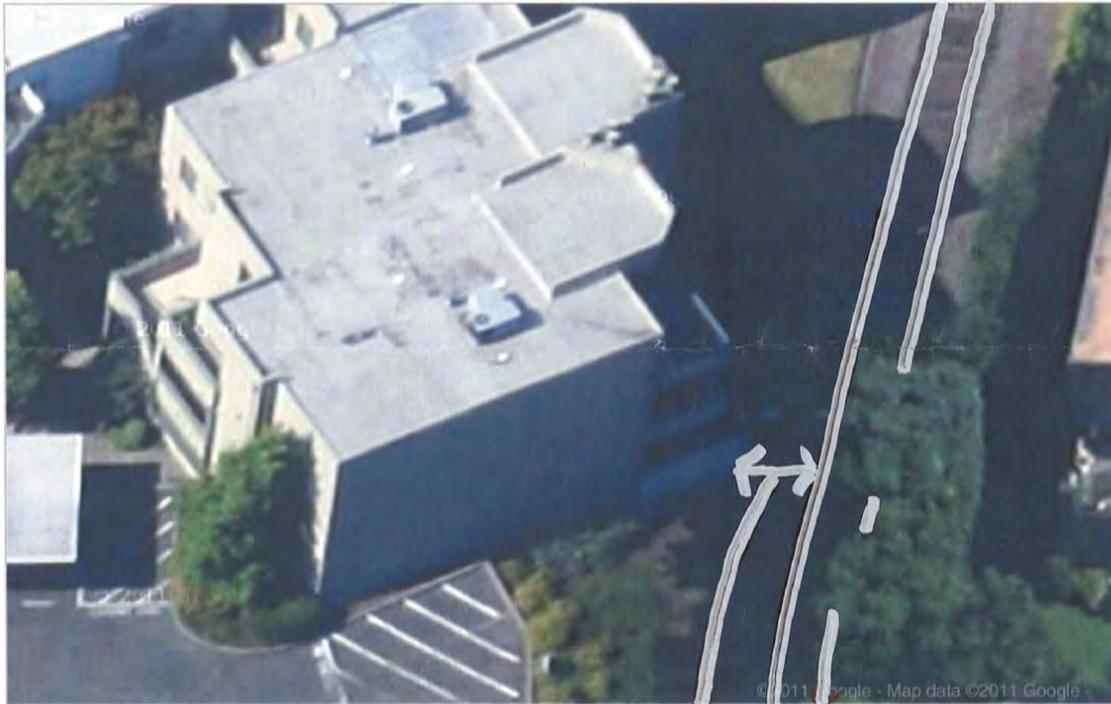


C: Streetcar Alternative Macadam Additional Lane Design Option Cross-Section near SW Pendleton Street - Facing North





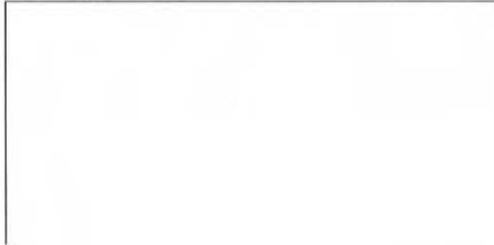
To see all the details that are visible on the screen, use the "Print" link next to the map.



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.

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 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 _____

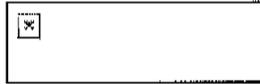
Comment (use back or attach additional sheets if necessary)

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.

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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

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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
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- 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.

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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) 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 BOBP

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!

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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

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TWO GREAT NEIGHBORHOODS. THANK YOU

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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.

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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
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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
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 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 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 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

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

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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@afpinc.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 its 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

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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

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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)

- | | | | |
|---|--|---|---|
| <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)

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

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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

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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*.

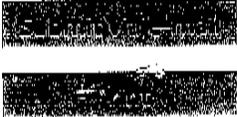
Finally, I believe some of those in the opposing camp are being very short sighted. The DEIS study refers to the year 2035 for the analysis of future traffic and development. But let's be realistic, this streetcar will still be running in *100 years*. And whether you like it or not, things are going 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.

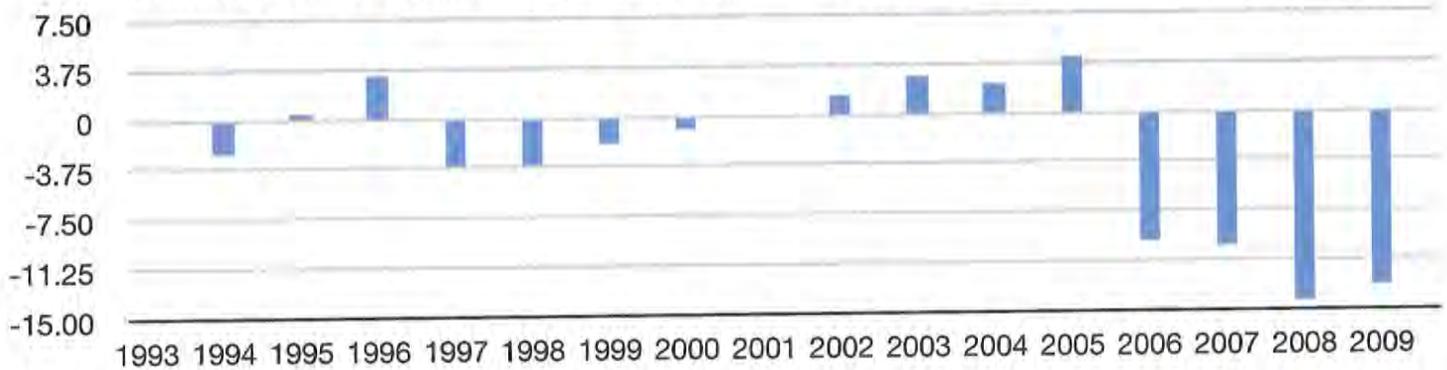
Let's take the last one first:

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.

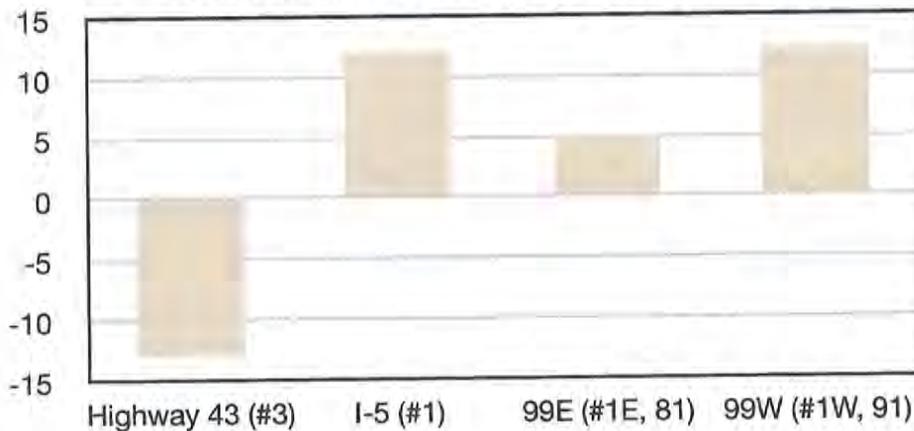
CHART 1: Hwy 43 {Milepost 1.01 to 6.14} Median Traffic Volume - % Change From 1993



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.

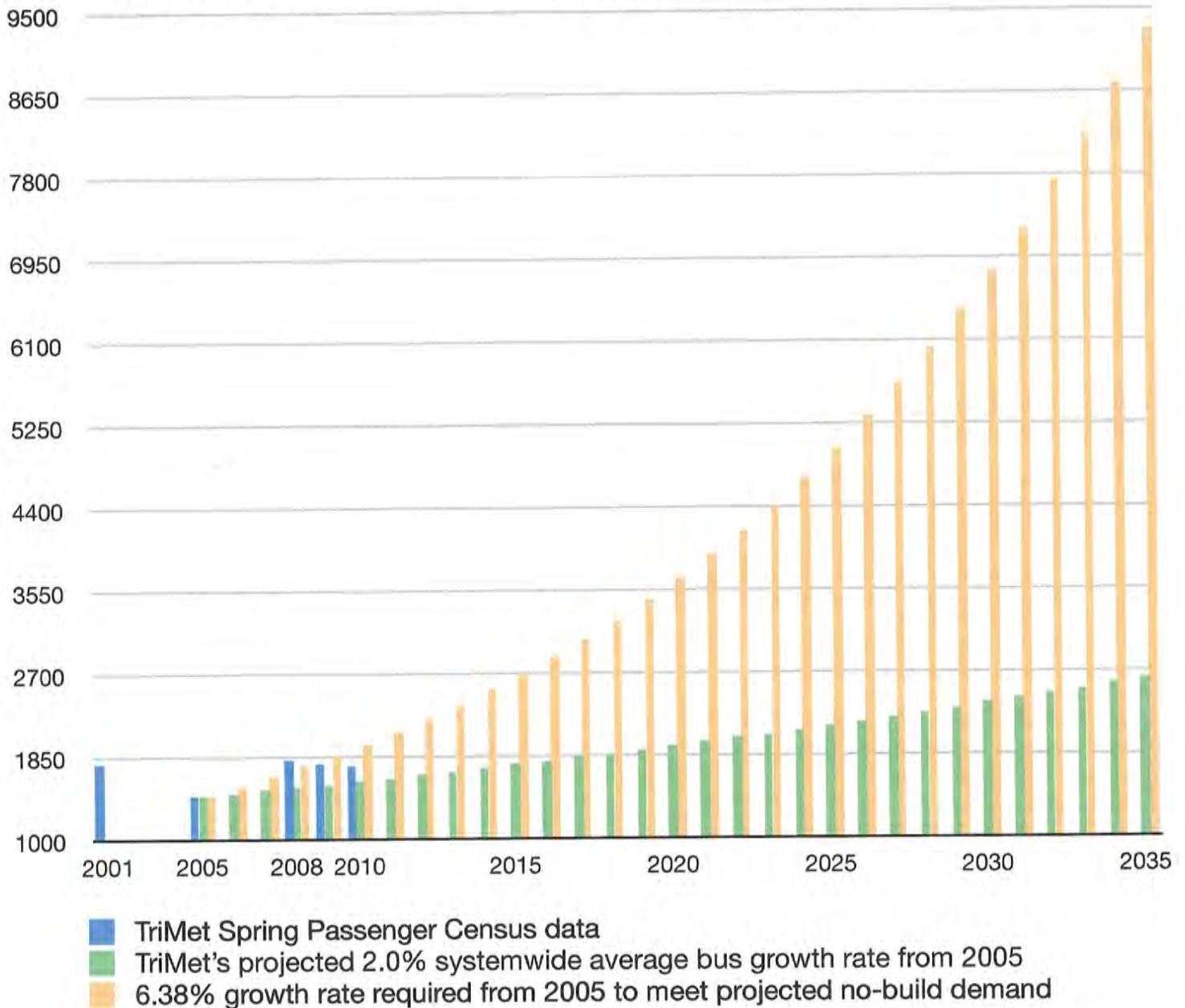
The following chart compares Highway 43 with the three nearest roughly parallel state highways. The numbers in parentheses refer official state highway numbers used in traffic volume reports. The linear regression analysis slope for Highway 43 for 1993 through 2005 is approximately 0.26%, which would 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

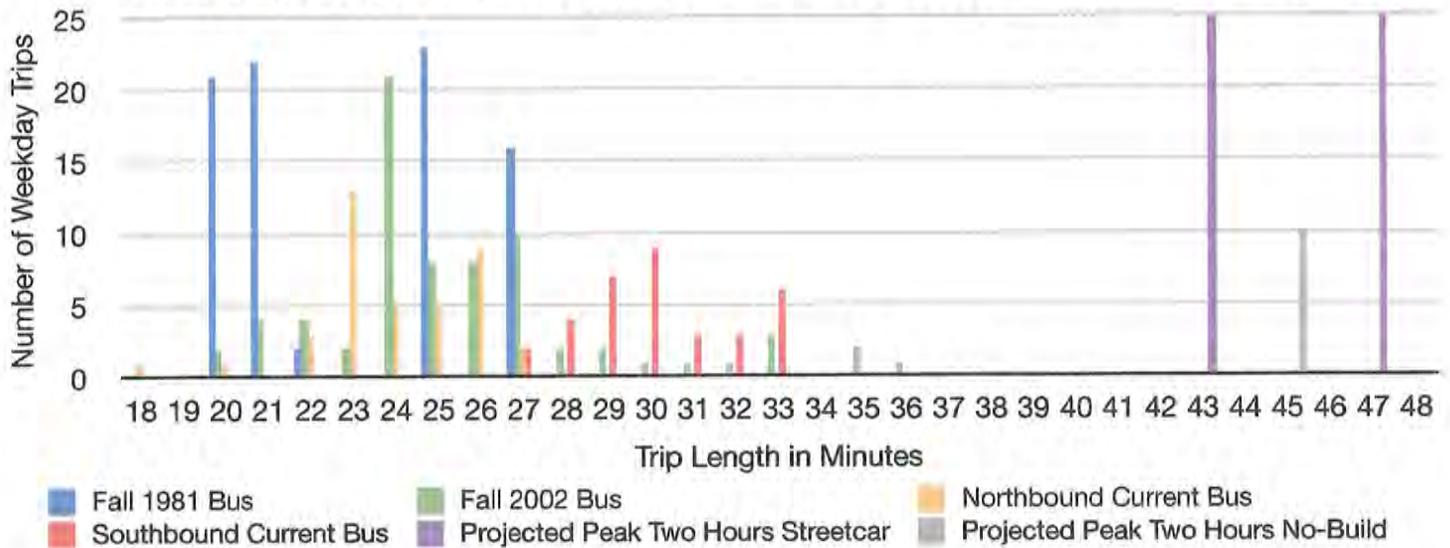


Current and historic Section ridership is from TriMet Spring Passenger Census data. Methodology and copies of original reports are in Appendix 2. Only spring reports are shown for chart clarity, but ridership peaked in the summer/fall of 2008 at 2022.5 with \$4.00 plus gasoline. Section ridership has 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		Households	Growth	2035	
	Households	Employment			Households	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.

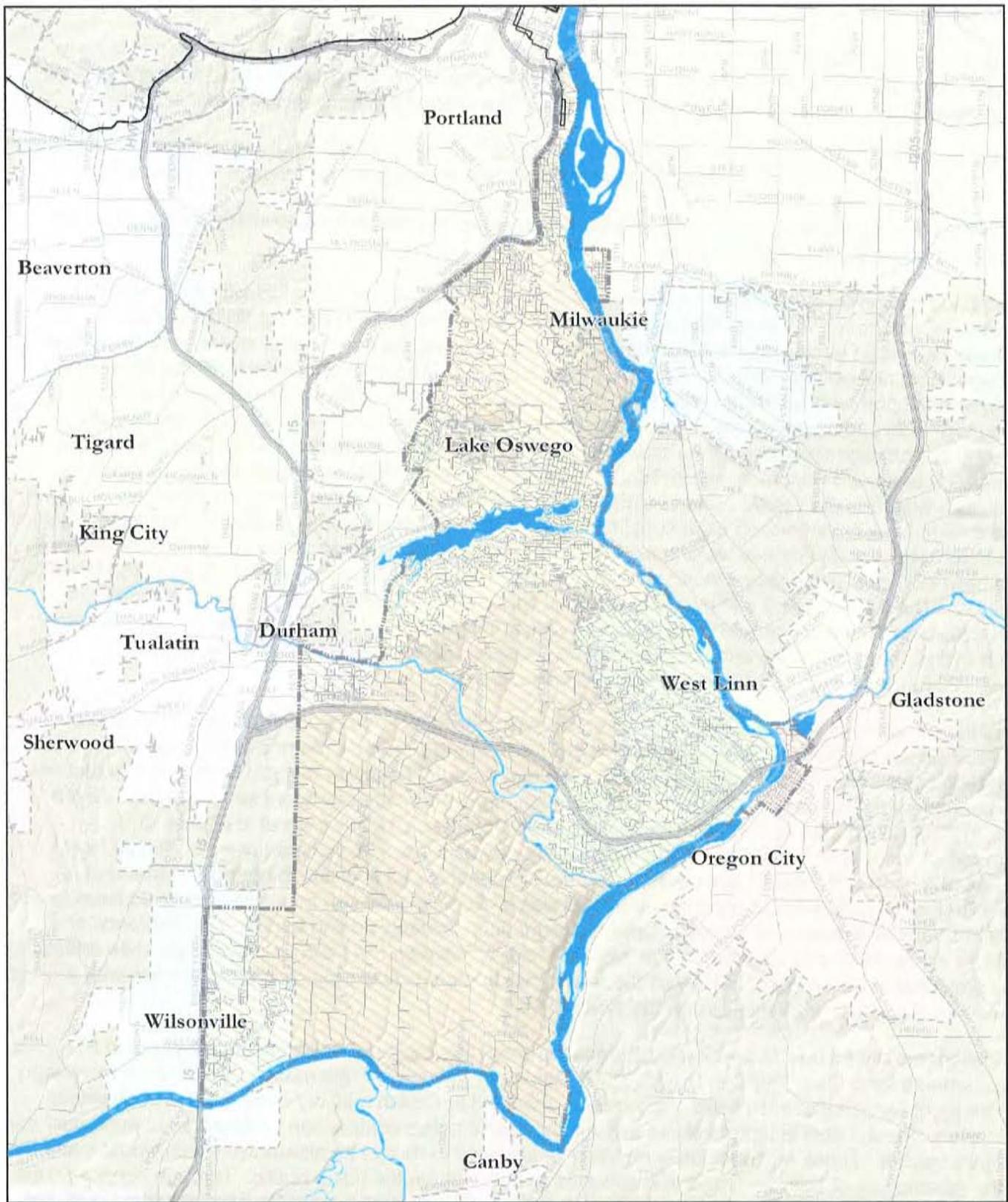
Metro's Traffic Shed Map

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.

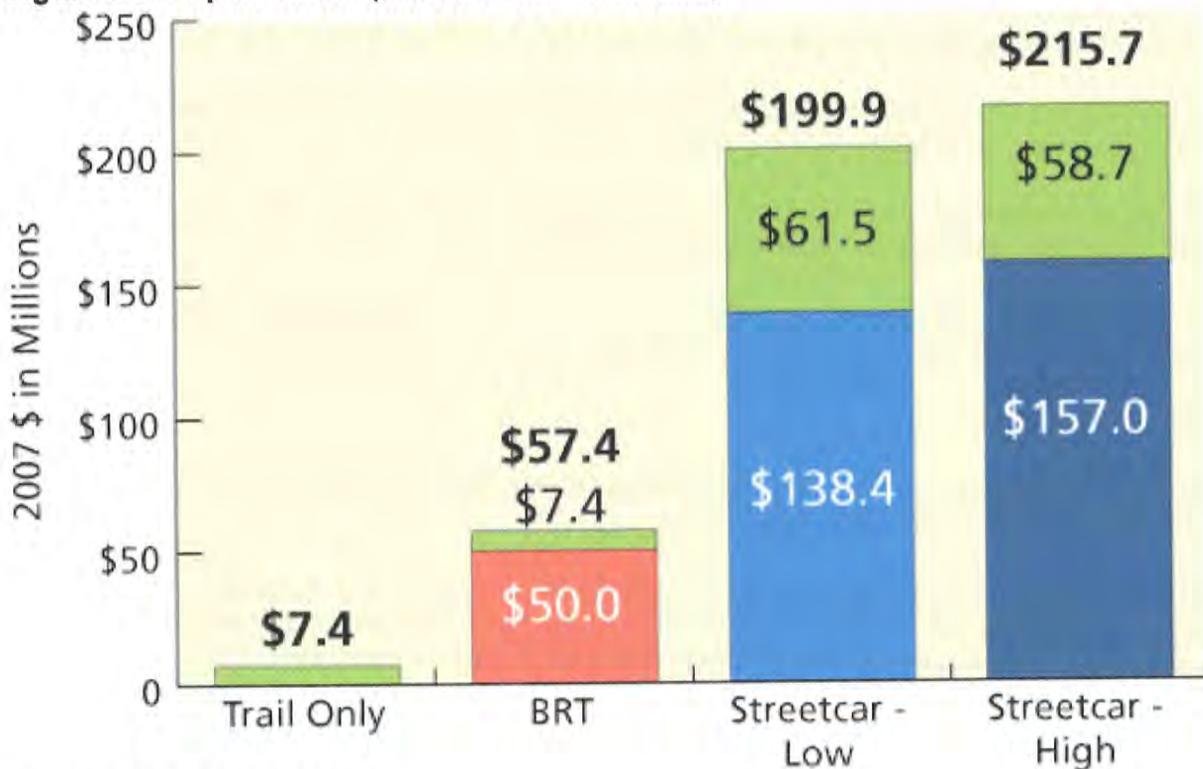
INCREASED CONGESTION

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 / HAMIL TON 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	10466	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
Pilkington & Kenny	4447	0	3	3	0
Pilkington & Fernbrook	4446	0	1	1	1
Pilkington & McEwan	4450	0	1	1	0
Pilkington & Dawn	4444	1	0	1	0
Pilkington & 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	5306	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 & Russel	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
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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
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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

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All Day Ons and Offs by Route and Stop
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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.

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35-Macadam/Greeley

Weekday To Portland City Center and University of Portland

Oregon City Transit Center Stop ID: 8762	Williamette 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.

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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
	12:55	1:02	1:07
	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	NW 6th & Irving Union Station			
		4:47	4:51	5:01	5:05	5:15	5:24	5:30	5:34			
		5:48	5:56	6:09	6:19	6:23	6:33	6:43	6:50			
		6:05	6:21	6:25	6:35	6:41	6:51	7:01	7:08			
		6:22	6:38	6:42	6:54	7:00	7:11	7:18	7:24			
		6:32	6:48	6:52	7:04	7:09	7:20	7:31	7:39			
		6:51	7:08	7:12	7:24	7:29	7:40	7:51	7:59			
		8:05	8:10	8:22	8:27	8:38	8:49	8:57	9:07			
		8:35	8:40	8:52	8:57	9:08	9:19	9:27	9:37			
		9:05	9:10	9:22	9:27	9:38	9:49	9:57	10:07			
		9:35	9:40	9:51	9:57	10:08	10:19	10:27	10:37			
		10:05	10:10	10:21	10:27	10:38	10:49	10:57	11:07			
		10:35	10:40	10:51	10:57	11:08	11:19	11:27	11:37			
		11:05	11:10	11:21	11:27	11:38	11:49	11:57	12:07			
		11:35	11:40	11:51	11:57	12:08	12:19	12:27	12:37			
		12:05	12:10	12:21	12:27	12:38	12:49	12:57	13:07			
		12:35	12:40	12:51	12:57	1:08	1:19	1:27	1:37			
		1:05	1:10	1:21	1:27	1:38	1:49	1:57	2:07			
		1:35	1:40	1:51	1:57	2:08	2:19	2:27	2:37			
		2:05	2:10	2:21	2:27	2:38	2:49	2:57	3:07			
		2:35	2:40	2:51	2:57	3:08	3:20	3:28	3:38			
		3:05	3:11	3:22	3:28	3:39	3:51	3:59	4:09			
		3:31	3:36	3:47	3:53	4:05	4:18	4:26	4:36			
		3:57	4:02	4:13	4:19	4:31	4:44	4:52	5:02			
		4:15	4:20	4:31	4:36	4:48	5:01	5:09	5:19			
		4:45	4:50	5:01	5:06	5:18	5:31	5:39	5:49			
		5:15	5:20	5:31	5:36	5:48	6:01	6:09	6:19			
		5:44	5:49	6:00	6:06	6:17	6:27	6:37	6:47			
		6:22	6:27	6:41	6:51	7:07	7:17	7:24	7:34			
		7:40	7:44	7:53	7:58	8:08	8:17	8:24	8:34			
		8:40	8:44	8:53	8:58	9:08	9:17	9:24	9:34			
		9:43	9:47	9:55	9:58	10:08	10:16	10:22	10:32			
		10:42	10:46	10:54	10:57	11:07	11:15	11:21	11:31			

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						
		10:03	10:09	10:14	10:18	10:22						
		11:03	11:09	11:14	11:18	11:22						
		12:03	12:09	12:14	12:18	12:22						
		1:03	1:09	1:14	1:18	1:22						
		2:03	2:09	2:14	2:18	2:22						
		3:02	3:08	3:14	3:18	3:22						
		4:02	4:08	4:14	4:18	4:22						
		5:02	5:08	5:14	5:17	5:22						
		6:03	6:09	6:15	6:18	6:22						
		7:03	7:08	7:13	7:16	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						
		10:33	10:37	10:40	10:45	10:50						
		11:33	11:37	11:40	11:45	11:50						
		12:33	12:37	12:40	12:45	12:50						
		1:33	1:37	1:40	1:45	1:50						
		2:33	2:38	2:42	2:48	2:54						
		3:33	3:38	3:42	3:48	3:54						
		4:33	4:38	4:42	4:48	4:54						
		5:33	5:37	5:40	5:46	5:52						
		6:33	6:36	6:39	6:44	6:49						
		7:33	7:36	7:39	7:44	7:49						

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 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	5:06	5:10
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	7:33	7:35	7:39
M7:05	7:18	6:30	6:40	6:47	7:22	7:33	7:35	7:39
7:33	7:46				T7:32	8:01	8:03	8:07
					7:50			
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			
7:36	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			
01:56	12:08	12:10	12:21				12:25	12:38
12:21	12:33	12:35	12:46	12:54	1:01			
01:46	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
6:18	6:32	6:34	6:45	6:53	7:00	7:05		
M05:36	6:52	6:54	7:05				7:09	
5:46	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-Schoils 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.

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**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

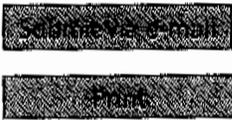
Enhanced Bus Service Option: Bus stops at Palatine Hill Road, Riverwood Road, Riverdale Road and Radcliffe Road will be eliminated leaving bus stops at only Military Road and the Sellwood Bridge. Distances from the Riverdale intersection to the Military Road and the Sellwood Bridge stops are 0.6 miles 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 signalized 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 enhanced 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.

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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.

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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.

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