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

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Date 12/10/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) jeanne e galick

Affiliation (if any) \_\_\_\_\_

Address (required) 7005 sw virginia, portland 97219

E-mail (optional) galick@europa.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I tried submitting comments on the web but I don't think they went through. Here is my second attempt at comments.

I enthusiastically vote for the streetcar option. The streetcar presents many advantages:

- provides frequent, reliable service including evenings and during snow events
- encourage commercial development and perhaps even a town center along Macadam — something which South Portland has yet to successfully accomplish
- the funding package would include monies to develop a much-needed bike trail between LO and Portland
- it is quiet
- and, quite frankly, it is fun to ride.

My concerns:

- that the Macadam Corridor zoning rules remain in place. This means that along Macadam (south of Boundary), building heights are restricted to 45'. Also, drive-ins are prohibited. The height limit is important to the neighborhood, which is pinched between the hillside and Macadam, so that a "wall" is not created along the corridor.
- that any impacts to Willamette Park, Powers Marine Park and the Willamette Butterfly Park are kept to an absolute minimum. And that funds might be found to enhance these natural areas.
- that the very narrow bike corridor along Macadam between the Sellwood bridge and Macadam Bay houseboats be greatly improved
- Keep pedestrian access to Willamette Park at both Nebraska and Nevada open and safe
- Provide safe pedestrian crossings along Macadam

Thank you for the opportunity to comment.

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

**From:** Betty Gallucci [bettylakegrove2002@yahoo.com]  
**Sent:** Sunday, January 30, 2011 9:06 PM  
**To:** Trans System Accounts  
**Subject:** Updating trolley.

I say no trolley upgrades or light rail. Already light rail is above budget. Do we want more of this nonsense, The trolleys are mostly half empty except to the airport. I ride the bus into Portland, to catch light rail to the airport. and would often if the schedules would meet on the buses and if there was better bus parking in Oswego. In bad weather the trolley is in trouble but the buses go through. The buses are going to Oregon City anyway. Upgrading the track and more rides per hour are hard on Real Estate value for those homes on the river. A bad idea. People from Portland will not come to Oswego to shop. Most of our business downtown are local or West Linn as far as I can see. We have a nice town lets not make it a Tourist town. Betty Gallucci

**From:** Lynda Gardner [lyndagard@live.com]  
**Sent:** Monday, January 31, 2011 9:32 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar Comment in Opposition

My name is Lynda Gardner and I reside at 11075 SW Riverwood Road, Portland, Oregon 97219. After much consideration, my husband and I have decided to voice our opposition to the Lake Oswego Streetcar Project. Whatever merits the proposal might have at another time, it is too costly a project to undertake at this time. Even if the project were fully funded by the federal government, it would not change our opinion because all of the costs must ultimately be borne by taxpayers at the expense of other needs. Additionally, our neighborhood does not want it, and it would interfere with the use and enjoyment of our property.

Thank you for your consideration.

Lynda Gardner

**From:** Sarah Gary [garynote@msn.com]  
**Sent:** Monday, January 31, 2011 9:23 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar Opposition

I am writing to voice my opposition to the Lake Oswego Streetcar. The project is too expensive to justify. Improve the bus system on Highway 43.  
Sarah Gary

—Original Message—

From: Robert Gates <[rgates1411@yahoo.com](mailto:rgates1411@yahoo.com)>

To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>

Sent: Mon, Jan 24, 2011 5:00 am

Subject: Why consider a Street Car with the Willamette River so accessible to us?

To Panel Members,

I am puzzled why so little attention has been spent on considering the Willamette River as an alternative to spending over \$400 million for a Street Car route. The Willamette River is navigatable 12 months a year, 24 hours a day, at no cost. I am sure that a vessel such as the Spirit of Portland or something much smaller could be chartered for a year initially, to give a reasonable opportunity to analyze the usage by the commuting public. Several trips could be scheduled during the rush hour, both in the morning and in the evening. Depending on available dockage on the river, the vessel may also pick up commuters on the east side of the river.

Who knows, maybe this form of transportation would even attract a number of residents and tourists who think it is fun just to take the trip. This happens in San Francisco, Seattle and New York. Imagine the number of people in the area who have never enjoyed a boat ride on the River.

As a long time resident of Lake Oswego, I am very troubled with the proposed expenditure for a Street Car when, at the same time, we are considering closing three elementary schools and a high school due to lack of students. The reason for the decline in students seems to be related to the fact that young families can no longer afford to live in our community. It is likely that the families who avoid our community because housing is unaffordable are the very ones who might use the commuter facilities. The emergence of office space along Kruse Way also detracts from increased commuter usage. Why commute to downtown Portland when jobs can be found close to home?

Before adopting a course of action which will cost our community an unknown amount in increased taxes, I strongly suggest we explore the use of a vessel on the Willamette as a solution for our future estimated commuter congestion. This alternative can be easily discontinued if the increased number of commuters does not materialize. Otherwise, if a street car system is built we have mortgaged the future of our City with no significant benefit.

Thank you,

Robert S. Gates  
1411 Lakefront Road  
Lake Oswego, OR 97034  
503-636-2605

[mail.aol.com/.../PrintMessage.aspx](mailto:mail.aol.com/.../PrintMessage.aspx)

1/2

RCVD: 04/21/2006

LO - Portland Transit Project  
500 NE Grand Ave  
Portland, OR 97232

Training a rail-based transit system  
The project is located in Portland on  
the west side of the Willamette River and  
is vital to the city. Historically,

LO has been a focal point for transport  
-tion since pioneer days. Various modes  
of public utility, like Southern Pacific,  
the Oregon Electric, and present successor, the  
Portland and Western RR, have provided  
passenger and freight services. In 1910-20  
- my Aunt Gladys went to work at Nike's int.  
using the Oregon Electric to go  
to the Portland, Tillamook (Kincaid  
So. Pacific RR) still passes thru  
along N. Street, later known (Cooking School  
at Pioneer Hospital) and down the hill  
to Eugene, mostly freight today.

With a short <sup>train</sup> <sup>line</sup> <sup>from</sup> <sup>LA</sup> <sup>to</sup> <sup>Portland</sup>,  
growing <sup>value</sup> population pressure and <sup>expanding</sup> <sup>gasoline</sup> <sup>prices</sup> will force <sup>most</sup> <sup>of</sup> <sup>that</sup> <sup>to</sup>  
leave Long River. <sup>Primary</sup> <sup>mode</sup>  
- <sup>transit</sup> <sup>is</sup> <sup>the</sup> <sup>best</sup> <sup>mode</sup>. Electric  
Rail and High Speed are attractive solutions.  
Ed Young, Former ORA Red Eryx

(503) 315 5127  
4500 NE Grand Ave  
L.S. OSWEGO

**From:** kgelbrich@gmail.com  
**Sent:** Thursday, December 02, 2010 6:25 PM  
**To:** Trans System Accounts  
**Subject:** No on streetcar to Lake Oswego

This project seems like a colossal waste of public funds and resources. It is hard to grasp why a project of this magnitude would even be considered. Almost all local governments in the Tri-County (and Nationwide) are battling crippling budget shortfalls. How it is considered to be justifiable to spend money our governments don't have on a project that is unneeded is baffling. Let's do our local schools, police, fire, and needed public works projects a favor but not pursuing this any further.

Kevin Gelbrich  
Clackamas County Resident

**From:** norma jean germond [hngermond@dslnorthwest.net]  
**Sent:** Wednesday, January 12, 2011 10:10 AM  
**To:** Trans System Accounts  
**Subject:** rail transit from Lake Oswego to Portland

It seems only logical to continue our development of means to travel between Lake Oswego and Portland by rail. Now is the time to develop an existing right of way. Failure to do so would give up an existing path. To wait nay longer will mean that future right of way will be far more expensive. The cost of that future path would be staggering. Do it now. Henry Germond, Lake Oswego

**From:** Scott Gibson [scottgibson16@comcast.net]  
**Sent:** Tuesday, January 11, 2011 3:43 PM  
**To:** Trans System Accounts  
**Subject:** Comments on the Lake Oswego to Portland Project

Dear Metro:

Please put us on record as strongly supporting the Lake Oswego to Portland Transit Project. We think that it is a very good solution to the problem of reducing the heavy congestion now found on Highway 43.

Remember that we already own the right-of-way which we bought for only \$1.7 million years ago! Remember that streetcars cannot get stuck in the Highway 43 car traffic which is projected to become even worse than it is today!

We are both long time residents of Lake Oswego, and we both would be happy to pay any additional taxes that this project might require because the long term benefits will far outrun the costs of the project.

Walter S. Gibson & Eloise Gibson  
16 Hotspur Street  
Lake Oswego, OR 97035

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

From: Gale Gipson <[gggipson8853@comcast.net](mailto:gggipson8853@comcast.net)>

To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>

Sent: Sat, Jan 22, 2011 1:21 pm

Subject: Count us against the streetcar

The onslaught of articles/letters in favor of the streetcar over the last few editions of the Lake Oswego Review could have all been produced on a single night at a single meeting, they are so close in content and phrasing. "Act now to make future better" says Roger Hennagin; "Let's look to the future and build now" says Judie Hammerstad. Both articles referred to history in support of acting now. Both encouraged not missing the opportunity to have the streetcar. Both stated it would bring needed development to Lake Oswego (the foothills). Both indicated it was affordable. Neither supported their writings with facts. Neither mentioned the change in character the streetcar and foothills high-density development would bring to our community. Next time you are in downtown LO, stand facing the river while you are walking east towards Manzana's. Look to the southeast and envision a high-rise parking garage in the Albertson's parking area looming over State Street. Look due east and envision apartment buildings towering over the rest of the city. Do you get the feeling we will be bringing Portland into our front yard? Is that what you want? Is that what you came to Lake Oswego to become a part of? If not, then let Metro and other representatives know you oppose the streetcar. If the owners of the foothills want to develop their property, let them do it on their own. Let your city council know you've had enough of their free spending and want to get back the to basics of maintaining the nature and security of our city. The streetcar will not benefit congestion. It is not affordable. It is just a bad idea for Lake Oswego.

Gale and Gary Gipson  
Lake Oswego, OR

Submit via e-mail

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

Print



Date 1/20/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) GARY GIPSON

Affiliation (if any) \_\_\_\_\_

Address (required) 19 EL GRECO

E-mail (optional) gggipson8853@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

The LO to PD streetcar makes absolutely no sense. LO can't afford it. PD can't afford it. The counties can't afford it. The state can't afford it. Ultimately the Federal Government will reject it. There is insufficient need. It will not prevent congestion on 43. It will not service either community. People will not ride it consistently. It is simply too expensive to build and to operate. Without Foothills Development, it is not needed. Without the Streetcar, Foothills cannot be developed. Neither project can be completed in the next decade. Until the economy improves, we all need to cut back on expensive projects and ensure we can maintain the core services the community needs and the quality of education the children deserve.

The following comes from the Wall Street Journal: "The "buyers' strike" has caused house prices to drop, along with an epidemic of foreclosures. What's worse, the long depression in real estate is probably not over. Oregon

Unemployment: 10.6% (Tied for 5th Worst)  
Decrease in Building Permits 2006-2010: -74.08% (7th Worst)  
Number of Listings With Price Reductions (Portland): 35% (Tied for 8th Worst Among 50 Largest U.S. Cities)

Oregon's real estate market has suffered the double blow of a sharp drop in both building permits and price reductions on existing homes. Unemployment is 10.6%, the fifth worst rate in the country. The number of new building permits decreased by 74% from 2006 to 2010. In December 2010, 35% of listings in Portland, the state's largest city, had price reductions."

The reason I put this in is when the value of the "right of way" is reassessed (and since it assumed an unrealistic 19% increase in value annually to create the original figure), you are going to find this asset is not worth nearly what you depended upon. That results in increased costs for all of us.

Metro is already in deep financial trouble. Don't increase it by continuing on this road to waste.

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



Date 1-19-12

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

(Please print)

Name (required) Gabe GIPSON

Affiliation (if any) Resident - Lake Oswego

Address (required) 19 EL GRECO LO

E-mail (optional) gggipson8853@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
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- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other I-5 TRAIN would be more practical

This is not a LTRR situation where Train is necessary

We have enough of failed or over the budget projects in  
Comment (use back or attach additional sheets if necessary)

1. Project is impractical
2. Timing is bad
3. Too costly - Economy very bad
4. Divides community
5. Only involves downtown LO - we live in mt Park close to I-5 - we only would be stuck w/ taxes - have no use for it at all
6. We are not listened to. Need change of these people - vote them out
7. Too few making money on this -
8. Footbills should be developed privately -
9. Buses needed regardless -
10. Use Ten williger - better bus system
4. Portland South - near Spaghetti Factory - where is the shopping - retail stores - convenience - Emergency <sup>NO</sup> med center - buildings empty - low bid

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

Best part of downtown - Library - Restaurants - Chico's - millenium PK

12. The Pearl - doing poorly
13. It's the Economy - Stupid
14. 100 many incompetent people making decisions for us, no common sense. Should invest their own money.
15. We have been Lied to - Sellwood - registration Fee \$5.00/ not going To Sellwood, but Light Rail
16. milwaukee does not want Light Rail
17. Oregon - Portland - anti - business - does not support jobs
18. Downtown LO does not have store like a mall - very high end - corner + go stores
19. Why put people out of Oswego Pointe - where are they going to go?
20. Interests Too Selfish and narrow.
21. Hoffman & Hammerstadt - Spenders unrealistic, narcissists, web - page forced through and a complete costly mistake. Did away w/ revenue coming "LO"
22. Not business people who understand the bottom line.
23. Destroying LO - this is not with living City or Town - 40% Foreclosures Schools Closing, Hoffman wants another Tax
24. Alternatives - Leave LO, City Oregon - Loser attitude - Socialistic
25. metro does not have money for these projects as read in "The Oregonian - Federal not Promised"

If you don't understand then you should be doing something else for a living - You are too dependent on FERS + spending money that is not yours.

— Thank you - Dale Dixon  
 Vate your Conscience. There is a God.  
 "We do care about Lake Oswego and its future."

We need to be able to vote on this.

# A future for Lake Oswego

A **THRIVING** Town or A **DEBT RIDDEN** City

*Rendering of proposed developments, looking east down B Street.*



*Schools not Streetcar*  
*Library not Streetcar*  
*Road Repairs not Streetcar*  
*Police not Streetcar*

Scarce Resources!



Set Priorities for Tax Payer Dollars!

Half a **BILLION** dollars to build streetcar on right of way designated as high risk zone for Landslides & Earthquakes makes **NO SENSE!**\*

(\*Source Draft Environmental Impact Statement 3-105)

## The Streetcar - A Financial Burden

- *Estimated \$458 million just to build the streetcar\**
- *At least \$132 million demanded from local communities - no guaranteed sources for the rest\**
- *Annual operating/maintenance costs - \$3.7 million. Paid for by whom?\*\*\**

(*\*Source - consultants, project managers, staff and proponents of streetcars. \*\*Source DEIS 2-32, 33*)

**An increased tax burden on us, on local businesses & our children**

## The Streetcar - What we love best about Lake Oswego will be lost\*

- *Funding for streetcar takes funds from schools, library, police/fire depts., street maintenance*
- *Streetcar will bring an increase in criminal activity\*\**
- *Traffic congestion & rush hour delays as park & riders leave parking garage\*\*\**

(*\*Letter from City of LO Planning to LCDDC 8.31.2010. \*\*Source IO Review 09:30:2010 Clackamas Co. Sheriff. \*\*\*Source Project Staff Briefing 11:15:2010*)

**The Charm & Character of Lake Oswego will be changed forever**

## The Streetcar - No Congestion Relief

- *No decrease in traffic on Hwy 43\**
- *Increased traffic delays in downtown Lake Oswego \**
- *Commute to Portland will be slower - 43 minutes by streetcar - 29 minutes by auto \*\**

(*\*Source - Project staff report to IO City Co. 11:15:2010 \*\*Source Project Steering Committee Update 11:06:2010*)

**\$458 Million Tax Payer Dollars Spent & Still NO TRAFFIC IMPROVEMENT**

**CALL TO ACTION!** Send in your opinions to  
**stoploststreetcar@aol.com**

Rep. Kurt Schrader - <http://schrader.house.gov>  
Mayor Hoffman & City Council Members - [councildistribution@ci.oswego.or.us](mailto:councildistribution@ci.oswego.or.us)  
Metro Council Members - [metro council@oregonmetro.gov](mailto:metro council@oregonmetro.gov)  
Clackamas Co. Commissioners - [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us)

January 13, 2011 Article Lake Oswego Revised  
by: Gale Gipsman

1/13/11  
(before  
S. Horton's  
+ 2  
Revised)

My husband and I have lived in Lake Oswego for over 25 years. We love our neighborhood, our church, the convenience and all the nice people we have come to know. We appreciate the job that was done with downtown development and the stores, restaurants and parks it included. We enjoy the businesses we frequent and their trust and kindness. It is fun to have people acknowledge us as customers, be helpful and go out of their way just to say hello.

A couple of years ago, we became aware of what is going on in Lake Oswego. Up until then, we were content and complacent in our ignorance. The initial clue that there were problems was the dissent in the community over the purchase of the property that came to be known as the West End Building (WEB). The citizens were not consulted about the obtaining of this large building located almost in the center of the city and which had been a large source of tax revenue. Many were angered, claiming all citizens of Lake Oswego should have approved the transaction before it went through. When the bottom fell out of land values across the country it cut the value of the property almost in half, leaving a debt of 20 million dollars for a property worth \$12 million (now maybe closer to 10).

At about the same time, we also became aware of the ramifications of the Sensitive Lands Ordinances and the affects it has on our use of our private property and its resale value. We had been notified years before that our property was subject to the overlay, but were not informed of details (though there were apparently meetings we could have attended, both of us were working and we did not make the time).

We slowly became aware of an undercurrent of progressive plans for massive spending existing in the city involving the WEB, Sensitive Lands, the Streetcar and Foothills projects, and others where large sums of public money are being dedicated to the use of private developers and land owners. We began attending Budget Committee and City Council meetings. We observed a mayor who does not listen to his citizens. He constantly calls meetings that end up being pointless because their outcomes are predetermined. His followers on the council insult us with their poor decisions and put us down because we oppose their grand plans.

The mayor thinks that all of his plans will bring more business and revenue income for the city. When the businesses on the east side of State Street are demolished for a train, Oswego Pointe is razed to rebuild for high-density housing, and the Albertsons Complex is gone, where are the advantages? Think how long this area will be under construction, disrupting our lives and inhibiting our traffic flow. Downtown businesses should not depend on a train or foothills to bring them business, because their new taxes will be so high, they will have to relocate. These blueprints of the mayor will forever change the nature of our residential community and we will become "Portland South", an extension of a

city with problems larger than ours.

We are delighted the City Council has two newcomers who have principles and financial and business experience. We were surprised when the Chamber of Commerce endorsed council candidates with little or no business or financial experience and ignored candidates having those qualities. That did not seem to support businesses in Lake Oswego. We thought that was the goal of a Chamber of Commerce. Even with the election of the two councilors, the mayor maintains control with the ability to cast the deciding vote if the remainder of the council is consistent with their voting records. That means two more years of tedious observation as more and more money is risked in dubious ventures.

Right now we feel like leaving Lake Oswego. The peace we felt here is gone. Living here has become a chore. Going to council meetings with people not being listened to, an arrogant makeup at City Hall, progressives who have no sense of our fiscal concerns, and environmentalists who think they have a right to our property means constant conflict. Our home values have sunk unbelievably yet we face a 3+% annual increase in our property taxes, along with rapidly escalating utilities that show no indication they will soon abate. Does that sound like our representatives are looking out for us? Don't think so.

It is the responsibility of all of us to get involved and learn what is really going in our City Hall. It is scary. Don't be complacent like we were. Get tuned in and stay that way. Demand your voices be heard.

A handwritten signature in cursive script, appearing to read "Dale G. Prior". The signature is written in dark ink and is centered below the text.

During the last twenty months before this year, if you sat in on Lake Oswego City Council meetings or Budget Committee meetings one word you didn't hear often was "schools". Suddenly, the bleak schools situation has become apparent to Mayor Hoffman. He describes it as "unthinkable". Try "not thought about" instead. I'm not saying members of the council haven't been aware. Mary Olson and new councilors Mike Kehoe and Jeff Gudman have been attending meetings with parents and school board members in search of solutions on their own. Now for the mayor to leap into the fight is management by crisis (as opposed to crisis management).

Schools have long been the main priority in LO and rightly so. In the 80's and 90's our children were in the LO school system. I served on parents' advisory committees and kept up on current school events, including budget matters. I am not knowledgeable of the current issues and don't have answers regarding school closures or funding. I do know that the mayor is right regarding one factor, there are "significant legal obstacles to the city increasing financial commitment." Nevertheless, I hear him suggesting such things as a city income tax and something called a municipal "franchise tax" tacked on to our utility bills. This is not the city paying for anything. This is the already over-burdened citizenry being put in a worse financial plight.

It would seem the streetcar and foothills development are being put to the background while the schools issue takes prominence. This isn't quite true. The spending for these projects continues with the \$1.3 million towards foothills and a potential four to five million dollars in obligations on the horizon for the streetcar in upcoming voting by Metro and the City Council. As the opposition to the streetcar/foothills was growing, it was becoming a political liability for the mayor. The Schools Issue has offered him somewhat of a reprieve.

Though we continue to do nothing except pay interest on the loan for the WEB (\$800,000+ per annum), decisions in that regard are also apparently put off. We are told that since the building has lost half of its worth, we must be patient until it substantially regains value. We have no indication when that might occur, if ever. Meanwhile we are also losing tax revenue we could be receiving should the building be in private hands once again. The mayor has no intentions of moving city government to the WEB and abandoning downtown, which would be a reasonable alternative to selling the WEB.

There's a reason giving is down for churches, charities, and foundations (such as for schools). People, especially retirees, have had to dip into their savings to pay for the growing fees for visionary projects by city government. The City of Lake Oswego and the decisions made over the last ten years are prime reasons for their economic predicament. LO needs to confront our financial limitations as a

city and free up monies to ensure the maintenance of core city services. LO needs to curtail the use of public money for private development. Stop the free spending habits and perhaps other priorities, such as schools, will have additional sources for revenue.

Gary Gipson  
COLA-LO Board Member  
19 El Greco  
Lake Oswego, OR 97035  
503-635-8430

**From:** Jane Gjester [janegjester@gmail.com]  
**Sent:** Thursday, December 02, 2010 12:02 PM  
**To:** Trans System Accounts  
**Subject:** LO Streetcar Comment

I'd like to give my feedback regarding the LO Streetcar.

I grew up in LO and returned after attending University out of state and overseas. I have lived and studied in many cities in Europe and utilized and observed public transport there. I am the mother of 2 elementary school children.

I live within walking distance of the proposed streetcar area and my husband works in downtown Portland.

I am NOT in favor of the streetcar project. The high cost does not provide different benefits from an enhanced bus option, should one be required. I have lived in Europe and spend time there each year and while it sounds very romantic and cool to be able to take the streetcar to Portland, in reality it will take longer than the bus and cost more. As for environmental impact, in Europe they add diesel or electric buses rather than dig up the streets and force people to move so they can build more streetcar.

Highway 43 does not have enough space as it is for cars and streetcar, and it will create a logistical traffic nightmare for years during construction.

My husband leaves for work at 5am and returns home at 6pm. There is no streetcar line near his office downtown and he would not waste time walking from his office to the line at Riverplace. So he would not use the streetcar for everyday work.

It seems you are building this to a) entice shoppers from other parts of Portland to come shop. At where? Sur La Table? The antiques store?

Farmers market??

Or are you planning on erecting huge apartment buildings at foothills?

You assume those people will work in Portland and take the streetcar to their jobs in Portland?

What about the people that live on the other side of LO or are in West Linn...they will drive to the streetcar and park where?

It sounds so romantic and European but let's face it. It is a better dream and not a practical reality.

Jane Gjester

[janegjester@gmail.com](mailto:janegjester@gmail.com)

Submit via e-mail

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

Print



Date \_\_\_\_\_

**Lake Oswego to Portland Transit Project**

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

(Please print)

Name (required) Peter Glazer

Affiliation (if any) \_\_\_\_\_

Address (required) 4500 Kruse Way, suite 390, Lake Oswego 97035

E-mail (optional) pkglazer@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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- Other \_\_\_\_\_

Comment (use back or attach additional sheets if necessary)

I favor going forward with planning for the LO-Portland streetcar. I believe it will have some impact on reducing Hwy 43 traffic. I am certain that the energy source for the streetcar will be preferable to using petroleum in cars or busses. Most importantly, I believe that the streetcar will lead to redevelopment of the under-utilized Foothills area which should become the home to residences and commercial buildings that enhance the vitality of Lake Oswego, particularly downtown Lake Oswego. I cannot see Foothills being developed as well for the benefit of our city without the streetcar.

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

**From:** Metro Council  
**Sent:** Friday, January 21, 2011 9:20 AM  
**To:** Trans System Accounts  
**Subject:** FW: The Proposed Lake Oswego Trolley

---

**From:** [KMGBrokerage@aol.com](mailto:KMGBrokerage@aol.com) [<mailto:KMGBrokerage@aol.com>]  
**Sent:** Friday, January 21, 2011 9:07 AM  
**To:** [stopthelostreetcar@aol.com](mailto:stopthelostreetcar@aol.com); [councildistribution@ci.oswego.or.us](mailto:councildistribution@ci.oswego.or.us); Metro Council; [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us); [mforbes@lakeoswegoreview.com](mailto:mforbes@lakeoswegoreview.com)  
**Subject:** Re: The Proposed Lake Oswego Trolley

To whom it may concern:

My wife Nancy and I are 28 year residents of Lake Oswego and when we saw the proposal for a new trolley system serving the city, we were very concerned! Why?

Some may have visions of Van Johnson and Judy Garland dancing and singing and “celebrating” the progression of new transportation and supposed “benefits” to commerce, however, from experience, let me give you the “other side”!

Nancy and I used to live in a quiet, almost quaint suburban town in the Bay Area. We lived in a single-level upper middle-class home, swimming pool, redwood spa and one of the safest areas of the town.

Then a BART (Bay Area Rapid Transit) extension system was built in our town and located a good mile and a half from our home, the changes begin to occur almost immediately!

The dark reality is that now “undesirables” had easy access to our community.

Soon after the station was built, crime rates soared, break-ins climbed, trash accumulated and with this negative “spike”, home values plummeted!

Some may think that these “undesirables” would probably then take the last trolley back to their homes, and they would be wrong. Not only many late nights did I notice strangers prowling the streets now, but we not only had our home broken into twice, but my wife even awoke one morning to find a young man asleep on a couch in our den!

I thank God that she thought it was a friend of my son’s sleeping over ( it wasn’t), because later the police we had notified later had told us that the young man fitting the same description, had pulled a gun on others who had tried to roust him from his drug induced sleep (He had also rifled through my wife’s purse before having the audacity to climb onto our couch to sleep!

The “uniqueness” of our town was forever lost.

So we have “been there” and I urge all to realize that once Pandora’s Box is opened.....

Ken and Nancy Gomes ,8 Pimlico Terrace, Lake Oswego

503-635-8199

**From:** Laura Gordon [dr\_gordon@mac.com]  
**Sent:** Sunday, December 19, 2010 5:39 PM  
**To:** Trans System Accounts  
**Subject:** LO to Portland Transit Project

There is no question that transit between Lake Oswego and Portland needs to be improved. I believe the streetcar option is the best in the short term and long term. The enhanced bus option is not as good a choice, but is better than nothing..

Laura Gordon  
750 First St. #23  
Lake Oswego

**From:** Daniel H. Gottlieb [dhg@geniansystems.com]  
**Sent:** Saturday, January 08, 2011 8:10 AM  
**To:** Trans System Accounts  
**Subject:** Comments on the Streetcar Project

**Streetcar projects are all about livability.**

**Livability is the topic that is making or breaking cities across the country right now.**

**Below are some comments on streetcars from the mayor and the city planner of Salt Lake City. They are commenting on a recent project, the Sugar House streetcar project in that city. (My comments follow.)**

**On Streetcars, Livability, and Cooperation:**

“...I learned overall that streetcars are a very powerful economic development tool, can help to transform cities, and are much more broadly popular than many other forms of mass transit in the U.S. They improve livability of a city.”

“As our work to strengthen partnerships and livability in Salt Lake City continues, our path forward is informed by both our vision for the future and the accomplishments of the past.”

“The Sugar House streetcar won't be just a transit line. It will be a wonderful asset in one of our most treasured neighborhoods. ... The Sugar House area will be enhanced as a 'destination neighborhood,' with bikeways and trails, locally owned eclectic small businesses, restaurants, shops and a wide array of housing options.”

“...These projects reflect—in style and in substance—the goals, values and priorities we have set for our great city. It exemplifies our continued commitment to move Salt Lake City forward despite challenging economic conditions...” It was added “...The cooperatively-focused nature of the streetcar work in Salt Lake City seems to be a very admirable feature of the project. This is a key component of successful urban planning in a democracy and Salt Lake City has nailed it...”

**My Comments:**

- 1) Why are some assuming the project is a dead-ended project for the purpose of linking a small community, Lake Oswego, to Portland? The streetcar links Portland with communities to the south. This is an important step forward for our region, step leading to an integrated rail transport system here in Oregon.
- 2) Street cars are, and always has been, an economic engine. This should be further clarified so people can see that this is an investment in commerce, not a high cost/low volume transportation project to create jobs and move people around.
- 3) The environmental impact of a streetcar system, vs. private transport, over the life of the project needs to be elucidated so people can understand the environmental costs and benefits.
- 4) The quality of life is enhanced along the route for the majority of the population. For those whose property directly abuts the route there are noise and vibration issues that makes the streetcar unattractive to these property owners. There is no good answer for them. On the other hand, the economic vitality that a streetcar project brings to our area matters more. This is a case of the greater good though I would like to see some kind of relief for property owners negatively impacted by the service.
- 5) The quality of life enhancement from streetcar seems to grow over time—just ask the residents of San Francisco.

Daniel H. Gottlieb

The Streetcar from Portland to Lake Oswego needs to be selected as the preferred alternative over No-Build and Enhanced Bus.

No-Build doesn't address the growing bottleneck of Highway 43 between Lake Oswego and Portland. No-Build doesn't address the need for efficient public transportation and connectivity. No-Build doesn't optimize the value of our investment in the Willamette Shore Line right of way. No-Build increases the pollution that comes from autos & buses, increases worker commute time and kicks the can down the road

The advantages of the Streetcar far outweigh the Enhanced Bus alternative. By 2035 547,500 more people will be riding the Streetcar each year than the bus.

The Streetcar will be faster than Enhanced Bus, because most of the Streetcar route has its own right-of-way. The bus cannot go faster than the traffic it is stuck in, even with fewer stops or more buses.

Because the Streetcar is electric, it will pollute far less than the Enhanced Bus. The Streetcar will produce 5,000 – 6,000 fewer tons per year of CO2 over the Bus. The Streetcar will save 73,000 hours per year of idling in traffic than the Enhanced Bus.

The Streetcar has a higher carrying capacity than Enhanced bus. As rider demand grows, longer cars can be added as needed, but not longer buses.

Data shows that where streetcars and light rail have become operational, development and redevelopment have followed. This is not true of buses. Jobs at South Waterfront and housing in Lake Oswego would follow the Streetcar.

The Willamette Shore Line right-of-way purchased in 1988 for \$2 million has a value in 2017 dollars estimated at \$94-\$97 million. With Streetcar, that value will be used as our local match for federal funds, but with Enhanced Bus that value is lost.

The federal contribution to the project at 60% would be \$228-\$275 million. This amount is not guaranteed, but we should reach for the opportunity. These are dedicated transportation dollars that have nothing to do with school, health, water or social services funding. We have already paid our taxes into these dollars. If we don't use them, they will go to another state's transportation project. We should be proactive about bringing our own federal tax dollars back to Oregon.

Some say that now is not a good time for an outlay of \$380-\$458 million, which is the cost range for the entire project in 2017 dollars. This is actually an excellent time to be planning for this project. Subtracting the already-paid-for Willamette Shore Line right-of-way and federal contribution leaves \$57-\$86 million to be paid by state, regional and local dollars. Those costs for the Enhanced Bus are estimated at \$20.4 million. Thus, the Streetcar capital costs at this level are \$37-\$67 million more than Enhanced Bus, which is just \$28-\$50 million in 2010 dollars.

The operational cost of the Streetcar is \$1.54 million less than Enhanced Bus each year in 2010 dollars. If one applied those operational savings to the Streetcar capital costs, the point at which the Enhanced Bus costs would exceed the Streetcar costs would be between 18 and 32 years. Investment is important. The price for the Portland to Lake Oswego Streetcar will never be lower. It's the right thing to do.

Paul Graham  
460 Second St.  
Lake Oswego, Or. 97035

Submit via e-mail

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Date 1/19/2011

### Lake Oswego to Portland Transit Project

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

*(Please print)*

Name (required) Lisa Greenfield

Affiliation (if any) I work at Metro; I am submitted comments personally, not in my capacity

Address (required) 2688 Rivendell Road Lake Oswego, OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

I strongly support light rail to Lake Oswego. As a newer resident to the Lake Oswego area (we previously lived in Portland, close to downtown), I am disappointed by the lack of public transportation options to other parts of the city and metropolitan area. I believe light rail would stimulate economic development for downtown Lake Oswego, encourage individuals in other parts of the tri-county area to come to Lake Oswego, and provide an affordable, environmentally-attractive transportation option for both daily commutes and leisurely outings. The time is now to act on this project, particularly in light of the federal funds which have been earmarked for the project and the current extension to Sellwood.

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Date Jan 31, 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Nancy Gronowski

Affiliation (if any) \_\_\_\_\_

Address (required) 2160 Crest Drive, Lake Oswego, OR 97034

E-mail (optional) nancyharveyg@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

I am in support of the Streetcar as the preferred alignment for the following reasons:

Connections between Portland and LO are limited now and will decline in the future as more cars attempt to use Rt. 43. Rt. 43 cannot be expanded to accommodate any more automotive traffic due to the physical limitations of geography and topography without an extreme amount of engineering and at great cost both in dollars and in loss of natural resources. The streetcar alignment exists and provides the needed additional capacity with little or no loss of natural resources. It provides this capacity with fewer GHG emissions than the alternatives. It is the best choice from an environmental point of view.

It will provide an important link between the downtowns of Portland and LO and connect jobs, housing and education, thereby providing more choices and attracting younger people who want to take advantage of LO's fine schools and work in Portland. It will be a safe way for students of any age to attend PSU, OHSU or Marylhurst, which should be included in this alignment. It will provide an important form of reliable transportation to seniors or anyone who chooses to drive less. It is the best choice from a transportation point of view.

It will be a wonderful addition to the community in conjunction with development of the Foothills area and an economic advantage to LO. Businesses in LO will benefit from a much larger pool of possible customers. It is more economical to build and operate over the long term making it the best choice from an economic point of view.

It will encourage development in an area that can support the appropriate density and the appropriate amenities of housing, shopping and open space making it a good choice from a land use point of view.

Additionally, in the future (sooner rather than later, I hope), it allows for construction of a bike and ped trail in the right-of-way that will be another very important form of transportation with no GHG emissions, that provides great exercise and is an important recreation component and link in the regional trail system.

For all of these reasons it will have a positive effect on LO, making it the best choice for the community of Lake Oswego and its residents.

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

**From:** Ann Hadley [hadley.ann@gmail.com]  
**Sent:** Friday, December 03, 2010 3:09 PM  
**To:** Trans System Accounts  
**Subject:** DEIS-just say no

As a 35 year resident of Lake Oswego, I am emphatically against a rail line or enhanced bus between Portland and Lake Oswego. I oppose the plans because they are horribly expensive and the levels of ridership will never justify the costs. I don't believe Foothills should or will be developed in the next 10 years. I think LO should retain the rail corridor but definitely go with the "NO BUILD" option at this time.

Ann Hadley  
Lake Oswego



Date 1-19-2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Dennis Hageman

Affiliation (if any)

Address (required)

17841 Cardinal Drive, LO 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input type="checkbox"/> Transportation    | <input type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____       |  |   |

Comment (use back or attach additional sheets if necessary) Re: Portland to LO Streetscar

1. Absolutely opposed to this Common Sense Shows a bus enhancement is the way to go.
2. The benefits do NOT outweigh the \$480M cost (or \$28M to LO) Congestion on 43 will not diminish by Metro's own admission.
3. Although this is a "transit" project, it is clear that certain developers want this to enhance their opportunity in Foothills development.
4. Foothills will never be developed to the level that Fed'd funding requires to support the density required to justify such public transportation.
5. Lake Oswego is built out and will not support the population growth the DEIS projects to justify this.

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Date 1/19/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Dennis Hageman

Affiliation (if any) \_\_\_\_\_

Address (required) 17841 Cardinal Drive, Lake Oswego, OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I oppose the streetcar option and support the enhanced bus option for the following reasons:

1. The financial burden heavily outweighs the benefits of a streetcar between Portland and Lake Oswego. While \$132M of the total project cost estimate of \$458M will be demanded from local communities, there is no guaranteed sources for the rest of the costs such as an annual operating/maintenance cost of \$3.7M (Source DEIS 2-32,33). Lake Oswego's base liability is currently placed at \$28.8M. The projected ridership is 1700/day. Seems to me an expensive travel bill while the current bus system handles that fine and does not have anywhere near that cost. Enhance the bus system and any growth in ridership would be handled quite adequately.
2. Funding for the streetcar takes funds from schools, library, police/fire dpts., street maintenance (TIF financing has already placed a burden on our school funding and elegant locations such as Millenium Park will be routing tax dollars away from those basic needs for years to come. Now our school district is looking to consolidate or close a number of schools due to reduced funding.
3. Interestingly, one justification for the streetcar rests heavily on the need for population growth. Lake Oswego is built out and there is no way it will realize the high density growth that would be required to justify a 1/2 billion dollar project.
3. The streetcar will NOT decrease traffic on Highway 43 (Source: Project staff report to LO City Council-11/15/2010). If there will be limited city growth and no traffic reduction this is a project trying to find a problem.
4. Rather than a transit project, what this is really all about is the development of the Foothills District. If the developers want that, then they should pay for it.....not utilize public funds to pursue the opportunity through the guise of public transportation.
5. There will be increased traffic delays in downtown Lake Oswego (Source: Project staff report to Lake Oswego City Council 11/15/2010). That traffic will obviously stem from West Linn since those people will have to drive in and park in Lake Oswego to ride the streetcar since the terminus of the line is Lake OswegoT.
6. The commute to Portland will be slower-43 minutes by streetcar-29 minutes by auto(Source: Project Steering Committee Update 11/06/2010). That alone will ensure reduced ridership. People will not engage in something this difficult to get to their place of business. Even though Metro would like to consider commuters as being just people who go to and from Portland for personal reasons....the fact remains that commuters are those who go to work, period. If a public transit system is not convenient, it will not be used. There is not transportation problem here.

I

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Date 12-3-10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Arley K Hall

Affiliation (if any)

Address (required) 685 SW Blaine Place, Gresham.Or

E-mail (optional) hallakls@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

A project such as this during a time of severe depression should be stopped. All of Metro's transportation projects have been financial busts. The people planning this should be removed. You cannot spend your way out of a financial hole.( if you could all unemployed would be rich). This does not make financial sense ever and now during a downturn it makes less sense. Stop the project cold and use the money for something worthwhile.

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Date January 30, 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Frank Hall

**Affiliation (if any)** Lakewood Neighborhood

**Address (required)** 307 Northshore Rd

**E-mail (optional)** frank@fhall.net

Include my e-mail in your project notification list.

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

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

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

I am writing in support of the streetcar option for the Lake Oswego to Portland Transit Project. There are many reasons to select the streetcar over the enhanced bus in this comment I will focus on the environmental reasons.

Streetcars that run on either hydroelectric or coal-generated power product less greenhouse gases per passenger mile than diesel buses.

With buses and automobiles, emissions are produced at the street level from exhaust pipes where pedestrians, cyclists and children breath the fumes.

With a streetcar, the emissions for electric power generation are either non-existent (hydro, geothermal, solar, and wind) or they are generated out of the city where they can dissipate into the atmosphere.

The modern electric streetcar is highly adaptable. It requires no modification to utilize new and evolving forms of clean energy.

Even running on conventional electricity a typical streetcar offers a 10x improvement in greenhouse emissions over an automobile

Gas prices will continue to increase

Our dependency on foreign oil will continue to undermine our national security.

It is incumbent on us as leaders to make decisions not only for the near term but for the long term to make our city more livable.

Not choosing to invest \$20M to get a \$1/2 B transit systems for our city would be irresponsible.

**For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).  
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Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Frank Hall

**Affiliation (if any)** Lakewood Neighborhood

**Address (required)** 307 North Shore Rd

**E-mail (optional)** frank@fhall.net

**Include my e-mail in your project notification list.**

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

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

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

What if our forefathers decided to stop at the Mississippi River because of lack of funds or vision, or because of the nay-sayer who didn't want to be proactive. If we didn't have vision and waited for everything to be perfect our country as we know it would not exist.

We in Lake Oswego are indeed blessed because we have had people who saw the potential of our community and have gone forward to make it the community it is today. We are now at a crossroads with the potential to once again go forward and have a transit plan that will help us in the future to have energy efficient access to Portland and in turn draw new residents such as the professional people that will soon come to the OHSU facilities in the South Waterfront. These people will put needed energy in our community, by buying homes and in turn help finance our school system.

The oil situation is an obvious fact – we desperately need an alternative to the car congestion of the Highway 43 corridor. Lake Oswego is fortunate that we have a right of way to the Portland community and by using an already established route we can transport people on streetcars. Don't be confused, this is a streetcar – quiet, non-polluting, a small vehicle – which wouldn't impact the highway nor cause a widening of same and the need for buying land to accommodate a potential bus lane.

Why the resistance to the streetcar line? Our ancestors used this line to access Lake Oswego a number of years ago and it certainly helped to build our community then.

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Date 12/10/2010

### Lake Oswego to Portland Transit Project

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

*(Please print)*

Name *(required)* Frank Hall

Affiliation *(if any)* \_\_\_\_\_

Address *(required)* 307 Northshore Road, Lake Oswego

E-mail *(optional)* frank@fhall.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

We have a unique opportunity to fully utilize an existing right of way in a major north-south traffic choke point. I hope the WSL alignment is chosen without the Macadam and Robinwood detours (from the WSL) that will raise cost and slow down the streetcar due to traffic congestion.

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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)** Erik Halstead \_\_\_\_\_

**Affiliation (if any)** Daily TriMet bus rider, regional resident and taxpayer \_\_\_\_\_

**Address (required)** 13045 S.W. Grant Avenue, Tigard, OR 97223 \_\_\_\_\_

**E-mail (optional)** sp\_redelectric@hotmail.com \_\_\_\_\_

Include my e-mail in your project notification list.

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

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

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

I am a daily TriMet bus rider and am frustrated at Metro's ignorance of daily, current bus riders in favor of a select few riders who get the first-class Streetcar, WES or Light Rail experience.

Metro has an obligation to treat EACH CITIZEN fairly and provide the same quality of service - that means a bus rider should have just as much access to regional transportation funding, as anyone else. Yet, Metro continues to downplay bus riders under a false assumption that "people favor rail"...no, people favor investment.

Give a child a choice of bread and butter (and make the child pay for it) or a candy store where everything is free - of course the child is going to choose candy. Likewise, give a citizen a choice of a 20 year old bus, of course few will take up the offer. Give the citizen a choice of a poorly designed bus stop, of course few will take it.

Metro needs to see that its' decisions to fund rail investments have had a direct and negative impact on regional transit service, with specific impact to bus service. The residents of Lake Oswego have access to bus service, and will continue to need bus service. The proposed streetcar line provides a subsidy to a very select number of people, and the greatest benefit isn't even to riders - but to developers, who will also enjoy substantial tax breaks, the true reason why they will develop near the streetcar line. The result is that regional taxpayers will have to fund the operation of the streetcar to the expense of less expensive bus service.

What guarantees are there that regional bus service will not be negatively impacted? What guarantees are there that Metro will finally end the anti-bus policy, and start funding regular bus improvements, improved bus service, and upgrading existing bus stops, to encourage more bus ridership, development around bus stops, and acceptance of the bus system? What guarantees are there that regional taxpayers aren't on the hook to fund massive capital projects that have zero benefit to them -- why should a Forest Grove, or Sherwood, or Estacada, or Troutdale, citizen pay for Lake Oswego's streetcar and watch their own bus service get cut?

It's time to put the brakes on the rail projects, and analyze the regional transportation system. It's time to stop Metro's rail-specific planning, and start a true transit plan that puts transportation needs as the top priority; only identifying a mode of transport when the need is determined. The existing 35 bus that runs in the same corridor isn't even a Frequent Service bus, ranks about middle of the road with transit productivity - clear examples that the bus route is in no need for upgrades or improvements beyond regular bus stop upgrades.

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

Sent to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave. Portland 97232  
503-797-1756 trans@oregonmetro.gov

Comment on the DEIS for the Lake Oswego to Portland Transit Project  
Submitted Jan 11, 2011

Judie Hammerstad  
former Mayor, City of Lake Oswego; Board member, Portland Streetcar Inc  
17330 Grand View Ct., Lake Oswego, OR 97034  
Jhammerstad@aol.com

### **Support for the streetcar as the preferred alternative.**

I have a long history with this project. First as a Clackamas County Commissioner when the right of way was purchased and later as the Mayor of Lake Oswego. This corridor was purchased by public jurisdictions with foresight and intent to become a transit corridor. That vision took a step forward when the South Waterfront in Portland was developed, the tram was constructed, and the streetcar line was extended to OHSU. Now we have the opportunity to take advantage of the publicly owned right of way and extend the streetcar to the nearest city to the South, Lake Oswego.

Streetcar has many advantages over no build or enhanced bus. Neither of those alternatives will solve the problem of growing population and congestion on Highway 43.

In addition the advantages of the streetcar are numerous and are both direct and indirect:

Population projections state that this region can expect one million additional residents in the coming years. Lake Oswego has development potential, both for housing and jobs, but a poor transportation system - one two/three lane highway from Lake Oswego to Portland on the east side.

A significant part of that growth will be in South Waterfront. It is expected that OHSU will be creating 6,000 jobs as it develops. With Lake Oswego's outstanding school district and other amenities, it is reasonable to expect that young families will want to settle in Lake Oswego – especially if it is connected by an easy-to-ride streetcar.

Lake Oswego is an aging community. We need a variety of smaller housing types to attract younger families and to provide housing alternatives for seniors who need to downsize and want the amenities of downtown Lake Oswego as well as the connection to Portland and the regional transportation network via the streetcar. This has the added advantage of having seniors leaving their large family homes, making way for younger families to purchase those homes and increasing the housing stock and age diversity that we so badly need. This development is dependent on the streetcar. Busses will not serve this purpose.

The streetcar will be the catalyst and the beneficiary of the development of over 100 acres in the Foothills area. In order to keep the Urban Growth Boundary tight, Lake Oswego needs additional developable land for housing and services. If the success of the

streetcar in Portland, and other places, is any indication, development will occur as this preferred mode of pleasant, quiet, clean transportation is in place. This development will add to a stable tax base and the continued vitality of the downtown.

The Streetcar adds the equivalent of an extra lane to highway 43, but can be sited in its own corridor or in a mix of street and public right of way. This creates a viable alternative as congestion gets increasingly worse.

Energy saving and reducing the carbon footprint - over cars and busses (no build)

Streetcar is a transportation choice, especially as the cost of oil increases. A bus does not have the same appeal.

The enhanced bus system will still be traveling in traffic on a highway that cannot be widened due to topographic constraints.

The streetcar is SAFE. The record of the streetcar in Portland shows that crime is very low and minor. People seem to fear that it is like light rail and some perceive that light rail brings crime. There is no reason to think that Lake Oswego would experience any increase in crime. A car is a much more efficient for a quick get away!

And – it is affordable. We need the help of the federal and state government. The Small Starts program is designed for streetcar projects, but we need to act now as there are many other cities pursuing this money. The local match is enhanced by public ownership of the line, and the cost is very favorable in comparison to other transit projects or building roads.

Let's look to the future and plan and build now. This opportunity should not be lost

**From:** smharm@comcast.net  
**Sent:** Tuesday, February 01, 2011 4:47 PM  
**To:** Trans System Accounts  
**Subject:** LO to Portland transit project

I think it is irresponsible for the City of Lake Oswego to sign up for the Streetcar alternative in these economic times when we are certain that it will cost much more than the current study projects. We are not out of the woods yet from this terrible recession and we know for certain that the state and federal government are facing huge deficits with no clear way to handle them. It seems to me that it is a time to be prudent and to keep our financial house in good order. Mike Harman 1882 Ridgecrest Drive, Lake Oswego.

Submit via e-mail

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

Print



Date Dec. 21, 2010

### Lake Oswego to Portland Transit Project

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

*(Please print)*

**Name (required)** Dennis Harper

**Affiliation (if any)** Interested citizen

**Address (required)** 221 NW 18th Avenue

**E-mail (optional)** dmhyvhs@hotmail.com

**Include my e-mail in your project notification list.**

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

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

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

I strongly support construction of the streetcar to Lake Oswego. I do not think that an enhanced bus route will accomplish the important public transit and economic redevelopment goals that could be attained with a streetcar. I also feel that buses will simply encounter the same congested conditions on the highway that car commuters experience. Doing nothing is NOT an option.

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

**From:** Gail Hart [gailhart@bridgeworxscapital.com]  
**Sent:** Monday, January 31, 2011 4:17 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar Project

To Whom it May Concern:

I am writing to ask you to support the proposed streetcar project from Portland to Lake Oswego. I attended the public hearing held on the 24<sup>th</sup> at the Lakewood Center and it seemed to me that most opponents to this concept are concerned with keeping their money in their pocket right now. I see this streetcar as being the beginning of a larger project linking Portland to Lake Oswego, West Linn, Bridgeport Village, Tualatin, and Wilsonville via public transportation, and what a difference it will make 10, 20 or 50 years from now. I hope you will not be deterred by the naysayers as this is the kind of forward thinking that has made Lake Oswego great. It's what has made this a special town and what will contribute to the growth and vitality of this entire area.

Thanks in advance for having the courage and foresight to do the right thing for the people, the town of Lake Oswego, and the environment. The time is right and we need to take advantage of this golden opportunity.

Gail Hart  
1820 North Shore Road  
Lake Oswego, OR 97034

**From:** Liz Hartman [glenmorrie@aol.com]  
**Sent:** Monday, January 31, 2011 8:23 AM  
**To:** Trans System Accounts  
**Subject:** Hwy. 43 trolley

FROM: Liz Hartman, 1748 Glenmorrie Terrace, Lake Oswego, OR 97034

Thank you for the opportunity to comment. I oppose the trolley for the following reasons:

- federal dollars involved will not impact a large enough population to warrant an expenditure of this magnitude.
- local dollars historically increase on a project like this. The City of Lake Oswego continues to extend and overextend its budget.
- the state of Oregon and subsequently the city of Lake Oswego have not succeeded in solving stable funding schools which every survey indicator says is the number one concern of Lake Oswego residents. Any planning funds should go **at this time** to establishing an education stability funding solution before transportation funding.
- the trolley is a "want" not a need. Bus and alternative transportation options have not been exhausted (there have been no major changes in bus service for more than ten years).

A trolley is a luxury. The right of way is a wonderful asset for the City and region and still can be utilized for pedestrian, bicycle and other "people-powered" transportation options. These rights of ways should not ever be released.

The option of a trolley (or other form of transportation) may arise again. The immediacy of the decision and financial impact are not the best use of federal, state or local dollar at this time. A functioning bridge system impacts more people and better use of these dollars. Most of all, for citizens of Lake Oswego, a stable educational system and continued successful safety program **are** at the top of the list.

I chair the Glenmorrie neighborhood association, located on highway 43. The majority of our board opposes the trolley, but we have some supporters in the neighborhood. I believe this is reflective of the community as well - a majority oppose, there are a few supporters. This is not the time to plan for a trolley.

Sincerely, Elizabeth Hartman 503-697-7727

Jan. 24, 2011

Dear Public Officials Serving Lake Oswego:

My opinion is that the street car is not needed for Lake Oswego. It is too expensive especially during recessionary times, we have other projects that are far more important, people will generally ride it once as a novelty and never again which means it will not reduce traffic on Macadam, and it won't bring many consumers to Lake Oswego,

Our current bus system works just fine when anyone needs to travel to Portland and back without using a car, although few people feel the need because I rarely see anyone on the buses. Obviously Lake Oswegans value their independency so they drive instead of riding buses or street cars if they existed.

For outgoing traffic from Lake Oswego, people will continue to drive cars regardless of fuel costs because their income levels afford them. Moreover, many Lake Oswegans own their own businesses which means their commuting require flexibility and not subservient to a trolley schedule.

For incoming traffic from other areas, we do not have Wal Marts and Costco type of businesses to attract the economizing type of people that would travel via street car to our city. For the most part we have few anchor stores that would attract people from Portland. Generally people living north of Lake Oswego can get the services they need from their own areas.

Lake Oswego is a unique place which will remain so without a street car. We have some officials saying we need a new library, we need a new city hall because the old one leaks, we need to spend millions of dollars on the Safeco building and of course the Feds said we had to spend millions of dollars on the sewer interceptor project. Now we are supposed to spend more money on a street car we don't need?

Please show some restraint and cancel any thoughts of the street car. Take the bus and leave the driving to them.

Sincerely,

Larry Hayes (35 year resident of LO)

15596 Village Drive

Lake Oswego, OR 97035

**From:** caphedges@comcast.net  
**Sent:** Monday, January 31, 2011 10:34 AM  
**To:** Trans System Accounts  
**Subject:** LO Trolley

I favor the LO Trolley for what it will do to revitalize and advance downtown Lake Oswego and the Foothills District. As a sensible solution to the long term congestion of Highway 43, it's a luxurious band-aid.

Guess that places me smack dab in the wishy-washy 50-50 middle.

--

Cap Hedges  
503 697-5102  
c. 503 816-0355  
f. 503 697-5104



Date 1/17/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) MARILYN HEYM

Affiliation (if any) \_\_\_\_\_

Address (required) 1531 LARCH ST

E-mail (optional) wehelm@msn.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity         | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____               |  |   |

Comment (use back or attach additional sheets if necessary)

We are totally against the Lake Oswego to Portland Streetcar. It will do very little to reduce congestion, will cost over \$400 million and will change the character of our city by increasing traffic and adding to congestion

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

## Proposed Lake Oswego Streetcar

Our concerns January 24, 2011:

On January 19, 2011, approximately 75 concerned Lake Oswego citizens met to find out more about the proposed Lake Oswego Streetcar project. We heard that the tri-county Metro and Lake Oswego city project planners' stated purpose is to reduce congestion on Highway 43. However, we also learned that the Draft EIS concludes that the streetcar will actually only reduce traffic by a few hundred cars in 20 years! That is an unacceptable and nonsensical cost for such a small benefit.

The proposal also includes building a 300 car transit parking garage along Lake Oswego's main street. This will require tearing down numerous existing small businesses, removing them from the tax rolls and will in fact increase city congestion if people actually use the streetcar as planners theorize. It will radically change the nature of our small town, turning a quiet and lovely area into a big commuter and high density urbanesque horror. The only ones who think this change is good are the planners and their developer partners who stand to gain both power and money, leaving the taxpayers with the capital costs, the operating costs and the mess they will have made of our beautiful town!

The Streetcar will eliminate or radically curtail existing bus routes #35 and #36 forcing bus riders to transfer from their previously through buses into Portland and onto the streetcar in the middle of downtown Lake Oswego to finish their trip. The effect of this forced de-bussing was not even considered in the Draft EIS. The streetcar trip will then require commuters to make at least one more transfer before reaching the same point within the city of Portland than they previously had when using the existing bus service— thus **adding to commute time**. Streetcar commute times will actually increase the current 29 minutes by car to the new 43 minutes by Streetcar according to the Streetcar Project Steering Committee. Who among Lake Oswego's meager mass transit commuters now or in the future will sign up for that gross inconvenience? Lake Oswego is not and never will be a mass transit population. Therefore, it must be assumed that the outside developers of costly rail transit solutions, regional and city politicians who never saw a growth project they didn't embrace and the developers of the Oswego

Foothills yearning for a high density development opportunity will be the only beneficiaries of this project.

The reality is that currently, over 40% of Lake Oswego residents are either retired or self-employed and do not commute into Portland. The demographics for Lake Oswego show that this fact and the aging in place of our population actually refute the future need for increased mass transit. As an example, we have a Park and Ride lot along one of our main streets, South Shore Blvd., which I personally observe sits completely empty 99% of the time. Demographics point to slower population growth in our city compared with other urban areas in Clackamas County which to any reasonable observer seems to refute the planners' stated need for a big mass transit project.

In conclusion, fixed rail mass transit, whether light rail or the proposed Lake Oswego Streetcar, is a costly and ridged answer to a slow growing public transportation need that requires flexibility. Busses, whether express or multi-stop routes provide maximum flexibility to respond to changing or uncertain future transportation needs. Fixed rail is a costly and inflexible solution chasing a simple need. What makes sense is flexible transit to meet flexible needs whether growing or declining. **A streamlined bus service is the best answer.**

Marilyn Helm

1531 Larch Street

Lake Oswego, Or 97034

wehelm@msn.com



Date 1-19-11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Wallace E. Helm

Affiliation (if any)

Address (required)

1531 Larch St Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity         | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____               |  |   |

Comment (use back or attach additional sheets if necessary)

The proposed street car project from Lake Oswego to Portland is not a justified project - it will not reduce congestion a bit - the reduction of 100 cars out of 4600 is laughable - please shelve this project. Perhaps revisit in 15 years or so

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

## We are against the Proposed Lake Oswego Streetcar

### Lake Oswego citizen concerns:

We have asked that the Federal Government reject the money now planned toward the proposed Lake Oswego Streetcar project. This project is estimated to cost nearly half a BILLION dollars half of which is expected to come from “free” federal transit funds. It is currently in the Draft EIS stage but the deck is already stacked in favor of professional politicians, planners and developers leaving concerned citizens and taxpayers seemingly powerless to affect this arrogant and misguided decision. If the US Congress is serious about bringing our crushing national debt under control, they should strongly consider bowing out of local transportation issues, first and foremost, this Lake Oswego Streetcar project. The promise of “free” federal money skews local planning and encourages bad decisions. It forces projects onto citizens who have little influence over their public officials who are ever hungry for “free” federal dollars. Federal intrusion (whether dollars or regulations) into what should be local decisions has wide-reaching and damaging effects on the freedom and responsibility of citizens at the local level to make the most beneficial and cost effective decisions for our own community needs. In addition, the siren song of “free” money for the capital phase leaves unsuspecting and deliberately misinformed taxpayers and their grandchildren to struggle to cover the operating expenses for years into the future.

Wally Helm, 1531 Larch St, Lake Oswego, 97034



Date 12/16/10 <sup>cat</sup>

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

ROGER HENNAGIN

Affiliation (if any)

CITY OF LD.

Address (required)

8 NORTH STATE ST. # 300 LD OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I BELIEVE THAT THE STREETCAR SHOULD BE RESTRICTED TO THE EXISTING RIGHT OF WAY. SPEED OF COMMUTING WILL BE IMPORTANT TO ATTRACTING RIDERS. PLACING TRACKS IN MACADAM WILL SLOW THE COMMUTE. A WALK FROM RIGHT OF WAY TO MACADAM WOULD BE VERY SHORT.

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

**From:** Norma Edythe Heyser [grandnorma@bigplanet.com]  
**Sent:** Monday, January 24, 2011 9:19 PM  
**To:** Trans System Accounts  
**Subject:** Testimony

To: Lake Oswego to Portland Transit Project  
From: Norma Edythe Heyser

I am not sure I made these points clear at the hearing.

1) Our developing regional rail system is recognized all over the country and planners come here to study transit success ...HOW CAN WE POSSIBLY LEAVE LAKE OSWEGO OUT OF THE LOOP? (or West Linn, Oregon City, Canby and on)

2) We citizens don't always have enough planning information to see the BIG PICTURE. Had I been able to vote for our regional system, I might have voted "no" because I couldn't see or imagine it. It isn't until I began to see it grow that I really knew how important it is to efficient travel - even if it is not yet fully used or fully functional. It will take time for new generations to accept it, use it and be comfortable with it.

3) I believe in spending what money I have on repairing the infrastructure and planet damage I have done by mindlessly consuming nonrenewable resources. It's past pay-back time and, in that regard, our growing transit system is a wise effort.

**From:** Bill Hoadley [bhoadley12@comcast.net]  
**Sent:** Monday, December 06, 2010 2:54 PM  
**To:** Trans System Accounts  
**Subject:** LO to Portland transit project

Putting a streetcar line between Lake Oswego and Portland (South Waterfront?) is absolutely ridiculous!!! Replace the Sellwood bridge... then with all the leftover money, think about enhancing rt.43, which I travel all the time and cannot complain about the traffic volumes today.

IF money were to be available, the idea of a rail/trolley line should be at the bottom of Metro/TriMet's wants list!!!

Thank you for allowing my opinion,  
Bill Hoadley  
264 Birdshill Rd.  
Portland

Submit via e-mail

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

Print



Date 1-27-11

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Victoria Holzendorf

**Affiliation (if any)** none - but I live in the Foothills District

**Address (required)** 5063 Foothills Dr. #H, Lake Oswego, OR, 97034

**E-mail (optional)** vinvanmo@yahoo.com

Include my e-mail in your project notification list.

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

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

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

Last night I attended a presentation at the Oswego Pointe Condominiums by representatives from Lake Oswego Government and the Developer, both were very nice men who graciously discussed the proposed projects. I was greatly relieved that our property will not be condemned, but I am still strongly against the proposed light rail and the expanded bus service.

I choose Lake Oswego as my home due to it's setting. If I wanted to live in a more urban area, I would have done so. I am very concerned with the increased traffic, congestion, population density, safety, etc.

I realize that the value of my home may increase, but that is a steep price to pay for all of my above concerns.

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

**From:** Houser, Doug [Doug.Houser@bullivant.com]  
**Sent:** Monday, December 06, 2010 3:39 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project

NO! NO! This project makes no economic sense. Please do not waste our money.

Doug Houser

**Douglas G. Houser**

**Bullivant Houser Bailey PC**

888 S.W. Fifth Avenue, Suite 300

Portland, OR 97204

[doug.houser@bullivant.com](mailto:doug.houser@bullivant.com)

direct dial: 503.499.4415 - fax: 503.295.0915

<http://www.bullivant.com>

Seattle . Vancouver . **Portland** . Sacramento . San Francisco . Las Vegas

mail.bullivant.com made the following annotations

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Please be advised that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended to be used by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.  
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**From:** Andrew Howell [andrewdavidhowell@gmail.com]  
**Sent:** Monday, January 31, 2011 10:23 PM  
**To:** Trans System Accounts  
**Cc:** Sarah Howell  
**Subject:** Comments on the Lake Oswego to Portland transit project - Streetcar

My name is Andrew Howell and I live at 411 Ridgeway Road, in Lake Oswego, Oregon. I have lived in Lake Oswego for over six years, and in Oregon for my whole life. On January 24<sup>th</sup> I listened to the testimony of many of our residents (at the Lakewood Center). I left convinced that this project needs to move forward in order to address the growth of our area. Therefore, I strongly support the street car, as I believe it provides economic opportunities to the state and the metro area as well as fitting well into the environmental and social impacts that make us all proud to be Oregonians.

The long range benefits of this project present an opportunity for all of us to make Lake Oswego into an even stronger community. I believe strongly that we need a street car for several reasons.

1. The Street car will add mass transit that's safe, clean, and convenient. I use MAX and the downtown streetcar, but have failed to navigate buses.
2. This project will bring more jobs and residents to our community – which is vital to the growth of our schools, my #1 priority
3. The City projects like this are what brought me to this community, our city planning is extraordinary. The way the city has found ways to bring the best of such projects makes me proud to be a resident.
4. Purchasing and supporting mass transit (such as street cars) that are manufactured in Oregon, has the potential to be a future export (as I've noticed Denver, San Diego, and Seattle all try to replicate what we have).
5. This will link Lake Oswego with the strong economic investment that OHSU and others have put into the waterfront district.
6. This will be something my children and I will be able to walk to, and use to ride downtown for shopping, movies, our gym, Timbers/Blazer games, and other events in the Portland metro area.
7. Simply put, the HWY 43 corridor can't sustain, nor should it sustain the traffic of future generations.

We can not pass up on opportunities such as this. Putting the federal dollars to good use and establishing this infrastructure for future generations is imperative. This project would help take Lake Oswego to the next stage. Thank you for your consideration.

**From:** Sarah and Andrew Howell [howell.family@hotmail.com]  
**Sent:** Thursday, January 06, 2011 11:16 AM  
**To:** Trans System Accounts  
**Cc:** andrewdavidhowell@gmail.com  
**Subject:** Support of Lake Oswego streetcar

Hello,

I want to register my support for the Lake Oswego streetcar development and further development of the Foothills location downtown. A streetcar will be a green alternative to reduce congestion on Hwy 43. The streetcar provides a great economic opportunity for our region. Further, Foothills development will provide affordable housing for seniors and other residents. We support any projects that make our neighborhood more walkable and that will bring revenue to our neighborhood shops and restaurants.

Sincerely,  
Sarah Howell  
Lakewood neighborhood resident  
411 Ridgeway Rd  
Lake Oswego, OR 97034



Date 12/16/10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Diane Howison

Affiliation (if any)

Address (required)

11322 SW Riverwood Rd

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input type="checkbox"/> Transportation    | <input type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____       |  |   |

Comment (use back or attach additional sheets if necessary)

① Make rail use for bikes + pedestrians.

② If streetcar, keep stop on Riverwood Rd

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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



Date 1/19/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Lauren Hughes

Affiliation (if any) \_\_\_\_\_

Address (required) 18711 Westview Dr. Lake Oswego OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I have reviewed the Ecosystem portion of the DEIS and find the impact on the floodplain, wetlands, wildlife, fish, vegetation to be absolutely unacceptable. (street car option)

Metro's support of this project given the severe environmental impact is absolute hypocrisy given the over-reaching, heavy handed regulations Metro & the City of Lake Oswego have imposed on the already developed backyards of private citizens!

Our properties are not available to you for "mitigation" of this project.

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

To: LO to Portland Transit Project Steering Committee--January 24, 2011

I have read the DEIS and can find no support within this document for our tax dollars to be spent on a streetcar project.

The DEIS indicates that the project “should be environmentally sensitive”, if so, then the streetcar option can not be selected. Here are some highlights of the damage from streetcar construction and operation:

- 6.5 to 10.1 acres of fill in floodplain—impacting the hydrology of the area.
- 11.2 to 25.8 acres of new impervious surfaces—impacting the water quality and increasing flood risk
- The 100 year floodplain would be altered
- Crosses by/through/near 18 park, recreation and natural areas.
- Impacts 4 wetland areas.
- Impacts 23 “observed waterways”.
- Impacts the root zone of several Oregon White Oak trees (a rare species)
- Impacts 4 protected bird species including bald eagles and falcons.
- Impacts the Western Painted Turtle
- Areas with “high habitat values” would be significantly impacted long term resulting in the death of wildlife.
- Retaining walls ranging from 1 ft to 15 ft with a fence on top would impact wildlife because it is anticipated that animals would fall into the rail alignment, resulting in injury or death. Or, they would be trapped and run over by the streetcar.
- Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats. Species disturbed or killed include Coho and Chinook Salmon, Steelhead, green sturgeon and others.

Despite all these details, the DEIS indicates that more work needs to be done to assess the wildlife in the corridor, some of which is endangered or threatened species, and that further costly studies and extensive mitigation measures will be required. But costs are not provided.

Ironically, many citizens of Lake Oswego are regulated beyond reason in their own backyards for so called habitat that is nothing like what would be destroyed by the streetcar. Our true “sensitive lands” are along this corridor.

Additionally, the DEIS indicates that the energy savings is very minimal.

The decision should be made on facts not feelings. Please recommend a bus alternative for a more environmentally sound and cost effective approach than streetcar.

Thank you.

Lauren Hughes  
18711 Westview Dr.  
Lake Oswego OR 97034



Date 1-24-11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Karen Ingels

Affiliation (if any) \_\_\_\_\_

Address (required) 12831 SW Alto Park Rd LO OR 97034

E-mail (optional) Kjane.i@Comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I am concerned about the extra traffic the Park & Ride would create. It seems like the benefits of a street car (less traffic) would be negated by increased traffic, ie if there are less cars on 43, more people will drive.

(be encouraged to)

I've ~~noticed~~ noticed that the buses in L.O. are almost empty. How about launching an educational program to increase current bus use / ridership. Let the citizens of L.O. prove & demonstrate that we are supportive ~~to~~ <sup>(and willing)</sup> public transportation, before developing the streetcar.

I support enhanced bus service.

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

**From:** Metro Council  
**Sent:** Tuesday, January 18, 2011 8:33 AM  
**To:** Trans System Accounts  
**Subject:** FW: Lake Oswego Streetcar

LO Streetcar email received in the Metro Council email account.

---

**From:** Rick Jacobson [<mailto:jacobsonrr@gmail.com>]  
**Sent:** Saturday, January 15, 2011 2:28 PM  
**To:** Metro Council  
**Subject:** Lake Oswego Streetcar

Dear Metro Council Members, I believe public transportation is important for a number of reasons. However I am strongly against the proposed Lake Oswego Streetcar because the massive construction and operating cost will drain money from other vital and more meaningful services, especially when there are less costly and more effective alternatives such as more frequent bus service. Sincerely, Richard Jacobson

Submit via e-mail

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

Print



Date 01/30/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Rick Jacobson

Affiliation (if any)

Address (required) 3166 Stonebridge Way, Lake Oswego, OR 97034

E-mail (optional) jacobsonrr@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

My concern is that the massing of the transit center around the Albertson's parking lot and "A" Avenue will have the effect of shifting all of the parking and transit stop traffic to that location, thereby making the traffic in Lake Oswego worse than it already is. When you talk about heavy traffic on Highway 43, there are three places that generally are the cause of it: 1). the intersection with McVey; 2). the intersection with "A" Avenue; and, 3) the southbound left turn lane for the Sellwood bridge. The proposed rail line would not relieve traffic from any of those points, but would add more traffic to the main two bottlenecks of McVey and A Avenue. I live south of McVey, so I would see much worse traffic with the light rail.

It could also have the effect of ruining the ambiance of the area around Albertson's by the demolition of the market, or the construction of parking structures on the existing parking lot next to the street. That could easily end up as disaster.

On the other hand, enhanced bus service would keep the traffic pattern distributed much the way it is now, but with potentially less traffic as people take the bus. A successful bus system would require an express bus from Oregon City or West Linn, and more buses from Lake Oswego. Move that transit station from 4th, closer to Highway 43 and the bus service time would be much quicker than the route proposed in the current version of the Enhanced bus route option.

I also want to say that the proposed route along Riverwood Drive seems like a social injustice. I don't live near there, and I don't know a single person who does, so I only speak for myself, but I have been on that street and it is so bucolic and unique, that it would just be flat out wrong to ruin it by putting rail traffic down the middle of the street where neighbors now walk and kids play. That neighborhood can never be duplicated or replaced, and it would be so unjust to knowingly wreck it in this day and age.

My last comment is that I drive downtown several times each week, sometimes daily, at all different times, and the vast majority of the time, there are no traffic jams, and when there are, they are in areas that will not be served by the proposed light rail line.

**For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).**

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

**From:** billjau@comcast.net  
**Sent:** Monday, January 31, 2011 11:39 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project (Public Comment)

Steering Committee,

I have been a resident of Lake Oswego since 1994. Most of my working years since then have been a commute between Lake Oswego and Hillsboro. During some periods I rode the West Side Light rail, including a period the first week after it was completed. Using Light Rail was relatively efficient, low-cost, and pleasurable. The West Side Light rail was from Beaverton Transit Center to the Airport and large undeveloped areas including open pastures. The light rail project was an economically smart since it provided a fast growing Washington County with an opportunity to develop high density housing and shopping.

The Lake Oswego to Portland line does appear to have many of the economic advantages that West Side Light rail due the following conditions which I have been made aware of in various local newspaper articles:

- A general slowing of the Portland region's economic growth in comparison to other areas in the US.
- The City of Lake Oswego's unpaid projects, including the West End Building which still does not have proper funding for the building, even without improvements.
- Large tracts of land that could attract high-density development.
- Competition presented by the Foothills development project for the Kruse Way office complexes. Currently Kruse Way corridor office buildings have a relative high vacancy rate compared with downtown Portland.
- Lake Oswego's projected slow population growth.
- Current US economic uncertainty not seen since the Great Depression.
- Impact to Lake Oswego's School District's funding since local residents (via the city) will need to pay approximately 50 million dollars for the project. I would rather see this money be directed toward the continuation of our excellent schools.

In spite of the fact that I am not opposed to use of public transit, I currently do not see a future need for a new public transit project from Lake Oswego to Portland at this time. I appreciate that Metro continues to study transit options, but I believe such projects should only be pursued if the benefit to local residents and business is clear from an economic perspective. Please note that my comments are based upon my personal analysis of reading news articles on the subject. I would have preferred direct references, and third party analysis, but I simply did not have the available research time.

Sincerely,  
Bill Jaursch



Date 1/31/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Carolyn R. Jones  
Affiliation (if any) Lake Oswego Resident  
Address (required) 2818 S. Poplar Way, Lake Oswego, OR 97034  
E-mail (optional) jonescarolyn@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Independent Research on street car Ridership - Reference  
Page 5-1 & Page 1-6 Section 1.5

Please put into the record - 4 pages attached.

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

## Independent Research Study

### A Survey Local Ridership - Lake Oswego to Portland Streetcar

January 2011

#### **Introduction and Purpose of the Study:**

The following summarizes key points of survey research conducted on January 19, 2011 at a forum sponsored by the Lake Oswego Neighborhood Action Coalition (LONAC). The purpose of the Forum was to offer a multi-perspective panel discussion, including the pro's and con's of the recently released Draft Environmental Impact Statement (DEIS) for the proposed Lake Oswego to Portland Transit Project in the Highway 43 Transit Corridor. According to Metro, the government body overseeing the proposed transit project, a regional transit system consisting of either a streetcar or an enhanced bus would improve transit and provide relief from traffic congestion within the Lake Oswego to Portland Transit Corridor (Page S-1 Lake Oswego to Portland Transit Project DEIS Summary). The discussions of the four-member panel primarily centered on the streetcar option, the expense of building a streetcar, and potential ridership.

The audience/participants were drawn to the Forum through a variety of means of public outreach. LONAC members received invitations through e-mails and on January 6 and 13, 2011, articles were placed in the local newspaper, the Lake Oswego Review, inviting attendance. The Lake Oswego Neighborhood Action Coalition is one of the oldest and largest member organizations in Lake Oswego and its membership is composed of representatives of Lake Oswego neighborhoods though out the Lake Oswego area.

#### **Research Design and Method**

This research was designed to determine the attitudes from the Forum audience toward ridership of a streetcar; whether they would ride the streetcar, and whether ridership would more be to commute to work, or more for pleasure or entertainment purposes. A copy of the questionnaire was placed on each chair and at the Forum's end the moderator asked attendees to respond to the questionnaire and to leave it on a table positioned at the Forum's entry.

#### **Research Results**

A total of 81 participants attended the Forum and 46 surveys were placed in a box as participants left the forum. Not all questions on returned surveys were answered. Questions where no response was given are labeled nonresponse. The percentages were not rounded and below the number of responses and the percentages are highlighted in bold type.

#### **Overall Response Rate - 55% (45/81)**

**1.** As a resident of Lake Oswego and at this point in time, how likely do you think you would be to ride the Streetcar between LO and Portland?

___ very likely - <b>3</b>	<b>(6%)</b>
___ somewhat likely - <b>2</b>	<b>(4%)</b>
___ don't know - <b>0</b>	
___ not very likely - <b>12</b>	<b>(26%)</b>
___ not at all likely - <b>28</b>	<b>(62%)</b>

2. If you are likely to ride the Streetcar, would it be more to commute to work, or more for pleasure and entertainment purposes?

\_\_\_to commute to work - **0**  
\_\_\_more for pleasure and entertainment - **30 (66%)**  
**nonresponse** (meaning the question was left blank) - **15 (33%)**

3. If you are likely to ride the Streetcar to Portland to commute to work, how often do you think you would ride it?

\_\_\_daily - **0**  
\_\_\_weekly - **1 (2%)**  
\_\_\_bi-monthly - **1 (2%)**  
\_\_\_monthly - **0**  
\_\_\_less than once a month - **16 (35%)**  
**nonresponse** - **27 (60%)**

4. If you are likely to ride the Streetcar more for pleasure and entertainment purposes, how often would you ride it?

\_\_\_daily - **0**  
\_\_\_weekly - **1 (2%)**  
\_\_\_bi-monthly - **1 (2%)**  
\_\_\_monthly - **3 (6%)**  
\_\_\_less than once a month - **24 (53%)**  
**nonresponse** - **16 (35%)**

### **Conclusions and Recommendations**

The findings of the study suggest that the need for a street car should be questioned. Based upon this sample the project does not garner wide support from residents in Lake Oswego neighborhoods.

### **Limitations of the Study**

This research should be considered as informal and was not designed to be scientifically valid as the sample is not representative of the population of Lake Oswego, which is approximately 35,000. Historically, LONAC has served as a forum to discuss and represent the common interests of the community. Many of its members are long-term residents of Lake Oswego who live within the various neighborhoods or within close proximity to Lake Oswego's City limits. In other words, the participants in this research can be considered as informed representatives of their neighborhoods in terms of how city policy may impact the quality of life within their neighborhoods.

Although invited to participate, the project staff of the proposed Lake Oswego to Portland Transit Project in the Highway 43 Transit Corridor Project did not attend which resulted in an imbalance in the panel discussion with 1 panel member on the con side and 3 panel members on the con side. (See attached e-mail from Karen Withrow dated 1/13/11)

After the questionnaires were collected it became apparent that for Question #1, if respondent answered not at all likely, the rest of questions seemed irrelevant. That likely explains the high nonresponse rates for questions #2, #3, and #4.

This research study was done by Carolyn Jones who has been involved in research since the early 1990's and has a master's level education.

**RE: Public Outreach - DEIS**

To see messages related to this one, group messages by conversation.

**Karen Withrow** Add to contacts 1/13/11  
 To Carlyne Jones, Clifford Higgins, Jamie Sno... Reply 

Carolyne,

Thank you for the quick, clear responses to my questions. After better understanding your plans, I am unable to arrange staff for the meeting. Project staff are not the appropriate people to participate in a panel discussion with pro and con positions. Project proponents beyond staff could be contacted by LONAC to participate in the panel, if you so choose.

As you noted, there is often more information about streetcar. The reason for that is not because project staff favor the streetcar alternative but rather because there are five design options for the streetcar alternative -- five options to describe and share analysis results for. In addition, the DEIS is obliged to document potential benefits and impacts of the alternatives and there are more changes associated with the streetcar alternative than the enhanced bus alternative, which primarily runs where bus #35 runs today. Because there are more changes associated with the streetcar alternative, there tends to be more questions about it and time is devoted to answering those questions based on the best information available.

Karen

Karen M. Withrow,  
 Public involvement manager

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**From:** Carlyne Jones [mailto:jonescarolyne@hotmail.com]  
**Sent:** Tuesday, January 11, 2011 5:31 PM  
**To:** Karen Withrow  
**Cc:** Clifford Higgins; Jamie Snook  
**Subject:** RE: Public Outreach - DEIS

1/31/2011

Page 2 of 3

Subject: RE: Public Outreach - DEIS

Hi Karen:

LONAC's policy is to present non-partisan forums that provide information from multiple perspectives. This forum will host 4-6 individuals, 2-3 from a more pro perspective and 2-3 from a more con perspective.

I think that the specific format will be a combination of both sides presenting what is contained in the DEIS and the panel members interpretation of what their understanding is. Panel members would be able to ask questions of each other to clarify issues in the DEIS that could be interpreted to be a pro or con for a particular option.

Most of the conversation will be centered around the streetcar, since the DEIS devotes so much discussion on that. The open houses put on by Metro included maps and stations where people could ask questions, which were manned by people who were very heavily geared toward the pro street car side. For our forum we would like equal attention given to both the street car as well as the rapid bus option.

The Forum will start out with topical issues like cost estimates and federal match requirements, local match estimates and ratios, such as, is the 60-40 match still a basic assumption, and what ridership is being assumed for the project to be feasible? Etc...

I hope I have clearly answered your questions?

Carolyne

---

From: Karen.Withrow@oregonmetro.gov  
To: jonescarolyne@hotmail.com  
CC: Clifford.Higgins@oregonmetro.gov;  
Jamie.Snook@oregonmetro.gov  
Date: Tue, 11 Jan 2011 13:46:00 -0800  
Subject: RE: Public Outreach - DEIS

Carolyne,

Kristin forwarded your email to me as their contract to work with us on the Lake Oswego to Portland Transit Project has concluded.

Can you tell me what the format of the meeting will be? At our previous presentation, it seemed that we were being asked to present information but then the meeting was in a panel/debate format. Will this meeting have a similar format? Will there be other speakers? What topics will they cover?

Karen M. Withrow,  
Public involvement manager

1/31/2011

Page 3 of 3

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---

**From:** Carolyn Jones [mailto:jonescarolyn@hotmai.com]  
**Sent:** Thursday, January 06, 2011 3:45 PM  
**To:** Hull, Kristin/PDX  
**Subject:** Public Outreach - DEIS

Dear Kristin:

Approximately one year ago you were kind enough to assist me in scheduling speakers (Karen Withrow, Ellie McPeak & Dave Jorling) for a LONAC Meeting (Lake Oswego Neighborhood Action Coalition on the Portland to Lake Oswego Street Car Proposal.

On January 19th in the evening LONAC will be hosting a panel discussion on the DEIS and I was wondering if you might be able to assist me again in lining up two speakers who could provide a summaries of the findings in the DEIS?

The panel discussion is scheduled for Wednesday, January 19 from 6:30 to 9:30 PM. It will be held at the Christ Parrish Episcopal Church at 1060 Chandler Road which is the large church across from the Heritage House. I will confirm the amount of time each speaker should plan on.

Best wishes for the New Year!

Carolyn

**From:** Pamela [pamela@jonespartners.biz]  
**Sent:** Thursday, January 06, 2011 7:18 AM  
**To:** Trans System Accounts  
**Subject:** Transit Project - Lake Oswego to Portland

Comments were requested via a recent mailing. I own two pieces of property in Lake Oswego and one in Portland – all rentals. I have attended public gatherings on this project (Lake Oswego to Portland Transit) in the past. My thoughts:

- Forecasted riders do not provide a return on investment
- Current use of MAX throughout the Portland area has not provided a return on investment. Ridership numbers remain low.
- Tax dollars from the “working class” (not on the public sector payroll) have dwindled in Oregon and Portland
- Please *stop this make work project* that continues to bankrupt our society when the *full paycheck for public workers is excluded in the 'cost estimate'* – I am talking about the rich pension system that tax payers do not have - and will not have in the future.

Pamela Jones

Submit via e-mail

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

Print



Date 30 Jan 11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Pierre Jones

Affiliation (if any)

Address (required) 15474 Heritage Court, Lake Oswego OR 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- 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)

Hello,

I am a proponent for mass transit and a link from Lake Oswego into Portland and Milwaukie.

Because of fiscal constraints, it seems the price tag for the currently envisioned streetcar project will doom Trimet's Lake Oswego Street Car proposal.

It might be best to postpone the project until a regional plan is developed incorporating the Portland-Milwaukie Light and the Lake Oswego Rail to share the cost and infrastructure of both proposed Lake Oswego and Portland/Milwaukie mass transit projects. Rather than both the Lake Oswego and the Portland/Milwaukie lines running into downtown Portland, they could share a single line from the Willamette crossing into downtown Portland.

If the Portland/Milwaukie line were to cross the Willamette on the new Sellwood Bridge, it would save the additional cost of a bridge across the Willamette and reduce the length of the line from Lake Oswego significantly. It might also save on right of way costs for the Portland/Milwaukie line, because the Lake Oswego railbed is already owned into Portland.

I don't believe I'm the first to point these savings out; but today's environment begs for cost savings where-ever/when-ever feasible.

thank you,  
Pierre Jones

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

**From:** dleej29@aol.com  
**Sent:** Wednesday, December 15, 2010 3:57 PM  
**To:** Trans System Accounts  
**Subject:** Local option for Lake Oswego

To Whom It May Concern:

The only option that makes sense to continue studying is the streetcar option between Portland and Lake Oswego. It is the only option that reduces greenhouse gases, provides frequent & reliable service, and also creates the possibility for Lake Oswego to increase housing options adjacent to the line in the Foothills area. Without regular public transit options that relieve congestion on Hwy. 43, Lake Oswego can't expand its density within its existing city limits where infrastructure is already available.

Please list me as a supporter of the streetcar option.

Sincerely,  
E. Andrew Jordan  
3485 Upper Drive  
Lake Oswego, Oregon 97035

## COMMENTS ON PORTLAND TO LAKE OSWEGO STREETCAR PROJECT

01.26.2011

Some say that the City Council election results indicated that Lake Oswego does not want the streetcar. This is not a correct assessment. For example, during the campaign the LO Chamber of Commerce hosted a candidate forum where all 7 candidates supported the streetcar. The differences had to do with timing. If anything is to be gleaned from the election, it is that the streetcar was endorsed by the voters – not rejected.

There are many reasons for its construction that have been expressed by the voters. There are other compelling reasons that still need to be mentioned.

In the month of August, 2010, the United States imported 382 million barrels of oil, at a cost of over 29 billion dollars. On a per capita basis, this means each American spent over \$88.00, and the citizens of Lake Oswego over 3 million dollars, for foreign oil in August. In about 4 months, the citizens of Lake Oswego send enough money to foreign countries that could otherwise pay for its portion of the streetcar project.

Secondly, oil prices are now hovering around \$90 a barrel, which is matching the worst case estimate published in 2008 by the US Department of Energy. This

estimate projects the price of a barrel of oil in 2017, when the streetcar is expected to be completed, at approximately \$120 a barrel. We are now paying over \$3.00 for a gallon of gas. We must be prepared for prices in 2017 that will be so high that some of us will no longer be able to afford to drive, and many of us will not be able to drive as often as we do now.

Oil production worldwide has been flat for years, which indicates that the peak of production has been reached and is on the verge of a steady decline. This is despite new discoveries of oil, most of which will be more expensive to produce. In addition, the demand for oil in developing nations, particularly India and China, is increasing significantly. These developments will result in increased prices that may go beyond the Energy Department's worst case estimates. One investment periodical, *Money Morning*, states that Oil will cost \$150 a barrel by July of this year.

Finally, the most compelling reason to build this project, in my view, is to help win the war on terror and support our troops. The United States is engaged in the first war in human history where one of the belligerents is funding both sides. It has been widely reported that significant amounts of the proceeds from our oil purchases from the Middle East are sent to the Taliban and Al Qaeda. Yet we continue to purchase Middle Eastern oil despite the fact that by doing so we are helping our enemies.

Building the streetcar line will not by itself solve these problems, but transit will be one of the major solutions. Over 80 American cities have recognized the advantages of streetcar systems and are in the various stages of planning and construction of streetcar lines, which will be run on electricity, a domestic resource. Lake Oswego should not miss out on being part of the solution. For the sake of future generations, the time to build the streetcar is now.

Respectfully Submitted

David L. Jorling  
Lake Oswego resident

**From:** Joy [joy\_29719@msn.com]  
**Sent:** Tuesday, February 01, 2011 11:45 AM  
**To:** Trans System Accounts  
**Subject:** street car

I hope that I am not too late to give my opinion on the street car from Portland to Lake Oswego. To me it is the sign of a mature society that you use public transport instead of driving a car when the public transport is available or when it could be available if we have the resolve to lessen our dependence on fossil fuels. The uprising in Egypt plainly shows that we can't be at the mercy of the Gulf States when this kind of thing is going to happen more and more as their populations get sick and tired of being under the thumbs of dictators and tyrants. What happens when oil runs out or when the pipelines are blown up or the cost because so inhibitive that it is no longer feasible for the average person to run a car? Do we wait until this happens before we take steps to be independent and have public transport in place?

**From:** Betty Jung [bettyjung@reachone.com]  
**Sent:** Monday, January 31, 2011 6:48 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Street Car Proposal - Citizen Input

I live at 14503 Camden Lane, Lake Oswego, OR 97035 and I work at 5800 Meadows Rd. #100, Lake Oswego, OR 97035. I have lived in Lake Oswego since 1986 and have worked in Lake Oswego since 1975.

Here are my comments:

Lake Oswego is aging and the sentiment is that we want to attract families and professionals to our city. The majority of those professionals will be working at the west end of town, i.e. Kruse Oaks Corporate Park, Kruse Way and Centerpointe. Yet, none of those workers have access to any kind of reasonable transportation into Lake Oswego and Portland. I work in one of the Kruse Oaks buildings. The parking lot has been filled to capacity on many occasions and I can't find a place to park.

Yet, my question is who will benefit from the street car? The occasional dinner guest into town? Those that want to attend the Lakewood Theater production or visit family? Certainly not the masses that would use transportation if it were at the west end. I feel our leaders are trying to squeeze everything they can into the downtown area and are neglecting other parts of the city. The west end doesn't even have any of the 65 pieces of art in the Gallery Without Walls except one piece at I-5. Everything seems to be focused on the downtown core yet that's not where most of the city's money is coming from and where the majority work. The city's largest tax base comes for those three business centers. Yet, the city does not provide any benefits to its west end.

The downtown area is getting crowded as well. The city has done a great job in creating our area as a destination spot. In fact they've done such a good job I've also not found parking on the street or in the garage there. I know people that won't go to the farmers market because they can't find parking. Now if Mr. Wizer would only let us use his lot! I remember the days when restaurants closed in LO for lack of business as people went to Portland instead. Not any longer as the city has some of the best restaurants around and they are usually filled to capacity.

On a recent trip to Hawaii I rode their buses, shuttles and trolleys going from one end of town to the other without the hassle of a car. I felt they had a great transportation system. Why don't we have shuttles into town like we do when there's the Arts festival and during the farmers market? Why can't we run a max line down I-5 so that one day, if and when it is decided to finally extend the UGB, that area can also have access into Lake Oswego and provide all the workers in our business parks with transportation? Or why aren't there shuttles that take the employees from the west end to the transit station on Barbur or Washington Sq.?

I really believe the leaders of Lake Oswego are being narrow-minded with the only options being the bus service or the street car. There are other options - i.e. shuttle services, expanded bus service, street car, trolleys and the max line down I-5. If you want to attract the families and professionals, we will have to do a better job providing them with transportation to get to work, i.e., the west end of Lake Oswego.



**Betty Jung**, Broker, CRS, GRI, , ABR, CNHSS  
**Successfully Selling Real Estate Since 1975!**  
RE/MAX equity group  
5800 Meadows Rd., #100  
Lake Oswego, OR 97035  
Email: [bettyjung@remax.net](mailto:bettyjung@remax.net)  
Direct/Voice Mail: 503-495-5220  
Fax: 503-495-5296  
Toll Free: 888-927-6789 Extension 5220  
Website: <http://bettyjung.com>  
Blog: <http://allaboutportlandoregonrealestate.com>

503-797-1930



Date 1/30/2011

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

(Please print)

Name (required)

Steven R. Kaer

Affiliation (if any)

Address (required)

17110 Cedar Rd., Lake Oswego, OR 97034

E-mail (optional)

SteveKaer@chseal.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I am against the streetcar  
ramp up into Oswego and the  
various impacts to the city  
it would cause.

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

**From:** Vidya/Sara Kale [vidyasarakale@gmail.com]  
**Sent:** Friday, January 21, 2011 2:11 PM  
**To:** Trans System Accounts  
**Cc:** Susan Milhauser; Bruce Brown  
**Subject:** DEIS on the Portland to LO Transit Project

Dear Jamie Snook,

As a member of the City of Lake Oswego Sustainability Advisory Board, I would like to make a few comments regarding the Draft Environmental Impact Statement for the Portland to Lake Oswego Transit Project. Most of all my comments relate to the hidden costs in the No Build option which are not taken into consideration. In my opinion the following items should be considered.

- Highway 43 is very steep in many places with shear rock faces on the side of the highway. Some of these areas are possibly slide prone. There have been past examples in Oregon where large slides shut down a highway for many weeks and caused several million dollars worth of repairs. It is possible that such costs come out of a different pool. Nevertheless we as tax payers ultimately bear those costs and therefore they should be considered in the No Build option with some sort of probability attached to it over the next 25 to 100 years. The street car will reduce traffic on Highway 43 and thus reduce the effective costs of a long closure.
- We were told in a presentation on the DEIS to our board that there are 10 or more toxic sites which must be addressed and the materials removed. This will be happening within the Streetcar construction scenario. Even if the streetcar does not go through, eventually our state will have to clean those sites. Therefore the same consideration applies in terms of cost estimates.
- The streetcar transit corridor will also allow better options for a trail and bicycle travel. The No Build option does not include these and we are told currently there are no funds for it. When you compare the various options, this creates a somewhat misleading picture in favor of the No Build option.
- What will Trimet do to accommodate additional bus passengers that would materialize if the cost of energy goes up? Even under the No Build option, they will need additional rolling stock. Shouldn't those expenses be considered?

Please consider these issues in your treatment of the various options.

Thank you very much.

Vidya Kale  
115 Furnace Street,  
Lake Oswego, OR 97034



Date \_\_\_\_\_

## Lake Oswego to Portland Transit Project

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

(Please print)

Name (*required*) David Kaplan

Affiliation (if any) \_\_\_\_\_

Address (*required*) 1630 SE Elliott Ave

E-mail (optional) davidalankaplan@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Environmental impacts  Transportation  Finance  Alternatives and/or design options

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

---

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

Please note for my support of the Portland-Lake Oswego streetcar extension. Transportation options for the next fifty years can not depend on the current automobile model – even in Dunthorpe and Lake Oswego. If the region were to lose this precious right-of-way, we would regret it for generations to come.

Efficient rail transportation will be the backbone for transit in the region. There are limited opportunities in this corridor. We need to take advantages of each of them.'

David Kaplan

---

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

**From:** Keates, Nancy [Nancy.Keates@wsj.com]  
**Sent:** Tuesday, December 07, 2010 1:12 PM  
**To:** Trans System Accounts  
**Subject:** comment on the lake oswego to portland transit project

I believe this report doesn't really consider the overall environmental impact of adding transit to this corridor. Right now it is a beautiful area that leads to two very small, quaint shopping center in downtown Lake Oswego. KEEP IT THAT WAY!!!!!! By adding streetcar service you would be increasing development. Why is bigger always better?

Instead, build a wide bike and pedestrian path that goes from John's Landing to Lake Oswego – something similar to the Spring Water Trail.

DO NOT PUT IN A STREET CAR.

Nancy Keates  
503.697.5989  
[nancy.keates@wsj.com](mailto:nancy.keates@wsj.com)



Date 12/16/10 <sup>ca</sup>

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Nancy Keates

Affiliation (if any)

Address (required)

01320 SW Kaddcliffe Rd 97219

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |   |   |   |
|---|---|---|---|
| <input checked="" type="checkbox"/> Land use and planning   | <input checked="" type="checkbox"/> Economic activity | <input checked="" type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input checked="" type="checkbox"/> Environmental impacts   | <input checked="" type="checkbox"/> Transportation    | <input checked="" type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____                  |   |   |

Comment (use back or attach additional sheets if necessary)

Please do not put in a streetcar. It is not necessary. It is growth for god's sake. you will be destroying a beautiful part of the city. It is not worth the cost.

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



Date 1/19/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Timothy Keener

Affiliation (if any)

Address (required)

2277 Summit Dr. Lake Oswego

E-mail (optional)

tk@orspine.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I do not support the  
Lake Oswego street car  
as there is no evidence  
it will decrease Hwy 93 traffic.  
There is a divided community  
over this issue!

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

**From:** Nathan Kemalyan [nkemalyan@comcast.net]  
**Sent:** Sunday, January 02, 2011 3:34 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project

Dear Transit Project staff;

I am responding to the mailing I received from the City of Portland Bureau of Planning and Sustainability. I have read the draft environmental statement posted online. I am a resident of the John's Landing area for 23 years.

I am in favor of seeing a streetcar development occur between Portland and Lake Oswego. Although the capital cost is higher than the other options, the streetcar option is the one best suited to moving us away from the disadvantages of an automobile-based transit system. Buses are more efficient than single occupant vehicles, but they are dependent on the same roads and driving conditions. I doubt we will see the disappearance of buses in my lifetime, but only a bold and visionary planning process will grant us an additional option for transportation along this key corridor in our metro area. A right-of-way exists that is currently very under-utilized, and the connections on either end are insufficient to make the trolley a viable option for transportation. However, the opportunity for connection to Portland's streetcar is immediately available with very little additional work on the northern terminus. The ultimate environmental impact of the streetcar over many years will be the lowest of all options. Enhancement of the rail right-of-way is an investment that can be of value for the next century, to a time when fossil fuels and the single occupant petroleum powered vehicle may well be a thing of the past.

I will be a user when the streetcar comes to my neighborhood.

Nathan Kemalyan  
0414 SW Nevada St.  
Portland, OR 97219

**From:** Sandra Kennedy [sankenn@mac.com]  
**Sent:** Monday, January 31, 2011 10:43 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego streetcar

I am strongly opposed to the streetcar option. I favor enhanced bus service with a bike path on the rail line. I could elaborate on my feelings but I think you have received good input from others as to cost, parking, etc. Please count me as another citizen who supports the bus option

Thank you  
Sandra Kennedy  
1451 horseshoe curve  
Lake Oswego. OR. 97034

**From:** Tom Kennedy [tfkennedy@mac.com]  
**Sent:** Sunday, January 30, 2011 10:21 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Street Car

I am strongly opposed to the proposal to construct a street car line from LO to Portland. This is probably least efficient and most costly option under consideration. The federal funds should not be spent at all - here or anywhere else- and our community cannot afford the increase in taxes and related costs. Tri Met has proven to be incompetent and should now focus only on getting their costs and operations under control. We cannot afford their continued growth.

Metro should make plans to maximize the available surface transportation routes using reversible lanes and other resources available at reasonable cost.

Sincerely,  
Thomas F Kennedy  
Citizen of Lake Oswego

Sent from my iPhone



Date \_\_\_\_\_

## Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Benjamin Kerensa

Affiliation (if any) \_\_\_\_\_

Address (required) PO BOX 33010, Portland, OR 97292

E-mail (optional) bkerensa@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

---

Comment (use back or attach additional sheets if necessary)

I rarely travel to Lake Oswego although I have friends who live in Lake Oswego and take Trimet into Portland and they indicate that the existing transportation is fast, efficient and underused.

I feel that a Street Car would be a bad option since it operates at such a low speed and is stuck on a fixed route. If any additional transportation is needed perhaps an enhance bus service would be the way to go since a bus can always adjust its routes and cost much less than developing a street car route.

I think that Metro has an obligation to spend federal funding in a efficient and at the lowest possible cost.

---

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

**From:** Benjamin Kerensa [bkerensa@gmail.com]  
**Sent:** Thursday, December 02, 2010 5:41 PM  
**To:** Trans System Accounts  
**Subject:** Public Comment RE Lake Oswego to Portland Transit Project

To Whom It May Concern,

I oppose any transit project that connects Lake Oswego to Portland on the grounds that such a project would burden local economy further and due to the state of the economy and the likelihood that such a project could be sustainable I totally object. Our existing transit systems are not even sustainable and we should not further expand transit projects that put us in debt.

--

Sincerely,  
Benjamin Kerensa



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Catherine J. Kerr

Affiliation (if any)

Address (required)

4 Gershwin Court, Lake Oswego, OR 97035

E-mail (optional)

Kay.3917@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

It is ridiculous to think that people in Lake Oswego will support a streetcar in Foothills area. Not many of them ride the buses now.

If the streetcar would not pay its way in the future, Tri-Met would minimize the bus service elsewhere in Lake Oswego to help pay the costs as they did in Milwaukee with the light rail.

I and many of my neighbors worry about how this city can afford this with all of the other <sup>projects</sup> being considered

for us to pay for.

WE DO NOT WANT or NEED THIS STREETCAR.

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

**From:** kay3917@aol.com  
**Sent:** Monday, January 31, 2011 9:33 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego streetcar

We live in the Mountain Park area of Lake Oswego. We have a Tri-Met bus that services our area satisfactorily. We now have streetcar which we can use if we want. We probably would never use the proposed streetcar. The streetcar will only come to the Northeast corner of this city. I do not see that seniors or the majority of our residents would get much use of this EXPENSIVE project. We usually drive places and then do errands along the way.

To ride the street car, you would have to transfer several times to get to your destination.

Lake Oswego and the USA residents cannot afford this project at this time. We have the \$20,000,000 WEB building, the proposed Tiigard/Lake Oswego water expansion project of several millions, the sewer system of almost \$100,000,000, the schools in financial trouble.

We think it would be irresponsible of the city and Metro to put us in line to bankrupt our city at this time,

vote NO.

J. M, KERR and CATHERINE J. KERR  
4 Gershwin Court  
Lake Oswego, Oregon 97035



Date 12-16-10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Kay Kerr

Affiliation (if any) \_\_\_\_\_

Address (required) 4 Gershwin Court, Lake Oswego, OR 97035

E-mail (optional) Kay3917@aol.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Take a look at "E + F" avenues. Do you think this street car project is a priority for our people to pay for at this time? Many residents have lost their jobs. Our country should not be spending billions on this at this time. We have the WEB to pay for.

When you calculate the time it would take to go to Portland, are you counting from the time the street car takes after you board, or, does it include the time it will take including the time you leave your car?

I think we are looking at too much and too many projects for 2011-14. Let's prioritize our needs. OVER

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

Let us keep the bus lines and maybe improve coverage of a larger area.

Our buses travel many hours with few passengers, but we need them. We do not need to spend \$450,000,000 for something new. Yes, it is our money whether returning us Federal dollars or Lake Oswego paying all. We all have to pay it in the end.

You people need to "LISTEN" to the residents.

Thank you,

**From:** Jeanne Kistner [jeannekistner@msn.com]  
**Sent:** Monday, January 31, 2011 8:25 PM  
**To:** Jeanne Kistner  
**Cc:** Trans System Accounts  
**Subject:** Re: Comment for Streetcar Project

On Jan 31, 2011, at 8:23 PM, Jeanne Kistner wrote:

#### Lake Oswego to Portland Transit Project

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

(Please print) Name (required) Affiliation (if any) Address (required) E-mail (optional)

Include my e-mail in your project notification list. Comment topic(s) (check all that apply)  Land use and planning  Economic activity  Community Effects  
 Environmental impacts  Transportation  Finance  Section 4(f) preliminary findings of de minimis impacts to public parks

Submitted by Jeanne Kistner  
13490 Fielding Rd Lake Oswego OR 97034

[jeannekistner@msn.com](mailto:jeannekistner@msn.com)

#### Comments

Another needed improvement to our infrastructure, or another government boondoggle? Look at WES, ridership is almost nonexistent, we will continue to subsidize it for the foreseeable future. Who in Lake Oswego is going to ride the streetcar? Not me, and I could walk to a stop ear my house. I'm a typical Lake Oswegan, I've worked hard to get where I'm at and I don't like to make a lot of sacrifices, especially when it comes to transportation. I don't think I'm alone in my thinkinhg.

I have a better suggestion. Let's take advantage of existing infrastructure. What I'm referring to is the millions spent on Foothills Park and the new boat dock. We can run water taxis from Lake Oswego to downtown Portland every morning and then again in the afternoons. All we have to do is hire the Willamette Rive Jet Boats, have them put a cover (which I'm sure they'd be happy to do) and the suggested traffic issues we have are solved. If, in fact, we see ridership soar, then perhaps, we should consider spending millions and millions on a "nice to have" streetcar. If needed, we can even stop at Willamette Park to accomadate the John's Landing neighbors.

This idea is so simple, easy to execute, and can provide a true baramoter of wheather or not people would actually use alternative transportation to get downtown? And the best part is it would take very little innvestment.

Let's stop pitting neighbor against neighbor for something we can't all agree on and get back to focusing on the real issues that face our community, funding basic services, especially schools. The streetcar is of far less importance than educating the next generation of citizens, our kids, and for my money, lets fulfill the promise that all of our citizens take great pride in, funding the best schools in the state!

Submit via e-mail

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

Print



Date Jan 31, 2011

### Lake Oswego to Portland Transit Project

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

*(Please print)*

Name (required) Peter Klaebe

Affiliation (if any) \_\_\_\_\_

Address (required) 5438 Tree St, Lake Oswego, OR 97035

E-mail (optional) pklaebe@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

The options considered are not sufficiently long range looking. When planning for rail transportation, it should be done to separate the heavier than road traffic from the public roadway to provide for better safety and faster commute times. In addition, the streetcar as planned dead-ends in downtown Lake Oswego, which does not support a viable commute alternative for people not within easy walking distance, such as those residents at the other end of Lake Oswego (West Lake, Lake Grove, Bryant, Rosewood neighborhoods).

A bolder more forward looking approach would include not a streetcar, but a MAX-like extension of light rail through Lake Oswego, joining on the existing rail lines running along the north shore of the lake all the way to Tualatin. This would only be truly a viable transportation option if there were two sets of rail tracks running to Tualatin (to allow rail traffic to run in opposite directions at the same time), together with no rail crossings at street level. ie. All rail crossings would be by a bridge or a tunnel, so as not to delay commuters on the light rail, or those people traveling by car. In the second decade of the 21st century it is amazing to believe that Portland is planning transportation options that date back to the 1920s and consider this advanced! If the approach I have recommended were to be considered, then planning for a more comprehensive light rail transportation network would allow commuters to travel from Tualatin to Beaverton to Portland to Lake Oswego to Tualatin in a large circle without needing to switch to buses. This would truly give more options for those people who may not work in downtown and encourage a larger ridership than is projected. It would also allow ultimately for inter-city commuting with a high speed train between Portland and Eugene, with a stop in either Lake Oswego or Tualatin.

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

Submit via e-mail

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

Print



Date 12/4/10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) David Koen and Carolyn Berns

Affiliation (if any)

Address (required) 102 NE Fargo St. Portland, OR 97212

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

We are in favor of the streetcar option. It will benefit the environment and the economy.

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

Submit via e-mail

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

Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) candace kramer

Affiliation (if any) Windermere Realestate

Address (required) 1870 Twin Points rd

E-mail (optional) candace@candacekramer.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I am currently a broker in Lake Oswego and have marketed 3 condo projects in lake oswego. Currently I am marketing the 555 condos project at 2nd and b ave, there are 30 units and across the street is the Stafford Commons condo project with 24 units. For the past 4 years i have sold property in downtown LO and ALL my clients want this streetcar project to move forward in fact it was one of the reasons they purchased their home. They are baby boomers downsizing and not needing two cars and wanting to stay independent and not move in retirement homes. Having this type of transportation is vital for the downtown businesses and entertainment. The tourist industry is important for out of towners to come and visit LO, shop, dine and visit our beautiful parks. They may even end up purchasing a home! I have a blog [www.downsizemyspace.com](http://www.downsizemyspace.com) taht discuess the important needs of the boomers and a central core downtown with smart efficient transportaion.

The fear factor should be dismissed since we have strong neighborhood assoictions, wonderful police department and and metro will also assist in well lighted protected stations.

I have traveled all over Europe by train and it was the best way to travel!

I believe metro is moving in the right direction with investing in rail rather than more buses.

Candace Kramer  
top producing agent lake oswego office 2010 Windermere

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

**From:** Susanna Kuo [susannakuo@comcast.net]  
**Sent:** Sunday, January 30, 2011 3:21 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar Comments

To whom it may concern:

We members of the Kuo family -- Frank, Susanna, and Emma -- are writing to express our support for the streetcar to Lake Oswego. Susanna's family has lived in Lake Oswego for 60 years and as long as she can remember, they have longed for the day when commuter rail service would be restored to Lake Oswego.

From 1914 to 1929, the Red Electric train provided quick and convenient transportation from Oswego to Portland, the kind of service residents of Beaverton and Gresham enjoy today on the MAX line. Susanna's father (former Lake Oswego mayor Herald Campbell) rode the Red Electric to Oswego as a youngster. The Red Electric was as crucial to the development of Oswego in the early 20th century as the streetcar is to its development in the 21st century.

The transportation corridor between Portland and Lake Oswego is severely limited by topography. Rail service is the obvious solution. Enhanced bus service will only aggravate the problem. Buses will be trapped in the same traffic congestion as cars. Moreover, buses create pollution and are more expensive to operate than the streetcar. Streetcars are cleaner and quieter than automobiles and buses.

We are confident that the streetcar will be just as safe as any other form of public transportation. The suggestion that it will be unsafe is a scare tactic raised by streetcar opponents.

We support a streetcar line that runs in the existing rail corridor and terminates near the site of the original Oswego Depot at the intersection of A Avenue and State Street. We are not in favor of running the streetcar in the congested traffic of Highway 43. And we are not in favor of the proposed depot in the Oswego Village Shopping Center. Extending the line to Albertson's adds to the cost of the project and will have a negative impact on the historic Sundleaf buildings on State Street and on Oswego's Old Town neighborhood.

Of the three options under consideration (no build, enhanced bus, and streetcar) only the streetcar offers a sustainable and long-term solution. Postponing streetcar construction will result in higher construction costs, not to mention increased air pollution and wasted fuel from drivers stuck in traffic. The rail corridor for the streetcar has already been purchased and federal dollars for the project are available now at a time when we desperately need the jobs. Waiting until traffic on Highway 43 reaches gridlock is not a responsible choice.

Yours sincerely,  
Frank, Susanna, and Emma Kuo  
15 Cellini Court  
Lake Oswego, OR 97035

## Lake Oswego to Portland Transit Project

**Date**

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

*(Please print)*

**Name (required)** Kathleen A. Lairson

**Affiliation** (if any)

**Address (required)** 6126 Irving St. West Linn, OR 97068

**E-mail** (optional)

Include my e-mail in your project notification list.

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

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

Environmental impacts  **Transportation**  **Finance**  Alternatives and/or design options

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

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

**I support the No-Build option because it is the only option that will be the best for public transportation from West Linn to Portland. The other options will add two transfers to the current transit route. Any time a transfer is introduced it increases the time for travel. Someone who is mobility challenged any transfer causes a problem.**

**Another concern is the cost. The benefits are not worth the cost of this project. It is time for the public sector to act more like the private sector when costing a project. No private company would ever take on this project, because it will never pay for itself. That fact that there is federal money does not make the project any more viable. Federal money just means it comes out of another of my pockets. Federal money should be used for projects that have greater benefit for more people.**

**It is time for regional and local governments to remember that we cannot keep spending without thinking about what we are doing to the financial future for our kids and grandkids.**

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Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date Dec. 3, 2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Gerard H. Langelier

Affiliation (if any)

Address (required) 11522 SW Riverwood Road, Portland, OR 97219

E-mail (optional) langeler@ovp.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Those of us who live to the east on SW Riverwood of where the proposed streetcar would run (about 40 homes) have grave concerns about the safety issues of potentially being cut off from emergency services in the event of a streetcar breakdown at or near the proposed Riverwood Rd. stop. This is not just an issue if the option is chosen to run the line up Riverwood to Rt. 43 and cut off access there. This is a serious problem in either chosen route. So far, I have seen nothing that addresses this public safety risk in any of the responses given in public hearings.

This is not a wild-eyed corner case. We all remember the streetcar breaking down in the South Waterfront and having to wait a week or more for parts to be flown in from Germany. Even tens of minutes could be life and death to the 40 families at risk in our community. A stuck streetcar can not easily be moved, while a bus can be towed with readily available equipment to allow emergency vehicle access if the bus stalled in a similar blocking situation.

Perhaps there are other areas within Metro where stalled streetcars or light rail trains have the potential to completely cut off neighborhoods from emergency services - where there is literally no other way around. But I am not aware of them.

Now add the option of potentially closing the Rt. 43 access from Riverwood, and you force something like 80 homes to rely only on the steep SW Military Road access to Rt. 43. As anyone who lives in the area can tell you, in snow or freezing rain, that last 50 yards is impassable. That can be true both ways, as vehicles heading down the hill (which could include emergency vehicles responding to a call) often head right to the ditch - even with chains on. We all use the Riverwood Rd. access to Rt. 43 in bad weather.

The street car alternative is simply not safe for the residents of the Riverwood Rd area. And there are other safety concerns, such as the fact that it takes almost 1/2 a football field to emergency stop a streetcar going 30mph. Yet the train would run so close to existing homes and yards (and potentially across driveways and front walks) that there is no way streetcar drivers will have adequate visual range to see a child or elderly person who ran/stepped out without noticing the oncoming train.

If you are serious about public safety, you will decide for the enhanced bus alternative - where none of these risks apply. If not, when the day comes (and it probably will) of a tragic event in the Riverwood Road area caused by the streetcar, we will be left to mourn the consequences, and you will have to live with your conscience.

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

**From:** marcy lasley [awesumm97034@yahoo.com]  
**Sent:** Monday, January 31, 2011 2:16 PM  
**To:** Trans System Accounts  
**Subject:** Streetcar extension/LO

I would like to express my opposition to the inane plan to "extend" a streetcar to and through Lake Oswego. It would be nothing but a huge disruption to the community, as well as being of very little reasonable benefit to the community, its residents or business.

Please keep Multnomah County/Metro dysfunctional fiascos out of Lake Oswego!

Sincerely,

ML

Submit via e-mail

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

Print



Date 1/26/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Grace LeChevallier

**Affiliation (if any)** \_\_\_\_\_

**Address (required)** 1570 Bonniebrae Dr. Lake Oswego, OR 97034

**E-mail (optional)** grace.lechevallier@gmail.com

**Include my e-mail in your project notification list.**

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

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

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

This summer I participated in the Lake Oswego Buddy Walk with four adults with disabilities that I work with. Adam put a smile on the baker's face at St. Honoré when he told her what a great job she was doing. Marilyn's desire to introduce herself to everyone she met, was met with the hospitality of others to make Marilyn feel welcome. Erin's laughter filled Millennium Park and Joni used her friend sign to everyone she met. As we left to go back to Southeast Portland people stopped to thank me for bringing my friends to Lake Oswego to participate in the Buddy Walk. I am continually appreciative for the rich friendships I have with people with disabilities and was thankful to see that day that the community of Lake Oswego sees the gifts that people with disabilities can bring to a community.

The Lake Oswego to Portland Transit Project that would convert the old rail line into a Streetcar would provide accessibility for people with disabilities to be more active in the community of Lake Oswego.

While I appreciate the great service that Trimet Lift provides to the adults that I work with, I enjoy the opportunities that we have to ride other public transportation. Riding the MAX gives the larger community to interact with people with disabilities, supporting inclusion, the goal of the ADA, passed 20 years ago.

While our society have come a long way in including people with disabilities into our community, people with disabilities still live on the outskirts of society. I call on Lake Oswego to make our community an accessible city center for all to be welcome. Vote for the street car and provide transportation for people with disabilities living in and outside Lake Oswego to be welcome.

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

**From:** Rob LeChevallier [rlechevallier@msn.com]  
**Sent:** Thursday, December 02, 2010 6:06 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Streecar Project

I am in favor of this project particularly since the existing Willamette Shore Line right a-way will be used for the federal match.

Lake Oswego has very poor public transportation access. I would like to see the streetcar extended in a second phase to the Marylhurst Campus.

The project will jumpstart development in the Foothills areas and make downtown Lake Oswego, a town center, more liveable and provide access to senior and disabled persons to the new OHSU medical center and to downtown Portland.

Rob LeChevallier  
1570 Bonniebrae Drive  
Lake Oswego, OR 97034

Submit via e-mail

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

Print



Date 01/8/11

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Carolee Lee

**Affiliation (if any)** LO resident

**Address (required)** 850 Schukart Lane

**E-mail (optional)** caroleelee503@gmail.com

Include my e-mail in your project notification list.

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

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

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

The westend building has great potential and should be developed. Time to have a library, recreation center and community center that benefits everyone on both sides of the lake.

✂ Let's create a city that is a model for public transportation. My vote is for a street car. Buses are just a temporary solution and still add to traffic and pollution. ✂

The time to act is now as the costs will continue to escalate.

It is also important to consider how we expand affordable housing in LO to accommodate younger families and to keep prices affordable for boomers who want to downsize.

Great job on the foothills development and we should keep opening up pathways to connect LO and West Linn along the river.



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Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Moshin Lee

Affiliation (if any) \_\_\_\_\_

Address (required) 180 Middlecrest Road, Lake Oswego, OR 97034

E-mail (optional) moshinlee@alum.mit.edu

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

I believe that the Lake Oswego - Portland streetcar project is of strategic importance to Lake Oswego. We are struggling and failing in LO to adequately fund our schools based on the state education funding mechanism. Only the streetcar project, amongst all the Highway 43 corridor projects considered, can motivate and serve high density mixed use development (including affordable housing) in the Foothills area. This will provide LO with a much needed increase in the number of students to be served by our public schools and therefore a larger slice of state education funding.

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

**From:** Pzacle@gmail@com [pzacle@gmail.com]  
**Sent:** Saturday, January 29, 2011 10:03 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Street Car Citizen Input

I am a Lake Oswego homeowner who lives just south of the lake. Both my wife and I work in Portland in professional careers and each travel alone, two times each day, in our cars to work on Highway 43. I believe even slow infill development in Dunthorpe, Lake Oswego and West Linn will increase the population of people traveling on Highway 43 and will strain this important artery into the city. I believe it is prudent for the Portland and Lake Oswego communities to develop long term strategies to address this issue.

I am in favor of the development of the streetcar line.

I left work Thursday at 4:50 PM and it took 1 hour to travel the 9.5 miles from my work to my house. Traffic leaving the city onto the 43 is an unpleasant experience. Fortunately I am usually able to alter my travel time to avoid peak travel, but when it is unavoidable and I must leave at peak travel time, the trip is indeed unpleasant.

I believe a significant contributor to Highway 43 traffic are Metro buses. Highway 43 is a two lane highway. Buses stop dead in traffic ever quarter mile to on load and offload passengers. My commute time expands significantly when there is a bus somewhere in front of me. From a traffic point of view I see no value in adding more buses to the mix that will impede traffic even more frequently. From a rider standpoint I find buses unpleasant. The seats are tight, hard, and uncomfortable. The fumes are irritating. The stopping every quarter mile is unpleasant. It takes considerably more time to get where I need to go via bus. Standing on a bus, cramped, for an hour in peak stop and go traffic is awful. I would never give up the relative comfort of my own automobile to ride a bus, even though driving forces me to incur significantly higher costs to be comfortable.

There is much negative rhetoric in the Lake Oswego community about the cost of the streetcar program; especially how the proponents are intentionally misleading the public with cost and trend assumptions that are baseless or overly generous. I, like many, do not believe any of the projections or cost assumptions presented to support the plan.

That said, I support the street car program because I see it as a quality of life issue. It is an enhancement, a pleasant alternative, for those of us who would use it to commute to the city. I believe it will add value to our community, and it will relieve traffic on the 43. It will also provide the backbone for the kind of higher density growth both Lake Oswego and West Linn favor around its retail anchors. I believe if you build it the riders will come. I would encourage proponents and developers, however, to ground the projections and assumptions in a believable dissertation that does not seek to mislead a critical public.

Portland is the 10<sup>th</sup> major city in which I have lived. I have commuted in and out of New York, Chicago, San Francisco and Tokyo via some form of rail transportation. If the capacity fits ridership, it is a comfortable commuting option that can reduce stress and enhance one's life pursuits by providing quiet time between work and home to read, work, listen to music, watch a movie, or just look out the window. I miss that. I would use the streetcar regularly. That means you would get me out of my large SUV. The streetcar is the only alternative that would do that.

I plan to work for at least another 20 years, and look forward to a time when a street car commute would be possible.

Thank you for considering my comments.

Phil Lesch  
17108 Chapin Way  
Lake Oswego, OR 97034

January 3, 2011

**Lake Oswego to Portland Transit Project. Attention: Jamie Snook  
Metro, 600 NE Grand Avenue, Portland, Oregon, 97232**

Our names are Derek and Lydia Lipman, home owners of 252 Stampher Road, Lake Oswego, Oregon 97034, where we have lived for over 30 years. We have been able to observe the growth and traffic patterns in our area over this period of time. In addition, Ms Lipman has served on the Community Advisory Committee which has afforded her access to the numerous documents and allowed participation in the many presentations and discussions pertaining to the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement of December 2010.

With reference to the DEIS, we offer the following observations as objections to the street-car alternative.

1) We are concerned that those presenting the DEIS are in most instances the same entities who purchased the Willamette Shore Right of Way. These participants and project proponents include Tri-County Metropolitan (TRI-MET) Transportation District of Oregon, Metro, City of Lake Oswego, City of Portland, Clackamas County, Multnomah County, Oregon Department of Transportation (ODOT), and Portland Street Car (PSI)

On Page 2-1 Chapter 2.1.1. A, the following details are stated regarding the Willamette Shore Right of Way:

“A CONSORTIUM FORMATION AND RIGHT OF WAY PURCHASE

In 1988, the Willamette Shore Line rail right of way was purchased from the Southern Pacific Railroad for approximately \$2 million by a consortium of local governments, which include METRO, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TRIMET, (title to right of way currently held by TriMet).

Knowing that HW 43 corridor is and will remain very constrained, the purchase was intended to preserve the right of way for future transit use.” (writers highlights)

As you will see, the entities preparing this DEIS are the same as those who purchased the Willamette Shore Right of Way with the express goal of using the railway right of way for transit.

We believe that many of the findings in the DEIS are skewed toward the streetcar to justify the original purchase of the Willamette Shore right of way. There is considerable bias towards the Street Car

alternative as a way of using this right of way. For example, on pages 3-17 to 3-20 the DEIS cites policies of the Regional Transportation Plan, Lake Oswego Comprehensive Plan, and Portland Transportation System Plan, the South Waterfront Plan and the Portland Streetcar System Concept Plan.

In this analysis, they identify those policies which give more weight to the streetcar system e.g. page 3-20, Objective A under TSP Policy 6.41, Southwest Transportation District states:

“Use the Willamette Shore Line right-of-way, the corridor identified in the Macadam Corridor Improvement Plan, or other alignment as appropriate to provide future streetcar commuter service or light rail in the Macadam corridor”

There are many other instances of this alleged conflict of interest and the desire to present the best possible scenarios in support of the street car. Some of these, are as follows:

Over-estimate of Ridership, Traffic Improvements and Travel Time

There is not enough density along the Macadam Corridor, now, or in the future to justify the costs of a street car. A cursory glance of the corridor map shows the limits to growth and density due to the barrier of the Willamette River on the east and the fact that the largest segment of the right of way passes through the lowest density single family areas – Dunthorpe and Birdshill – which have no capacity for development or increased density under current land-use plans. This corridor is "dumbbell shaped", serving the needs of only those to the furthest north and south of the corridor, with minimal benefits to those in between, who will have limited access to transit stops and stations.

The street-car will not serve the major population areas of Lake Oswego. The city's growth and development takes place approximately 5 – 8 miles west of the Street Car Right of Way Alignment in the Kruse Way Commercial Corridor, West Lake, and Lake Grove areas.

The reality of this area being the true core of a "downtown Lake Oswego" is evidenced by Lake Oswego's purchase of the West End building, which is located in this growth corridor, to serve as LO's administrative headquarters. This area is not referenced or included in the designs, maps or drawings.

The majority of Lake Oswego's inhabitants and those to the South in fast-growing West Linn and beyond, in Oregon City, will have no direct access to the Street Car. They will either have to drive 5 – 10 miles to the proposed Lake Oswego Park and Ride, scheduled to hold 400 cars, or catch a connecting bus to this facility. In addition, no feasible solution is offered to ease the gridlock along State Street, A and B Avenues in Lake Oswego, as an additional 400 cars attempt to park in the Albertson's parking garage.

The savings of travel time on the street car, compared with enhanced bus service – supposedly a savings of 7 minutes - does not take into account the above mentioned fact of Lake Oswego's population distribution.

Under-estimation of cost

Consider the following:

The DEIS optimistically projects that Federal Funds will provide 60% of the funds.

Recent experience with the Milwaukie Line shows a 50% match to be a more realistic number

The DEIS optimistically projects the Willamette Shore Line value between \$94.5 to \$97 million. This is based on an outdated appraisal, conducted a number of years ago, during the height of the real-estate bubble. There have been no updated or accurate appraisals ever since to reflect a more realistic valuation.

A 60-40 local match could bring the total to \$ 86 million; a 50-50 match could be as much as \$132 million. A lower value for the Willamete Shore Line could also negatively impact these numbers.

Page 3

The maths simply do not add up.....

Enhanced bus carries 9800 riders  
Street Car estimates 11,500 riders

This represents a difference of 1700 riders.  
Cost estimates per streetcar is \$248,000 per rider  
Only 25% of the 1700 riders [ 425 ] are rush-hour commuters

Conclusion: \$992,000 per rush hour street car rider is too hefty a price to pay.....

The DEIS on pages 5 – 12 tries to identify local matching funds such as Urban Renewal, Local Improvement Districts, local share of payroll tax revenues and passenger revenues. However, in chapters 5:3 through 5:4 on pages 5 – 8 and 5 – 9 show the true story – the extremely large revenue shortfall for this project. Some other potential funding sources, as outlined on pages 5 -10 to 5-14, are speculative at best.

## CONCLUSIONS

To sum up, the street-car alternative poses huge financial risks on local funding sources, diverting resources from other areas, including diversions from other critical transportation needs. The street car offers too little for too much.

A far better alternative would be to use the Willamette Shore Line Right of way for a Pedestrian and Bike path, opening up views of the Willamette River without impeding access, both physical and psychological, by creating a transit barrier to this critical resource.

A flexible bus system would logically provide for a cost -effective alternative to the street car, allowing for the controlled development and funding of the South Waterfront neighborhood, the Sellwood Bridge project, and allow the potential for the Foothills project and economic and job growth to develop over time.

\$485,000 is too much, too risky, too questionable unless we have a report that does not reflect a conflict of interest, and which is not blindly biased towards one solution at the expense of other affordable common sense alternatives.

**From:** Mike Litt [littm10@comcast.net]  
**Sent:** Thursday, December 09, 2010 11:54 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Streetcar

---

---

Date

## Lake Oswego to Portland Transit Project

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

(Please print)

**Name** (*required*) Michael Litt

**Affiliation** (if any) \_\_\_\_\_

**Address** (*required*) 92 Wheatherstone Place, Lake Oswego 97035

**E-mail** (optional) [Littm10@comcast.net](mailto:Littm10@comcast.net)

**Include my e-mail in your project notification list.**

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

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

Environmental impacts  Transportation  Finance  Alternatives and/or design options

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

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

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Having experienced gridlock on Rte. 43, I support the Lake Oswego to Portland Streetcar. By 2035, Metro predicts peak period traffic volumes on that road to increase by 40 to 99%, depending on location. The increased congestion will incur significant increases in fuel cost and greenhouse gas emissions and will degrade the quality of life for Lake Oswego commuters. Because, unlike the “enhanced bus,” the streetcar will not compete with car traffic for most of its route, its riders will find their commute times predictable and relatively stress free. Streetcar riders will also save a lot of money on fuel, depreciation and parking. Medical costs for the treatment of stomach ulcers will also be minimized. And they can read or use their laptops or cell phones while riding. As a former resident of a New York City suburb, I experienced the critical importance of rail-based mass transit to the quality of life in a large metropolitan area.

Metro estimates the total capital cost of the streetcar at 380-460 million dollars. Nearly 100 million dollars will be defrayed by the value of the Willamette Shore Line which is owned by Lake Oswego and which will be used as a local match for the Federal funds. Sixty percent of the capital cost will be available from the Federal Government, but only if we choose the streetcar as the preferred alternative. Some Lake Oswego City Councilors suggest that now is not the time for a streetcar. But we have a rather narrow window of opportunity during which those Federal funds will be available. If the streetcar is not supported by Lake Oswego, Federal funds will be used by other jurisdictions and the streetcar option will be dead for the foreseeable future.

Those who oppose the streetcar seem to have lost the vision of a better future, clinging instead to a narrow, shortsighted notion of self interest. For the sake of Lake Oswego’s future livability, I support the streetcar as the locally preferred alternative.

---

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

**From:** Lilly Logan [msilly@nwlinc.com]  
**Sent:** Monday, January 31, 2011 8:16 AM  
**To:** Trans System Accounts  
**Subject:** No LO street car

Sent from my iPhone

**From:** Samuel Lowry [samlowry44@hotmail.com]  
**Sent:** Thursday, December 23, 2010 4:52 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Corridor Testimony

I strongly support investment in the rail-transit option as opposed to the enhanced-bus-service option for the Portland City Center-Lake Oswego corridor project now receiving public testimony. The ways that fixed-line transit spurs business and residential development in appropriate and vibrant ways is already being amply demonstrated on Interstate Avenue and elsewhere. My only strong concern would be that the line be built to operate at reasonably high speeds. At streetcar speeds, as opposed to light-rail speeds, the crucial target ridership, commuters, will be less inclined to ride. Thanks for the chance to comment. Sam Lowry, Portland.

Submit via e-mail

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

Print



Date 12/29/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Karl MacNair

Affiliation (if any) \_\_\_\_\_

Address (required) 2811 NE Holman St

E-mail (optional) macnair.engineerd@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

This is a great project! I am so excited to be able to take the streetcar to Lake Oswego for dinner and a show at Lakewood Center for the Performing Arts.

Go transit!

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

**Comments on  
Draft Environmental Impact Statement  
Lake Oswego to Portland Transit Project**

A century ago local leaders established a trolley line along the west shoreline of the Willamette to move people between Oswego and Portland. As evidence that few things are truly new, Portland and Lake Oswego are again considering rail transportation along the west side of the Willamette. An extension of Portland's streetcar to the south Waterfront neighborhood has been posed as an alternative to enhanced buses along Highway 43 and to making no changes in the existing transit service between Portland and Lake Oswego.

I have been a resident of Lake Oswego since 2001 and resided in Portland for the 25 years before that. I regularly ride the #35 bus from my Lake Oswego home to downtown Portland. For a number of years I represented Oregon House District 38, which includes the portion of the transportation corridor in question from Texas Street on the north (in the Johns Landing area) to Marylhurst University on the south. I now serve on the Oregon Land Conservation and Development Commission ("LCDC"), which oversees Oregon's statewide land use planning system. As one of my LCDC responsibilities, I serve on its Transportation Subcommittee. I offer the comments below on the Draft Environmental Impact Statement ("DEIS") for the choice among the three alternatives for the Lake Oswego to Portland Transit Project. These comments reflect my own views and not any official position of LCDC.

**1. Highway 43 Will Not be Widened**

The current transit and main automobile connection to Portland for Lake Oswego and West Linn is Highway 43 (also known as Macadam Avenue and State Street in places). Portions of Highway 43 are four-lane. However, physical constraints narrow the highway to three lanes for substantial distances.

At points between Lake Oswego and Portland, Highway 43 is carved tightly into the uphill bank on the west side and comes close to the downhill drop-off on the east side. At other points it closely abuts residences in the Dunthorpe neighborhood. Any widening of Highway 43 would face extraordinary costs. It would also have serious impacts on the neighborhood through which it runs. Given the inevitable resistance to these costs and impacts, it is not realistic to expect Highway 43 to be widened to accommodate increases in automobile and bus traffic. These facts are set out in Section 1.4 of the DEIS, noting that roadway widening of Highway 43 has been ruled out in prior transportation studies.

The enhanced bus and no-build alternatives would continue to rely entirely on Highway 43 to move automobiles and transit riders between Lake Oswego and Portland. Because the capacity of Highway 43 will not expand, all increases in auto traffic and transit ridership attributable to population growth and development to the south must flow along the highway to reach the services provided in the central part of the metro area. If either the enhanced bus or no-build alternative is selected, the community will be forced to cope with the limited capacity of this highway.

## **2. Rail Line Adds Capacity**

Past policy makers showed considerable foresight in retaining public ownership of the rail line between Lake Oswego and Portland. The line offers the opportunity for increased capacity in the corridor in the absence of any widening of Highway 43. Under the streetcar alternative, transit travel times will improve rather than worsen from the increasing congestion on the highway. Furthermore, buses will be removed from Highway 43, improving automobile travel times.

The relationship between the streetcar alternative and congestion on Highway 43 is discussed in Section 1.5 of the DEIS. The discussion notes the travel time reduction and operating efficiencies from having a separate right of way. However, the impact of removing buses from Highway 43 on automobile congestion is not discussed. Adding capacity with the streetcar alternative provides benefits not just to those who ride it. That additional capacity will also improve the flow of traffic on Highway 43.

## **3. State Climate Change Goals Require More Compact Development**

In 2007 the Oregon legislature set ambitious goals for reduction in global greenhouse gas (“GHG”) emissions that contribute to climate change. The goals call for a reduction from Oregon’s 1990 levels of GHG emissions of 10 percent by 2020 and 75 percent by 2050. The LCDC is now focused on how to attain those goals, working with the Oregon Commission on Global Warming.

This work has determined that emissions from transportation, mainly the private automobile, are the source of 37 percent of carbon dioxide emissions in Oregon, the principal GHG by volume. In order to achieve the state goals for GHGs, the number of vehicle miles traveled per capita must be reduced. To accomplish that, development patterns must shift toward compact communities, served by transit, with access to many services by foot or bicycle. The Foothills neighborhood of Lake Oswego, lying between Highway 43 and the Willamette River, is a prime area for redevelopment as a compact community in which residents will be less automobile dependent.

Climate change is discussed in 3.11.3.4 of the DEIS, noting that emissions of carbon dioxide, the principal source of GHGs, are 23 percent lower with bus transit than single occupant vehicles (“SOVs”) and 62 percent lower with light rail than SOVs. Therefore, the information on climate change in the DEIS already supports the choice of the streetcar alternative over no-build or enhanced buses.

The DEIS also states that GHGs are a global challenge on which this individual project will have only a de minimis impact. While this statement is accurate as far as it goes, it disregards the role Oregon plays by showing leadership by example in finding solutions to a global problem. The community should choose the streetcar alternative because, in addition to other factors supporting it, that choice will help build public understanding of what is necessary to cope with climate change and show the way for other communities that are considering similar decisions.

#### **4. Capacity of Highway 43 Constrains Foothills Development**

LCDC maintains the Transportation Planning Rule (the “TPR”), an administrative rule codified at OAR 660, Division 12, requiring that local government plan amendments be reviewed by the Oregon Department of Transportation (“ODOT”) for their impact on the mobility standards of the Oregon Highway Plan. ODOT can block development that increases traffic on state highways.

Any redevelopment of the Foothills neighborhood will add traffic to Highway 43 unless new capacity is added outside the highway right of way. If Lake Oswego facilitates redevelopment by amending the city’s land use plan and ODOT concludes that the additional traffic generated would impair mobility on Highway 43, it could block the amendment under the TPR.

The streetcar provides an alternative transportation route for residents of a redeveloped Foothills neighborhood. By adding capacity off of Highway 43, the streetcar can help make redevelopment happen that the TPR otherwise might prevent.

#### **5. Stafford Road Area Designated for Urbanization**

Last year the Metro regional government, together with Multnomah, Clackamas, and Washington counties, designated “urban reserves” and “rural reserves” outside the metro area Urban Growth Boundary (“UGB”). In this process Metro and the counties designated the Stafford area south of Lake Oswego as an urban reserve. This means that within the 50 year time horizon covered by the process the Stafford area is expected to urbanize and will be given priority when the UGB is expanded. Since Stafford is closer to the center of the metro area than many other lands designated as urban reserves, it is likely to occur relatively earlier within that time horizon.

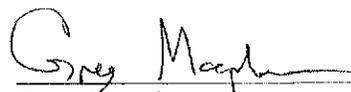
Challenges to the designation of urban and rural reserves came to the LCDC in October 2010, including challenges to the designation of the Stafford area. Because doing otherwise would have meant urbanizing more prime farm land in Washington County, LCDC upheld the Stafford designation. While many local residents (including this commenter) have misgivings about it, the reality is that the Stafford area is likely to be developed in coming years.

Transit service to Lake Oswego and West Linn now is provided primarily by line 35, running along Highway 43 all the way from South Waterfront to Oregon City. As Stafford develops, there will be a need for two bus lines south from Lake Oswego, one along Highway 43 and another on Stafford Road. This divergent development pattern calls for the higher capacity of the streetcar from Lake Oswego to Portland, with the two bus lines feeding into it.

#### **6. Conclusions**

All the considerations discussed above support the streetcar instead of the enhanced bus and no-build alternatives. Both the enhanced bus and no-build alternatives suffer from the limited capacity of Highway 43, which will not be widened. Only the streetcar alternative adds capacity to a corridor that will be increasingly pressured by development in Lake Oswego and

further south. Oregon has set ambitious goals for reductions in carbon dioxide and other gases contributing to climate change, which can only be achieved by redevelopment that generates lower vehicle miles traveled per capita. The Foothills neighborhood of Lake Oswego presents a prime opportunity, but without the streetcar its redevelopment is constrained by the limited capacity of Highway 43. As the Stafford area south of Lake Oswego urbanizes, the greater capacity of the streetcar is needed to accommodate passengers from multiple bus lines running further south.



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Greg Macpherson  
322 Second Street  
Lake Oswego, OR 97034  
(503) 294-9205

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2738  
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Cindy Maddox

Affiliation (if any) LONAC, Waluga Neighborhood Vice-Chair

Address (required) 4735 Heritage Lane Lake Oswego, Oregon 97035

E-mail (optional) maddox4@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Dear Metro Councilors:

I am writing to you to express my opposition to the proposed streetcar project. I DO NOT support the extension of the streetcar to Lake Oswego. With the economic downturn I believe it isn't fiscally responsible to be constructing a streetcar line. I did attend the town hall hearing on Monday night and listened to the opponents and proponents. I believe that the mayor (and Lake Oswego city staff) and some of the city council support this project, while most of the citizens do not. This is not a time when Lake Oswego needs to be spending dollars when it has many other projects and needs (financial) in the city. I believe that those that support it do so that Foothills can be developed, using this as a carrot to entice developers. With the schools in need of money and interceptor project costing millions of dollars now is not the time for it. I do believe that the benefit the streetcar will bring is way overstated/overrated. It WILL NEVER support itself as it will never have the ridership. The fact that it stops at LO is another flaw in this project. As a Lake Grove resident it is much easier for me to go to the Tualatin Park and Ride. There is terrible Tri-Met service in LO. I cannot get from my neighborhood to downtown LO or downtown Portland on the weekend via public transportation. I would have to drive my car to a stop in downtown Lake Oswego or go to Tigard. I object to proponents who say, well if we don't get the dollars someone else will. Shame on the them and the government for giving money it doesn't have. I could say more, but will stop for now.

Thank you for allowing me to express my opinion about this unnecessary project.

Regards,  
Cindy Maddox

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

**From:** William M. Maginnis [WMaginnis@maginnis-carey.com]  
**Sent:** Wednesday, December 01, 2010 1:22 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project

Ladies and Gentlemen:

In all the information I have read about the streetcar project, I have not heard of the idea of beginning it at one of the Milwaukie stations of the MAX line which have already been planned and approved. The MAX from Portland to Milwaukie will travel much faster than a streetcar ever could through Dunthorpe. It is less than one mile from either of the stations in Milwaukie to the Foothills District of Lake Oswego. The line could parallel the railroad bridge across the river with a bridge of similar height. The bridge could also allow bicycle and pedestrian traffic between Milwaukie and Lake Oswego. I believe that the cost to build a bridge across the river would be less than the cost to rehabilitate the 6 miles of track (single line) and build a second track from Lake Oswego to Portland through Dunthorpe. The service would be faster and would have the added benefit of increasing accessibility between Lake Oswego and Milwaukie. Please consider my suggestion.

William M. Maginnis, CPA  
Maginnis & Carey LLP  
220 NW Second Ave., Suite 1000  
Portland, Or 97209-3971  
(503) 227-0519  
[wmaginnis@maginnis-carey.com](mailto:wmaginnis@maginnis-carey.com)



Date \_\_\_\_\_

## Lake Oswego to Portland Transit Project

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

(Please print)

**Name** (*required*) Leslie Mahler

**Affiliation** (if any) \_\_\_\_\_

**Address** (*required*) 11445 SW Riverwood Rd, Portland 97219

**E-mail** (optional) \_\_\_\_\_

**Include my e-mail  
in your project  
notification list.**

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

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

Environmental impacts and/or design options     Transportation     Finance     Alternatives

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

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

My families house is 10 feet from the trolley tracks, so this decision greatly effects the quality of life for us as well as possible structure damage that could be done to our home during any construction.

I am opposed to the street car coming through for many reasons. First, I truly feel not enough people will actually utilize this route to make it a worthwhile project for the amount of money that it is projected to cost. I have read that federal funding is available but where is the local funding coming from? How are people and most especially businesses supposed to be able to carry this financial strain in such tough economic times?

Secondly, it is stated in the environmental impact statement that no "known" eagle nests are within a quarter of a mile of the tracks. This is wrong! For the past 3 years we have had a mating pair of bald eagles living in a tree on the other side of the tracks from our house. They are close to the tracks! We have many deer, turkeys, chinese pheasant, hawks and many osprey in our neighborhood. The street car would greatly threaten this beautiful wildlife in our neighborhood.

Thirdly, I am very worried about there possibly being a stop on Riverwood Road. We already have a very narrow road and with the added burden of permit street parking for outsiders it will become very dangerous for cars and most especially for the many children of our street. This is also a dangerous problem for emergency vehicles trying to come down our road.

Please do not bring this street car right past my house!

Leslie Mahler

**From:** Mark Mahler [memahler@comcast.net]  
**Sent:** Monday, January 31, 2011 10:34 PM  
**To:** Trans System Accounts  
**Subject:** NO Lake Oswego Streetcar

America, Her Ideals And Her Symbol-Ignored

I request that the streetcar not be extended into Lake Oswego. If forced to choose an alternative, I select No Build. With all of the transportation and financial issues we have in the region, let alone our country, I simply cannot see how we can justify the tremendous cost of this project which would aid so few people. There is so much need for these funds beyond the scope of transportation. Not all of the alternatives are on the table here, e.g. Lake Oswego congestion or highway improvements. Only the ones preferred by the government consortium. Of course, my home is next to the Willamette Shore Line in the Riverdale area and I believe a streetcar would be a tremendous loss to our community. And if that isn't enough, the DEIS has missed the fact that a very important and threatened species nests very near the tracks which will be a great loss for our community and our nation if this streetcar is forced through our neighborhood.

Take a drive around any freeway on most American Freeways at rush hour. It is clear that millions of travelers are negatively impacted by traffic congestion every work day of the year wasting billions in energy costs and lost productivity. Of course, commuters using Hwy 43 at these hours may also be inconvenienced by congestion, but it doesn't occur every workday, and at different hours depending most likely on how congested traffic is in downtown Lake Oswego. Even in our humble region of Portland/Vancouver, I would estimate the number of travelers who will benefit from the streetcar is a fraction of a fraction of one percent. What makes Lake Oswego so important as to deserve this huge chunk of my tax dollars? I believe that the tremendous sum of money estimated for the streetcar should be used for something where it can do the most good for the most people.

I have a B.S. in Geography from Portland State University. I have studied transportation issues from some of the regions' experts in the field. But I don't believe it takes any degree to see that the real issue is with the traffic lights in Lake Oswego. Why isn't one of the alternatives a highway bypass of Lake Oswego? That would solve the problem of traffic congestion. Perhaps Hwy 43 should be widened, but that would not help the problem as long as the bottleneck of Lake Oswego exists. Get traffic flowing through Lake Oswego and widening Hwy 43 would not be necessary; enhanced bus would not be necessary; and a half billion dollar streetcar would not be necessary. The bypass can be built for a fraction of the cost of the streetcar.

My family, including two small children, lives next to the proposed route for the streetcar. I will stop at nothing to ensure my family is kept safe. I must resist the installation of the streetcar through my neighborhood mainly for safety reasons. According to a Security Expert who is uniquely familiar with this neighborhood and is well aware of the dangers of Tri Met, our neighborhood could suffer greatly from the introduction of streetcar service here. It is well documented how crime follows Tri Met wherever it goes. Even without a station, platform or stop in this area, I cringe to think about all of the eyes peering out of the windows of the streetcar at my property or people therein. Riverwood Rd. is passed by so many people yet most have no idea our neighborhood exists. That is one reason why we enjoy a relatively low crime rate. If a stop is provided to anyone on Riverwood Road, I will most likely be forced to move from the area since I will not be forced to live in a fortress. As a matter of fact, please keep my contact information on file. If the streetcar goes through, I may offer to sell my property to the consortium for a Park N Ride.

Parking. If a stop is offered in my neighborhood, what will stop riders from parking their cars on the road? As it is, negotiating our narrow, winding road can be challenging, made even more difficult with each parked car. Allowing outsiders to park on our road will prove to be disastrous for this neighborhood. It will greatly reduce our quality of life, increase carbon emissions due to idling while waiting for a turn from oncoming traffic to pass parked cars, and will make transit by emergency vehicles that much more difficult if not impossible at times.

I understand that a closure of Riverwood Rd. may be in the works, meaning that our neighborhood will have only one road on which to enter or leave. This will not only make living here much less convenient, but is another major safety concern which I have. Someday there may be a wildfire here, or a flood, or a landslide, but I promise this: there will be an earthquake here. It may not occur for many decades, maybe even centuries, maybe next week, but it will occur and the residents may be trapped with their only exit blocked. This, of course, also means that emergency vehicles will be blocked from getting in. Furthermore, when there is a snow event here, only the unwise use Military Rd. It is so steep that Riverwood is the only safe alternative. During the pre-Christmas snowfall of 2008, I personally pulled 5 vehicles out of ditches on the short stretch of Military Rd. east of Hwy 43. There were three large ODOT trucks and two wreckers called in

to extract one ODOT truck as well. There were, however, no known incidents on Riverwood Rd. A long queue of West-facing vehicles on Military Rd. at 43 will result in more carbon emissions from idling vehicles. It also takes more fuel to power the vehicle up that hill. It will also necessitate longer red lights for vehicles on Hwy 43, adding even more carbon, and causing even more back ups and congestion on Hwy 43.

I have many environmental concerns about the streetcar project. There is noise pollution, light pollution, electricity use most likely provided by a coal fired power plant, construction in a riparian zone, sediment runoff, the disturbance and disposal of creosote soaked railroad ties, etc. Perhaps my greatest concern is with a pair of Bald Eagles which have been nesting for several years in a single tree very near the project area. I am reluctant to say exactly where, for I fear someone could cause them harm. After all, then the streetcar can go through. According to the DEIS page 3-124: **"Of the avian species identified, both peregrine falcon and bald eagle have nested in the project vicinity, though documented nests occur outside the quarter-mile threshold for noise disturbance resulting in take..."** Suffice it to say, their home is well within the quarter mile study area. I can document it for the consortium or I would, of course, be happy to show a qualified wildlife official the exact location of the nest so that this nesting pair can be identified and protected from the streetcar. What's most disturbing about this is that this species was missed by the wildlife survey required through the DEIS. It's a pair of Bald Eagles. Our nations' symbol was overlooked, you know, the really big, noisy bird with the white head and tail? A species barely back from the brink of extinction and still listed as threatened. What else was overlooked that isn't nearly as conspicuous? I can say for a fact Band Tailed Pigeons were overlooked also, and they're quite conspicuous as well.

I ask you, please, do not waste our precious resources on this streetcar to nowhere project. It is absurdly expensive and it's only benefit will be to a select few for convenience, and to enrich those who own or lease commercial property along or at either end of the route. If we must spend that kind of money on moving people, then let's move lots of people, better yet, let's use the money on schools, or enhancing/ saving natural habitat, or curing cancer... If this is really a project to reduce congestion on Hwy 43, reconfigure the Hwy around Lake Oswego for that's what's causing the South bound backups. I bought a house next to railroad tracks, freight tracks. I would much prefer freight trains than streetcars dropping off strangers and possible criminals in my neighborhood.

Throughout this streetcar process, I have heard many rumors and much speculation. Unfortunately, when I ask for answers from consortium officials I am usually told "I don't know," or "I am not allowed to say..." If these officials are instructed not to tell me what they know, then I cannot trust them or their superiors. They are hiding the truth. It makes me feel misled, as if I'm being tricked. And if those charged with surveying the environment cannot identify a pair of Bald Eagles or Band Tailed Pigeons well within the study boundaries, then the entire process must be flawed.

This streetcar project has ignored the fundamentals of American ideals, wastes hard working Americans' tax dollars and has turned it's back on our nations proudest and most precious symbol, and not one shovel of dirt has been moved nor one spike been driven.

Mark Mahler  
11445 SW Riverwood Rd.  
Portland, OR 97219  
[memahler@comcast.net](mailto:memahler@comcast.net)

**From:** Richard Marantz [richamar@easystreet.net]  
**Sent:** Friday, January 28, 2011 10:18 AM  
**To:** Trans System Accounts  
**Subject:** Comment on DEIS-- Lake Oswego to Portland Tansit Project

1. Concerning street car alternatives, I support the Macadam in street alternatives for segment 3. I do not support any street car south of a minimally operable segment terminating either at Carolina, Nebraska or the Sellwood bridge. The cost of the southern segment does not justify the benefits, and is not a good expenditure of limited regional transportation funding.
2. I consider the optimal use of the Willamette Shoreline right of way in the segment from the Sellwood Bridge to Lake Oswego is as a multi use trail without rail.
3. I support enhanced bus service from Lake Oswego to Portland (over no build) only if it is evaluated against other improvements to the bus system and is found to be of high value in terms of increased ridership, reduced congestion and reduced vehicle emissions when compared to other bus projects in the region.
4. I believe that the best route for any public rail transportation from Lake Oswego north, should cross the Willamette River on either the the current Portland and Western rail bridge or over a new rail bridge built near Lake Oswego and tie into the Milwaukie light rail.

Richard Marantz  
11941 S.W. 25th Ave.  
Portland, OR., 97219

**From:** marlaf5@comcast.net  
**Sent:** Thursday, January 27, 2011 8:29 AM  
**To:** Trans System Accounts  
**Subject:** steetcar

Please vote for the Macadam alternative.  
Thank You.

Dorothy Martin  
17480 Holy Names Drive #414  
Lake Oswego, OR 97034

503-675-5396

January 18, 2011

To members of the Lake Oswego Portland Transit Project

Following are my thoughts for consideration concerning development of a streetcar line along the waterfront to link with the Portland streetcars.

Official and informal expressions of ideas about future transportation needs reveal the complexity of a problem to be solved. My husband and I are frequent users of the bus and streetcar between home and downtown Portland and we always take Max to and from the airport. We've sat in traffic creeping along Highway 43 during commute hours and when there have been tie-ups on I-5 or 205. With the projected increase in population during the coming years, we recognize that decisions about meeting future needs for better transportation need be made now.

Ignoring a future transportation problem won't make it go away; it will just make it worse. As the population in this area increases, residential and commercial development will be affected by the availability of public transportation. Just as our outstanding Lake Oswego schools attract new residents, availability of outstanding public transportation will attract new residents and commercial developers, as exemplified by the Kruse Way area in recent years. Widening Highway 43 is not possible in the section between Lake Oswego and the Sellwood Bridge. Enhanced buses would add to the congestion when accidents on Highway 43, I-5 or 205 occur. It is also predicted that over time, buses would be much more costly to maintain than streetcars

Development of the streetcar line between Lake Oswego and Portland offers the best solution. The railroad land paralleling Highway 43 is already owned by the state for development of public transportation. Federal funds and regional resources are currently available. Our Lake Oswego costs are a small percentage of the total costs. We don't know what funding will be available in the future as residential and business areas develop to the south of us along the 205 corridor. Now is the time for us to take action.

Thank you for your interest in my letter and for your attention to this project.

*Dorothy Martin*

Dorothy Martin  
17480 Holy Names Drive #414  
Lake Oswego, OR 97034  
503-675-5396



The projected rail line between Lake Oswego and Portland appears to be the most expensive of three options described in the recent Draft Environmental Impact Statement (DEIS). This relative expense is deceptive and only true if one considers the issues from a narrow perspective. Only the initial cost of building the system is more expensive. Rail transportation once built, is cheaper to run with a cost per rider approximately half that of bus transportation. The more the rail is used, the more efficient it becomes. The DEIS analysis projected the cost to operate the rail system each year will be \$1.54 million less than an expanded bus service. It is likely these costs are predicated on a stable and low price of oil which was not specified, but as the price of oil rises in the decades ahead our autos and buses will become prohibitively more expensive to operate.

The cost to build the rail system seems expensive in part because of the options selected. The remaining "Right of Way" costs along the rail path are strikingly at \$76-107 million, and represent a very substantial part (26%) of the entire project. This includes additional right of way around each of 10 stations planned for 6 miles of rail line. This is probably more stations than necessary. We also need only six rail cars to get started, not 11 used in the cost calculations, according to the Oregonian's Steve Duin.

Most of the financing will come from federal dollars. The money this will bring into our community is very large, approximately \$228 to 275 million, as estimated in the DEIS review. Only \$32.9 to 59.9 million needs to come from local revenue. Lake Oswego's share of this local revenue number is predicted to be about 20%. Even this may still seem a lot of money but is it really that much compared to the problem? The DEIS document only looks at short time, 25 years, and a small segment of the Portland community. If amortized beyond 2035, the total cost is more favorable. Their narrow viewpoint is a critical deception.

Portland is growing rapidly along the corridor between Portland and Lake Oswego. And while the Portland area as a whole is projected to grow 58% between 2005 and 2035, the corridor along the rail line will grow at twice this rate, 113%, regardless of any congestion from inadequate transportation. Highway 43 is a bottleneck now from heavy use and this inevitable growth will severely impact both commute times and quality of life for the whole area. Inadequate transportation will not limit or even retard this growth. If you do not like the present congestion, you will deplore the future. Only rail provides a workable alternative to stifling road traffic.

We also need to expand our vision beyond the communities directly along the rail line. Southeast of Lake Oswego lies West Linn and Oregon City, while southwest is the city of Tualatin. The transportation needs of these communities impact the whole region and will turn critical in the future. All future road traffic into Portland from West Linn will flow through Lake Oswego via highway 43 as will any development along Stafford Road between Lake Oswego and Tualatin. If we do not develop rail connections to the south of Portland now, while we have an opportunity, it will only become increasingly expensive to accomplish in the future. This is a critical juncture for our community. If we do not make a truly comprehensive assessment, we risk being penny wise and very pound foolish.

William Mathers

717 8<sup>th</sup> Street, Lake Oswego, OR

Comment - DEIS Lake Oswego to Portland Transit Project

Win McCormack. 11878 SW Riverwood Rd. Portland, OR 97219

Regarding the proposed Lake Oswego to Portland Streetcar Transit project, the DEIS is woefully inadequate in addressing both the environmental impacts and the resulting costs. The DEIS falls short as it attempts to gloss over the impacts of building the infra structure for the streetcar and attempts to justify building such a transit system over two major fault lines.

First, Section 3.7-3 raises the issue, but inadequately addresses concerns such as the costs and impacts of removing 76,200 cubic yards of excavated material for the streetcar option.

Secondly, it is important to calculate what would be the additional costs of the 45,000 cubic yards expected to be used as "fill"

This same section 3.7-3 raises, but does not address the transportation impacts during the 24 months of construction. How many trucks will be required, at what cost and which part of Hwy 43 will be impacted.

There are many questions about air quality impacts during the construction phase that need to be addressed with greater clarity.

The DEIS states that it will take 11.2 million gallons of gasoline for construction of the streetcar and an additional 140,000 gallons of gasoline for maintenance yards. So to build the streetcar will take 11.34 million gallons of gasoline. The Table 3.16-4 shows this to be ten times the impact of the enhanced bus option. Table 3.12-3 discusses the annual reduction in fuel of operating the streetcar versus the enhanced bus - 66,400 gallons at best. So if you take the 11.34 million gallons of gasoline needed to construct the streetcar and the 66,400 gallons of gasoline per year the streetcar is purportedly going to save it will take 170 years to realize fuel consumption savings.

A full explanation is needed for why this streetcar project is a smart energy play for the communities.

A much fuller explanation is needed for why consultants are intentionally routing the streetcar over significant fault lines.

A far fuller explanation is needed on the costs of further detailed geological studies in the hazardous areas.

The DEIS is seriously inadequate in details. It is a marketing tool for the streetcar and cannot be viewed as a serious and detailed analysis of transit options upon which the communities affected can make informed decisions.

**From:** Johanna McCormick [annahjmc@gmail.com]  
**Sent:** Friday, January 28, 2011 10:55 AM  
**To:** Trans System Accounts  
**Cc:** Liz Hartman  
**Subject:** Lake Oswego Trolley Question

When I first moved to Lake Oswego in 2007, I embraced the idea of the Trolley. But since then I have refined my understanding of the situation.

I believe in widespread, integrated public transportation (think Chicago or New York City). These cities are proof that people do indeed fully use public transportation when it gets them where they need to go within a reasonable timeframe and cost. And for that to happen you need a vast commitment of capital, such as I fear we are not ready to make, though I am all for it.

But if you only build a slice of it (i.e., the Trolley), I fear it will make no discernible difference and only be used to line a few pockets and offer an example of failure to those who will always oppose building the necessary infrastructure.

Others just want to carve out some funds here and there, now and then. But that would be like only constructing first base, yet accusing people of rejecting baseball when sufficient numbers don't show up to play.

I would sooner spend far, far, far more than the Trolley is currently predicted to cost if it would ensure that we are taking a step toward a thoughtful, state-of-the-art, fully integrated mass transit system throughout the entire metro area. Because I firmly believe that "if you build it, they will come."

But until you complete that fully integrated system, you have to be prepared for dismal ridership. And so I'm willing to put up with that and not call it a boondoggle if the Trolley is truly part of a thoughtful, fully integrated, widespread, sufficiently funded grand plan. But until I see such a plan for mass transit in the TriMet area that services citizens as fully as they are serviced in exemplar cities, then I agree that the Trolley is a weak, isolated, idea. A boondoggle.

Which is it?

Regards,  
Johanna McCormick  
2165 Glenmorrie Drive  
Lake Oswego OR 97034

**From:** Lomac98@aol.com  
**Sent:** Tuesday, February 01, 2011 10:28 AM  
**To:** Trans System Accounts  
**Subject:** stoplostreetcar@aol.com

Please Disregard any movements toward implementation of the "Street Car" debacle !!! It Will be a Financial Burden, funds are needed elsewhere for more important projects, will not relieve traffic congestion on Hwy 43. The "scene" in Lake Oswego is just fine, NO tinkering, Thank you Warren Mckinney [lomac98@aol.com](mailto:lomac98@aol.com)

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2738  
TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12 January 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Dawn Heather McLean

Affiliation (if any)

Address (required) 5620 SW Riverside Lane #4 ; Portland, OR 97234

E-mail (optional) river.gardener@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I have owned a river view ground level unit at Willamette Shores where the trestle crossing is since 2004. Having a river and Ross Island view, peace and quiet, hummingbird and eagle sightings on a regular basis contribute to an aesthetic that I value and greatly appreciate. Easy access to beautiful park and river walks, boating, paddling make the property valuable to me for quality-of-life reasons. I am grateful for the natural beauty of the location so close to amenities of a city. This is an area I value for slowing down and smelling the roses and the madrone, feeling the sand between my toes, sniffing the windblown air, gazing upon Mt. Hood and Ross Island, paddling without even getting into a car, picking blackberries in August, and disconnecting from the urban hustle and bustle.

I was a volunteer gardener at the Good Sam Healing garden in 2008 and a horticultural therapy student before that and used the streetcar to get to the garden on a regular basis. I loved using that form of transportation and look forward to the possibility of having it become more accessible to my front door where I would welcome accessing the streetcar. Our backyards are considered private and in making them public as the Willamette Shore Line design option would do, one loses a necessary sanctuary to recover to face the next urban day. Please don't choose that.

I support the Macadam In-Street or the Additional Lane Design options, in the interests of protecting the sanctuary of a residential setting, peace and quiet, and a sense of community. I encourage the decision to bring the streetcar to the business district already in existence along Macadam in John's Landing.

Please support 3b. or 3c design options.

Signed,  
Dawn H. McLean



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

Submit via e-mail

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

Print



Date February 3, 2011

### Lake Oswego to Portland Transit Project

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

*(Please print)*

**Name (required)** Gregory McMurray

**Affiliation (if any)** \_\_\_\_\_

**Address (required)** 4745 Oakridge Road, Lake Oswego, OR 97035

**E-mail (optional)** chorusrana@comcast.net

**Include my e-mail in your project notification list.**

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

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

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

Simply put, I support the Portland - Lake Oswego streetcar project. Why? This country is struggling with infrastructure decline, and rail lines are high on the list. We've just put rails back into the downtown grid. Any realistic vision of the future will trend towards less automobile traffic and towards more public transportation. The Portland - Lake Oswego rail line is already in place - let's use it!

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

**From:** McNeil, Daniel [Daniel.McNeil@bullivant.com]  
**Sent:** Tuesday, January 25, 2011 2:51 PM  
**To:** Trans System Accounts  
**Subject:** Portland - Lake Oswego Street Car Proposal

Dear Sir/Madame,

I live in Northwest Portland and work in downtown Portland. My neighborhood is serviced by the NW Northrup streetcar line. In my view, the streetcar is a significant enhancement to my neighborhood, and to the downtown area as well.

I have followed the evolution of the proposed Lake Oswego line since Southern Pacific Railroad abandoned that line in the early 1980s. I thought the acquisition of that line shortly thereafter by Portland and other related municipal entities was far an astute and far-sighted decision. I still have that view.

I am strongly in favor of the proposed Portland-Lake Oswego streetcar line and link. Since the right of way has already been acquired, the cost of proceeding is relatively inexpensive, and it will never be less expensive to build in the future. That reality also causes me to oppose the idea of acquiring an alternate right of way for the line because doing so would add significant and duplicative costs to the project.

Finally, riding a streetcar on a dedicated line away from Hwy 43 and Macadam Blvd would be a much more pleasant experience than riding a bus on the same (already crowded) streets.

Portland and Lake Oswego residents would benefit from this link for the next 50 years or more. In my opinion, it would be unwise and short-sighted not to proceed with the project.

Daniel F. McNeil

Portland, Oregon

mail.bullivant.com made the following annotations

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Please be advised that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended to be used by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.  
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**From:** elynor mcpeak [elliemcpeak@comcast.net]  
**Sent:** Saturday, January 08, 2011 1:33 PM  
**To:** Trans System Accounts  
**Subject:** Transit Project Public Comment

I support the streetcar alternative for the following reasons:

1. The most important reason is that selecting the streetcar alternative will best improve transportation in the corridor. Enhance bus is superior to no-build, but it does not result in as much ridership as the streetcar. Streetcar is the only way to increase capacity in the corridor, because it will add a “lane,“ the use of the rail line for streetcar travel, while there is no acceptable way to increase the capacity of Hwy 43 in that area. Without additional lanes on Hwy 43, auto and bus will be in more and more congestion as time goes by. Streetcar adds an efficient option for travel between Lake Oswego and all the destinations now served by the Portland Streetcar.
2. There are community benefits to the streetcar alternative. It will lead to more use of public transportation, which has proven health impacts. It will help the redevelopment of the Foothills area in Lake Oswego, which will provide additional housing in a mix that will attract both younger and older citizens, freeing up larger homes in the city for families with children. Presently, seniors have nowhere to go if they want to downsize without leaving town. Streetcar will also result in attractive retail in the Old Town neighborhood, enhancing property values and the quality of life there. Another benefit to the community is the ability to switch from the use of the automobile and its dependence on foreign oil and the pollution that results from that use.
3. Opponents of streetcar have never made the case that public safety will be diminished if we have a streetcar. The Lake Oswego police chief does not agree with that claim. He anticipates that the community in Lake Oswego will establish and maintain a safe environment at streetcar stops and at the park & rides.
4. Economic activity is always improved at streetcar stops. For Lake Oswego, this will be true first in Foothills and in Old Town, but those prosperous areas will lead to more revenues for the city and higher property values elsewhere. Estimates of economic growth if Foothills redevelops are around \$1billion.
5. The major problem area is the cost of streetcar. But in exchange for a higher capital cost, 60% of which may be born by the federal government, we will have a long term piece of infrastructure whose per trip cost will continue to fall as use increases, and continues to increase, over time. Many costs of both auto and bus transportation aren't counted in the comparison: what does a family pay to own and use a second (or third or fourth) car? What is the cost of maintaining our roads, which will have less use and less maintenance needs if travelers switch to the streetcar? How much of the total costs of the streetcar is already paid by our ownership of the Willamette Shore Line? Including it as a cost is legitimate, but it is a cost we have already paid for. How much of the cost is represented by streetcars we'll purchase years from now, when ridership does increase and more capacity is needed? Every year, the cost of operating the streetcar will be about half as much as operating the enhanced bus alternative. Over 25 years, that is a substantial amount of saved money.

A choice of the streetcar now allows us to go forward through additional engineering and the FEIS process, where we will learn more about the actual costs of the chosen design alternative and the LID and SDC tools available to help pay for the local match. If we find the outcomes are disappointing, we can cease the process, but we must pursue it through the next stage. To do otherwise would be an unconscionable waste of this special opportunity. I urge the selection of the streetcar alternative.

**Ellie McPeak**  
**123 Furnace St.**  
**Lake Oswego OR 97034**

L. 11. 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

MERRILL McPEAK

Affiliation (if any)

Address (required)

123 FURNACE ST LAKE OSWEGO OR

E-mail (optional)

mamepeak@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |   |   |   |
|---|---|---|---|
| <input checked="" type="checkbox"/> Land use and planning   | <input checked="" type="checkbox"/> Economic activity | <input checked="" type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input checked="" type="checkbox"/> Environmental impacts   | <input checked="" type="checkbox"/> Transportation    | <input checked="" type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____                  |   |   |

Comment (use back or attach additional sheets if necessary)

I STRONGLY SUPPORT THE STREETCAR  
BECAUSE:

1) IT WILL BE THE CENTERPIECE  
OF CONTINUED MODERNIZATION AND  
ECONOMIC DEVELOPMENT ALONG THE  
ROUTE, ESPECIALLY IN LAKE OSWEGO.

2) IT IS THE ONLY PRACTICAL WAY  
TO IMPROVE TRANSPORTATION INFRASTRUCTURE  
ALONG HWY 43.

3) IT'S ENVIRONMENTAL IMPACT  
IS QUITE POSITIVE.

4) IT IS AFFORDABLE, WHEN ALL  
COSTS AND FUNDING SOURCES ARE WEIGHED.

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

**From:** MICHELLE MEHRABI [michellemehrabi@msn.com]  
**Sent:** Monday, January 31, 2011 4:12 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar Citizen Comment

January 24<sup>th</sup>, 2011

Dear Elected Officials,

My husband and I live on SW Midvale Rd off Highway 43 in the Birdshill neighborhood. We moved here in 2005 with the plan of starting a family. What drew us to this neighborhood is the Lake Oswego Schools. With the severe economic downturn, we are astonished that there is discussion recently of closing 3 elementary schools, and possibly combining middle schools and high schools. Yet, Lake Oswego Mayor Jack Hoffman, select Lake Oswego City Council Members, and many in the county, state, and Metro continue to promote a half-billion dollar Streetcar project?

This Streetcar project is expected to cost up to \$460 million dollars (future 2017 dollars). I keep hearing by law "we can't use money from "budget A or B" for the school budget. I keep hearing that "if we don't take the federal money, somebody else will". But does that mean we have to take it and spend it??

Oregon is facing over a \$3.0 billion dollar general fund deficit. Our country is 14 trillion dollars in debt. We do not know how long and how bad the economy is going to get. What are our priorities? Is a transportation project more important than educating our children and providing public safety? How is our local governments going to pay for this? And what budget is the money going to be taken from? The money has to come from somewhere.

We have entered a new, very uncertain time in our state and country. We are asking our elected officials to put the brakes on spending projects that are not a necessity right now. We must prioritize better. Our family is not spending like we used to. We have adjusted our lifestyles. We are saving more because we are uncertain at what the future holds.

My husband and I have always tried to stay informed at how our taxpayer money is being spent. It seems our elected officials from local to the national levels are not adjusting their spending habits as our family has. This is unacceptable to us. What kind of debt-ridden future do our children have to endure?

We are asking to put a stop to the Lake Oswego Streetcar and focus our energy and resources on educating our children.

Thank you,  
Michelle and Amir Mehrabi  
1750 SW Midvale Rd  
Portland, OR 97219

—Original Message—

From: John Metcalf <[john.metcalf@brookwater.net](mailto:john.metcalf@brookwater.net)>

To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>

Sent: Sat, Jan 22, 2011 11:53 am

Subject: Let's be Fiscally responsible

It's absurd to consider approving the streetcar project. The city government has been wildly irresponsible with our tax dollars. We all know the list—Safeco Building purchase, etc. I actually heard Mayor Jack Hoffman boast about the huge dollars that Lake Oswego, a town of about 36,000 residents, recently has spent, has approved to spend, and is proposing to spend. I also heard him reference that "Obama money" would be paying for some of the proposed street car project. I thought to myself, this Obama guy must have a lot of money. But of course, Obama has NO MONEY, only future financial burdens to add onto the backs of current taxpayers and our children. This is idiotic to think this way. Stop this madness.

John

John Metcalf

11609 SW Military Road  
Portland, OR 97219  
[john.metcalf@brookwater.net](mailto:john.metcalf@brookwater.net)  
Home: 503-697-4621  
Cell: 503-784-9557

**From:** Maja Meyer [majorow@comcast.net]  
**Sent:** Monday, January 31, 2011 7:01 PM  
**To:** Trans System Accounts  
**Subject:** no Streetcar!

. The anticipated cost is \$450 million dollars. Seems like we wouldn't even need more reasons than that not to build six miles of track.

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

John and Maja Meyer

**From:** kate miller [kate@katemillerstudio.com]  
**Sent:** Tuesday, January 11, 2011 4:31 PM  
**To:** Trans System Accounts  
**Subject:** re Lake Oswego transit project

Hello

I am resident of Lake Oswego and live at 421 Middlecrest Rd 97034. I am writing in favor of the proposed green alternative of a streetcar. I would use the streetcar to commute for work and personal trips to Portland . The bus service is inadequate. We are family of four with four drivers .

I am strongly in favor of the proposed streetcar and have reservations about the benefit of the other alternatives .Congestion on Hwy 43 is already limiting the community. It is great that we have this opportunity and I think it should proceed. The next few years will undeniably see increases in gas and oil and the more we can leverage resources now to transition away from dependence on cars the better.

In a separate issue I would also really like to see more transportation options to the Kruse Way area to assist in having employees and business owners( many of whom live in Portland )alternatives again to everyone driving . Consider a shuttle bus from the Bridgeport area where there are express buses .Offer a shuttle service in the am and in the pm. Like the Lloyd center business district , areas like Mountain Park and Kruse way employ multiple people inservice jobs , they really need some alternatives. We as part of metro should think smart about how to use the fact that the business district of Kruse way offers no viable public transportation. This is an oversight in the planning . Please test a pilot !

The streetcar and bicycle options will reduce air pollution and all of these are to the benefit of the greater community.

Warmly,

Kate Miller LEED AP  
503.459.2292  
[kate@katemillerstudio.com](mailto:kate@katemillerstudio.com)

When we moved to Oregon, from the east coast, 32 years ago, we chose Lake Oswego because of the schools and in spite of the dreary, uninviting and frankly dead (or at least dying) downtown. Most people that came to LO said, "Where's the lake?" People may have forgotten or don't know what our town was like in those days and what it would still be like without leaders and citizens who had the vision to see what Lake Oswego could become and the willingness to work against strong odds to create the lovely, vibrant city we have today.

There was opposition to change all along the way. We were told that changes to downtown would make us the new Beaverton. Lawn signs went up saying, "Don't mall LO". *It was too expensive. No one would shop or frequent restaurants in Lake Oswego; it was too close to Portland where they could go for those things.* I could go on but we all know that today Lake Oswego is a community with a distinct personality, with a reputation as a city of flowers, parks, busy restaurants and shops, with the best library in the state and citizens who support the schools and arts and community projects. Our beloved farmers' market draws citizens from all over the metro area to our LO living room, Millennium Park, overlooking Oswego Lake.

Now we are at another important, decision point in the on-going evolution of our city. Those with vision and a desire to make investments in our future want us to support the streetcar option which is vital to the vision that will develop the prime Foothills area of our city and open it up to Willamette River. (Yes, we are on the riverfront as well.) They ask us once again to believe that Lake Oswego can continue to be a leader in green investments and economic opportunity. And they are right.

There are, of course, the naysayers: *No change. It's too expensive. It will bring outsiders in. Not now. Not ever.* But now is exactly the wrong time to turn our backs on a vision of growth and economic vitality.

These are not abstract thoughts. My husband and I believe in Lake Oswego and it's future. Our children are no longer in the schools but we can envision the next phase of our life here: walking to shops and restaurants and the library –and, hopefully, living long enough to take the streetcar to OHSU, leaving the car at home.

We strongly urge you to support the Streetcar option.

**From:** Glenn Moragne [pdxmoragne@gmail.com]  
**Sent:** Tuesday, December 07, 2010 11:19 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project Options

To whom it may concern,

In reading about the possible options for the Lake Oswego to Portland Transit Project, I am surprised there is not a fourth option, which would be to construct a bike/pedestrian trail along the current Lake Oswego trolley car line. Similar to the Springwater Corridor trail which follows an old rail bed, the trolley line would make an ideal alternative travel route to and from Portland for people opting for a sustainable and healthy option. Currently, traveling by bike from Lake Oswego to Portland is done via the hilly Terwilliger Blvd and the generous but not ideal route through River View Cemetery, because travel along Hwy 43 through the Dunthorpe area is too dangerous for bike riders. Having a route along the river at a constant grade would be far superior and much safer for bikes and pedestrians and would encourage more people to commute by bike, therefore reducing natural resources required to operate light rail or bus lines.

Please add a fourth option: Bike/Pedestrian corridor along trolley line

Thank you,  
Glenn Moragne

**From:** Eli Morgan [eli@2030inv.com]  
**Sent:** Monday, January 31, 2011 3:39 PM  
**To:** Trans System Accounts  
**Subject:** DEIS Comments

Our names are Eli and Jill Morgan. We reside at 11000 SW Riverwood Road and have a special interest in and perspective about the flaws in the DEIS as they relate to the Dunthorpe-Riverdale segment of the Streetcar alignment. In addition, I, Eli Morgan, represent our neighborhood on the Citizen Advisory Committee of the Portland to Lake Oswego Transit Project and so have some comments based on my study of the entire process for selecting a locally preferred alternative.

We are writing to express our concerns about the Streetcar alternative. Like so many others, we are opposed to spending so much money on a project that has not made a credible case for transportation benefits. On each of the significant elements of the Project Purpose, the streetcar alternative is deficient: it is not "fiscally responsive", environmentally sensitive" nor does it "garner broad public support".

Specifically, we want to raise the following points:

**1. Project Finance and Local Match.**

The DEIS persists in presenting a set of choices that are not realistic or financially sustainable. Specifically, the financial analysis for the project is based on a 60-40 federal/local split in funding -- there is no evidence the federal government will provide this much match and evidence exists the project will receive 50% federal match placing a greater burden on local, state and regional governments and taxpayers -- bumping the local share for the streetcar in excess of \$50 million dollars. At the very least, local decision-makers should be presented with a financial analysis of the streetcar that includes this 50-50 likelihood. Similarly, Chapter 5 of the DEIS references TriMet's intention to raise the payroll tax in 2013 and the implication is these funds would be used for the Streetcar, however, no credible evidence is presented indicating TriMet would use these funds as implied as opposed to other system priorities, including restoration of bus service. This flawed analysis should be addressed before local jurisdictions are asked to make a decision on an LPA. See testimony by John Charles of Cascade Policy Institute on these issues.

**2. Right of way and Local Match.**

The rationale for the streetcar alternative rests in large measure on the use of the Willamette Shore right-of-way as a significant component of the local match. However, the value of the right-of-way is grossly inflated without any evidence. There have been substantial issues raised with the methodology and results of this valuation. Additionally, it is recognized that decision options for the alignment in Johns Landing and Dunthorpe-Riverdale would substantially lessen the eligible values of the right-of-way thereby inflating the amount of match that must be borne by local governments and taxpayers. The DEIS provides no credible analysis of the impact of this diminished right-of-way value on the cost-effectiveness of the streetcar as the LPA.

**3. Congestion and Auto Traffic on Highway 43.**

The DEIS makes it clear the streetcar and bus options will have the same effect on congestion-relief for Hwy 43 -- namely they will not reduce congestion -- making the \$458 million to build the streetcar a foolish waste of money, compared to the \$51 million price tag for the enhanced bus. In addition, the claim of the DEIS that the streetcar will eliminate 100 autos in 30 years is undermined by the testimony of West Linn and Oregon City residents who currently ride the bus and are outraged by the reduction of bus service and the forced transfer in Lake Oswego to a streetcar. There is testimony that current bus riders would prefer to use autos if this elimination service were to occur and yet there is no analysis in the DEIS that takes this into account.

**4. A Minimal Operating Segment.**

The information in chapter 2 dealing with Finance-related phasing options is incomplete and misleading. If a segment were constructed from Lowell Street to the Sellwood Bridge it might carry as many riders as a Full Project construction project. There is no cost-benefit analysis for this option providing detail on the cost of the Sellwood Bridge to Lake Oswego segment, which would appear to be the most costly segment because of the geologic hazards, landslide risks and environmental impacts of the "Full Project".

**5. Design Options.**

While the Johns Landing alternative design on Macadam solves a "NIMBY" problem for Johns Landing residents, no such solution is available in the Dunthorpe-Riverdale segment -- which is why there is consistent neighborhood opposition to both designs. In particular, the in-Riverdale Road option dramatically changes the character of that residential community, creates safety hazards,

puts burdens on Military Road and nearby student crossings, and closes the exit/entrance to highway 43 without offering a solution to the service/emergency vehicle issues raised...all at an added cost of nearly \$10 million to the project. The DEIS insufficiently deals with these important issues.

6. **Sellwood Bridge.**

During the course of the development of the DEIS, new designs for the Sellwood Bridge have been reached between the City of Portland and Multnomah County. Additional issues relating to the South Portal costs and dramatic changes in the square footage available for station area development have all come to light but are not reflected in the DEIS. Supplemental materials providing an analysis of these issues should be incorporated in the DEIS before decisions about the LPA are to be made.

Thank you.

Eli and Jill Morgan  
11000 SW Riverwood Road  
Portland, OR 97219  
503-636-4111

Submit via e-mail

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

Print



Date 1/30/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Steve and Linda Morse

Affiliation (if any)

Address (required) 18744 SW Benfield Ave Lake Oswego, Or 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

We oppose the proposed street car to Lake Oswego. We don't think it will alleviate the traffic on highway 43 and the cost seems extremely high for something that is not guaranteed to solve any problems.

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

**From:** Terry Morse [twmorse@comcast.net]  
**Sent:** Monday, January 31, 2011 6:16 AM  
**To:** Trans System Accounts  
**Subject:** L.O. to Portland Transit Project

To Whom it may concern:

I believe that a improved bus service between Lake Oswego/West Linn to Portland would be a better option for improved transportation than a trolley car. Though in general I approve of street car/ rail line transportation, the amount of money that it would cost for the LO to Portland Trolley line would be better used to expand/ extend existing rail lines. An express bus line would better utilize existing Metro transportation infrastructure with the least environmental impact than attempting to rebuild the rail line that runs from Lake Oswego to Portland. I don't believe that there would be an increase in ridership on the trolley line to warrant the expense of the trolley line. An improved bus service would be a much better use of transportation funds.

Sincerely

Teresa Morse  
18048 S. Skyland Circle  
Lake Oswego, OR 97034

—Original Message—

From: Rick Moulton <[rickmolton@msn.com](mailto:rickmolton@msn.com)>  
To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>  
Sent: Sat, Jan 22, 2011 10:35 am  
Subject: Lake Oswego Streetcar

City Council Members,

I want to go on record as **strongly opposing** any plans currently being considered for a Lake Oswego Streetcar. I just can't imagine what possible benefit will be derived from spending hundreds of millions of dollars on a streetcar that might be able to transport a few people between Lake Oswego and Portland. We don't have enough money to fund our schools, pay for the West End Building, pay for our new sewer system, maintain our streets, etc., etc., etc..... We just can't afford to keep borrowing money and putting this community further and further in debt. I have lived in Lake Oswego for since 1975 and would like to continue to live here, but if projects like this are allowed, I will be forced to move to an area that is more affordable. I am very concerned that many of our city officials continue to turn a deaf ear on the concerns of the citizens of Lake Oswego.

Robert Moulton  
592 7th Street  
Lake Oswego, OR 97034



Date Dec 16,

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Mertie Muller

Affiliation (if any) none

Address (required) 11821 SW Riverwood

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I strongly support the current design to use the existing tracks to ~~with~~ restore the street cars between Portland and L.O as long as there is a stop at Riverwood Ave

Two access<sup>trails</sup> to the tracks have been lost from lack of use! ~~only one~~  
If the ~~front~~ public does not use this land, much of it will revert to the ~~the~~ original land owners  
~~so so~~ ~~if it is so~~ If this happens thank you for  $\frac{1}{2}$  to  $\frac{1}{4}$  more access added to my lot!

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

**From:** Nancy Muller [mullernancy@yahoo.com]  
**Sent:** Sunday, January 30, 2011 6:07 PM  
**To:** Trans System Accounts  
**Subject:** No Streetcar for Lake Oswego, Oregon

Ladies and Gentlemen:

We in Lake Oswego do not need or want a streetcar, max train, or high speed rail car into Portland, nor do we need any such mode of transportation running through Lake Oswego on the way to any other city.

We are doing just fine with our cars and buses. We are doing just fine without large parking lots for park and ride. We have long survived without expensive rail lines which must be subsidized in order to be built and subsidized in order to remain viable. One look at Amtrack is enough to

convince us that government-built and controlled rail systems are boondoggles which require our taxes for survival. We in Lake Oswego are already sustainable and viable as a thriving community. We do not need to bus in new clients, customers, and visitors, some of whom may not have the respect for Lake Oswego that is needed to keep our community a beautiful place in which to live and work. Several years ago, Lake Oswego bought the Safeco building, and is still paying at least one million dollars in interest a year for it, as it sits virtually empty. Now the city is rebuilding its sewer system at great cost to the taxpayers. In this stressed economy we can not afford a new rail line. Take a deep breath, and forget about it.

Nancy Muller, resident of Lake Oswego

**From:** Smith-Bouwer, Diana [dbouwer@ci.oswego.or.us]  
**Sent:** Thursday, December 30, 2010 4:38 PM  
**To:** Trans System Accounts  
**Subject:** DEIS comment

This is an automated message from the web server. Do not reply to this message.

Topic: Portlant to Lake O Transit

On 12/6/2010 8:40:34 AM a user kindly commented:

I and many other citizens this this "light rail" project is a massivily expensive and unnecessary waste of tax payers money. There are many other much better and more necessary projects that could be done with the amount of money this project will ultimately cost.  
Abandon this project at once!

Please respond to: [johnm@pacificcoastia.com](mailto:johnm@pacificcoastia.com)

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**From:** [John.Witmer@dot.gov](mailto:John.Witmer@dot.gov) [<mailto:John.Witmer@dot.gov>]  
**Sent:** Wednesday, December 15, 2010 4:20 PM  
**To:** [gregnelson4@msn.com](mailto:gregnelson4@msn.com)  
**Cc:** Jamie Snook  
**Subject:** RE: Proposed Rail System Between Portland And Lake Oswego, OR

Thanks for your comments. We'll make sure they are considered as part of the DEIS comment period.

John Witmer  
FTA Region 10  
915 Second Avenue, Suite 3142  
Seattle, WA 98174-1002  
206-220-7964  
[http://www.fta.dot.gov/regions/regional\\_offices\\_918.html](http://www.fta.dot.gov/regions/regional_offices_918.html)

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**From:** W G NELSON [<mailto:gregnelson4@msn.com>]  
**Sent:** Wednesday, December 15, 2010 12:20 PM  
**To:** Witmer, John (FTA)  
**Subject:** Proposed Rail System Between Portland And Lake Oswego, OR

Dear Mr. Witmer:

I am writing as a concerned citizen of Lake Oswego, OR about a very flawed and perhaps even corrupt process which has been utilized by the Lake Oswego City Council to obtain access to federal funding for a proposed rail system (streetcar) between Portland and Lake Oswego. I say this for a number of reasons.

1. The effort to build the rail system appears to be financially motivated even though there is no financial justification for building the system. The initial cost of the proposed system far outweighs any benefits because the proposed ridership will never justify the cost, and there are less expensive, more efficient alternatives such as enhanced bus service. The city council has tried to justify the rail line on the basis of transit-oriented development, but the development they are looking at will only increase congestion, decrease the quality of life and livability, while not reducing automobile congestion.
2. On traffic congestion, the city council is opposed to development of an area near the city known as Stafford Triangle due to cost, but is using a traffic study of Stafford Triangle development to justify the streetcar. The city is claiming the streetcar will mitigate traffic from 7,000 new housing units, which the city opposes. The council can't have it both ways. If council opposes significant development in the Stafford Basin due to infrastructure costs, it can't use phantom traffic generated by significant development in the Stafford Basin to justify a rail system.
3. The City Council appears to be most interested in developing an area known as Foothills, which exists in a floodplain on the Willamette River. This area could only be developed if the city obtained "offsite mitigation" of environmental factors, which would lift restrictions on development in a floodplain. The council did this by placing restrictions on private properties throughout the city. These restrictions have been placed arbitrarily, unevenly and unfairly. As a result of a recent measure passed by the city, there will no doubt be many lawsuits filed to lift the restrictions which will negate the "offsite mitigation" and affect the ability of the city to implement a rail system. In short, the foundation of the city's plan is seriously flawed and could be undermined by litigation.

I could go on, but I will conclude by asking that you investigate the situation to make sure that the expenditure of any federal funds for such a proposed rail system has sound financial, environmental and practical justifications. There are many citizens in the area who feel as I do and I hope that you will hear from them. Thank you for your consideration of my request.

Sincerely,

Greg Nelson  
62 Wheatherstone Court  
Lake Oswego, OR 97035  
503-635-8163

**From:** mjb@comcast.net  
**Sent:** Monday, January 17, 2011 2:10 PM  
**To:** Trans System Accounts  
**Subject:** In Favor of the Lake Oswego Streetcar

*I have been following the discussions regarding the option of having the streetcar extend to Lake Oswego and I strongly support it! I have lived here with my family for about 30 years and have watched the community change and grow. I also have seen and experienced the increasing logjam of traffic using highway 43 and believe that we need another option! We have an opportunity to get federal support for this project, even if we can't begin to build it tomorrow. It is a rare opportunity that we shouldn't let slip by.*

*When I am in downtown Portland, I often use the streetcar to get from the waterfront up to the northwest. It is comfortable, clean and I feel very safe. I would love to see it extended into Lake Oswego so that I could use it instead of my car.*

*Thanks you for your kind attention.  
Regards, Marci Nemhauser*

Marci Nemhauser, Psy.D.  
Professional Certified Coach

Professional Growth Services  
6950 SW Hampton, Suite 310  
Tigard, Oregon 97223  
503-684-5322  
[marci@professionalgrowthservices.com](mailto:marci@professionalgrowthservices.com)

Submit via e-mail

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

Print



Date 12/15/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Jack Newlevant

Affiliation (if any) \_\_\_\_\_

Address (required) 1904 SE Hemlock

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

The bike path component is extremely important in the Lake Oswego to Portland Transit Project. It must be constructed as close to the river level as is at all possible, in order to minimise climbing (which discourages bike traffic).

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

**From:** Chris Nickerson [chsnickerson@aol.com]  
**Sent:** Wednesday, January 26, 2011 3:41 PM  
**To:** Trans System Accounts; councildistribution@ci.oswego.or.us; bcc@co.clackamas.or.us  
**Subject:** Lake Oswego Street Car Comment

Hello,

Can you please tell me how you justify spending hundreds of millions of dollars to move people from Lake Oswego to Portland on a train that is no more efficient than driving a car? If you haven't noticed, Lake Oswegans are upper class, independent type people. They not only enjoy, but covet the freedom they have of getting into their cars which are parked in their driveways, and going wherever they want without the hassles of a train schedule, parking in a car park and changing trains just to get down town.

I believe in public transport but there must be a need attached to it. There simply is no need at all attached to the idea of a street car originating in Lake Oswego. If there was a need, people would have been clamoring for the little train that chugs to South Waterfront to run more frequently. The mayor would have been seen riding that little train to meetings in Portland. There would have been some indication somewhere that people were having issues getting to Portland. Perhaps over the years, we would have seen growing numbers of people at Lake Oswego bus stops. Please! Don't fool yourselves into thinking people will give up the freedom their cars give them and suddenly be enamored with having to get their car parked at a certain time in order to catch a train at a certain time (a train that goes no faster than their car, mind you).

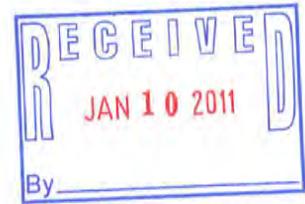
The only real traffic problem any resident along Macadam witnesses every single day, is that of bicyclists riding along it. I suppose it will take a bike fatality before this becomes urgent enough to address. It is a precarious journey on bike and a driver's nightmare when one sees a bicyclist in the rain trying to maneuver along 43. I see it everyday.

Perhaps a better idea than a street car, because it promotes health and preserves independence, would be a dedicated bike path from Lake Oswego to Portland. The citizens of Lake Oswego might even get excited about occasionally being able to get on their bikes from home and safely riding all the way to downtown Portland (without having to deal with a train schedule, parking garage and train change). Mayor Hoffman might ask his wife, a biker, about the numbers of bikers who would get behind the idea of a dedicated bike path on this side of the Willamette.

I see how all of that money looks enticing, and that if we don't get it Santa Fe might. In the long run, however, does a street car improve anything about our lifestyle in Lake Oswego? I am sure it does not. A street car is a step backward in time. Encouraging biofuel cars and creating bike paths is a step forward. We have the ability to do both of those things in Lake Oswego right now and create an environment that would be the envy of every small city in the US.

Please do not ruin our home just because of some free money with strings attached to it.

Sincerely,  
Chris Nickerson



January 7, 2011

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

To Whom It May Concern:

SUBJECT: Support of Enhanced Bus Option

We live within the corridor of Metro's Transit Project between Portland and Lake Oswego. We are daily users of the corridor, and would be daily recipients of any impacts the Project would create. We support enhanced bus service for the following reasons:

- Buses offer the most cost effective and efficient way to move more people between Portland and Lake Oswego. Buses can be easily added/reduced as required, and they use established public roads. The Street Car, with an estimated budget of over \$400 million does not make economic sense, even in good times.
- Buses do not further degrade public safety along the various routes, particularly in the various neighborhoods. The Street Car plan, with routes planned down neighborhood streets would have a seriously negative effect on public safety. Those neighborhoods have children and pets that are not equipped to avoid the dangers presented by a multi-ton vehicle frequently moving down a neighborhood street.
- Buses would have no significant impact on the wildlife (deer, beaver, muskrat, raccoon, sea hawk and bald eagle) that inhabit these neighborhoods.

We appreciate all the efforts made by Metro with regard to planning for the future of our City. Enhanced bus service would be the most effective solution to future transportation needs. We also hope that Metro could work on a safe and efficient bicycle route between Portland and Lake Oswego.

Thank you for your consideration.

Sincerely,

Christine and Peter Nickerson  
11175 SW Riverwood Road  
Portland, Oregon 97219  
503-699-8188

January 25, 2011

Carlotta Collette  
Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232



Dear Ms. Collette:

SUBJECT: Portland to Lake Oswego Transit Project

I live and work within the scope of the above mentioned project, and am a constituent of yours. I write today to ask you to support enhanced bus service over the other options of the project (no-build. or the streetcar.)

I have attended nearly all the Citizen Advisory Committee (CAC) meetings held in this regard, and have carefully considered all the data presented. It is clear that buses offer the most cost effective and efficient way to move more people between Portland and Lake Oswego.

The advantage of cost is the most glaring advantage buses have over the street car, both in terms of capital cost and operating cost. Further, buses offer increased flexibility in terms of both capacity (add/reduce quickly) and routing. Lastly, buses can use the infrastructure that already exists, offering savings in both cost and time.

It is clear from the proceedings of the CAC meetings that the streetcar option is the one preferred by the consultants, and City (Portland and Lake Oswego) and Metro representatives. Perhaps that option is the one that will ultimately prevail. However, to ask the public to spend \$400 million, no matter the source, does not make economic sense at this time. Over-all, enhanced bus service is the best option.

I appreciate and thank you for all the efforts you make on behalf of the community, and thank you for your consideration of my letter.

Sincerely,

A handwritten signature in cursive script that reads "Peter Nickerson".

Peter Nickerson  
11175 SW Riverwood Road  
Portland, Oregon 97219  
503-699-8188

Ruth Nickodemus  
5620 SW Riverside Lane #17  
Portland, OR 97239

Dear Metro,

I am writing to you about the **Lake Oswego to Portland Transit Project**. I live in the Willamette Shores Condominiums in John's Landing. I have attended a number of the CAC meetings, the public information meetings, and read the Draft Environmental Impact Statement.

**My first choice is enhanced bus service.** The street car option is far more costly and would adversely affect myself and many neighbors along the route if the current tracks are used.

However, if the **streetcar** option is chosen I would **strongly urge the Macadam in-street** option for the following reasons:

1. In the 1980's the city assured the developers of the John's Landing condominiums that the Willamette Shore ROW would not be used as a major transportation corridor and that Macadam would be the traffic corridor. This made sense then and is even more valid now that the residential development has occurred.
2. If this agreement had not been made, we doubt that the developers would have built residences around and so close to a railroad track. They certainly would not have been able to sell them and our property values will be degraded if the City changes their promise.
3. Metro suggested that some barriers for safety would be needed to protect homeowners, their children, grandchildren and guests from wandering onto the streetcar's path. These barriers and the streetcars themselves will interfere in our current "view path".
4. "View Path" is an operative phase used by the City of Portland. It specifically calls for allowing views of the river and river traffic. Our view path at Willamette Shores will be compromised as it will for many of the people living all along the trolley tracks. I brought my unit at Willamette Shores because I have a gorgeous unobstructed view of the river. This is a special treasure to all of us who live here and is exactly why we chose this place. Our property would definitely decrease should this view path disappear!
5. If the streetcar were to come through the housing in this area, some of the unit's decks and windows are only ten to twenty feet from the tracks. This is hardly an acceptable set back. A streetcar passing every 15 minutes would rob us of the tranquil peaceful natural environment that we enjoy in this area. The quality of life would be disrupted and the property values would decrease.
6. The most beneficial streetcar route through Johns Landing is the Macadam option. It will give more exposure to the merchants and businesses in the Johns Landing area. It should add value to their properties. Conversely, they will not get any

exposure if the streetcar is inappropriately routed through the condominium developments.

7. If done correctly, the design for the streetcar on Macadam will give the Johns Landing the “village” image that Portland is trying to offer. It would certainly give the businesses more exposure; therefore, increasing the commercial value of their properties.
8. Finally a Macadam route with appropriate stops might also add value to the residential properties in John’s Landing.

**In summary:**

First choice is the **enhanced bus service**.

Second choice is the **streetcar only if located on Macadam, the appropriate transit and commercial corridor**.

Sincerely,  
Ruth Nickodemus

**From:** Ed Oeltjen [joedo98@hotmail.com]  
**Sent:** Monday, December 06, 2010 11:51 AM  
**To:** Trans System Accounts  
**Cc:** gojodyo@gmail.com; janegjester@gmail.com  
**Subject:** Lake Oswego Trolley

As to my vote on the trolley. No, No, a thousand times no. With all the other projects in need , why would anyone in sane mind raise taxes of state, federal, or local residents for a trolley that no one will use. It's worse than the Alaskan Bridge to nowhere.

Ed Oeltjen

**From:** Jody Oeltjen [joedo99@hotmail.com]  
**Sent:** Monday, December 06, 2010 12:17 PM  
**To:** Trans System Accounts  
**Subject:** Trolley

*I have a strong vote for No on a trolley plan for Lake Oswego. We do not need to spend money we don't have. We need to get back to paying for what we can afford on city, state and federal budgets. Again, No for the trolley.*

*JoAnn Oeltjen  
18785 Westview Dr.  
Lake Oswego, OR 97034*

**From:** M White [maggi922@gmail.com]  
**Sent:** Sunday, January 30, 2011 9:30 AM  
**To:** Trans System Accounts  
**Subject:** Lake Owego-Portland trolley

I live in Johns Landing and feel it is more cost-effective to keep the line where it is. Harriett Olmos

--

"It is the history of our kindnesses that alone makes this world tolerable." Robert Louis Stevenson

**From:** Olson, Mary [maolson@ci.oswego.or.us]  
**Sent:** Monday, January 31, 2011 4:57 PM  
**To:** Trans System Accounts; John.Witmer@dot.gov  
**Subject:** LOPTP DEIS comments

After reading the DEIS, the only conclusion that can logically be reached is that the cost and harm done by the Streetcar alternative far outweighs any claimed benefits, which are doubtful in and of themselves. The only tangible benefit appears to be potential financial gain for private developers, at great expense to the taxpaying public.

**Community Effects:** The DEIS itself shows that the streetcar option does not reduce congestion by any significant measure, and will in fact increase congestion on downtown Lake Oswego's main street (Hwy 43). The proposed 300-car parking garage would compound congestion, and would impact the surrounding neighborhoods with cut through traffic. The amount and type of development proposed for the Foothills area, in order to justify a streetcar, would bring a kind of density and population growth that Lake Oswegans neither want or can afford. This type of dense, compact development would not be in keeping with Lake Oswego's small town character. Forced density would undercut our history of balanced, appropriate growth. Combined with the impacts on our historic Sundeleaf buildings along the streetcar corridor, and the adjacent historic Old Town neighborhood, this development would dramatically alter the character of our community.

**Finance/Cost:** The cost of the streetcar alternative is prohibitive, even under the DEIS assumptions, and those assumptions are questionable. 60% Federal funding levels are not likely, and federal and state funding sources are at risk. In fact, there is not one source of local funds identified, committed to, or secured for this project. Local funding sources like LID's or Urban Renewal are speculative wishful thinking. Regionally, this streetcar project would compete with other high priority projects like the Columbia River Crossing and Milwaukie Light Rail, as well as the restoration of bus service to transit dependent communities. It would also put increased financial stress on an already burdened TriMet.

**Environmental Impacts:** The scope of negative environmental impacts from a streetcar are drastic, and quite frankly, astounding. Even a quick reading of Chapter 3 gives one pause: potential blasting of rock slopes, destruction of wildlife habitat and wildlife itself, major cut and fill requirements, thousands of feet of new retaining walls, 15 foot high walls & fences, noise, vibration and view impacts, building in the "Greatest Hazard" earthquake zone and between two major fault lines, destruction of mature Oregon white oak, and on and on. The assessments of both the environmental and historical resources in the corridor appear cursory and incomplete. With acknowledged further study and analysis being required, it is difficult to understand how some of the statements about the positive environmental impacts of the streetcar alternative can be made.

**Transportation:** None of the alternatives achieves optimal improvements in transit service. The enhanced bus comes closest, but is not ideal. A 300-car parking garage would not be needed if the funds were instead used to increase bus service within and around Lake Oswego and West Linn. Improved bus service and connections, along with new low floor, hybrid technology buses would suit this area better. Many of the current bus riders in this corridor come from the cities to the south -- Oregon City and West Linn. The streetcar option negatively impacts their commute in terms of time and convenience and yet they have not been brought to the table during this study. The streetcar option has the potential for actually forcing these bus commuters back into their cars.

These comments are only brief summaries of more in depth comments that could be made on each chapter of the DEIS. The document fails to make the case for the streetcar alternative, and barely makes one for the enhanced bus. Much more considered analysis needs to occur before this project is ready for decision. The project summary on page S-1 states that the project should "...garner broad public support...and should be environmentally sensitive...while being fiscally responsive." It fails on all counts. The citizens of Lake Oswego are split in support, with the majority being opposed to a streetcar alternative. Public testimony and letters to the newspapers, City Council, and to Metro bear this out. Until there is more consensus on a transit project for our community, this should not go forward.

Thank you for the opportunity to comment.

**Mary Olson**  
**Lake Oswego City Councilor**  
18453 Tamaway Drive, Lake Oswego, OR 97034  
[maolson@ci.oswego.or.us](mailto:maolson@ci.oswego.or.us)

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**From:** Olson, Mary [maolson@ci.oswego.or.us]  
**Sent:** Monday, January 31, 2011 3:22 PM  
**To:** Trans System Accounts; John.Witmer@dot.gov  
**Subject:** Lake Oswego to Portland Transit Project DEIS

In addition to my submitted comments on the merits of the alternatives, I am sending this email as a separate comment on the quality of the DEIS itself.

The DEIS contains numerous typos which, in a document this important and expensive, is unprofessional and unacceptable.

In a general reading of the document as a whole, it comes across as an advocacy piece. This may well be unintentional, but many others have commented to me that this was their impression as well. I will offer just two examples of the many I could give, to illustrate my point.

1. On pages S-11 and S-12 of the summary, in the financing discussion, it is stated that "...the Enhanced Bus Alternative would need approximately \$31 million in Federal Small Starts funds and \$20 million in local funds **that have yet to be allocated.**" (my emphasis). It goes on to say that ".....\$57 to \$86 million in other local revenue would be needed to fund the Streetcar Alternative ..... **and would be secured following selection of the LPA.**"

So for the Bus, local funds "have yet to be allocated", but for the Streetcar, local funds "would be secured." Odd choice of words. In fact, there is no source of local funds identified, committed to or secured for either project.

2. The cumulative negative impacts of the streetcar on the environment and safety are astounding: potential blasting of rock slopes, destruction of wildlife habitat and wildlife itself, major cut and fill requirements, thousands of feet of new retaining walls, 15 foot high walls & fences, noise, vibration and view impacts, building in the "Greatest Hazard" earthquake zone and between two major fault lines, riders "encouraged" to sit up front near the driver at night for personal safety, etc. etc. Chapter 3 alone is extremely concerning, even without any other considerations like cost of community character. Many things, "need further evaluation", yet the streetcar is somehow always the "best" alternative.

In summary, I find the DEIS to be an inadequate advocacy document, of a quality that does not reflect the amount of time and money which has been invested in it by this region.

*Mary Olson*  
*Lake Oswego City Council*

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Submit via e-mail

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

Print



Date 01-27-2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Steve Olson

Affiliation (if any) \_\_\_\_\_

Address (required) 421 Middlecrest Rd., Lake Oswego, OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I'm writing to speak in favor of the Lake Oswego to Portland Transit Project. This project offers significant benefits to the local and regional economy:

1. Less Greenhouse Gas emissions than the bus/auto alternatives.
2. Convenient and consistent form of transport that will make travelling to Portland less stressful and less of a hassle.
3. Portland and Lake Oswegan businesses will benefit because this plan will offer easier access to their sites without all the parking challenges.
4. It will do much to ease traffic congestion on Hwy 43.
5. The Federal Govt will pay approximately 60% of the costs. This new money circulating in the economy will have a big impact and multiplier effect in terms of income and jobs for the region.
6. It is forward thinking and contemplates a broader transportation initiative that might include high speed rail to Eugene and Seattle.
7. Tourists will be able to access many more restaurants from down-town hotels and enjoy a view of the Willamette as they travel on the train.
8. It will improve the tax base and create more needed revenue for local government.

Thank you for your efforts. Let's get this done!

Steve Olson

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

Public Comment, Lake Oswego – Portland Transit Project, January 30, 2011

The Hon. Bob Packwood.

11760 SW Riverwood Rd.

Portland, OR 97219

**The streetcar project described in the DEIS fails to meet three very important thresholds.**

- A. Cost effectiveness.
- B. Relief of traffic congestion.
- C. A public transit system easily accessible to the surrounding communities.

**Cost - \$992,000 per Streetcar Rider**

1. The estimated cost for the Streetcar is \$380 - \$458 million. A mid-point of \$422 million (though I have yet to see projects of this type come in under budget. In fact most government projects have large cost over runs).
2. The estimated cost of the Enhanced bus is \$38 - \$51million. A mid-point of \$45 million (though again I assume it will be over budget).
3. It is estimated that by 2035 an Enhanced bus will attract 9800 riders.
4. It is estimated that the Streetcar will attract 11,500 riders.
5. The difference between the Enhanced bus and the Streetcar is 1700 additional riders.
6. Therefore we are spending \$422 million for 1700 riders - \$248,000 per rider.
7. But only 25% of those 1700 riders will ride in rush hours.
8. So that is 425 riders on the streetcar in rush hours.
9. Therefore we are spending \$992,000 per streetcar rider.

**No Relief of Traffic Congestion**

1. In the two hour traffic period in the corridor there are currently 2400 cars.
2. By 2035 it is estimated there will be 4700 cars.
3. If the Streetcar is built consultants estimate there will be a 100 car reduction.
4. Because of the Park and Ride garage, consultants estimate there will be an increase in delays in downtown Lake Oswego because of cars exiting onto State St.
5. Therefore the streetcar will neither solve the traffic problems nor reduce the carbon footprint in this corridor.

### **The Streetcar is Not Easily Accessible to Many Except by Car**

1. This Streetcar is actually going to run in a straight line on an existing right of way.
2. In order to force feed the Streetcar two current bus services will be curtailed.
3. Many who currently ride those buses with stops close to their neighborhood will now be forced into an automobile to get to one of only a very few Streetcar stops.
4. People living in many neighborhoods on the upper side of Hwy 43 currently served by a bus, will not safely be able to cross that highway or walk along that highway to reach the only Streetcar stop. The riders' automobiles will be parked in neighborhoods with narrow streets and with children at play.
5. The Streetcar does not serve people by moving in a loop to where those people are. The philosophy seems to be "if we build it they will come." It is a costly, risky strategy.

### **Conclusion**

- A. The DEIS has failed to demonstrate a credible financing plan that doesn't shift enormous risk to unwilling local taxpayers. The community is severely divided over the wisdom of this project.
- B. The DEIS has failed to make a convincing case that it solves congestion or delivers ridership benefits that justify the enormous price tag.
- C. The DEIS has failed to show that this project will well serve the potential public transportation needs of commuters in 2035.





Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) George L. Page

Affiliation (if any) \_\_\_\_\_

Address (required) Lake Oswego, OR

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Other L.O. Streetcar

Comment (use back or attach additional sheets if necessary)

Strongly opposed to the funding of a streetcar project for L.O.

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

**From:** Suresh Paranjpe [sureshpar@gmail.com]  
**Sent:** Sunday, January 30, 2011 3:08 AM  
**To:** Trans System Accounts  
**Cc:** Sheela Paranjpe  
**Subject:** My comments to DEIS

The following are my comments to DEIS and think that DEIS need to be upgraded with new information as suggested in my this email.

1) DEIS states the value of the Right of Way as \$95 to \$97 million which is clearly too high.

The fair market value of a property is what the property can fetch in open market at arms' length transaction. If I have an office building which is very near to my residence, I like its purple color and therefore the office building is extremely desirable to me does not allow me to put a very high valuation because nobody will pay that too high price.

The exclusive right of way ("the Right of Way") was purchased for only \$2 million from Southern Pacific Railroad by the Willamette Shore Line Consortium in 1988. The Value is therefore already has been established. This is an arm's length transaction and represents the real value at that time since for profit company such as Southern Pacific Railroad will always try to get the maximum sales price to sell the Right of Way. Note that most of the Right of Way is land locked and has very little value, cannot be sold in open market & must sell for a big discount. This already established value needs to be merely adjusted for property inflation from 1988 to December 2010. How does one find the present value of this Right of Way which is fair?

i) Find the values of say 5 adjoining properties to the Right of Way in the year 1988 and check what is the value of the 5 properties in December 2010 and calculate a ratio of December 2010 value divided by 1988 value of the properties ("the Ratio"). A good estimate of the present value of the Right of Way can be obtained by multiplying \$2 million by the Ratio. One can simply use the appraised value used for tax purposes to calculate the values of the 5 adjoining properties in the year 1988 and in the year 2010, adjusted for further decline in valuation from June 2010 to December 2010. If the five adjoining properties are valued at the end of December 2010 at 5 times the 1988 value, then the value of the Right of Way is \$10 million.

ii) Note that due to common fraud in valuation of real estate for banks, recently it has been determined that the use of usual method of hiring appraiser by interested party is very much flawed since the appraisers have vested interest to please customers who hire the appraisers. Appraisers routinely would check the contract sale price and appraise the property the same as contract sale price or what is needed to place a new loan so that the banks could make the loan or the Realtors could sell the property. Now, to ensure the correct valuation, the banks and lenders do not hire appraisers directly and rely on an independent party to make the selection of appraisers randomly who do not know who is the customer and asked him to determine what the market value of the Right of Way for sale. Note that the value of the property is for what price the Right of Way can be resold. Two independently selected appraisers need to determine what the consortium will get for selling the Right of Way and this appraised value must be used in DEIS.

Note that the values have gone down by about 30% for personal residences and about 70% for bare land in the last 3 years.

2) If a segment of the Right of Way is really not necessary to build a Streetcar since there is an alternate route freely available –then what is the value of the segment? Zero –right?

There is a value of a Streetcar segment when there is no other land available to build streetcar tracks and the segment needs to be purchased. When there is alternate segment of land available freely to build Streetcar tracks, then the segment of the land being considered for streetcar track has no value. Route 43 and SW Riverwood Road are freely available to build Streetcar. The value of Segment 3 –Johns landing area for \$8.9 million and Value of Dunthorpe/Riverdale segment shown to be worth \$10.2 million are the segment which are really not needed to build the Streetcar tracks. Correct valuation showing what the segments can fetch when sold in open market as of December 2010 need to be determined by at least two independent appraisers. References as to the value of these two segments need to be removed from all tables and discussions, comparisons everywhere in the DEIS and the new

appraised value should be subtracted from new appraised value showing what the Right of Way can fetch in open market. For example, if the two segments are appraised at \$2 million and the total Right of Way is appraised at \$10 million, then the useful value of the Right of Way is only \$8 millions (\$10 million - \$2 million).

3) Disruptive technologies are those which dramatically change the existing paradigms and ways of doing business. For example, producing cheap cars displaced bullock carts and horses used for people transportation and need for stables along the way. Recently a Disruptive technology of Video Conferencing is improving and expanding very rapidly. Internet speed is increasing rapidly and more and more people understand the benefits of video conferencing which results in elimination of need for physical presence in meetings. Furthermore, use of a PC and Internet also is reducing the need to go to office for more and more people who now increasingly work from home. As more and more office workers use the PCs, Internet and Video Conferencing, less and less office workers will travel to "jobs" or for meetings. They can easily attend all meeting from home and do almost all work from home. Was any consideration given to this important trend and the dramatic effect of that trend in projected growth (or reduction) of people travelling between Lake Oswego and Portland and congestion? If not, such study should be undertaken to evaluate the impact of this trend on ridership and projected ridership between Lake Oswego to Portland.

Though according to US Census, "work from home" grew from 3.2% to only 4% of working population over the last ten years (2000 to 2009), the technologies even now are improving rapidly and the effect of the technologies is accelerating rapidly especially in urban area like Portland where there is a larger number of workers are working in advanced technologies. For example in Intel, already majority of meeting take place by video conferencing.

4) New 2010 Census show that population of Portland did not grow as rapidly as projected. The impact to the estimated traffic by using the actual 2010 Census numbers as compared to projected 2010 population numbers should be calculated for making a proper decision.

5) There is a steep road from Highway 43 to proposed Riverwood Streetcar station and nobody is likely to walk to the far away station at the Riverwood Streetcar station. It takes grueling 10 minutes to walk steep slope from Riverwood/Military road proposed station to Military x Highway 43 crossing and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. The Dunthorpe/Riverwood stop is not consistent with the character of the neighborhood and creates very severe visual, vibration, noise, crime & environmental impact on the area which is not properly defined in the DEIS. A study should be conducted to identify Streetcar riders who will walk to the Riverwood Streetcar Stop. If the study shows that only few riders will walk to proposed Dunthorpe/Riverwood Streetcar Stop, then the Riverwood/Military station should be removed. If almost all riders will drive to the Streetcar station & park cars on the road at the Dunthorpe/Riverwood Streetcar station, then those riders can easily ride to other almost equal distance other stations & park cars at the other nearby Streetcar stations.

6) There are 10 Streetcar Stops shown in DEIS. Some Streetcar stops are most unfriendly to pedestrian traffic and will result in more car traffic using Streetcars. Example is Riverwood/Military Road Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. Since the Dunthorpe/Riverwood Streetcar stop is so unfriendly to almost all Streetcar users, really only 9 Streetcar stops are useful. Since there are 13 Enhanced bus stops, those are closer on the average, to users. Streetcar stations are fewer and therefore are, on the average, further distance than Bus Stops from home or from the final desired destination.

DEIS provides in-vehicle transit travel time for a rider by Bus vs. by Streetcar. The in-vehicle transit travel time in the Bus or Streetcar is only a portion of the total time a rider spends to accomplish his objective for a trip. The in vehicle transit travel time by Bus vs. by Streetcar is of far less importance as compared to the total time one spends to reach the final personalized destination for a purpose from his starting place (e.g. home or place of work).

Walk Time to & from Stops: Buses can accelerate and stop faster than Streetcars and there are 13 Bus Sops compared to 9 useful Streetcar Stops. Less Streetcar Stops results in more distance to walk to Streetcar Stops (on the average) as compared to Bus Stops which in turn require more time spent in walking to Streetcar Stops than time spent to walk to Bus Stops. Similarly, on an average, more time will be spent to go to a destination from a Streetcar Stops as compared to Bus Stops since the Streetcar Stops are further apart (since there are only 9 effective Streetcar Stations. Furthermore, more Bus Stops are closer to the population centers as compared to Streetcar Stations. For example, the Streetcar Stop at Riverwood/Dunthorpe is very far away from Highway 43 and will require on the

average about 10 more minutes to walk to as compared to a Bus Stop on Highway 43. What is required is a statistical study to find out the average time required for pedestrians to walk to & from a nearest Bus Stop as compared to a nearest Streetcar Stop.

Wait Time at Destination or for start of journey: Since Buses run more frequently as compared to Streetcars, there is less waiting time (and therefore less waste of time) using Buses as compared to a Streetcars. Consider the following example:

Assumptions for this example:

- a) In-vehicle transit travel time by bus: 34 minutes
- b) In-vehicle transit travel time for Streetcar 29 minutes
- c) Streetcar every 20 minutes
- d) Bus every 15 minutes
- e) Walking distance from Streetcar Station to office & from home to Streetcar Station: 5 minutes each
- f) Walking distance from Bus Stop to Office & home to Bus Stop: 4 minutes each
- g) Streetcar reaches at destination station every 20 minutes. 7:25 AM, 7:45 AM, 8:05 AM
- h) More frequent bus reach destination every 15 minutes 7:25 AM, 7:40 AM, 7:55 AM

Objective of travel: Needs to reach for an office meeting at 8:00 AM and starting from home (or go home from office).

For the above case, the person will have to reach the final Streetcar Station at 7:45 AM because if he reaches at 8:05 AM, he will be too late to the meeting; whereas he can reach final Bus stop at 7:55 AM and still can be in time for the 8:00 AM. Thus the person using bus can be at the final stop 10 minutes later than a person using a Streetcar and still reach the meeting in time.

It will take:

Total time by using a Streetcar: 29 minutes for in-vehicle transit time by a Streetcar, + 5 + 5 minutes for walk to and from Streetcar station, and 10 additional minutes of waiting time at the final stop= 49 minutes.

Total time by using Bus: 34 minutes for in-vehicle transit time by a Bus + 4 + 4 minutes for walk to and from bus station = only 42 minutes.

Thus in the above example, a person can save 7 minutes by going by Bus vs. going by Streetcar even though in vehicle transit travel time by a Streetcar takes 1 minute less than in-vehicle transit travel time by a bus. Note that this saving of time is mainly due to having only 10 (effective 9) Streetcar Stations (vs. 12 Bus Stops), Streetcar Stations not near the population density and less frequent Streetcar schedules (11 Streetcars vs 21 Buses are in service).

So, just providing a table of in-vehicle transit travel time it takes for Streetcar travel vs. in-vehicle transit travel time it takes for bus travel, as is done in the DEIS is very misleading and can give a wrong conclusions.

The above is example is provided merely to show a methodology of how the total time spent can be calculated. What is required is calculating total time required to reach a final destination using statistical method for a large number of riders for random appointments or to be at the final destination at the specified time for Streetcar as well as for Bus riders. Such statistical study to compare the total time required for random travel for Streetcar as well as Bus riders need to be done and included in DEIS and is most relevant.

Also, after determining the above statistical calculation of total travel time, a study to optimize the number of Bus Stops and also location of Bus stops should be undertaken. In DEIS, presently 13 Bust stops are incorporated for the Enhanced Bus option and clearly this number should be scientifically chosen by the suggested optimization study to reduce the total time required.

7) After the above table comparing the total time required for riders by Streetcar vs. Bus is obtained, DEIS need to include an effect on ridership (note that if the total time taken by Bus is less, then more riders will prefer to go by Bus and use bus rather than Streetcar).

8) Effect on national deficit. Building very expensive Streetcar track and infrastructure purported to benefit a few (which is questionable) is contrarily to the national priorities at this very crucial time when congress (i.e. we all) is striving and working very hard to reduce the deficit. The national deficit is very high and it is a duty of all citizens to strive to reduce the expenditure. The impact of building very expensive Streetcar infrastructure on the national priority of deficit reduction needs to be considered in DEIS.

9) Almost all engineering consultant claim that they have calculated a very conservative costs for their project and most of the time the actual cost is well beyond the "conservative" estimate. What is the track record of the consultant? Please provide the last 5 project estimates the engineering consultant had made and the actual cost of the projects after those were finished. This should allow calculation of a ratio of actual cost to estimated cost. To get a more realistic cost of the Lake Oswego to Portland Streetcar project, the projected cost given by the consultant & used in DEIS needs to be multiplied by the ratio. If the consultant has not finished 5 projects, then one can use those which are completed and then also use the most recent Streetcar projects done or almost done (use a total of 5 projects) in Portland.

10) To build the Streetcar tracks and infrastructure requires use of a very large number of earth moving equipments, heavy trucks and other vehicles for an extended time period. Many equipments, rails etc. need to be transported over a long distance. Bridge and other infra structures also need to be built. All this results in large expenditure of energy and is five to ten order of magnitude as compared to energy required to builds buses. Since DEIS provides tables comparing CO<sub>2</sub> creation for Bus vs. Streetcar, this CO<sub>2</sub> impact during construction phase also needs to be addressed and shown.

11) DEIS show that CO<sub>2</sub> saving by Streetcar is 40.51 to 42.12 tons of CO<sub>2</sub> on average weekday. Note that electric buses powered by rechargeable batteries will save about the same amount of CO<sub>2</sub>. The electric buses powered by rechargeable batteries need to be considered for comparison in DEIS. Five years ago, electric cars powered by rechargeable batteries was not even imagined and considered viable by anybody. Today Nissan Leaf, Chevrolet Volt, etc. are in mass production. Clearly electric buses powered by rechargeable batteries should be used for comparison with Streetcar. Use of rechargeable batteries for electric buses will also result saving of about 40.51 to 42.1 tons of CO<sub>2</sub> on average weekday –like that for Streetcar.

Furthermore, since Bus option will not require the construction of extensive Streetcar infrastructure, during the negligible improvements for construction of Bus Stops, only negligible CO<sub>2</sub> will be produced & there will be a significant saving of production of CO<sub>2</sub>. Compared to Streetcar implementation.

12) There is reference that Enhanced Bus will have to deal with congestion at two intersections. This can be easily solved by small capital improvement so that the delay due to congestions at the two intersections can be eliminated and thus reducing in-vehicle time for travel by Bus.

13) Corridor Transit Place Miles (shown in Table S2 of DEIS) show the Streetcars have larger capacity than Enhanced Bus option. Simply use of double Decker buses or buses with larger capacity will show that the Bus option will have the larger capacity and this implementation should be used in the DEIS so that enhanced option is fairly judged. The option of Streetcar requires a very large capital improvements and a slight additional capital improvements for Buses and also for eliminating congestion will result in a far more competitive Enhanced Bus option.

14) In No Build and Enhanced build option the existing Right of Way is not used. To compare all the three options fairly, the Right of Way must be used even for each of the bus options. Some selected portion of the Right of Way needs to be converted in to Parking for commuters so that commuters can park in these additional parking facilities which are closer to some Bus Stops. This additional parking facilities closer to some Bus stops will make the Bus options more desirable and commuters using Buses will save even more time which needs to be calculated and integrated in the DEIS. The rest of the Right of Way which cannot be used for parking need to be either traded with adjoining property to create more parking or sold and the money should be used to purchase the buses and keep reserves for transportation. The sale of the Right of Way may generate cash to pay the \$20.4 million for local match for the enhanced bus option and this information needs to be included in the DEIS.

Effect of this additional parking will result in ease of bus use and reduction in time to walk to the Bus station and this information needs to be factored in calculation of total time taken by riders.

15) No Build Option as well as Enhanced build option has a very important attribute –flexibility. For example if ferry option or a bridge to Milwaukie is implemented, Milwaukie LRT under development can accommodate Lake Oswego to Portland traffic efficiently. This flexibility attributes need to be discussed in the DEIS.

16) It has been reported that Streetcar implementation brings increase crime to the area streetcar serve and require more monitoring and additional security personnel. Using 6 additional security guards (to keep crime rate the same for each of the options) will increase the annual Streetcar expenses. This increases costs will make annual operating cost of Streetcar comparable to Enhanced Bus Option needs to be incorporated in the DEIS.

17) Note that the existing buses can be used for enhanced Bus Option and can be gradually replaced and/or new buses added as the demand increases. There is no need to drastically increase the operating or purchase budget. Furthermore, Enhanced Bus option allows gradual purchase of Buses with more and more advanced technology as compared to purchase of the Streetcars of today's technology (for example, in the near future, rechargeable batteries can power streetcars rather than ugly and expensive overhead electric cables). There is a need to do more research and this information need to be discussed in more detail in DEIS.

18) If a Streetcar is implemented, it will take much longer to reach destination for passengers coming from Oregon City by Bus 35 since he will have wait at Streetcar Station and catch next streetcar (which are less frequent than Buses). The person coming from Oregon City would rather just continue with his Bus and reach his destination much faster. This information and unfriendly effect on ridership need to be discussed in detail in the DEIS.

19) In our neighborhood in Dunthorpe/Riverdale area, the planned Streetcar is only a few feet from homes and furthermore the track divides the owner's properties. Right now the area is very serene and is in pristine condition and one can hear wind, the waves hitting the shore, bird chirping. Unsightly and noisy Streetcar dissecting through the owner's properties in the neighborhood will create vibration which will change the whole serene condition of the neighborhood and will not be acceptable to anybody. The DEIS does not properly identifies the very severe damaging impact of Streetcars travelling only a few feet from homes and destroying the serene existing characteristics, creating unacceptable visual impact, vibration and noise and this effect needs to be properly elaborated in the DEIS.

Furthermore, Streetcar divides yards of about 7 residences and some residents cross Streetcar track many dozens of time daily when they, children, and their dog play. A child playing in their own back yard is not expected to yield to a Streetcar. Streetcar dissecting the yard poses unacceptable risk of injury and death and must be avoided at all costs.

This very severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood neighborhood, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets needs to be documented properly in DEIS.

If a Streetcar option is selected, the mitigation option is to move the track to Riverwood Road so that the Streetcar does not dissect backyards and cause very dangerous environment to residents and visitors. If a Street car implementation is selected over Bus implementation, then I request that the Riverwood Design Option or even the Hybrid Riverwood Option (see #22 "Hybrid Option" below) is selected to reduce the severe impact of Willamette Shore Line Design Option in Segment 5 -Dunthorpe/Riverwood segment.

20) An underground Streetcar option was discussed at a meeting when the Riverwood Design Option for streetcar was considered. Underground Streetcar option allows building a tunnel next to the new bridge. If a tunnel is planned, the height of the bridge can be drastically reduced. Cost to build a bridge depends greatly on the height of the bridge. It may not cost any more to build an underground Streetcar track under Riverwood Road since the bridge will not have to be built so high. Also, the present site selected for the bridge will affect the natural habitat and this damaging effect as well as effect of unsightly Streetcar in the Dunthorpe/Riverwood area can be minimized by building Streetcar underground in Riverwood Road.

21) Dunthorpe/Riverdale residents have a big and compelling complaint that a Streetcar implementation will result in parking by commuters on Riverwood Road & numerous cars parked by commuters will change the character of Riverwood Road. The numerous cars parked on Riverwood Road will also eliminate very desirable & needed

parking spaces for neighborhood. At times, there are over 40 cars parked on Riverwood Road when there is a large get together in this area. If the Streetcar option is selected, building of a parking structure and restricting commuters from parking on Riverwood Road is required.

An underground parking under Military Road and Riverwood Road can be built which will have least effect on the characteristic of Dunthorpe/Riverwood area. An underground parking for commuters will allow commuters to park cars without taking away Streetcar parking which needs to be reserved for the neighborhood.

22) Hybrid Option: If the Streetcar Dunthorpe/Riverdale Willamette Shore Line option is, it will cause unsightly streetcar making sound and causing vibration only a few feet from a number of residences and changing the serene characteristic of the area. Riverwood Design Option in Dunthorpe/Riverdale area will mitigate this problem. There is another Hybrid Option consisting of moving Streetcar away from the houses most severely affected. This option consists of keeping the track on the bridge as shown in the Dunthorpe/Riverdale Willamette Shore Line Option and keeping the track as envisioned mostly in front of 10940 and then diagonally moving the streetcar tracks to Riverwood starting at property 10960 and 11000 SW Riverwood Road and keeping the track on Riverwood Road in front of properties 11124, 11150, 11200 and 11224 SW Riverwood Road. This Hybrid option will move the Streetcar tracks away from many homes reduce dissection of the back yards and thus eliminate the dangerous environment for children and pets playing in their own back yards reduce the noise and vibration to the homes.

23) A battery powered Streetcar vehicle option was described in one of the meeting by Douglas. Clearly electric drive train using battery power is well mastered simple engineering (electric drive train technology is over 100 years old!). Eliminating overhead electric cables will make Streetcar implementation less offensive in many neighborhoods.

The above information needs to be incorporated (after any suggested studies) in the DEIS so that consideration is properly given and options are fairly compared.

I recommend use of the Enhanced Bus option because of many overwhelming reasons given above. However, if a Streetcar option is chosen, then in Segment 5, Dunthorpe/Riverdale segment, I request incorporation of Riverwood Design option to mitigate extremely severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood backyard, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets.

Other: I like to take this opportunity to recognize & show my appreciation to Jamie Snook for being always very helpful & answering many questions even though she has been extremely busy.

Thanks a lot.

Sincerely,

Suresh C. Paranjpe, Ph.D. Engineering  
11150 SW Riverwood Road  
Portland, OR 97219

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Thanks.

Suresh C. Paranjpe, Ph.D. Engineering  
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Note that the values have gone down by about 30% for personal residences and about 70% for bare land in the last 3 years.

2) If a segment of the Right of Way is really not necessary to build a Streetcar since there is an alternate route freely available –then what is the value of the segment? Zero –right?

There is a value of a Streetcar segment when there is no other land available to build streetcar tracks. When there is alternate segment of land available freely to build Streetcar tracks, then the segment of the land being considered for streetcar track has no value. Route 43 and SW Riverwood Road are freely available to build Streetcar. The value of Segment 3 –Johns landing area for \$8.9 million and Value of Dunthorpe/Riverdale segment shown to be worth \$10.2 million are the segment which are really not needed to build the Streetcar tracks. Correct valuation showing what the segments can fetch in open market as of December 2010 need to be determined by at least two independent appraisers. References as to the value of these two segments need to be removed from all tables and discussions everywhere in the DEIS and the new appraised value should be subtracted from new appraised value showing what the Right of Way can fetch in open market. For example, if the two segments are appraised at \$2 million and the total Right of Way is appraised at \$10 million, then the useful value of the Right of Way is only \$8 millions.

3) Disruptive technologies are those which dramatically change the existing paradigms and ways of doing business. For example, producing cheap cars displaced bullock carts and horses used for people transportation and need for stables along the way. Recently a Disruptive technology of Video Conferencing is improving and expanding very rapidly. Internet speed is increasing rapidly and more and more people understand the benefits of video conferencing which results in elimination of need for physical presence in meetings. Furthermore, use of a PC and internet also is reducing the need to go to office for more and more people who now increasingly work from home. As more and more office workers use the PCs, internet and Video Conferencing, less and less office workers will travel to "jobs" or for meetings. They can easily attend all meeting from home and do almost all work from home. Was any consideration given to this important trend and the dramatic effect of that trend in projected growth (or reduction) of people travelling between Lake Oswego and Portland and congestion? If not, such study should be undertaken to evaluate the impact of this trend on ridership and projected ridership between Lake Oswego to Portland.

4) New 2010 Census show that population of Portland did not grow as rapidly as projected. How much is the impact to the estimated traffic by using the actual 2010 Census numbers as compared to projected 2010 population numbers and also using slower growth?

5) There is a steep road from Highway 43 to proposed Riverwood Streetcar station and nobody is likely to walk to the far away station at the Riverwood Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. The Dunthorpe/Riverwood stop is not consistent with the character of the neighborhood and creates very severe environmental impact on the area. A study should be conducted to identify Streetcar riders who will walk to the Riverwood Streetcar Stop. If the study shows that only few riders will walk to proposed Dunthorpe/Riverwood Streetcar Stop, then the Riverwood/Military station should be removed. If almost all riders will park cars on the road at the Dunthorpe/Riverwood Streetcar station, then those riders can easily park cars at the other nearby Streetcar stations.

6) There are 10 Streetcar Stops shown in DEIS. Some Streetcar stops are most unfriendly to pedestrian traffic and will result in more car traffic using Streetcars. Example is Riverwood/Military Road Streetcar station. It takes grueling 10 minutes to walk steep slope from Highway 43 to Riverwood/Military road station and it is very difficult to imagine anybody from Route 43 will walk to the proposed Dunthorpe/Riverwood Streetcar Station. Since the Dunthorpe/Riverwood Streetcar stop is so unfriendly to almost all Streetcar users, really only 9 Streetcar stops are useful. Since there are 13 Enhanced bus stops, those are closer on the average, to users. Streetcar stations are fewer and therefore are, on the average, further distance than Bus Stops from home or from the final desired destination.

DEIS provides estimated actual travel time for a rider by Bus vs. by Streetcar. The actual travel time in the Bus or Streetcar is only a portion of the total time a rider spends to accomplish his objective for a trip. The actual time to travel by Bus vs. by Streetcar is of far less importance as compared to the total time one spends to reach the final personalized destination for a purpose from his starting place.

Walk Time to & from Stops: Buses can accelerate and stop faster than Streetcars and there are 13 Bus Sops compared to 9 useful Streetcar Stops. Less Streetcar Stops results in more distance to walk to Streetcar Stops (on the

average) as compared to Bus Stops which in turn require more time spent in walking to Streetcar Stops than time spent to walk to Bus Stops. Similarly, on an average, more time will be spent to go to a destination from a Streetcar Stops as compared to Bus Stops since the Streetcar Stops are further apart. Furthermore, more Bus Stops are closer to the population centers as compared to Streetcar Stops. For example, the Streetcar Stop at Riverwood/Dunthorpe is very far away from Highway 43 and will require on the average about 10 more minutes to walk to as compared to a Bus Stop on Highway 43. What is required is a statistical study to find out the average time required for pedestrians to walk to & from a nearest Bus Stop as compared to a nearest Streetcar Stop.

Wait Time at Destination or for start of journey: Since Buses run more frequently as compared to Streetcars, there is less waiting time (and therefore less waste of time) using Buses as compared to a Streetcars. Consider the following example:

Assumptions for this example:

- a) Actual time by bus travel: 30 minutes
- b) Actual time for Streetcar travel 29 minutes
- c) Streetcar every 20 minutes
- d) Bus every 15 minutes
- e) Walking distance from Streetcar Station to office & from home to Streetcar Station: 5 minutes each
- f) Walking distance from Bus Stop to Office & home to Bus Stop: 4 minutes each
- g) Streetcar reaches at destination station every 20 minutes. 7:25 AM, 7:45 AM, 8:05 AM
- h) More frequent bus reach destination every 15 minutes 7:25 AM, 7:40 AM, 7:55 AM

Objective of travel: Needs to reach for an office meeting at 8:00 AM and starting from home

For the above case, the person will have to reach the final Streetcar Station at 7:45 AM because if he reaches at 8:05 AM, he will be too late to the meeting; whereas he can reach final Bus stop at 7:55 AM and still can be in time for the 8:00 AM. Thus the person using bus can be at the final stop 10 minutes later than a person using a Streetcar and still reach the meeting in time.

It will take:

Total time by using a Streetcar: 29 minutes for travel by a Streetcar, 5 + 5 minutes for walk to and from Streetcar station, and 10 additional minutes of waiting time at the final stop= 49 minutes.

Total time by using Bus: 30 minutes for travel by a Bus 4 + 4 minutes for walk to and from bus station = only 38 minutes.

Thus in the above example, a person can save 11 minutes by going by Bus vs. going by Streetcar even though travel time by a Streetcar takes 1 minute less than travel time by a bus. Note that this saving of time is mainly due to having fewer Streetcar Stations, Streetcar Stations not near the population density and less frequent Streetcar schedules.

So, just providing a table of actual time it takes for Streetcar travel vs. actual time it takes for bus travel, as is done in the DEIS is very misleading and can give a wrong conclusions.

The above is example is provided merely to show a methodology of how the total time spent can be calculated. What is required is calculating total time required to reach a final destination using statistical method for a large number of riders for random appointments or to be at the final destination at the specified time for Streetcar as well as for Bus riders. Such statistical study to compare the total time required for random travel for Streetcar as well as Bus riders need to be done and included in DEIS and is most relevant.

Also, after determining the above statistical calculation of total travel time, a study to optimize the number of Bus Stops should be undertaken. In DEIS, presently 13 Bust stops are incorporated for the Enhanced Bus option and

clearly this number should be scientifically chosen by the suggested optimization study to reduce the total time required.

7) After the above table comparing the total time required for riders by Streetcar vs. Bus is obtained, DEIS need to include an effect on ridership (note that if the total time taken by Bus is less, then more riders will prefer to go by Bus and use bus rather than Streetcar).

8) Effect on national deficit. Building very expensive Streetcar track and infrastructure purported to benefit a few (which is questionable) is contrarily to the national priorities at this very crucial time when congress (i.e. we all) is striving and working very hard to reduce the deficit. The national deficit is very high and it is a duty of all citizens to strive to reduce the expenditure. The impact of building very expensive Streetcar infrastructure on the national priority of deficit reduction needs to be considered in DEIS.

9) Almost all engineering consultant claim that they have calculated a very conservative costs for their project and most of the time the actual cost is well beyond the "conservative" estimate. What is the track record of the consultant? Please provide the last 5 project estimates the engineering consultant had made and the actual cost of the projects after those were finished. This should allow calculation of a ratio of actual cost to estimated cost. To get a more realistic cost of the Lake Oswego to Portland Streetcar project, the projected cost given by the consultant & used in DEIS needs to be multiplied by the ratio. If the consultant has not finished 5 projects, then one can use those which are completed and then also use the most recent Streetcar projects done or almost done (use a total of 5 projects) in Portland.

10) To build the Streetcar tracks and infrastructure requires use of a very large number of earth moving equipments, heavy trucks and other vehicles for an extended time period. Many equipments, rails etc. need to be transported over a long distance. Bridge and other infra structures also need to be built. All this results in large expenditure of energy and is five to ten order of magnitude as compared to energy required to builds buses. Since DEIS provides tables comparing CO<sub>2</sub> creation for Bus vs. Streetcar, this CO<sub>2</sub> impact during construction phase also needs to be addressed and shown.

11) DEIS show that CO<sub>2</sub> saving by Streetcar is 40.51 to 42.12 tons of CO<sub>2</sub> on average weekday. Note that electric buses powered by rechargeable batteries will save about the same amount of CO<sub>2</sub>. It is very surprising and misleading that electric buses powered by rechargeable batteries were not used for comparison in DEIS. Five years ago, electric cars powered by rechargeable batteries was not even imagined and considered viable by anybody. Today Nissan Leaf, Chevrolet Volt, etc. are in mass production. Clearly electric buses powered by rechargeable batteries should be used for comparison with Streetcar. Use of rechargeable batteries for electric buses will also result saving of about 40.51 to 42.1 tons of CO<sub>2</sub> on average weekday –like that for Streetcar.

Furthermore, since Bus option will not require the construction of extensive Streetcar infrastructure, no CO<sub>2</sub> will be produced & there will be a significant saving of production of CO<sub>2</sub>. Compared to Streetcar implementation.

12) A committee was formed about 5 years ago to decide between Bus vs. Streetcar and Bus was voted s the preferred choice by a majority of the participants. Please provide the details of the committee and include the information in the DEIS.

13) Corridor Transit Place Miles (shown in Table S2 of DEIS) show the Streetcars have larger capacity than Enhanced Bus option. Simply use of double Decker buses or buses with larger capacity will show that the Bus option will have the larger capacity and this implementation should be used in the DEIS so that enhanced option is fairly judged.

14) In No Build and Enhanced build option the existing Right of Way is not used. To compare all the three options fairly, the Right of Way must be used even for each of the bus options. Some selected portion of the Right of Way needs to be converted in to Parking for commuters so that commuters can park in these additional parking facilities which are closer to some Bus Stops. This additional parking facilities closer to some Bus stops will make the Bus options more desirable and commuters using Buses will save even more time which needs to be calculated and integrated in the DEIS. The rest of the Right of Way which cannot be used for parking need to be either traded with adjoining property to create more parking or sold and the money should be used to purchase the buses and keep reserves for transportation. The sale of the Right of Way may generate cash to pay the \$20.4 million for local match for the enhanced bus option and this information needs to be included in the DEIS.

Effect of this additional parking will result in ease of bus use and reduction in time to walk to the Bus station and this information needs to be factored in calculation of total time taken by riders.

15) No Build Option as well as Enhanced build option has a very important attribute –flexibility. For example if ferry option or a bridge to Milwaukie is implemented, Milwaukie LRT under development can accommodate Lake Oswego to Portland traffic efficiently. This flexibility attributes need to be discussed in the DEIS.

16) It has been reported that Streetcar implementation brings increase crime to the area streetcar serve and require more monitoring and additional security personnel. Using 6 additional security guards (to keep crime rate the same for each of the options) will increase the annual Streetcar expenses. This increases costs will make annual operating cost of Streetcar comparable to Enhanced Bus Option needs to be incorporated in the DEIS.

17) Note that the existing buses can be used for enhanced Bus Option and can be gradually replaced and/or new buses added as the demand increases. There is no need to drastically increase the operating or purchase budget. Furthermore, Enhanced Bus option allows gradual purchase of Buses with more and more advanced technology as compared to purchase of the Streetcars of today's technology (for example, in the near future, rechargeable batteries can power streetcars rather than ugly and expensive overhead electric cables). This information need to be discussed in more detail in DEIS.

18) If a Streetcar is implemented, it will take much longer to reach destination for passengers coming from Oregon City by Bus 35 since he will have wait at Streetcar Station and catch next streetcar (which are less frequent than Buses). The person coming from Oregon City would rather just continue with his Bus and reach his destination much faster. This information and unfriendly effect on ridership need to be discussed in detail in the DEIS.

19) In our neighborhood in Dunthorpe/Riverdale area, the planned Streetcar is only a few feet from homes and furthermore the track divides the owner's properties. Right now the area is very serene and is in pristine condition and one can hear wind, the waves hitting the shore, bird chirping. Unsightly and noisy Streetcar dissecting through the owner's properties in the neighborhood will create vibration which will change the whole serene condition of the neighborhood and will not be acceptable to anybody. The DEIS does not properly identifies the very severe damaging impact of Streetcars travelling only a few feet from homes and destroying the serene existing characteristics, creating unacceptable vibration and noise and this effect needs to be properly elaborated in the DEIS.

Furthermore, Streetcar divides yards of about 7 residences and some residents cross Streetcar track many dozens of time daily when they, children, and their dog play. A child playing in their own back yard is not expected to yield to a Streetcar. Streetcar dissecting the yard poses unacceptable risk of injury and death and must be avoided at all costs.

This very severe impact of Streetcars on the very serene characteristic of the Dunthorpe/Riverwood neighborhood, severe visual, vibration and noise effect and unacceptable dangerous threat to residents, children and their pets needs to be documented properly in DEIS.

20) An underground Streetcar option was discussed at a meeting when a Riverwood option for streetcar was considered. Underground Streetcar option allows building a tunnel next to the new bridge. If a tunnel is planned, the height of the bridge can be drastically reduced. Cost to build a bridge depends greatly on the height of the bridge. It may not cost any more to build an underground Streetcar track under Riverwood Road since the bridge will not have to be built so high. Also, the present site selected for the bridge will affect the natural habitat and this damaging effect as well as effect of unsightly Streetcar in the Dunthorpe/Riverwood area can be minimized by building Streetcar underground in Riverwood Road.

21) Dunthorpe/Riverdale residents have a big and compelling complaint that a Streetcar implementation will result in parking by commuters on Riverwood Road & numerous cars parked by commuters will change the character of Riverwood Road. The numerous cars parked on Riverwood Road will also eliminate very desirable & needed parking spaces for neighborhood. At times, there are over 40 cars parked on Riverwood Road when there is a large party in this area. If the Streetcar option is selected, building of a parking structure and restricting commuters from parking on Riverwood Road is required.

An underground parking under Military Road and Riverwood Road can be built which will have least effect on the characteristic of Dunthorpe/Riverwood area. An underground parking for commuters will allow commuters to park cars without taking away Streetcar parking which needs to be reserved for the neighborhood.

22) A battery powered Streetcar vehicle option was described in one of the meeting by Douglas. Clearly electric drive train using battery power is well mastered simple engineering (electric drive train technology is over 100 years old!). Eliminating overhead electric cables will make Streetcar implementation less offensive in many neighborhoods.

**From:** Customer Servpro [customerservpro@hotmail.com]  
**Sent:** Thursday, December 09, 2010 8:39 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project DEIS Comments

The proposal to extend the streetcar from Portland to Lake Oswego is a prime example of yet another symbolic project that above any and all other aspects, adds to the national deficit. Sustainability starts with financial self-sustainability. Even with all the padding and commingling of funds, this project does not pencil out financially and therefore is NOT sustainable. The slight benefits DO NOT outweigh the excessive and lavish price tag. The potential user fare contribution to the project is miniscule compared to both the capital costs and the costs of operation. Additionally, fares will likely not contribute to replenishing any of the federal dollars raided from the National Highway Trust Fund. Building this project; and financially subsidizing the operation will only increase the cost of living in Portland and the region. If a portion of the track alignment irrationally ends up on Macadam Avenue, it will artificially add congestion and indirectly add to the regional carbon footprint.

The project even fails the basic principals that are guiding it. **“Vibrant Communities”** require good roads in and out; freedom of choice including as it applies to transportation options, housing and lifestyles; and minimal taxation. **“Economic Prosperity”** requires government to make it uncomplicated and undemanding for the private sector to do business in a community instead of funding or subsidizing jobs with tax dollars – which can often be compared to a pyramid scheme. **“Safe and Reliable Transportation”** is good lighting on those good roads and streets that are not full of safety hazard obstacles (such as curb extensions and traffic barriers in intersections) rather than creating crime corridors that are often associated with and tend to develop adjacent to rail transit. If the belief is that climate change is human caused, then **“Leadership in Climate Change”** must be to tackle population growth instead of attempting to dictate how people should live and/or move about. **“Clean Air and Water”** requires that alternative transportation infrastructure and options not be wedged in on existing roadways which in turn reduces motor vehicle capacity and creates artificial congestion. This also includes requiring busses not to stop in travel lanes when boarding passengers.

The biggest failure and injustice however is equity. **“Equity”** requires transit users and bicyclists to pay their own way at least to the same degree that motorists pay for roads – which is 60 to 90 percent depending what is factored in – instead of poaching the costs from motorists, other taxpayers and various taxpayer funded resources for specialized infrastructure, bike-ped paths and transit operations.

Even though the **THE BEST OPTION FOR THIS PROJECT IS A NO BUILD**; reading between the lines on the handout materials, it appears as if the decision has already been made to proceed with the project thereby ignoring any opposition input emerging from the public comment process.

Respectfully submitted,

Terry Parker  
P.O. Box 13503  
Portland, OR 97213-0503

Submit via e-mail

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

Print



Date 1/28/10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Karen Paulino & Eliot Spindel

Affiliation (if any)

Address (required) 5899 Sunbrook Drive, Lake Oswego, 97035

E-mail (optional) spindels@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

We have lived in Lake Oswego for almost 25 years and we strongly support a Lake Oswego to Portland streetcar.

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

Submit via e-mail

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

Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) L. Pearson

Affiliation (if any) \_\_\_\_\_

Address (required) 1614 SW Hume Ct.

E-mail (optional) starvingalligator@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

NO. NO. NO.

We have other higher priority needs than this ludicrous project. Everything from the parking structure in Lake O to the route is ridiculous. This is not the time to spend the money to plan another high priced project let alone build it. Take care of what we have before building more. Enough is enough.

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



Date Dec 2010

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

(Please print)

Name (required) C. A. Peters

Affiliation (if any) \_\_\_\_\_

Address (required) 1614 SW 11th Ave

E-mail (optional) hungerforjustice@blue.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

This is a large and tough plan ~~is not necessary~~ but should be shelved until the economy is in better shape, like, the tax payer, can not pay for every thing you dream up.

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

Submit via e-mail

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

Print



Date dec. 9, 2010

### Lake Oswego to Portland Transit Project

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

*(Please print)*

Name *(required)* sam pearson

Affiliation *(if any)* \_\_\_\_\_

Address *(required)* 1614 SW Hume Ct. Portland Oregon 97219

E-mail *(optional)* sfpjr1@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

This project costs way to much money for the use that it will get. I know that your studies say it will be used more but studies have been proven to say just what you want them to say.

Tri-Met has cut bus lines in this area and in the southwest area, so why should we put in a trolley line that only services so few. Money should be spent on what we have now, not what you think we want.

Tri-Met and the City of Portland are talking about a corridor of either buses or Max type units from Portland to Sherwood. This is going to cost more than Lake Oswego to Portland, and get better ridership. You will be coming to the taxpayer and wanting money for this line too in the future.

For heavens sake, remember we are in a recession, and money is tight for all of us taxpayers. Stop wasting our time with these ideas, that we can not afford, and you want.

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



Date Dec. 9, 2010

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

(Please print)

Name (required) SAM PEARSON

Affiliation (if any) \_\_\_\_\_

Address (required) 1114 S.W. Home Ct

E-mail (optional) SFPJR1@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Cost of Plan very high for what we get. Tri Met has removed bus lines in this area, and surrounding areas. So I do not believe that this will succeed.

Money for bus line use, would be better use of Tax payer dollars.

This is not the right time to go after money - as a tax payer.

Tri Met talks about Portland to Sherwood corridor bus, or Max lines, that makes more sense than Lake Oswego to Portland.

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

**From:** Wayne Pederson [wayne.d.pederson@gmail.com]  
**Sent:** Thursday, January 13, 2011 8:02 PM  
**To:** Trans System Accounts  
**Subject:** Portland to Lake Oswego Transit Project.

To whom it may concern:

I am opposed to any arrangement where this transportation project is funded by any means other than by the developers. The City of Lake Oswego has far too heavy a debt burden at this time. I might be willing to support a Local Improvement District finance plan that obligates the developers and those in the LO downtown business area and Foothills where the proposed economic benefit applies. Any debt that is accomplished by a general obligation bond or higher taxes on the those outside of such a LID are not acceptable to me.

Wayne D. Pederson  
Lake Oswego

**From:** pelmas carol [cpelmas@yahoo.com]  
**Sent:** Wednesday, January 05, 2011 9:49 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project

To whom it may concern:

As a regular bicycle commuter from downtown LO to the Interstate Kaiser complex, I was disappointed that the current railway could not be converted to a bike path.

I'm writing to voice my support for a better bike path from LO to Portland along the river. One possibility would be to turn the 43 raceway into a two lane road. This would allow wider bike lanes to be created on the sides, and would put an end to the bad behavior we currently see with dangerous passing and cutting in at the last moment. Because the traffic on 43 is so fast, it would be nice to have an actual barrier between the road and the lane, though this is probably too expensive.

Another choice would be to figure out a way to put the bikes up onto Breyman/Edgecliff for much of the route, this is much easier for the southbound route.

Like most cyclists, I have figured out the ways around the dangerous 43 impasse, but it sure would be nice to have a direct route.

thank you,  
Carol Pelmas  
604 Cabana Lane  
Lake Oswego, OR 97034

—Original Message—

From: Ingrid Pentecost <[IPatLO@aol.com](mailto:IPatLO@aol.com)>  
To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>  
Sent: Thu, Jan 27, 2011 11:30 am  
Subject: Lake Oswego streetcar proposal

I am another concerned resident of Lake Oswego that believes the cost of the streetcar project is a burden that is unrealistic and unfair to bear. We are not a metropolitan city that needs to provide state-of-the-art transportation for workers traveling to Portland.

How many ways are the local public officials trying to "squeeze" the taxpayers of LO?

Regards,  
Ingrid Pentecost

[mail.aol.com/.../PrintMessage.aspx](http://mail.aol.com/.../PrintMessage.aspx)

1/1

**From:** c.pera The Artisan Custom Framing [cp.artisan@gmail.com]  
**Sent:** Tuesday, December 07, 2010 3:23 PM  
**To:** Trans System Accounts  
**Subject:** Transit

I believe that it is in the best interest of Lake Oswego and the entire region to have rail transit between Lake Oswego and downtown Portland.

Rejecting mass transit is short sighted at the very least.

Cristina Pera  
267 'A' Ave.  
Lake Oswego, OR 97034

—Original Message—

From: Shela Perrin <shela@pdx.edu>

To: councildistribution <councildistribution@ci.oswego.or.us>; metro council <metro council@oregonmetro.gov>; bcc <bcc@co.clackamas.or.us>

Cc: stoplostreetcar <stoplostreetcar@aol.com>

Sent: Sun, Jan 30, 2011 4:49 am

Subject: Streetcar

While I am in favor of streetcar transportation in general, I believe we have to set priorities on how our limited tax dollars are spent. If the choice is between our schools and a streetcar, I would support our schools. If the choice is between a library and a streetcar, I would support spending our dollars on a new library. If the choice is between police protection and a streetcar, I would support police protection. I also support the idea of a walking/biking path from lake oswego to Portland to allow safe traveling for bicyclists and pedestrians. Please consider taking care of our community first and connecting to other communities as a secondary measure. We cannot afford everything so lets take care of our future; keep our schools open, build opportunity to education via the library and protect our community with an ample police protection plan. Take care of our home first, then if there are sufficient funds, build the streetcar. I am worried about being able to afford to continue to live here and the ability of my children to live here in the future. Please be responsible, thoughtful and considerate of how our hard earned tax dollars are spent. Thank you for your consideration,

Shela Perrin

1805 Glenmorrie Terrace

Lake Oswego, Or 97034

503-548-7058

"No act of kindness, no matter how small, is ever wasted." Aescop, The Lion and the Mouse

mail.aol.com/.../PrintMessage.aspx

1/1

**From:** Mark Peterson [mpeterson@theiatech.com]  
**Sent:** Friday, January 28, 2011 2:17 PM  
**To:** Trans System Accounts  
**Subject:** Streetcar to LO

I support streetcar to Lake Oswego. It will be critical for future development of the downtown LO area.

Mark Peterson  
VP Advanced Technology  
Theia Technologies LLC  
29765 SW Town Center Loop W, Suite #4  
Wilsonville, OR 97070  
503-570-3296  
[mpeterson@theiatech.com](mailto:mpeterson@theiatech.com)  
[www.TheiaTech.com](http://www.TheiaTech.com)



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Android and iPhone apps](#)



**From:** Vangiehome@aol.com  
**Sent:** Monday, January 31, 2011 10:51 AM  
**To:** Trans System Accounts  
**Cc:** SorensenJA@aol.com  
**Subject:** (no subject)

To Metro Transportation:

I live on the corridor where you plan to place the Street Car (SC) in its new iteration. **Please know I am opposed to this development for the following reasons:**

- 1) The goal is to remove 35-40 cars by 2035. However, a planned parking lot where the Albertson's Store would only generate more than 300 cars to park there drawing a record number of vehicles at peak traffic times irreversibly changing the environment of our community. It will also attract unsavory elements to our neighborhood decreasing the safety of the families that live here.
- 2) Which should be the first point, it will cost in excess of \$400 million to build. Where do our governments intend to find this money when the State government has a projected \$2 billion shortfall for this biennium? Lake Oswego is projected to be over \$200 million in debt and contemplating new income tax programs to support programs it can't afford. The Federal government is about to raise the debt ceiling past \$1.5 trillion.
- 3) If you use Metro's model, how much will we the taxpayers pay to subsidize the operation of this SC Increasing and making the bus line more effective makes so much economic sense at a fraction of the cost and it does not compromise the environment nor negatively affect our community. In Milwaukee, the government subsidizes \$40 for every rider who boards their train. Where exactly does that money come, when you know you can only charge \$4 tops for each rider otherwise a private vehicle makes more economic sense? What is ridership in less affluent areas? Who do present Oregon municipalities pay for this burgeoning expense?
- 4) Look at the demographics of your ridership and the number of business leaving the Portland area. Why support and promote one city that demonstrates that it is not interested in business and jobs. It is interested in bike lanes and eliminating any type of independent vehicular travel. Portland is a city that sounds good on paper but is not working economically.
- 5) The lines would run closely to too many of the 26 parks Lake Oswego owns and in light of the State's sensitive lands policy will be breaking those laws. Which makes me ask why you can compromise wetlands and natural species while the average citizen is penalized for the same decisions? Why is the government above the laws? Aren't you suppose to enforce them?

I AM AGAINST THE STREET CAR! I WOULD VOTE AGAINST IT OVER AND OVER AND OVER. I WOULD WORK HARD TO **REPLACE** ANY POLITICIAN, HOFFMAN, SHRADER AND DEFAZIO, WHO WON'T LISTEN TO THE PEOPLE AND SPENDS MILLIONS ON PROJECTS THAT DON'T PUT OUR PEOPLE TO WORK and I am a Democrat.

How can you justify the millions of dollars for a Street Car when our unemployment is at 10.6% and our businesses and jobs are leaving the State because irresponsible politicians are too short-sighted or uncaring to see the affects of their spending policy.

Sincerely,

Evangeline Philo-Sorensen  
250 Stampher Road  
Lake Oswego, OR 97034

**From:** angelica pilato [angelpilato@yahoo.com]  
**Sent:** Monday, January 31, 2011 11:29 AM  
**To:** Trans System Accounts  
**Subject:** street car

I encourage the City Council to move forward on this.  
It would greatly enhance Lake Oswego business district, reduce pollution, and connect Lake Oswego with PDX.  
Go for it!  
Angel Pilato  
5055 Foothills Dr.  
Lake Oswego, OR

**From:** PADEN NORMA PRICHARD [nandpprichard@msn.com]  
**Sent:** Tuesday, January 04, 2011 11:21 AM  
**To:** Trans System Accounts  
**Subject:** Comments on the Lake Oswego to Portland DEIS

Attention Jamie Snook,

I am a member of the Evergreen Neighborhood and on the Foothill CAC. I have some transportation and design experience and have read the DEIS and studied the larger scale maps. I have some comments regarding the DEIS I would like to offer as part of the official comment period.

Table 6.1-7 lists 42.830 million square feet of available floor area in New station areas. I presume this is a typo error. Is the new floor space by segment or that an aggregate of all new stations on this line? If this figure was used, and it seems to be repeated on page 6-15 and 6-21, how many other calculations could it have impacted? For example, on page 6-20, B. the Streetcar Alternate, 12,080 new households and 24,920 additional jobs (are created) within station areas. Even if that is all station areas along this line, and I can see perhaps the potential for 12,080 households, the number of jobs (created) just does not seem possible. Is this generated from the square footage figure? Table C.3-2 lists 904,000 new square feet and 604 jobs in Lake Oswego with the Albertson's terminus. Is that for Albertson's station area or all of "new Foothill" or all of Downtown Lake Oswego including Albertson's and Foothill?

Figure D-17 showing a grid pattern for the development of Foothill is about one of the most pie-in-the-sky ideas possible. The topography in this area could not have even been looked at, let alone studied. Actually, I don't see how the "Foothills" alignment could even be considered due to the topography unless one is interested in an "amusement car ride". See CS-111A and CS-112A. (I realize for clarity, the vertical scale is not the the same as the horizontal). Even if this route was chosen, it would put the streetcar in the basement and the back of whatever development would take place in Foothill. It seems to me that the UPRR alignment is the correct choice here but the final choice should be left up to the "Foothill Plan". This is also true for the Albertson's station area. I think the roadway alignments, access to (future) Foothill, final station location, parking structure location and possibilities for future line extension should all be held tentative pending the final product of the "Foothill Plan". I believe much better solutions to all of these presented in this DEIS report will be a product of the "Foothill Plan".

Drawing CS-112 does not look like consideration has been given to streetcar extension to the south.

The problem of the bicycle access to Portland seems to be slightly "swept under the rug" in this DEIS. I believe a priority should be to establish a viable route to Sellwood and Portland. This should not be on Macadam, at least from Lake Oswego to north of Dunthorpe.

As would be typical, perhaps of this type of study, many of the statements justifying the Streetcar seem to be "self serving". I know this is a very general statement and I am not going to go through paragraph by paragraph to point out examples, except to say that, I did read the whole report, and that was my feeling at the end. It seems that weight should be given to the fact that even in the no-build scenario, some additional development IS going to take place.

Finally, in my opinion, for the Lake Oswego to Portland Streetcar be a success (for Lake Oswego) it must have as much good impact on existing development (Downtown) as on potential new development in Foothill. This would involve improvements to State Street including A Ave. access to Foothill and all the appropriate thru and turning lanes as well as teh B Ave stairs. The Streetcar should be visible to Downtown and State St. In the section discussing Macadam additional lanes, it is mentioned that visibility is important for maximum ridership and potential. This should be true for Lake Oswego as well.

Thank-you for the opportunity to comment.  
Paden Prichard  
204 6th St.  
Lake Oswego Or 97034

**From:** brenda proctor [proctob@gmail.com]  
**Sent:** Friday, January 28, 2011 12:01 AM  
**To:** Trans System Accounts  
**Subject:** Brenda Proctor - comment for L.O./ John's Landing street car

Hello,

I would like to say that I'm in favor for the street car to run Macadam! I know Metro knows what it's going to do but I want to voice my choice.

Thank you

Brenda Proctor

--

Brenda

[tipsforaging.com](http://tipsforaging.com)

18 Britten Court  
Lake Oswego, OR 97035  
January 23, 2011



METRO  
600 NE Grand Avenue  
Lake Oswego to Portland Transit Project DEIS  
Attention: Ms. Jamie Snook, Principal Planner  
Portland, OR 97232

Subject: Lake Oswego to Portland Transit Project DEIS

As pointed out in an editorial in the December 4, 2010 Oregonian newspaper, initial financing arguments in the DEIS do not favor a proposed streetcar line between Lake Oswego and Portland. Constructing the streetcar line is estimated to cost seven to nine times the cost of enhanced bus service, which is estimated at about \$51.1 million. Local agencies, including my city of Lake Oswego with a population of 37,000, would have to contribute between \$32.9 and \$59.9 million more to build the streetcar line than to provide enhanced bus service. The miniscule ridership estimates of 3,200 to 3,400 daily commuters for the streetcar does not justify the expense for the Federal government or local governments.

The donated Willamette Shore Line right-of-way in-kind match of \$97 million for local agencies to apply to the capital cost of the streetcar line is not explained in the DEIS. Local agencies paid \$2 million for the right-of-way and now it is worth \$97 million. How come? Where did the \$97 million come from? I can't find it in the DEIS.

FTA uses project justification and financial commitment criteria to evaluate New Starts projects, such as the streetcar project. In my opinion, the streetcar is out of the ballgame.

Proposed New Starts projects must be supported by evidence of stable and dependable financial resources to construct, operate and maintain the existing and the new transit system. TriMet, the main sponsor of the proposed streetcar line is not in the best financial shape. It would be wise for FTA to require good evidence on this issue.

The current financial analysis for the project is based on varying levels of Small Starts funding for the enhanced bus alternative and New Starts funding for the streetcar alternative. My understanding is that Small Starts projects are easier to obtain than expensive New Starts projects, so the enhanced bus alternative would seem to be better for local politicians to approve than the streetcar project.

A handwritten signature in black ink that reads "John W. Pullen".

John W. Pullen  
Voting member of the Lake Oswego  
Neighborhood Action Coalition

cc: Federal Transit Administration  
915 Second Avenue, Room 3142  
Lake Oswego to Portland Transit Project DEIS  
Attention: Mr. John Witmer, Community Planner  
Seattle, WA 98714

Submit via e-mail

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

Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Jonathan C. Puskas \_\_\_\_\_

Affiliation (if any) None \_\_\_\_\_

Address (required) 159 Fifth Street; Lake Oswego, OR 97034 \_\_\_\_\_

E-mail (optional) impuskas@yahoo.com \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Greetings,

My name is Jonathan Puskas. I've been a resident of Lake Oswego since 1979. During that time, the community has undertaken many projects which have improved the livability and viability of our town. For example, bicycle trails, Millenium Park Project, and downtown redevelopment. During the same period, Lake Oswego and the surrounding communities have greatly expanded.

Forward-thinking leaders recognize that wider roads will not be adequate to meet our transportation in the next century. Rather, it will become increasingly important to provide quality public transportation alternatives. I believe the rail project is the best long-term alternative.

Having lived in Paris, France and Stuttgart, Germany (as well as traveling extensively throughout Europe and Asia), I've witnessed the value of rail-based commuter systems.

Introducing rail between Portland and it's southern communities along the Willamette will greatly improve long-term livability and help these communities continue to grow and prosper.

Please, vote to develop the rail connection today.

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



Date 16 DEC '10

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) JIM RABDA

Affiliation (if any) \_\_\_\_\_

Address (required) 2025 GLENMORRIS LN, L.O., 97034

E-mail (optional) RABDA@JUNO.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

L.O. STREET CAR

- PUT EDUCATION FIRST
- ASTOUNDING COST FOR A COUPLE THOUSAND PASSENGERS / DAY
- OTHERS COULD USE FED. FUNDS BETTER
- MAKE LANES OVER DUNTHORPE VARIABLE TO ACCOMMODATE MORE TRAFFIC.

NOTHING PRESENTED TONIGHT DEMONSTRATES WHY STREETCAR IS VIABLE.

For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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

JAMES P. RADDA  
2025 GLENMORRIE LANE  
LAKE OSWEGO, OREGON 97034  
TEL: 503-636-6381  
E-MAIL: RADDA@JUNO.COM

27 January, 2011

**Lake Oswego to Portland Transit Project**  
**Comments to Draft Environmental Impact Statement and Preliminary**  
**Section 4(f) Assessment Comment**  
[trans@oregonmetro.gov](mailto:trans@oregonmetro.gov)

I have the following comments:

- A. With all the evidence submitted regarding the streetcar, the most frequently noted portion is funding. The funding is most often highlighted by the use of federal funds. This seems backward to me. First, we should determine if the project is viable: is the project such a good plan we would build it ourselves if need be? Federal funds then become an enhancement, not the centerpiece. I like to think of federal funds as my money just as much as is locally obtained funding. If the project is not really viable, we have an obligation as Americans to not waste federal funds. Put politics aside; we need to use money wisely.
- B. From what I can see, the streetcar has markings of the “bridge to nowhere” (in Alaska as I recall). We go from a terminal in Portland which is not connected to anything and end it in Lake Oswego. Lake Oswego is not a center of population. In order to connect the streetcar should join with streetcars in Portland and extend to Oregon City. This would make it an efficient and effective urban connection.
- C. Some have noted the importance of the streetcar in the development of Lake Oswego. Horses played an important role in the development of the city. Times change with technology and with population density. The historical value of the streetcar, while appreciated, is not a basis for its continued use.
- D. Listening to the streetcar supporters, I am struck about the nostalgic aspect of the plan. One senses cars full of happy children and adults gliding through a glen. At either end of the line people are singing and dancing. Nostalgia should not be part of the plan.
- E. The best solution may not be the enhanced bus line or the streetcar. Give disincentives to drive a car (most of them occupied solely by the driver) and incentives to take public transportation. Were this done, there would be fewer cars on the road, giving buses better opportunity to serve the public efficiently. This leads me to favor the enhanced bus line until a better solution can be adopted.
- F. I recommend the streetcar project be shelved. Use instead the enhanced bus until a more regional system can be worked out. A system which includes West Linn and Oregon City.
- G. As a final note, for thirty years I have wondered why Highway 43 through Dunthorpe has three lanes which alternate direction about half way

JAMES P. RADD  
2025 GLENMORRIE LANE  
LAKE OSWEGO, OREGON 97034  
TEL: 503-636-6381  
E-MAIL: RADD@JUNO.COM

through Dunthorpe. I have seen numerous cases around the world where these three lanes adjusted to accommodate traffic patterns. Why don't we make that change? A State system you say? We ARE the State.

Submit via e-mail

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

Print



Date January 29, 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Carol Radich

**Affiliation (if any)** \_\_\_\_\_

**Address (required)** 669 Ellis Ave. Lake Oswego 97034

**E-mail (optional)** caradich@hotmail.com

Include my e-mail in your project notification list.

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

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

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

I have attended several meetings regarding the streetcar for Lake Oswego and have read the documentation. I am a strong supporter and user of public transportation and would like to see the streetcar project move forward. I believe that 'do nothing' ignores transportation problems of the future, and the enhanced bus is an expense that will do little to alleviate those problems; more buses on Highway 43 will only add to the congestion. I believe the advantages of the streetcar far outweigh the disadvantages. The only viable argument against the streetcar is the cost, but, like all infrastructure costs, waiting only postpones solutions and ends up costing much more.

A streetcar to downtown Lake Oswego will provide jobs, will encourage people to use public transportation (the streetcar is a lot more 'fun' than the bus and will go right to PSU, Powell's Book Store, the Pearl, and NW 23rd), will reduce the Highway 43 gridlock, and will help Lake Oswego remain a vibrant community.

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

# RONALD K. RAGEN

December 17, 2010

**Via Mail and Email (trans@oregonmetro.gov)**

Portland Transit Project  
600 NE Grand Avenue  
Portland, OR 97232

Dear Sir:

I am writing to comment on the proposed Lake Oswego to Portland Transit Project (“the Project”). I have followed the development of the Project over the last several years and have read the most recent comments distributed by Metro that were forwarded on December 7, 2010. I agree that there will be increases in traffic congestion on Hwy 43 between Lake Oswego and Portland but I seriously question the extent of such congestion that obviously forms much of the basis of the study and assumptions for the Project. The fact is that the stretch of Hwy 43 between the Sellwood Bridge and Portland has long been highly developed, and is in the midst of existing single family and multi-family housing. Except for additional development within the South Waterfront area, which is already served by streetcar, it is relatively unlikely that dense development, either residential or commercial, is in the future for that stretch of Hwy 43. Equally important is that there will be no future development between the Sellwood Bridge and Lake Oswego. It is also true that, while there will be additional development in Lake Oswego and Lake Grove, it is highly unlikely to be of the kind or in locations that have feasible access to an extended streetcar line that would make development of such a line practical into Lake Oswego.

Enhanced bus service from Portland to Lake Oswego, with the flexibility that it permits, both in timing and location, is a far more logical solution to whatever increased congestion may actually result between Portland and Lake Oswego than is the construction of a streetcar line, basically for the use of relatively few riders from Lake Oswego and at a very significantly higher cost.

One of the commonly stated justifications for additional streetcar development is to encourage other development and re-development along the locations of the track. That is not likely to result in any significant way from an extension of the current streetcar into Lake Oswego, and certainly will not in any way result between the Sellwood Bridge and Lake Oswego city limits. Further, just as ridership estimates on streetcar lines built over the last decade or so have proven to be quite overly optimistic, an estimate of ridership in 2035 amounts to little more than a dream; it certainly is not a valid basis for justifying the proposed cost for a streetcar line which fails to have the flexibility of use, cost and location that enhanced bus service can provide.

DWT 16113775v1 0032287-000003

Portland Transit Project  
December 17, 2010  
Page 2

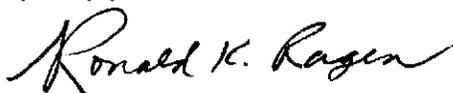
The City and/or Metro are in the midst of purchasing undeveloped land to the west of Hwy 43 for a number of different environmental purposes. The difference in floodplains lost and additional paved services required for a streetcar extension runs directly contrary to the very purpose of that purchase and the justification for the substantial expenditure of funds necessary to complete it.

I find the "quick comparison of alternatives" provided in the most recent communication with respect to the Project to be interesting in that there is an obvious assumption that none of the alternatives will be worse than "good" and that an extension of the streetcar line will be the "best." Unless all of the assumptions are to be accepted as included in that report, however, there seems little basis for concluding that the comparison or conclusions are accurate. Rather, the only reasonable conclusion is that it includes the assumptions and preferences of whoever wrote the report.

There has been for quite some time an obvious feeling among many local officials, both elected and not elected, that if there is federal money to be had in partial payment of a project, the project should be entered into almost regardless of the cost of local funds, and that loss of such available federal funds is unwise or even improper. I suggest that the emphasis should be on not what federal funds are available but on whether the proposed use of local funds is the best use of those funds given the broad range of needs in Oregon and its local communities. Weighing the value from the use of estimated local funds for a streetcar line (57 to 86 million dollars and, at that, probably optimistic) against other needs and uses for those funds, I suggest that an enhanced bus service is a far more logical and financially responsible manner in which to proceed to alleviate what I also believe to be an unrealistically high estimate of traffic congestion between Portland and Lake Oswego. I strongly suggest that the flexibility, lower expense and practicality of location changes that are available through an enhanced bus system indicate that an enhanced bus system is a much more responsible manner in which to proceed.

Thank you for the opportunity to comment on the Project.

Very truly yours,



Ronald Ragen

1300 SW Fifth Avenue, Suite 2300  
Portland, OR 97201  
Tele: (503) 241-2300  
Email: ronaldragen@dwt.com

DWT 16113775v1 0032287-000003

**From:** Raujol, Renee [Renee.Raujol@dentsply.com]  
**Sent:** Monday, January 31, 2011 6:15 PM  
**To:** Trans System Accounts  
**Subject:** Streetcar Project - Please Read and Consider  
**Importance:** High

To: Metro Officials and decision-makers in the Federal Government,

I am opposed to the Street Car Project for the following reasons:

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

Where are all of the people coming from that need this expensive project?

*Renée Raujol*  
*13372 Fielding Road, Lake Oswego*

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Date Jan 19, 2011

## Lake Oswego to Portland Transit Project

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

(Please print)

Name (*required*) Richard E Reamer

Affiliation (if any) Old Town neighborhood

Address (*required*) 398 Furnace St

E-mail (optional) rereamer@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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



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

Testimony on the LOPT Project/ Jan 24<sup>th</sup>, 2011/Lakewood Center

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I am Richard Reamer, 398 Furnace St, in the Old Town neighborhood.

I fully support the streetcar option with certain conditions and I support it on several levels.

First of all, the streetcar is the right transit model for us and it is consistent with transit in the whole metro area. Highway 43 will not be widened and it will continue to get more crowded. The streetcar will operate in it's own right of way with more capacity. Buses will still be constrained by Highway 43 as they are now.

No one talks about this much but the streetcar will take 100 cars off Highway 43 during the peak hour and reduce up to 42 tons per day of CO2 released by vehicles (15 tons more than the bus option). It is the right move for the ecology. Transit travel time is less than both of the other options and the travel would be less affected by the congestion on Highway 43. Gas prices are not going to go down and the cost of driving your car will go up – guaranteed.

And then there is the potential for over 1400 construction jobs and 20 plus long term jobs. In this economy, 1400 jobs are huge. It uses existing federal transportation dollars that have been competed for by the region and is leveraged with the Willamette Shore right of way asset to bring in a transit project. It is a project we will never see again if we don't do it now.

But I also mentioned certain conditions. Those conditions revolve around either the bus or streetcar option and focus on the move of the transit center to the Albertson's shopping center. There are severe implications concerning traffic in and around the neighborhood, congestion at the intersection of State and Leonard and the loss of vital neighborhood services in the Albertson's center. Can the local businesses that the neighborhoods depend on survive a redevelopment?

Several neighborhoods, not just Old Town, rely on the grocery store, hardware store, bakery, laundry and dry cleaner, coffee shop, fast food, flower shop and many other retail and professional offices in that area. It is a part of what we call neighborhood and that infrastructure is an essential element in the livability of the neighborhoods.

Serious consideration needs to be given to a more appropriate distribution of the parking requirements to other areas like Foothills.

I support the streetcar option and am cautiously optimistic that there is a solution to the transit center issue at Albertson's.

Thank You.

---

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

**From:** Kathleen & Bill Reed [kath\_billr@comcast.net]  
**Sent:** Sunday, January 23, 2011 2:41 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit Project

As a resident of Johns Landing, I am writing to express my concern for the disruption and destruction that most certainly will occur if this project goes forward. Macadam is a tree-lined boulevard. How will you preserve the landscaping? During construction, I assume Macadam traffic will be routed to my street, Virginia Avenue. I am not looking forward to that. I am sure businesses are also not looking forward to the interruption of cash flow that usually accompanies construction projects of this nature. Removing residences, park area and parking spaces will not be an enhancement for our neighborhood. The notion that a streetcar will stimulate business in this area is not sufficiently supported by evidence. There is plenty of evidence that office buildings remain empty and restaurants come and go despite the high commuter traffic volume that passes through. This neighborhood seems to remain a pass-through neighborhood. I do not see that a streetcar will change that. There is no point in putting the streetcar on Macadam with the auto traffic. The result will be slower traffic, more stops and more delays for all vehicles. This project has many detractions, not the least of which is the cost. You might as well multiply your estimates times two, to be in keeping with past experience. Must we continue to build rail everywhere? It's really not much more pedestrian-friendly than auto traffic, as I was reminded the last time I walked downtown along the new Max line and listened to the rails screeching. Your report alludes to vibration and noise impact. How is this an improvement to a residential neighborhood? Let's give the rail-building a rest. Isn't there the possibility of a better technology out there? Is there evidence that Lake Oswego residents would use the street car?

Regards,  
Kathleen Reed

**From:** M P REGAN [regan43@msn.com]  
**Sent:** Thursday, December 16, 2010 10:03 AM  
**To:** Trans System Accounts  
**Subject:** Transit project

I would be in favor of enhanced bus service. It is more flexible and less expensive than streetcars.

M. Regan

**From:** Craig Reinhart [creinhart@cresapartners.com]  
**Sent:** Monday, January 31, 2011 9:20 PM  
**To:** Trans System Accounts  
**Subject:** Street Car to Lake Oswego Project

To the decision makers:

It takes great courage to do the right thing and sometimes that courage may not be politically correct. It is politically correct to fund all public transportation projects we can. It is politically correct to support bike lanes and not car transportation. This is especially true here in Oregon.

When the federal government is clamoring to support these project and provide "stimulus", it is hard to say no.

It's easy to say yes when schools are being funded well and wealthy Americans are paying more in taxes. However, schools are being funded less and wealthy Americans are paying more in taxes...our education funding is falling, taxes have been voted higher here in Oregon yet the spending spree continues on crazy projects at the expense of education.

We are drunk a the trough. Have the courage to refuse this spending. Build a single bike path on the tracks instead. You will be far more healthy, our commune will be more healthy and our economy in lake Oswego will prosper like never before. Whatever you do, do not allow \$50,000,000 or more to on this project.

I echo my brothers comments below. This project is worse than the decision to purchase the Westend Building times 10. Do not put you name on this or it will haunt you like a bad dream as you witness it's position alongside the "bridge to nowhere" we are constantly hearing about.

Get it done for \$50 Million and I'll change my mind, run a passenger car across the bridge if you feel there is that level of passenger demand.

(From David Reinhart) I am opposed for a few simple reasons.

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

Sent from my iPad  
Craig Reinhart  
CresaPartners  
503-781-1655  
[Creinhart@cresapartners.com](mailto:Creinhart@cresapartners.com)

Submit via e-mail

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

Print



Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** David Reinhart

**Affiliation (if any)** Area Resident

**Address (required)** 12700 Fielding Road, Lake Oswego, OR 97034

**E-mail (optional)** dreinhart@cresapartners.com

Include my e-mail in your project notification list.

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

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

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

I SUPPORT THE NO BUILD ALTERNATIVE. BUILD A BIKE PATH ON THE RIGHT OF WAY: I served and was a Co-Chair on the initial Lake Oswego to Portland Transit Advisory Committee that Metro put together, so I have spent a considerable amount of time thinking about this proposed project. I just cannot imagine how the Streetcar Alternative makes any sense to consider further. I also do not think that the Enhanced Bus Service makes sense. I am in support of the no build alternative. Since I'm sure that you have to plow through piles of these comments, I will attempt to keep my comments brief and I will focus on why I do not believe the Streetcar alternative makes sense:

**Cost:** With an estimated cost of as high as \$458 million, it is almost unbelievable that this project would get any further consideration. Everyone knows our current federal, state and local budget situation. We don't have the money for fun projects. We need to keep it to the ones that are truly going to make a difference in the lives of citizens. 100% of the federal share of this project will be paid for with debt financing. This means that we would be building trains with money we expect our children to pay back. We've passed on enough to them. It's morally wrong.

**Financing:** Relying on the value of the right of way as part of the local contribution is simply not appropriate and the Federal government should not accept this. In addition, the value is not worth anything close to what has been proposed. Who is it that would pay \$95 million for a six mile strip of railroad right of way. The answer is no one.

**Transportation:** For \$450 million, what do we get? Not enough. Metro's own optimistic assumption is that in 2035 at peak hour, the Streetcar would remove 100 cars from the road. That is simply not worth the money. For \$450 million this project will have no material affect on congestion on Hwy 43 in a positive way. It will however have a negative effect on congestion in downtown Lake Oswego. It will also remove as many as 175 parking spaces in John's Landing. Parking is already incredibly difficult in John's Landing. More congestion and less parking is not a good outcome.

**Connectivity/Flexibility:** This project has another fatal flaw. It stops in Lake Oswego. The planners of the project purposefully ended the study area at downtown Lake Oswego for no logical reason. The Hwy 43 corridor is from Portland to Oregon City. This project will make travel worse for residents of West Linn who will have to transfer or more likely it will encourage them to drive to a downtown LO parking garage.

**Route:** If it goes on the street in John's Landing, there will be no improvement in travel time. Also, once it gets to downtown Portland, it does not go to the transit mall, so the connectivity with the rest of the system is poor.

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

**From:** Nikki Reinhart [nikkireinhart@hotmail.com]  
**Sent:** Monday, January 31, 2011 6:11 PM  
**To:** Metro Council  
**Subject:** Lake Oswego to Portland Transit Project

No, no, no.  
Horrible idea.  
Huge waste of money and resources.  
Turn the rail into a bike and foot path.

Nikki Reinhart  
Lake Oswego Resident



Date 1/29/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Lisbeth Rhodes

Affiliation (if any) \_\_\_\_\_

Address (required) 19164 Pioneer Ct. L.O. OR 97306

E-mail (optional) lisbeth@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Our household is in 100% support  
of streetcar into Lake Oswego — 

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

**From:** dvr@pacifier.com  
**Sent:** Thursday, January 20, 2011 2:14 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar comment

I lived in Lake Oswego for 35 years. I have had my business there for all of those years also. I raised my kids there; they were educated in the LO public schools, I participated in Lake Oswego Rotary, LO PTA, the LO School foundation Board, the LO Chamber of Commerce, and was LO Community Leader of the Year...moreover, I love Lake Oswego and have helped to make it even better in any way I could.

I believe that the streetcar will be a wonderful addition to Lake Oswego and to Portland. It takes vision and insight to provide early support for projects like this, but when successful, it is part of the WOW factor that we all come to appreciate, once accomplished. I am aware that it will cost a lot (luckily much of the support comes from outside the area), and that some people will not like the fact that a streetcar passes near their home or property..I guess this is always an issue unless it is out in the middle of nowhere..but this right of way has been there since these homes were built..although they don't like it, seems like crying foul is not valid.

Just think of the enhanced livability for the Lake Oswego citizens, the benefit to local business and to the development of the foothills area with something like this...Praise will come eventually, and a lot of it..there must be the price to pay...I suggest we try to pay it. I know it will be worth it (eventually)

Thank you for your attention,

Dale Rhoney



Date 1-4-11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Alice Richmond

Affiliation (if any) City = West Linn

Address (required) 3939 Parker Rd. 97068

E-mail (optional) none phone 503 723 0101

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

PLEASE call it Metro - TRANSIST has bad taste!

Comment (use back or attach additional sheets if necessary)

I do believe the <sup>METRO</sup> Transit is the better choice over the (any) bus transportation (even) enhanced. The difference \$ value is well worthed in the long term - as long as parking facility is adequate to accommodate traffic (vehicles) coming from (Ranby through West Linn to L.O.'s transit station - transfer at this point - good discipline -

a coffee shop there at the parking lot might be good for travelers to purchase a cup of hot coffee while transferring?! @.

Alice Richmond  
503 723 0101

P.S. security in places to prevent crimes!!  
Thank you.

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

Submit via e-mail

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

Print



Date January 31st 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Michael Roberts

**Affiliation (if any)** \_\_\_\_\_

**Address (required)** 13531 Fielding Rd., Lake Oswego

**E-mail (optional)** michaelnroberts@hotmail.com

**Include my e-mail in your project notification list.**

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

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

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

It seems unwise to be viewing these proposals as stand alone alternatives. The decisions on the Sellwood Bridge and planned development along Macadam would have a major impact and influence on the proposal to provide light rail to Lake Oswego.

An interim plan is needed. Rails to trails (bike and pedestrian) to Lake Oswego seems viable at least cost. A phased approach to development is needed.

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

**From:** Marcia Robertson [wrobert104@aol.com]  
**Sent:** Sunday, January 23, 2011 1:59 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Streetcar

As a senior who has decided to age in place, I am delighted to hear that the streetcar may be heading to Lake Oswego. Driving in the future may be limiting for many seniors in our community and the idea of using this type of transportation is exciting. Streetcars are safe and affordable and will help with the aging process to be more mobile outside of our city.

Thank you. Marcia Robertson  
Lake Oswego, OR 97034

[wrobert104@aol.com](mailto:wrobert104@aol.com)

**From:** Jim Rodway [jim.rodway@gmail.com]  
**Sent:** Monday, January 31, 2011 4:50 AM  
**To:** Trans System Accounts  
**Subject:** LO streetcar

I am in favor of the streetcar for to many reasons to list. We must think forward 30 years. I work in PDX and was not supportive of MAX 30+ years ago. i now realize I was wrong. It is a raging success and a model for the rest of the country. LO streetcar is only a minor extension of MAX and is needed to link LO to the metro area.

--  
Jim Rodway

**From:** Kathryn Rosendahl [kathryn.rosendahl@gmail.com]  
**Sent:** Tuesday, January 25, 2011 8:21 PM  
**To:** Trans System Accounts  
**Subject:** Opposition to the Lake Oswego Streetcar (Lake Oswego to Portland Transit Project)

Since I was unable to be at the Steering Committee meeting last night, I want to voice my opposition to the Streetcar project. I am in favor of the No-Build Option.

Upon reviewing the Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland Transit Project, I find the project is not economically feasible.

As a resident of Lake Oswego, I oppose the Lake Oswego to Portland Transit Project because it lacks financial merit; it makes no economic sense and provides little, if any, benefit for the money spent.

Sincerely,

Kathryn Huitt Rosendahl  
(503) 880-8605

**From:** Thomas Rosendahl [tgrosendahl@gmail.com]  
**Sent:** Wednesday, January 05, 2011 7:58 PM  
**To:** Trans System Accounts  
**Subject:** Comment: Lake Oswego to Portland Transit Project

I have reviewed the Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland Transit Project. Since I will be unable to appear before the Steering Committee on January 24, 2011, the following shall serve as my comments and my hope is that they be recorded.

Initially, I was in favor of the transit option and, upon reviewing the DEIS, I am now in favor of the No-Build option, with the Enhanced Bus Alternative a distant second.

The primary reason I favor the No-Build option is that the project lacks a dedicated source of funding and financial merit. The projected transit revenue falls substantially short of covering the development and capital costs of the project, let alone the annual operating expense. Since funds are not available to develop the project without borrowing at all levels, and since the DEIS does not show that the near-term or long-term transit cash flow from the project will cover debt service or the annual operating expenses, it does not make economic sense to proceed with the project. Further, the demographics of Lake Oswego indicates the project lacks merit as the population of the Dunthorpe/Riverdale, Birdshill, First Edition, Foothills, Old Town, Evergreen and Lakewood neighborhoods are fully or near-fully developed with an above-average concentration of residents age 65 and older which indicates more likelihood that work, social and retail activities shall become more focused within the Lake Oswego district rather than commuting to Portland. The incremental benefit of the longer-term commuting time differential does not merit the capital expense necessary to complete the project and cover the annual operating expenditures.

I remain in favor of retaining the present transit arrangement, more specifically, a No-Build option. Eventually, a more cost-efficient approach that would include developing bike lanes along the rail line from Lake Oswego to Portland and incrementally adding bus routes as the demand dictates over time (a modified Enhanced Bus Alternative) is worthy of consideration.

I remain opposed to the Lake Oswego to Portland Transit Project for the reasons stated above and many others presented in the DEIS that are too numerous to comment upon here.

Tom Rosendahl  
(503) 799-0297  
[tgrosendahl@gmail.com](mailto:tgrosendahl@gmail.com)

**From:** rspetter [rspetter@aol.com]  
**Sent:** Thursday, February 03, 2011 4:04 PM  
**To:** Scott Steyer  
**Subject:** Re: Meeting Notice - 02/07/11 LOPT Community Advisory Committee

Why not more busses instead?

Sent from my iPhone

On Feb 3, 2011, at 2:56 PM, [scott.steyer@oregonmetro.gov](mailto:scott.steyer@oregonmetro.gov) wrote:

> MEETING NOTICE  
>  
> Meeting: Lake Oswego to Portland Transit Project Community Advisory  
> Committee  
> Date: Monday, February 7, 2011  
> Time: 5 p.m. - 7 p.m.  
> Location: Easter Seals Building - 5757 SW Macadam Ave., Portland  
>  
> The meeting agenda may be viewed, downloaded and/or printed by  
> clicking on the below link:  
>  
> <http://www.oregonmetro.gov/index.cfm/go/by.web/id=30724>  
>  
> Copies of all materials will be available at the meeting.  
>  
> Please don't hesitate to contact me with questions or concerns.  
>  
> Scott Steyer  
> Administrative Specialist / Planning and Development Metro  
> 503.813.7535  
> [scott.steyer@oregonmetro.gov](mailto:scott.steyer@oregonmetro.gov)  
>  
> [www.oregonmetro.gov](http://www.oregonmetro.gov)  
> Metro | Making a Great Place  
>  
>  
> ---- End of message ----  
> 02:55:51PM;03-Feb-2011;0016546;00189804

**From:** Cliff Russell [russellcliff58@yahoo.com]  
**Sent:** Monday, January 31, 2011 6:31 PM  
**To:** Trans System Accounts  
**Subject:** Light rail

I hope to see light rail come to Lake Oswego and West Linn. It will help with cutting down on so many car traveling on Hywy 43. I would also hope that the rates would not be overly expensive.

Thanks,  
Cliff Russell

---

**From:** feedback  
**Sent:** Tuesday, December 21, 2010 8:47 AM  
**To:** Clifford Higgins; Karen Withrow  
**Subject:** FW: Lake Oswego Street car project

----- Forwarded Message

**From:** Joanna <[blixen8@hotmail.com](mailto:blixen8@hotmail.com)>  
**Date:** Sat, 18 Dec 2010 09:15:10 -0800  
**To:** feedback <[feedback@oregonmetro.gov](mailto:feedback@oregonmetro.gov)>  
**Subject:** Lake Oswego Street car project

An idea whose time has NOT come. Doubt there would be many riders, as we have seen with other rail transport projects.

Now is not the time to be spending money on this dubious enterprise. Please reject it.

Joanna Rutter            Lake Oswego, Oregon

----- End of Forwarded Message

**From:** Bob and Corinna Sack [campbellsack@mac.com]  
**Sent:** Thursday, December 16, 2010 2:50 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Transit

To Metro Council:

We enthusiastically support the Streetcar Option as the best alternative for Lake Oswego to Portland Transit. The letter-to-the-editor that follows below was published in the October 14, 2010 edition of the Lake Oswego Review. Our feelings have not changed.

We have just two concerns: We live in the "Old Town" neighborhood of Lake Oswego, one block away from the proposed streetcar terminal at the Albertson's shopping center. When this shopping center is reconfigured to accommodate a park-and-ride garage, we earnestly hope it will retain its convenient and practical services (grocery and hardware stores, dry cleaners, floral shop, etc.) that make our neighborhood so walkable. We also hope that provisions will be made so that our neighborhood does not become an ancillary parking lot for the terminus or a traffic conduit.

Respectfully,

Corinna Campbell-Sack  
Robert Sack  
208 Durham Street  
Lake Oswego, Oregon 97034

### **The time for the streetcar is now**

To the Editor:

The proposed Lake Oswego to Portland streetcar is a once-in-a-lifetime opportunity to increase transportation capacity between Lake Oswego and Portland.

Imagine the pleasure of hopping on the streetcar in the morning and seeing the Willamette River scenery glide by on one side while catching glimpses of cars stuck in traffic on Highway 43 on the other side. After 15+ years in the planning stages, the stars are aligned so that clean, electric transportation between Portland and Lake Oswego is within reach. And there is simply no workable alternative. Highway 43 cannot be widened. An "enhanced bus" service will be caught in an ever-growing web of traffic. The "no build option" is a head-in-the-sand posture that denies the inevitable future increase in population and traffic.

The old "Red Electric" rail line is the only available channel for increasing capacity, a transportation solution foolishly discarded years and years ago.

Many people are worried about the expense. It is not nearly as bad as some of the scare tactics have made it sound. Money for the project will come from multiple sources – not just Lake Oswego residents. The streetcar will not subtract revenues for the school district or the sewer project. The federal government has already budgeted money for this category of public transit. If a Metro application for the streetcar fails to win federal funding, the money will go to some other city – our tax bill will not be lowered. If the tracks are not used for transit, the value of the land (estimated at about \$90 million) will be lost to the public. Last, but not least, building the streetcar (and developing the Foothills area) will create jobs and generate economic opportunities for local business.

A few people along the route will be adversely affected. Every effort should be made to mitigate the impact on their property. But it is impossible to have growth without some pain for some people. The benefits for the many riders have to be weighed against these problems for the few. The time for the streetcar is now, or most likely, never.

Corinna Campbell-Sack  
Lake Oswego



Date 1/20/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Cheryl Salamie

Affiliation (if any)

Address (required)

3001 Westview Ct., Lake Oswego, Or 97034

E-mail (optional)

salamie4276@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity | <input checked="" type="checkbox"/> Community Effects | <input checked="" type="checkbox"/> Public safety and security         |
| <input checked="" type="checkbox"/> Environmental Impacts  | <input type="checkbox"/> Transportation    | <input checked="" type="checkbox"/> Finance           | <input checked="" type="checkbox"/> Alternatives and/or design options |
| <input checked="" type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____       |   |  |

There is not community wide support for Streetcar!  
Comment (use back or attach additional sheets if necessary)

I do not support the extension of the streetcar from Portland to Lake Oswego at this time for a number of reasons. The DEIS has a lot of skewed "information" to advocate for the streetcar. Future development in nearly built-out neighborhoods has been extremely exaggerated to support the numbers they need to show to justify their ridership numbers. Development of the Foothills area is a key component in arriving at density numbers needed to justify the streetcar. The Foothills area is a FEMA flood plain and <sup>would be</sup> environmentally damaging to "Sensitive Lands" water resources and wildlife habitat, including some endangered species. Development of Stafford for more density is not supported by the community and development there and the Foothills area would negatively impact H43 (our Main St.) with the likelihood of additional lanes, destroying

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

the fact that the charming downtown.

As awareness of the facts of the streetcar grows, so do the numbers of taxpayers who oppose it grow. The goal of the state is to reduce greenhouse gas emissions and reduce traffic on the 43. Not only is the Streetcar the most environmentally damaging, but the DEIS assumptions don't really show significant benefits to either emissions or 43.

The City of Lake Oswego has and continues to add "Sensitive Lands" overlays on already developed private backyard. The properties have overlay restrictions to protect ~~the~~ random "tree groves" and storm drainage ditches. They are using these overlays as mitigation for development on public lands such as the flood plain, drainage areas, wildlife habitat and rare trees on foothills. They are ignoring that the Streetcar will pass by or through 18 parks, recreational and natural areas with noise and vibration impacting the wildlife corridor and even humans. The same impact will be significant to homes and businesses as it runs every 7-12 minutes.

The location of the line at the eastern edge of town is ~~in~~convenient to most L.O. residents. Many of the expected riders would come from West Linn and Oregon City and will either add congestion at the south end of L.O. or a bus transfer commute time.

Our city will not engage in a "town hall" forum, we are doing a lot of dialogue with the community and field questions. We are also doing a lot of questions + concerns including the route.



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Art Scovel

Affiliation (if any)

Address (required)

1454 Glenmore Dr, Lake Oswego, Or

E-mail (optional)

ascovolacfp@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |   |   |
|---|--|---|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity         | <input type="checkbox"/> Community Effects  | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____               |   |   |

Comment (use back or attach additional sheets if necessary)

The DEIS contains projections as to growth of population in Lake Oswego that are unsupportable. Ridership and traffic congestion projections are not justifications for the amount of money in question to finance this project. The population to the south of Lake Oswego will be still contributing automobiles to the daily commute on face an inconvenient and inefficient alternative in the streetcar. Money spent on transit is better used to provide enhanced bus service and more efficient operating systems for those vehicles such as natural gas and or hydrogen powered engines. Good examples in the west are to be found in Los Angeles, Palm Springs, and others.

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

**From:** Phyl [phyllis.sch@live.com]  
**Sent:** Saturday, January 01, 2011 11:33 AM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to PDX TRANSIT PROJECT

 I am opposed to the streetcar - I understand the need to get individuals out of their cars. I do, however, wonder why we become a bike friendly city and then put tracks everywhere to disrupt the biking public. why not a bike path on the rail for the trolley? that way the river path will be safe for walkers! thank you.

**From:** Elizabeth [gemini32@pcez.com]  
**Sent:** Monday, January 31, 2011 7:17 AM  
**To:** Trans System Accounts  
**Subject:** Street Car Project

My name is Elizabeth Scherdt. I am a Lake Oswego resident , residing at 3640 Carman Drive. I do not believe that the Street car project, along the Willamette River , near the entry of Tryon Creek and south to Sucker Creek should be built. It destroys too much habitat, which seems to be a big concern with Lake Oswego's City Council at this time. Plus, I don't think that the street car would be convenient for most folks, and would be used that much. Put me down as a "NO" vote.

**From:** Paula Schiedler [megnmom1@comcast.net]  
**Sent:** Monday, January 31, 2011 10:51 AM  
**To:** Trans System Accounts  
**Subject:** Re: Lite Rail in LO - NO

my address is 951 Atwater Road Lake Oswego Oregon

Trans System Accounts wrote:

> Thank you for your comment on the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement. All comments received during the 60-day public comment period (Dec. 3, 2010 to Jan. 31, 2011) will be compiled and made available to the project Steering Committee, local elected officials and the Metro Council prior to selection of a Locally Preferred Alternative in the spring of 2011.

>

> To receive updates about the Lake Oswego to Portland Transit Project, including additional opportunities for involvement, send contact information to [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov) or visit [www.oregonmetro.gov/lakeoswego](http://www.oregonmetro.gov/lakeoswego). For questions, e-mail [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov) or call 503-797-1756.

>

> Thank you again for your participation and comments.

>

> -----Original Message-----

> From: Paula Schiedler [<mailto:megnmom1@comcast.net>]

> Sent: Monday, January 31, 2011 10:02 AM

> To: Trans System Accounts

> Subject: Lite Rail in LO - NO

>

> To Whom it may concern,

>

> I have been a Lake Oswego resident since 1964. I have seen many  
> changes in our beautiful city during the time, mostly for the good.  
> However, I must protest loudly over the proposed trolley/light rail  
> that you are planning to put in Lake Oswego. In a time when schools  
> need funding, security is at a all time high level, 5% of the  
> population riding mass transit, this is the most ridiculous idea I  
> have ever heard of. Please stop this madness before it is too late.  
> The traffic congestion in Lake Oswego is at a premium already!!!

>

>

> Don not approve this.

>

> Thanks you

>

> Paula Schiedler

>

>

>

>

January 29, 2011

METRO

Lake Oswego to Portland Transit Project DEIS  
Attention: Ms Jamie Snook, Principle Planner  
600 NE Grand Ave  
Portland, Oregon 97232  
Email [Trans@oregonmetro.gov](mailto:Trans@oregonmetro.gov)  
Telephone: 503-797-1900

FEDERAL TRANSIT ADMINISTRATION

Lake Oswego to Portland Transit Project DEIS  
Attention: Mr. John Witmer, Community Planner  
915 2<sup>nd</sup> Ave., room 3142  
Seattle, Washington 98714  
Email: [John.Witmer@dot.gov](mailto:John.Witmer@dot.gov)  
Telephone: 206-220-7965

A. Comments on the DEIS: No Build

Pg. S-8 My preference is a No-Build Alternative for the Streetcar.

--It would avoid up to \$347.4 million in capital costs (2010 dollars) with Lake Oswego's match to be approximately \$97.0 million.

--Avoid up to \$1.25 million in annual operating costs,

--Avoid up to 0.11 acres of filled wetland, 10.1 acres of fill in the 100-year floodplain and 18.22 acres of new impervious surface. Note: Lake Oswego experienced an unprecedented 500-year flood in recent times, when the Willamette River and Lake Oswego collided on State Street. Water breached the Willamette banks throughout downtown Lake Oswego to downtown Portland.

--Avoid up to 1.0 acres of parkland used in one park.

--Pg.iv "The Lake Oswego to Portland Transit Project is planned to begin construction by 2015 and begin operation in 2017." This is a fast track timeline.

B. I will reference further the DEIS with comments pertinent to Lake Oswego:

1. GOAL: Pg. 1-2

The project should maximize and ..... "garner broad public support".

Based upon public hearings to date, Lake Oswego's citizenry is divided on what should be the Lake Oswego Preferred Transit Alternative, or if there should be one of the Preferred Alternatives at all. A split on this proposal is significant in Lake Oswego.

There is NO broad public support for the "streetcar". The mayor (one of the seven) has an equal vote to the City Councilors and does not have veto power. The three new City Councilors are opposed to the "streetcar" alternative, primarily due to cost. Many Citizens testifying also are opposed to the streetcar costs. While the DEIS has stated incorrect dollar amounts and analysis, and acknowledged these mistakes, it has had little sway on public opinion.

Former Mayor Judie Hammerstad and current Mayor Jack Hoffman do support the streetcar option. However, Mayor Hoffman's term will be over in 2 years. Given the economic and fiscal climate in Lake Oswego, with store fronts unoccupied, scores of homes on the market, with additional city projects on the books including a library, school closures, public safety officer reductions, budget increases for water and sewer rate hikes, due to a massive redevelopment of the city sewer system underway, it is more likely the public will elect a more fiscally conservative mayor in 2012. Thus retaining local government support for the "streetcar" will be highly diminished if not absent altogether by 2012. Without local political will, Lake Oswego would do well with its partners to revisit and reassess what might work for an alternative transportation need. "Providing for a fiscally stable and financially efficient transit system" at this time, appears ominous, and basically not doable if that alternative is the streetcar.

## 2. STUDY AREA: Pg. 1-2:

According to the DEIS, "Downtown Lake Oswego is one of the region's most fully developed Town Centers."

The downtown East End Urban Renewal projects coupled with Metro support for mixed use created a dynamic, alive, area in the east end of town throughout the 90's and up to 2008. Additional parks were built, along with street enhancements, new storefront businesses came, and condos and parking came as well.

Four different Mayors and City Councils kept the vision and projects moving together with strong Chamber of Commerce, neighborhood and citizen support over a 20-year span of time. For this redevelopment project there was "broad citizen appeal". The city also realized its infill objectives, and coalesced around a land use planning process acceptable to the public. The Urban Renewal Plan for downtown Lake Oswego was drafted around 1984, and the plan implementation began in 1989.

As a result of the times, a population explosion began in the mid 1980's. The DEIS (Table 1.3-1 Households and employment) states that by 2005, Lake Oswego had 7,580 households, and employment at 5,420. This was a 25% increase in 15 years.

This all has led to a fully developed city taking its share of density. It was the nirvana before the bust. Home sales went up, school populations grew and more schools were built. Younger and more affluent families moved to Lake Oswego. Senior citizens could stay in their homes while equity in their increased.

Now in 2011, this picture is badly tarnished. Yet, the DEIS, projects for Lake Oswego, to have in 2035, 11,480 households and employment at 10,240. This is a household increase of 51% and an employment increase of 89%. These assumptions are energetic. They would require scores of acres of new land to be developed. Lake Oswego does not have this land. We are a grown out city. We are a mature residential community with borders that limit our growth; the Willamette River is to the east, I-5 freeway to our west, Multnomah County to our north and the city borders of West Linn to our south. And it should be noted, West Linn is not a partner, even though their population drives highway 43.

#### Pg. 3-17 Potential Land Use Impact Mitigation Measures

“In the Foothills industrial area in Segment 6, the City of Lake Oswego plans to amend the comprehensive plan and zoning map to allow the residential and commercial redevelopment the Streetcar Alternative would encourage.”

On this sliver of land east of highway 43 and the Willamette river, 8 and 10 story high-rise apartments are projected to be built according to the DEIS. Is Foothills redevelopment the justification for the “streetcar”? Would Lake Oswego NOT receive Federal funding unless it can verify future density and future need? Would Lake Oswego also have to create new density in the Stafford area? Stafford is now in the County, and would have to be annexed by the City. While officially and unofficially METRO and the Lake Oswego Mayor Hoffman pushes for houses, the reality is Lake Oswego cannot financially assume responsibility for the high cost of infrastructure. The Stafford land use policy discussion was battled for 8 years with METRO in the 1990’s. And West Linn and Tualatin were partners with the city to prevent a rural takeover by developers. Instead, during the 90’s, Lake Oswego purchased land, the Luscher Farm, and adjoining acreage, where parks for our children, trails, sustainable gardens and dog parks now are available to everyone.

There is once again no political will with the citizens to see their “livability” diminished. Lake Oswego HAS FULFILLED its Metro density requirements. Furthermore a NEW URBAN RENEWAL AREA PLAN HAS NOT BEEN DRAFTED FOR Foothills. It is also said that Mayor Hoffman wants to purchase State Highway 43. When does the state and citizenry make its comments on this item of business? And why would the city support an idea such as this unless it wants less stringent oversight, than the state, for redevelopment of Foothills?

#### 3.5.2.2 Archaeological Resources

There is NO MENTION OF LAKE OSWEGO'S IRON ORE FOUNDRY OR FURNACE HISTORY detailed in the DEIS.

Lake Oswego was founded upon the concept of becoming the, "Pittsburg" of the West". Thus Lake Oswego's iron ore history is directly in the path of the redevelopment of Foothills and the projected "streetcar" lines, buildings and parking.

A field reconnaissance and pedestrian archaeological inventory should be pursued in Foothills, where the Iron Ore Foundry was located. Pieces of the Foundry have been found along the Willamette River at Foothills and Rohr Park. The proposed redesign in the Foothills area, is Lake Oswego's history, and potentially archaeologically significant. The planned dirt fill in this 100-year flood plain and excavation area would significantly alter this site.

The Sensitive Lands area runs adjacent to the Willamette River south to Oswego Creek and to the George Rogers Park Furnace Restoration area.

The city has recently supported historical renovation and public kiosks in three parks: Foothills, Rohr, and George Rogers.

Both the west and west side of highway 43 has historic buildings. Both sides of the street utilized the early Red Electric Line. The earlier waterways also were transporting routes for the Iron Ore taken from the hills of the Oswego Country Club. The iron ore was transported down the Lake to the furnace, into the Oswego Creek and Willamette River. Thus, there were early historic settlements throughout much of the proposed "streetcar" corridor.

Old Town borders the east side of highway 43. So named, because the first workers lived and worked on this site. Historic homes remain today, as well as landmark historical properties, such as the Headlee Building in the Village Shopping Center.

More attention and environmental impact regarding the esthetics, views, and Lake Oswego's history, should be sought before a final alternative is selected.

Pg. 3-79

"For archaeological resources, the footprint for construction-related ground disturbance under the ENHANCED BUS ALTERNATIVE would be limited to the construction of a park and ride facility in Lake Oswego that would be constructed within an existing parking lot....." "The potential for the project to cause adverse impacts to historic resources or undiscovered, significant archaeological sites would be limited."

With regards to the sale of the historic Red Electric Line, I would caution there is strong desire to keep this trolley line open and maintained. The original premise for purchasing and keeping the line open, recognized potential future rail use, and increased interest in bike and walking trails from Lake Oswego to Portland. I would suggest this premise is still viable.

In negotiations with Union Pacific regarding use of its rails, there was no compromise from Union Pacific. Their answer was no. But this answer came after one of Lake Oswego's first action in conjunction with redevelopment of block 138. It was the demolition of the Pinafore restaurant. This restaurant was located on the Lake side of highway 43 next to Union Pacific rail lines. The Planned purpose was to build a station in this location. (On the west side of State Street next to Millennium Park and the current parking garage.)

Pg. 3-81

“The six rail trestles on the corridor will be analyzed for potential rehabilitation, restoration, or reconstruction.”

At one time in the 90's the trestles were evaluated at Lake Oswego request. The costs were substantial. Prior to any “streetcar” consideration, it would be wise to ascertain the additional costs for the trestles and tunnels. Based on earlier estimates, the capitol construction estimates could be considerably higher.

---

In conclusion: I was elected Mayor in 1988 and served until 1996. The basis for purchasing the rail right of way was because we understood the need for alternative modes of transportation.

We kept the line open with the Willamette Shore Trolley. These investments were valid then and I believe they are valid now.

The problem is three fold as I see it:

One, garnering adequate funding sources to utilize the rail line while preserving the “Quality of Life” Lake Oswegans desire. Major redevelopment on the east side of State Street to justify rider use was never part of the vision.

Two, the vision was to bring rail rider ship into Lake Oswego, and end next to Millennium Park on the west side of state street. Ridership was never conceived to be huge, because we are a mid-size community, 36,000 population, with a demographic of residents being retired.

Third, the Willamette shore Trolley line was not primarily conceived to provide commuter service for people working in Portland, as the “streetcar” alternative asserts.

Today's vision is dramatically skewed toward growth and density. It will affect the environment and have the potential for negative environmental consequences. These are elements that could derail a timely decision and result in much ill will within the

community. The cost and loss of “quality of life” are too much to bear in these economic times.

Alternatives for the streetcar might include a reexamination of park and ride at the new Sellwood Bridge or in the Johns Landing area as a termination point. The persons who really need transportation live both inside and outside the east end corridor. And currently depend on bus transportation.

The Enhanced Bus alternative is far more realistic and can serve the needs of the community.

Submitted by.

Alice L. Schlenker  
Mayor 1988-1996

President,  
Oswego Heritage Council  
2007-2009

METRO  
Visioning and 2040  
Task Force

**From:** Jerry Schneider [jbs@peak.org]  
**Sent:** Saturday, December 04, 2010 10:04 AM  
**To:** Trans System Accounts  
**Subject:** Portland-Lake Oswego streetcar proposal

It is so sad to see only limited alternatives considered in the EIS.

There is an alternative that is far better than those considered - in terms of capital cost and operating cost and much better performance and connectivity. It's called Personal Rapid Transit (aka PodCars).

Currently, there are two systems that have been built and put into operation. One is called ULTra and it is working at the Heathrow Airport in the U.K. Another is called 2getthere and it is in operation in the Masdar eco-city now being constructed in Abu Dhabi.

A third system, called Vectus PRT is being planned for a project in S. Korea and construction will soon be started. San Jose is starting a study for a PRT system to serve its airport and surrounding area and other Silicon Valley cities and Google are showing great interest. Current cost estimates are in the the \$15-25 million/mile category. Construction disruption would be very minimal and many more areas could be effectively served with a high level of non-auto mobility. One can no longer use the argument that "we don't want to be first" as there are systems one can ride now. The Vectus PRT has been in operation at a test track in Uppsala, Sweden for more than 2 years. Sweden is on the verge of selecting a location for its first PRT project very soon and Ithaca, NY, has recently completed a PRT study. METRO, it seems, is lagging far behind and it's time to break-out of the mentality that rail and bus are the only two options available. It's no longer the case. If you've never heard of PRT,

see: <http://faculty.washington.edu/jbs/itrans/prtquick.htm>

- Jerry Schneider -  
Salem, Oregon 97302

**From:** Mary Schroder [mary@schroderfamily.org]  
**Sent:** Monday, January 31, 2011 7:06 AM  
**To:** Trans System Accounts  
**Subject:** steetcar from LO to Portland

Hello,  
I do support the streetcar concept. I live in Dunthorpe.  
Thanks,  
Mary

**From:** Charles0644@aol.com  
**Sent:** Sunday, January 30, 2011 7:01 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego streetcar project

Gentlemen--

Spending half a billion dollars to build a 7 mile streetcar over a right-of-way already in existence is a gross misuse of public funds, with the benefits nowhere equal to the costs. The present bus service is adequate except that the equipment (busses) presently in service is totally unsatisfactory. Their ride is very poor, they are noisy and uncomfortable. Acquiring better and more comfortable equipment would be the most cost-efficient means of improving service.

Charles Seims  
2708 Marylhurst Dr.  
West Linn 97068



Date 1-19-11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) DAVID SENGENDERGER

Affiliation (if any) \_\_\_\_\_

Address (required) 25 HILLSHIRE DR LAKE OSWEGO OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

RE: STREETCAR LINE - PORTLAND TO LAKE OSWEGO

I am opposed to spending hundreds of millions of dollars of taxpayers money to benefit the commuting needs of so few people. The streetcar will increase traffic congestion in Lake Oswego. Building a garage to accommodate the 300 automobiles when thousands of people will no place to park makes no sense. I am of the opinion that many people in Lake Oswego believe the streetcar will have a negative impact on our lifestyle - and we will oppose any effort to use local tax monies to support it.

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

**From:** Mark Sharp [marksharp@gmail.com]  
**Sent:** Thursday, December 02, 2010 7:40 PM  
**To:** Trans System Accounts  
**Subject:** Portland to LO Streetcar

Please build the streetcar! Lots of us here in Portland ride, rely on and simply love public transportation such as Max and streetcar. Max and the streetcar are two of the best things about living in Portland. I would ride the streetcar from Portland to LO w/o hesitation. You have created something special and great here that set's Portland apart from most American cities. Let's take it to the next level with the streetcar. 25 years from now all the naysayers will be grateful you had the foresight and wisdom to build out the streetcar network.

I would like to see the streetcar network eventually expanded to include routes on up Burnside, to Belmont, to Sellwood, and in Northwest (slabtown).

You have my support.

Mark Sharp



Date 12/10/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Steven Shepard

Affiliation (if any) \_\_\_\_\_

Address (required) 1776 Ridgecrest Drive, Lake Oswego, OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I am flabbergasted at how far this project has progressed without contacting all Lake Oswego residents in a survey to determine their commute status, where they commute to, whether they are retired and don't commute at all, whether they work at home, when they plan to retire, the likelihood that young people in the future workforce will even be able to afford to live in Lake Oswego. This is a big example of governments and their agencies run amok.

Given the fact that all levels of government are in a debt/deficit crisis, why wouldn't we try express buses with limited stops as a trial? And why not wait until this economic recovery has sorted itself out? Why does Enhanced Bus even have to have park n' ride in the middle of already congested downtown LO? Why not further south in a spot with more area for more cars? Having commuted by rail in other big cities, I love rail, but this rail project doesn't pass the smell test in any way, shape or form.

P.S. I don't like politicians and bureaucrats telling us tax-paying citizens what we need without asking us in an honest, straight-forward survey before they start spending our money. There also have to be more needy places in this country where the need for reducing congestion is real and not limited to a couple of hours a day. Didn't Lake Oswego grow 0.24% last year? Put that into your model.



Submit via e-mail

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

Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

*(Please print)*

**Name (required)** david siker

**Affiliation (if any)** \_\_\_\_\_

**Address (required)** 01320 sw radcliffe rd

**E-mail (optional)** dsiker@mac.com

**Include my e-mail in your project notification list.**

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

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

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

DO NOT BUILD !!! NO STREET CARE.. NOT NECESSARY!!!!!! TOO EXPENSIVE.

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

**From:** feedback  
**Sent:** Monday, January 31, 2011 10:31 AM  
**To:** Karen Withrow; Clifford Higgins  
**Subject:** FW: L.O. STREETCAR IS A "NO GO" FOR WEST LINN

----- Forwarded Message

**From:** Julia Simpson <[juliasimpson.pdx@gmail.com](mailto:juliasimpson.pdx@gmail.com)>  
**Date:** Mon, 31 Jan 2011 09:53:59 -0800  
**To:** feedback <[feedback@oregonmetro.gov](mailto:feedback@oregonmetro.gov)>  
**Subject:** L.O. STREETCAR IS A "NO GO" FOR WEST LINN

As a citizen of West Linn, I am angry and disgusted that, somehow, Metro "had to draw the line somewhere" and not include West Linn in the study/decision-making process about the streetcar in LO which then effects West Linn in a direct way by forcing residents who would use Line 35 to get two transfers in order to get downtown from West Linn.

My main concerns are:

1. Not all citizens in the Metro area would benefit from the streetcar installation, even though businesses in West Linn would be paying Metro taxes to support the project.
2. THE COST is huge, even though federal funds would pay for much of the project, that money still comes from our collective pockets and it would not benefit all Metro citizens equally; in fact it would affect West Linn and Oregon City negatively. I have heard that the cost would be much MORE than \$453 million in the end.
3. Not all METRO citizens in the area were included equally.
4. For \$453 million, a whole new bus system could be configured that would benefit the whole area in a much more equal and appropriate way. This could include bus lanes.
5. Light rail should be slated to continue south along I-205 to West Linn, Oregon City and on to Tualatin etc. on I-5. This would benefit WL, OrCity, Tualatin, LO, Tigard and all those cities on the freeway belt line formed by I-205 and I-5. Smart buses can make the connections from neighborhoods to the stations.
6. I can hear you saying that you have been planning this project and including citizens for a long time, but again, not West Linn citizens!!

Please reconsider your decision to install the disruptive LO streetcar plan.

Please include this email as part of the project testimony.

Respectfully,

Julia Simpson

----- End of Forwarded Message

**From:** Cheryl Smith [oswegocheryl03@gmail.com]  
**Sent:** Wednesday, January 12, 2011 4:26 PM  
**To:** Trans System Accounts  
**Subject:** LO street car

My husband and I are against the LO Streetcar.

Cheryl & Ron

**From:** Katie Smith [katiesmith12321@gmail.com]  
**Sent:** Monday, January 31, 2011 12:42 PM  
**To:** Trans System Accounts  
**Subject:** Re: Lake Oswego Streetcar

Here is the text of my article - thank you!

Best,  
Katie Smith

**When I moved to Lake Oswego from Washington state, my first impression of my new home was of a community. Walk up A Avenue any time of day and you can see what I first saw – groups of teens walking along the sidewalk with cups of frozen yogurt, people young and old enjoying art installations along the sidewalk, and most of all bunches of men, women and children waiting at various bus stops to be taken into Portland or a variety of other destinations.**

The proposed streetcar does not, in my mind, fit in with the community that I first saw and continue to see in Lake Oswego. We are a comfortable pocket of families and local businesses separate from the much larger and busier city of Portland, and a fast-paced streetcar resembling the MAX is the polar opposite of the society we have created here.

Of course, there are benefits to be gained from moving ahead with the streetcar project. It could offer faster and more reliable service than a bus and possibly cut down on the travel time between Lake Oswego and Portland. But, are these benefits worth the authenticity of our community, not to mention a price tag between \$380 and \$450 million? Not to mention the vast amount of construction that would take place at the heart of our city and outside the doors of those who live along the proposed route.

Yes, there are benefits to the streetcar. But, are these benefits worth the cost? These are tough economic times that we are living in, times where our belts should be taken in a few notches rather than being traded in for a luxurious upgrade.

On the other hand, the proposed alternative of the enhanced bus system would cost approximately \$37 million. This price is significantly less than the streetcar, but judging these prices from my vantage point as an unemployed teenager, anything over \$20 is put into the “too pricy to pursue” category.

I also lean towards the enhanced bus system rather than the no-build option because I know that our public transportation system does need an upgrade, though not so life changing as the streetcar. My sister took bus No. 35 into Portland every day while she attended St. Mary’s Academy, conveying to my family every night at dinner how riding the bus in the morning was like being a sardine shoved into a can, albeit a can that was falling apart at the seams.

To my sister, the bus was her community. It was her Lake Oswego experience. My vision of Lake Oswego firmly rejects the idea of a streetcar, instead welcoming an enhanced bus system with open arms. The proposed rapid streetcar does not fit in with our physical or personal community – we are not a metropolis, and I hope we never will be. While a nice idea to ponder, I believe that it is simply a price too high to justify digging deeply into our pockets and altering the fabric of our longstanding community.

Katie Smith, Riverdale, is a senior at Riverdale High School and a member of the 2010-2011 Youth Board.



Date 1/19/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Ron Smith

Affiliation (if any)

Address (required)

321 Third St. Lake Oswego, OR 97034

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Metro -

After listening to a DEIS presentation, it is CLEAR that  
the traffic, environmental impacts and community effects/affects  
HAVE NOT BEEN CONSIDERED

NO where does the study state the traffic  
impacts on 'D', 'A', Evergreen, M'Way and 43  
South of A street to West Linn.

This omission clearly ignores the negative impact  
this project will have on neighborhoods in the 43-  
Foothills area.

DEIS is incomplete. Incomplete information  
leads to BAD decisions -> quality of life and  
finances will be adversely affected.

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

**From:** David Snyder [david3431@gmail.com]  
**Sent:** Thursday, December 09, 2010 10:54 AM  
**To:** Trans System Accounts  
**Subject:** Comment on Lake Oswego to Portland Transit Project

I am a 33 year homeowner and resident of the Corbett neighborhood in Portland. Our house is in the 3400 block of SW Kelly Ave, and every weekday afternoon the street is clogged with horn-blaring traffic heading for Macadam Ave. I am strongly in favor of the streetcar option. I also strongly believe the railway right of way should be used for its entire length. I believe the benefits in costs and transit efficiency far outweigh the objections of property owner who knew they were buying and building on a rail right of way.

The current streetcar is my preferred means of getting downtown. I am proud that Portland leads the way in re-establishing urban streetcar systems. They never should have been torn up in the first place.

David O. Snyder

Submit via e-mail

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

Print



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Curt Sommer

Affiliation (if any) \_\_\_\_\_

Address (required) 18490 Lower Midhill

E-mail (optional) curt.sommer@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

This is a totally misguided and short-sighted vanity project meant to placate developers. You ignore a significant block of the public only to focus on growth in the Foothills area that may never happen. Neither of these options is acceptable for anyone who is traveling from West Linn or points south.

It would be best if you went back to the drawing board and looked at other options, such as express buses between Oregon City and Portland.

This is about getting some federal money to bring the street car to Lake Oswego but there are no benefits to West Linn residents even though a substantial portion of the funding will come from West Linn residents.

I think you need to start over from scratch and look at options that will benefit residents in the region which is ostensibly what you say you are trying to do, but your actions do not bear that out.

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

Charisse Spada  
10900 SW Riverwood Road  
Portland, OR 97219

January 14, 2011

To Whom It May Concern:

The purpose of this letter is to highlight the negative impact implementing light rail on Riverwood Road would have on its inhabitants. There are a multitude of reasons as to why light rail should not be considered whatsoever, but I will only address the reasons why it should not be put on Riverwood Road specifically.

Riverwood Road is extremely narrow. Access by fire trucks, ambulances, and other large city vehicles would be negatively impacted in their ability to reach the homes on upper Riverwood on account of light rail traffic. Access to Highway 43 would cease to exist from upper Riverwood, which is both dangerous and inconvenient. If, for instance, there was inclement weather, all of these vehicles would have to use Military Road to have access to our homes. Military Road is an extremely steep and narrow road. Therefore, it would be highly likely that all access to Riverwood Road would be blocked. This is dangerous and makes no sense logistically.

The Riverwood Road neighborhood is full of homes with children and dogs. All of the inhabitants are very active on Riverwood, and the presence of light rail would completely alter this atmosphere for the worse, as well as create a safety hazard for children at play.

For me personally, I have to back out of my driveway very slowly every time I leave my home. Due to the fact that Riverwood Road is already incredibly narrow, I must exercise extreme caution and look both ways multiple times. The presence of light rail would again pose a huge safety hazard for me.

It is projected that it would cost an additional \$10,000,000 to run light rail on Riverwood Road instead of the existing trolley right of way. With the current state of the economy, particularly in Oregon, this is a foolish and irresponsible way to spend money when there are existing tracks already laid.

Please take everything I have said into consideration. This is a serious issue to my neighbors and myself. There is absolutely no reason as to why light rail cannot go on the existing trolley tracks. The safety of Riverwood Road residents should not be compromised, and our voices need to be heard.

Charisse Spada

**From:** Annie Edwards [aedwards503@gmail.com]  
**Sent:** Sunday, January 30, 2011 7:02 PM  
**To:** Trans System Accounts

Mr. & Mrs. Ernest Spada Sr.  
3 Nansen Summit  
Lake Oswego, OR 97035

January 30, 2011

To Whom It May Concern:

My husband and I have been Lake Oswego residents for over 25 years. We moved here to have the best of both worlds. Be close to the city-yet enjoy the simplicity of a small town. We will lose that if light rail comes to our community. We are vehemently opposed to it for a myriad of other reasons as well. We feel for the amount of people that will actually use it-the expense does not make sense. It is not fiscally responsible to spend our funds this way. Additionally, traffic on state street will become a nightmare. It is already congested. You will actually be creating more traffic, not reducing it.

We feel it is a much better option to enhance the bus service. This is a much more economical option-and it just makes sense.

Thank you,

Mr. and Mrs. Ernest Spada Sr.

**From:** CHARISSE SPADA [c.spada@prodigy.net]  
**Sent:** Sunday, January 30, 2011 7:24 PM  
**To:** Trans System Accounts  
**Subject:** light rail

Ernie & Cheryl Spada  
2186 Wembley Park Road  
Lake Oswego, OR 97034

We are opposed to light rail going in Lake Oswego. We have lived here for over 20 years. We enjoy the "village like" atmosphere and the small town feel. This will all be gone if light rail is implemented. It will add congestion to state street and bring in an unwanted element.

With our schools in financial straits-this is not the time to be spending money on other things. The ridership just isn't there to support this venture. Just because federal funding is available doesn't mean we have to use it.

Thank you,

Ernie & Cheryl Spada

Submit via e-mail

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

Print



Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Marie Spada

Affiliation (if any) \_\_\_\_\_

Address (required) 304 6th St.

E-mail (optional) spada.marie@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I do not think this would be a fair use of the tax payer's money at this point in time. Oregon as a whole is struggling, and I think allocating the money to schools and investing in the future of Oregon (school aged children) would be a far better option. Additionally, this will create a great deal of traffic in the already congested Lake Oswego. Lake Oswego is a beautiful, small haven, and with this addition, there will be an added sense of chaos. Many people live in Lake Oswego to escape the craziness of the city and the surrounding areas, and this will completely change the entire ambiance of the city. We have a great deal of bus stops, and I do not see why these cannot be used instead. I use this system a great deal, and find it to be both convenient and efficient. Adding light rail will only clog up the town and create traffic problems. Lastly, there is simply not enough space to add light rail. This too will create traffic problems. Overall, this just isn't the place for light rail.

**For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto: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 30, 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Sue Stangland

Affiliation (if any) taxpaying citizen

Address (required) 1795 Kilkenny Road

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

As a resident of Lake Oswego for decades, I have become more and more concerned by our 'leaders' not listening to us. Whether they are the progressive educational 'leaders' who have sabotaged our children's education or the elected 'public servants' who have made it their mission to ignore the wishes of the taxpayers of this community, these 'leaders' are not serving the public good in Lake Oswego.

With serious financial issues before us, we do not need any more pet projects that will cause more problems than they will solve or cost more money than any of us have or want to pay. And, most importantly, we don't need any more ideas that further infringe upon and erode our property rights and freedoms.

The trolley car project needs to be shelved until Walt Disney can find a way to make it a successful enterprise for Lake Oswego. The Sensitive Lands issue needs to find a wastebasket and any other time wasting idea that requires substantial amounts of taxpayer money just to 'study' the issue needs to be scrapped.

Lake Oswego must operate within a responsible budget during these difficult times. That means back to the basics. No more building monuments to the egos of those who see themselves as smarter or more informed than the rest of us poor saps. If we could sell the bottled arrogance of these 'leaders,' Lake Oswego would be debt free in 3 minutes. Then, perhaps, the taxpayers of this community might be more willing to squander their hard earned money.

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

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/16/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Lynn Steeves

Affiliation (if any) \_\_\_\_\_

Address (required) 152 Ridgeway Rd, Lake Oswego OR 97034I

E-mail (optional) lynnsteeves@hotmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I think the time has come for comfortable and easy to use transportation to and from Portland and Lake Oswego. I will be working at OHSU and I would like to take the streetcar from Lake Oswego to the OHSU tram. To me, this is the remaining part of the puzzle. I moved to downtown Lake Oswego recently so that I could enjoy a lifestyle where I was not dependent on my car. I am 54, part of the baby boom generation, and I think that we are in dire need of better public transportation in the Lake Oswego area.

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

**From:** david stellway [davidstellway@gmail.com]  
**Sent:** Monday, January 31, 2011 4:44 PM  
**To:** Trans System Accounts  
**Subject:** Portland/LO Streetcar

I am opposed to the proposed streetcar between Portland and Lake Oswego.  
There is no way this project can justify the expense.  
Bus service is adequate and, if not, can easily be adjusted to meet the demand.  
There is no documentation that ridership would increase over that of the current bus usage.

**From:** debie stellway [debie@stellway.com]  
**Sent:** Monday, January 31, 2011 3:26 PM  
**To:** Trans System Accounts  
**Subject:** LO to Portland Streetcar

I am vehemently opposed to the streetcar proposed between Lake Oswego and Portland for a few reasons:

1 I do not believe the streetcar can be ran safely with one line. I have seen and heard many radio and news articles telling about trains/streetcars/etc. using one track and the accidents that have happened when they have collided. I believe counting on one track with as many streetcars per day is just asking for trouble.

2 The price is ridiculous for the amount of people who are supposedly going to use it. How many of these proponents of the streetcar are using the buses now?

3 The traffic during the high traffic times that would be coming in to the Park and Ride in Lake Oswego would make the area practically unusable if people come from all over to get on the streetcar and go downtown.

4 I have heard that the current bus would no longer be running from Lake Oswego to downtown. That means that the people who live between Lake Oswego and Portland will have to get to one of the few bus stops in between. The bus stop that would be closest to my house would be 1 mile away and would only be walkable if there was a path over the trestles to get to the stop by Military and Riverwood.

5 Many people, and I am one of them, would have a streetcar going trough the property (my garage on one side my house on the other) every 6 to 8 minutes all day but have no access to even use it. We would also no longer have the option of a bus which my children and I have used regularly for 24 years.

I was a member for two years studying water taxi, reversible lane, uses of the streetcar on the existing track vs. Macadam and the idea of crossing the Sellwood bridge. In the beginning the LOPC committe I was on, was in favor of the streetcar. But by the end of two years of studying on this location and its rail use, the majority had switched to advise Metro that the line should go through John's Landing on Macadam to be more central to the population of the area as well as support the business along the line. They voted for it to either turn around at Sellwood Bridge or cross Sellwood Bridge.

After two years of study and hearing testimony from many sources the LOPC majority was ignored.

Thank you,  
Debie Stellway

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

**From:** connie-stephens@comcast.net  
**Sent:** Tuesday, December 21, 2010 11:47 AM  
**To:** Clifford Higgins  
**Cc:** Jody Gitten; Mary Beach; Sallie Aldape; Yoram Yakimovsky  
**Subject:** Lake Oswego-Portland Transit

I attended several public sessions on this issue early on and have been following the proposals with interest as have other owners of condominiums along the Willamette Shore right-of-way. I get all of the meeting notices and progress reports. I live at the Heron Pointe Condominium. One map I saw showed the transition from Macadam to the Willamette Shore right-of-way between two of our condominium associations buildings, 5050 and 4990. When I protested I was told that this was just one of several early stage options and it didn't seem likely that this would happen and I shouldn't worry. Sallie Aldape evidently has seen a detailed map that shows this option is still on the table. I would also like to see this map. I know the people in Dunthorpe are strongly apposed to having their properties impacted and probably have enough clout (lawyers and money) to fight the proposed route. We at Heron Pointe are also concerned. I personally don't mind the streetcar running on the right-of-way right in front of my home but am adamantly opposed to having the transition run between our buildings. I do want to be on record as favoring the enhanced bus on Macadam option because it is so much less expensive. I favor the Willamette Shore route being developed for recreation with a separation of pedestrian and bike traffic. The present trail is extremely hazardous with these two populations using the narrow existing trail. Many bicyclists ride very fast with little regard for the pedestrians, many of whom are children or elderly.

Will these comments to you be considered or do I need to direct them somewhere else?

Connie Stephens

Submit via e-mail

Print



Date Jan. 29, 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Craig Stephens

**Affiliation (if any)** Old Town Neighborhood Board, Old Town Condo Assn Pres., Natural Res

**Address (required)** 330 Durham St.

**E-mail (optional)** craigattbi@yahoo.com

Include my e-mail in your project notification list.

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

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

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

I agree with The Oregonian's Jan. 25 editorial comment "Region needs to get it right on the Lake Oswego streetcar" and I think that the region needs to get it right on improving the Oregon economy. The Streetcar project will immediately create jobs in Oregon and it uses electric power, produced in abundance in the Northwest. The knowledge, experience and jobs for building the Streetcar are here in the Portland area. I grew up in Tulsa, then "The Oil Capital of the World". Now Tulsa has reinvented its economy and builds diesel buses and Dubai is now arguably the oil capital of the world. Halliburton's headquarters are now in Dubai. Oregon has no oil resources and does not manufacture diesel buses. Soon there will be "no free ride". We need to create and sustain jobs here in Oregon. Not building the Streetcar is slow economic suicide.

Polling in our neighborhood, and similar results are seen across town, show some 45% for the Streetcar alternative and the other two alternatives in the low 20 % range, split. The 45% typically has a proviso which would be addressed by a design change to eliminate the extension of the Streetcar line from Foothills to Albertsons where there is no right-of-way for the tracks existing. This would remove a set of problems: 1) Eliminate restructuring the shopping center with urban redevelopment money and building a parking garage at this location which would be unattractive and cause congestion for through traffic. 2) Adversely affect historic structures by proximity on the "back" side. 3) Cost some \$5 million for the parking structure which in other areas has been found to remain largely unused and tends to attract traffic rather than drop-off with one family vehicle instead of two or encourage biking and walking, such as the parking garage in across from Foothills now, and some \$20 to negotiate crossing the primary access to Foothills and acquire the right of way with urban redevelopment funds that would be better spend developing "blighted" areas of Foothills and/or Lake Grove Village. And 4) disallow the concept recommended by urban planners and by all other Streetcar installations including SoWa of having a simple Streetcar "walk up" access without associated parking structures to encourage a walkable city and development without lots of parking in the Foothills area, attractive to developers to maximize real estate utilization for value, not for "dead" parking uses.

If there were room here I would add an additional comment, the long form of my public testimony. The start of it is as follows:  
Streetcar Support  
I would like to voice for support building an Oregon-built Electric Streetcar to Lake Oswego.

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

**From:** Elaine Stevens [erstevs75@gmail.com]  
**Sent:** Friday, January 14, 2011 12:41 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego streetcar

I am influenced by the recent L.O. Review articles by Judie Hammerstad and Mayor Hoffman and others to say that my husband and I do approve of a streetcar installation to Portland as long as there is a large parking area off of Rt.43. designating that as a transfer facility. (Safeway parking lot is not). Details of size and location of which we would have to depend on the expert judgement of all concerned.

Elaine & Rudolph Stevens  
1099 Cherry Circle  
Lake Oswego, Oregon 97034

**From:** Carol Stout [crstout@gmail.com]  
**Sent:** Wednesday, December 15, 2010 6:18 PM  
**To:** Trans System Accounts  
**Subject:** Street Car to Lake Oswego

Our family is enthusiastic supporters of the streetcar from NW Portland to Lake Oswego. We have lived in Portland and Lake Oswego for a 30 years, 8 in Portland and 22 in Lake Oswego. We are strong supporters of all forms of public transportation. Even though we live in the west end of Lake Oswego, we anticipate using the streetcar.

If there is one other improvement we could also see, it would be improvements to Lesser Road between Lake Oswego and Capitol Highway. If there were good bike paths and sidewalks, our transit options to PCC Sylvania and to Barbur Blvd bike paths would be so much better!

Thank you,

—Original Message—

From: SteelhdGPS <[SteelhdGPS@aol.com](mailto:SteelhdGPS@aol.com)>

To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>

Sent: Sat, Jan 22, 2011 8:42 am

Subject: Street Car and lighth rail to Lake Oswego

The street car / light rail to Lake Oswego is a boondoggle. Drive along the light rail line to Gresham to see how much economic development there has been and read the paper to see what has happened with regard to gangs and violence at stops along the way. We should not spend on Oswego tax dollar to fund / encourage this project or perpetuate it.

The leadership in Lake Oswego government should focus on reducing taxes and saving the peoples money, not dreaming up ways to spend money we don't have.

Gordon Stout (a resident for 45+ years)

[mail.aol.com/.../PrintMessage.aspx](mailto:SteelhdGPS@aol.com)

1/1

600 

LAZERQUICK #15

01/31/2011 14:39 FAX 5036369660

**From:** Cary Strauch [mscarystrauch@yahoo.com]  
**Sent:** Tuesday, January 18, 2011 6:04 PM  
**To:** Trans System Accounts  
**Subject:** LO Streetcar Project

Metro,

I would like to encourage you to go forward with the LO Streetcar Project for the following reasons:

The proposed streetcar would transport commuters from Lake Oswego and link the SW Waterfront Area to Lake Oswego. It would encourage development of the Foothills area in LO for housing and services which would keep the Urban Growth Boundary tight. Smaller housing in the Foothills area would attract the aging population as well as young families who would like access to LO schools. The infrastructure is already in place for this environmental mode of transportation and would be affordable with funding from the Federal Transit Program.

This is an opportunity to grasp now.

Thank you,

Cary Strauch



Date Jan 20 2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required)

Steven M. Streger

Affiliation (if any)

Lake Oswego Resident

Address (required)

13453 Streamside Dr, Lake Oswego 97035

E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I want to voice my total opposition to the proposed Lake Oswego to Portland Transit Project.

I am among a large number of Lake Oswego citizens who oppose the project, but we are having a very difficult time getting our voices heard.

This project is unnecessary and unwanted. The whole thing appears to be a ruse for a few people to make a sizeable profit by selling property they own in the so called "development zone".

If eliminating traffic congestion is the supposed problem, which is not a problem, then much more viable and economical alternatives are available. The biggest difference between this proposal and the alternatives is that the alternatives don't involve the sale of specific pieces of property that the proponents either own or have a strong interest in.

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-26-2011

### Lake Oswego to Portland Transit Project

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

(Please print)

**Name (required)** Steve Streger

**Affiliation (if any)** Lake Oswego Resident

**Address (required)** 13453 Streamside Dr. Lk Oswego 97035

**E-mail (optional)** \_\_\_\_\_

Include my e-mail in your project notification list.

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

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

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

I have attended 2 of the recent comment sessions dealing with the Lake Oswego to Portland Transit Project.

I have yet to see any valid justification for a rail project.  
 There are no cost numbers that are firm enough for a commitment to be made.  
 I hear comments as, "It should eventually pay for itself in the future." Or as is written in the Metro, Comment on the benefits and trade-offs, "Expected to encourage development and redevelopment...sooner..."

Time and again the numbers, whether they be dollars, square footage of space, ridership or time per trip savings are highly speculative.

FINALLY, AN ISSUE I HAVE NOT SEEN ADDRESSED ANYWHERE: WHAT IMPACT WILL THE NEW SELLWOOD BRIDGE HAVE ON THE DESIGN AND LOCATION OF THESE TRACKS? A COMPLETE REDESIGN AND/OR REROUTING TO THE EXISTING TRACKS IS THE TYPE OF COST OVERRUN THAT GOVERNMENT PROJECTS OFTEN EXPLAIN AWAY AS, "UNFORSEEN". THEY ARE NOT UNFORSEEN IF PEOPLE WILL JUST LOOK.

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 12/09/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Peter Sweet

Affiliation (if any) \_\_\_\_\_

Address (required) 796 First Street, Lake Oswego, OR 97034

E-mail (optional) tallsweet@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

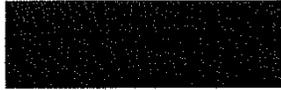
- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other \_\_\_\_\_

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

The Streetcar and Enhanced Bus alternatives call for a Terminus at the Albertson's parking lot on State Street. I understand the substantial cost to extend the Streetcar further south to West Linn and Oregon City at this time. Would not the Enhanced Bus alternative be fairly easy to extend to these communities at a much smaller cost? Would not this enable the Terminus to be moved further south to a less congested and perhaps cheaper land cost site?

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

Date 12/10/2010



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

(Please print)

Name (required) Peter Sweet

Affiliation (if any) \_\_\_\_\_

Address (required) 796 First Street, Lake Oswego, OR 97034

E-mail (optional) tallsweet@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

It is my understanding that part of the "local match" is the value of the right-of-way purchased by the consortium of local government groups for \$2 million in 1988 and that it was appraised at over \$92 million several years ago. This appraisal was based on adjacent land values along the right-of-way. Is it possible that this appraisal was flawed in its assumptions? It appears that housing prices (land and building) rose an average of 6.65% during the period from 1988 to 2009. If this 6.65% rate were applied and compounded to the cost of \$2 million, the value of the right-of-way would be \$8.244 million. Granted, river view property may have risen at a higher rate, but the increases would have to average 19% to arrive at a \$92 million figure. Is that accurate? Should Lake Oswego be prepared to raise substantially more cash to meet its local match of 20%?

The source of my housing price trend is <http://www.forecast-chart.com/estate-real-portland-or.html>

797-1930



Date 1/26/11

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

(Please print)

Name (required) JOANNE TALBERT  
Affiliation (if any) REAL ESTATE PRINCIPAL BROKER/  
Address (required) 4200 S.W. MERCANTILE INVESTOR, & HOME OWNER  
E-mail (optional) JLTALBERT@CS.COM DR SUITE 700

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

PEOPLE HAVE INVESTED IN LAKE OSWEGO BECAUSE THEY  
WANTED TO LIVE IN A BEAUTIFULL QUANT SMALL  
CITY INSTEAD OF THE BUSY LIFE STYLE OF  
PORTLAND.

STOP USING OUR MONEY TO DESTROY OUR SPECIAL  
CITY THAT WE HAVE WORKED SO HARD TO DEVELOP.

THE STREET CAR WILL ONLY DESTROY OUR INVESTMENTS  
IN LAKE OSWEGO AND INCREASE OUR TAXES.  
OUR ECONOMY CAN'T TAKE ON ANY MORE DEBT!

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



Date Nov 30, 2011

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

(Please print)

Name (required) LARRY TALBERT

Affiliation (if any) NONE

Address (required) 3421 TURNER ROAD, WEST LINN, OR 97068

E-mail (optional) LXTALBERT@CS.COM

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I OPPOSE THE "L.O. STREETCAR" FOR SEVERAL REASONS.

1. THE MAJORITY OF STREETCAR SUPPORTERS ARE NOT MAINSTREAM L.O. RESIDENTS. THEY FIT INTO ONE OR MORE OF THE FOLLOWING CATEGORIES:
  - a. WORK FOR METRO OR CITY OR COUNTY GOVERNMENTS; CONSULTING, OR CONSTRUCTION COMPANIES WHO WOULD PROFIT FROM THE PROJECT.
  - b. WANT TO GRAB THE 'FREE MONEY' FROM THE FEDERAL GOVERNMENT. MONEY WHICH IS NOT FREE, AND IS BORROWED TO BE PAID FOR BY OUR GRANDCHILDREN
  - c. THESE TRANSPLANTS FROM NY CITY, LONDON OR TOKYO WHO WANT L.O. TO BE MORE LIKE A SUBURB OF A MEGACITY.
  - d. THOSE WHO WANT TO PROFIT FROM PERCEIVED REAL ESTATE DEVELOPMENT.
  - e. THOSE WHO HAVE NO CONCEPT OF FINANCE OR COSTS RELATED.
  - f. THOSE WHO IGNORE THAT STREETCAR & FOOTHILLS DEVELOPMENT WILL DESTROY THE DOWNTOWN VILLAGE ATMOSPHERE OF LAKE OSWEGO.
2. THE STREETCAR WOULD SERVE ONLY A SMALL PERCENTAGE OF CITIZENS OF L.O., WHILE ALL RESIDENTS MUST PAY FOR IT.

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

---

**From:** Gregory Taylor [gregtaylormd@earthlink.net]  
**Sent:** Thursday, January 20, 2011 11:10 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Street

To Whom It May Concern:

I am writing to support the building of the Lake Oswego Streetcar. I would be using it now were it in existence, and would have commuted to downtown for the last 7 years. While it's costs are not negligible, NOT building it will be more costly, and increasingly more costly, every year. And, auto fuel costs are bound to rise. We should build now.

Thank you.

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

**From:** K. William Taylor [kwilliam@ftml.net]  
**Sent:** Saturday, December 04, 2010 1:54 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego Transit Project Feedback From William Taylor

Hello,

If this is not the correct email address to send this information to, please forward this e-mail along to the correct person responsible for public feedback concerning the Lake Oswego Transit Project.

Dear To Whom It May Concern,

My name is Keith William Taylor, and I work at the Bike Gallery in Lake Oswego. I am a daily bicycle/bus commuter, and spend a great deal of time referring my customers to nearby safe bicycle routes as well as viable access to downtown and the Sellwood bridge areas.

As a rider, cycling advocate, and citizen, I must let you know the transit options servicing Lake Oswego to downtown leave much to be desired. Because I live in Southeast, I ride my bike either to downtown or across the Sellwood bridge, where I usually catch the #35 bus. I do not choose to ride between John's Landing and Lake Oswego due to the steep hills coming up through the Riverview Cemetery, and the very dangerous conditions for cycling along highway 43.

A best case scenario would be to impliment a safe, off-street bike path between Lake Oswego and downtown. If this cannot be done, or if such a project is unlikely in the near future, reliable mass transit between Lake Oswego and Downtown would be the next best possibility.

Concerning the number 35 bus, I have been left at a stop more than 15 times in the past 2 years because 2 bikes were already on the bike rack.

I have had busses come early on more than one occasion, which has caused me to be late for work. During the summer, I work until 7 PM, and unless I leave my job early, must wait until almost 8:00 PM to catch a ride to downtown. In the mornings, I have started leaving my bike at home for fear that the bike racks will be full. This very morning, I watched the 35 sitting at my stop downtown as I passed by on the #14. I got off of the 14 and ran to my stop but missed the #35 by less than a minute. Because I had left my bike at home, I could not even ride up to try and catch it.

I know you guys are doing everything you can for those of us that use mass transit, and I really appreciate it. From a consumer standpoint, if the reliability and service of the 35 were to be treated like a company, it would have gone out of business long ago due to customer frustration. Make it happen for us guys; people like me just want to get around, so make it easy, please. I am tired of waiting outside in the cold and the rain wondering when I will get home...

Thank you,

Will Taylor

--

K. William Taylor  
[kwilliam@ftml.net](mailto:kwilliam@ftml.net)

**COMMENTS REGARDING THE**

**PORTLAND TO LAKE OSWEGO**

**DRAFT ENVIROMENTAL IMPACT REPORT**

**DECEMBER 2010**



**MARTIN V. TAYLOR**  
**[mvtjlt@q.com](mailto:mvtjlt@q.com)**

## COMMENTS REGARDING THE DEIS

Listed below are excerpts from the DEIS identified by page number followed by *my comments in italic highlighted in yellow*

**Credentials:** I was the Public Works engineering adviser to a large County Planning Agency for over ten year, so I “kind” of know how these things work.

Page xv.

A. No-Build Alternative

B. Enhanced Bus Alternative

C. Streetcar Alternative

3. Johns Landing Segment

Willamette Shore Line Design Option

Macadam In-Street Design Option

Macadam Additional Lane Design Option

*A: I feel the No-Build Alternative is very realistic based on the complex system needed to be constructed on the steep riverbank through Dunthorpe*

*B: Enhanced bus service including “pull outs” at passenger stops is very viable. Removing stopped buses from traffic lanes would greatly improve automobile flow.*

*C: I will limit my following comments to the Johns Landing Segment.*

Page ii:

including displacements; visual quality and aesthetics.

*Remaining on the Willamette Shore Line R/W definitely would impact visual quality and aesthetics for the many condominium complexes. Willamette Shores alone has 77 living units that would be impacted*

Page ii:

The DEIS will be used to select a locally preferred alternative (LPA) for the transit corridor

*I certainly hope this consideration will be received seriously. You must be aware of the feelings of the Johns Landing condominium owners and the Dunthorpe owners.*

Page S-1

Those plans recommend (1) using reserved transit right of way to improve transit service in the corridor and (2) to be a catalyst for improved land use

1. *I feel the value of the existing RW for local match is unrealistically inflated*

2. *Most of the proposed RW goes through Dunthorpe and definitely won't be a catalyst for improved land use. Actually, there is the potential of harming land value.*

Page S-2

the topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway

*The cost of expanding the highway pales at the cost of hanging a streetcar on the riverbank.*

Page S-2

The Enhanced Bus Alternative (see Figure S-2) would result in modifications to lines 35 and 36, including removal of half of the bus stops between Lake Oswego and downtown Portland,

*Removing half of the bus stops not a good idea. Running express buses is a good idea. Pullouts at bus stops would reduce auto travel time.*

Table S-1 Summary Characteristics of the Alternatives

Attribute	No-Build	Enhanced Bus	Streetcar
Line 35 Bus Stops No. of Lake Oswego	26	13	0

*If the track is placed in the Willamette Shore Line R/W bus service will be needed on the highway. If it is placed on the highway limited bus service will still be needed since the distance between streetcar stops would not serve some riders.*

Page S-5

Line 35 and 36 service and bus stops would both cease operations north of downtown Lake Oswego

*Bad idea (See preceding comment).*

For the most part, the streetcar tracks would be extended into exclusive right of way purchased by the Willamette Shore Line Consortium in 1988

*Substantiates previous two statements of need for bus service*

Page S-6



*Leaving the streetcar on the Willamette Shore Line R/W through the condominiums denies a dense commercial corridor access to the streetcar*

*Loss of this short segment of the Willamette Shore Line R/W would not reduce Local Match funding significantly*

## Page S-7

Measure	No-Build	Enhanced Bus	Streetcar
Construction Jobs Created	0	240	1,430 to 1,530

***Don't forget the jobs created to prevent the tracks from sliding down the steep riverbank once the streetcar is in operation.***

## Page S-9

The Willamette Shore Line design option would result in:  
\$8.9 million more local match available from the use of the existing Willamette Shore Line right of way;

***This portion of the existing R/W runs through completely developed housing. It would have no commercial or residential value.***

## Page S-9

The Macadam In-Street design option1 would result in:

Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers;

The Macadam Additional design option1 would result in:

Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers;

***ABSOLUTELY!!***

## Page S-10

Measure	Willamette Shore	Macadam In-St.	Macadam Additional Ln.
Station Visibility within Segment Activity Center	Low	High	High

***ABSOLUTELY!***

## Page S-10

The Willamette Shore Line design option would result in:  \$10.2 million more local match available from the use of the existing Willamette Shore Line right of way;

***Make up your mind! Page S-9 said the value was \$8.9 million. Anyway, this portion of the R/W has little value (See S-9 value above on this page.***

## Page S=12

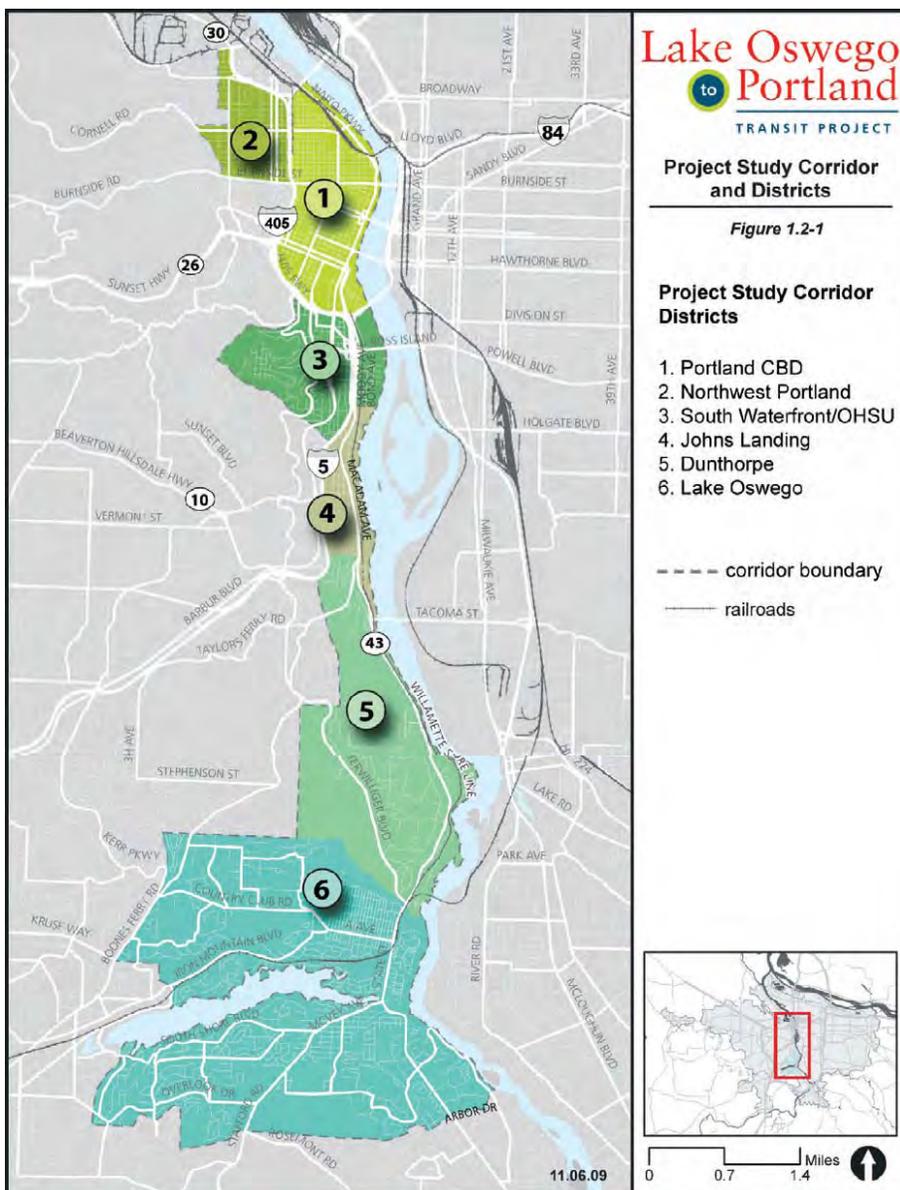
Of those local sources, \$95 to \$97 million is currently available from the value of the existing Willamette Shore Line right of way where it would be used by the project

***Remember, fully developed housing area R/W is virtually valueless***

Page 1-2

The corridor is constrained to the east by the Willamette River and to the west by the relatively steep eastern slopes of the Portland West Hills. State Highway 43, which is located west of, and generally parallel to, the Willamette River, **Don't forget the steep slopes of the riverbank on the east side of State Highway 43, the area where the track is planned to be hung.**

Page 1=3



**Note that Areas 4 & 5 are dense residential development**

Page 1-4

Johns Landing, which are located immediately south of downtown Portland and west of the Willamette River and include a mix of medium to high-density residential, commercial, retail and institutional uses

*It should be obvious the high-density residential area wouldn't want the streetcar running through housing and between them and the river. It should also be obvious the commercial retail and institutional used would want the streetcar on Macadam for customer access.*

Page 1-4

Area	Employment
Johns Landing	8,080

*The employment is in the commercial area along Macadam. This is where the streetcar is needed, not buried in housing along the Willamette Shore Line R/W*

Page 1-5

Metro's *Regional Transportation Plan* designates Highway 43 as a Multi-Modal Major Arterial

*I was told Highway 43 has been down graded to a Secondary Arterial*

Page 1-5

Highway 43 between downtown Portland and downtown Lake Oswego is constrained through much of its alignment, either with existing development and/or with significant topographical features, such as steep hillsides, its proximity to the Willamette River and frequent creek and stream crossings. With roadway widenings for Highway 43 ruled out through prior regional studies

*Substantiation for reducing it from a Major Arterial (4 lanes with median) to a Secondary Arterial (4 lanes with no median) Construction to this reduced need for additional R/W (90 feet instead of around 110 feet) would require encroaching to the east into the Willamette Shore Line R/W.*

Page 1-6

Location on Hwy 43	2005 Demand	2005 Capacity	2035 Demand	2035 Capacity
North of Sellwood Br.	5,610	4,200	7,000	4,200

*These Demand figures will be reduced when the Milwaukie Light Rail is in completed and could be further reduced with improvements to Highway 99E*

Page 1-7

**Table 1.5-2 Average Weekday Corridor and Systemwide Transit Ridership**

	2005	2035
TriMet Systemwide	267,300	583,800
Lake Oswego to Portland Corridor	103,600	231,900

*It is unrealistic to say that around 40% of TriMet 2005 ridership is on Bus 35*

Page 1-8

In conclusion, the region's strategic investment over the past decade in an expanding rail system has resulted in increased transit operating efficiencies

*This conclusion is mixing apples and oranges. Light Rail moves faster with less frequent stops than streetcars. Streetcars are an efficient distribution system in dense urban areas, but would not serve well as commuter transportation*

Page 1-9

As shown in Table 1.3-2, the corridor districts with the greatest number of employees in 2035 will be the Portland CBD, South Waterfront/OHSU, Northwest Portland, Johns Landing and Lake Oswego:

*Note that this table verifies there are not a significant number of employees in the Dunthorpe corridor, so the streetcar will be "dead heading" through that area. A more realistic system to serve Lake Oswego and commuters arriving from south of Lake Oswego would be a streetcar crossing a bridge just north of Lake Oswego and connecting to the Milwaukie light rail, or better yet, extend the Milwaukie light rail to Lake Oswego over the suggested bridge. (I have been told the cost of such a bridge is prohibitive. I find it hard to believe the cost would exceed that of constructing and maintaining a streetcar through Dunthorpe.)*

Page 1-10

The 2040 Growth Concept includes strategies to protect and support existing residential neighborhoods

*Putting a streetcar through the middle of the high density condominium complexes in Johns Landing is in violation of this concept*

Page 1-10

The Portland central city, which includes downtown Portland, is the region's high-capacity transit hub, providing current and future connections to regional centers and town centers. The 2040 Growth Concept designates several regional centers and town centers, defining them as mixed-use areas consisting of moderate to high densities served by high capacity transit services and facilities. Within the project's corridor, Lake Oswego is defined as a town center.

*The focal point here is high capacity transit services. This means multi car trains, not streetcars. An extension of the Milwaukie light rail conforms to this definition (See above Page 1-9 comments)*

**Page 1-11**

The Lake Oswego to Portland transit corridor has land use development patterns that support transit use and town centers.

***Not through Dunthorpe!!***

**Page 1-11**

Willamette Shore Line right of way counted as local match for federal funds to construct the project.

***Portions of the R/W have development potential, therefore value, but not the portion already densely developed through the Johns Landing condominium complexes***

**Page 1-12**

The Lake Oswego to Portland transit corridor contains built urban and suburban environment. These create a set of constraints on the project,

***The densely developed Johns Landing condominium complexes qualifies as one of the constraints***

**Page 1-14**

The Willamette Greenway Plan includes a 25-foot setback from the top of bank for all improvements, unless they are river dependent or river related.

***The streetcar project is not river related. Placing it on existing Willamette Shore Line R/W between Boundary St. and Pendleton St, would encroach into the setback***

**Page 1-14**

There are several plans that address trails within the Lake Oswego to Portland corridor: Lake Oswego Trails and Pathways Master Plan, City of Portland Recreational Trails Strategy, Bicycle Facilities Strategy to reach Platinum Status in Southwest Portland; include the Willamette Shore Line

***The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption.***

**Page 2-1**

In 1988, the Willamette Shore Line rail right of way was purchased for approximately \$2 million . Knowing that the Highway 43 corridor is and would remain very constrained, the purchase was intended to preserve the right of way for future transit use.

***Prudent for portions of the R/W, but unacceptable for the portions through densely developed housing areas***

**Page 2-2**

**Metro Council approved Resolution No. 07-3887A, which adopted the *Lake Oswego to Portland Transit and Trail Alternatives Analysis*: The resolution selected the No-Build, Enhanced Bus and Streetcar alternatives to advance into the project's DEIS for further study and it directed staff to conduct a refinement study to identify design options in the Johns Landing area**

***At that time the need to preserve high density condominium complexes' river view and limit intrusion into owners living space was recognized, Please note that Trail Alternatives were included***

**Page 2-3**

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

**Support and enhance the neighborhood character in an environmentally sensitive manner;**

***Placing a streetcar on the Willamette Shore Line through the Johns Landing condominium complexes does not enhance neighborhood character***

**Support transit oriented development in the Portland to Lake Oswego corridor where appropriate;**

***Placing a streetcar on the Willamette Shore Line through the Johns Landing condominium complexes instead of on Macadam denies access so business development would be limited***

**Page 2-4**

**Rail Transit. The rail transit mode examined Portland to Lake Oswego via the Portland & Western Railroad Bridge to Milwaukie.**

***I was told the Portland & Western Railroad Bridge wasn't available. If not, building another bridge seems appropriate. As detailed in my comments on Page 6 of this review, I am astounded this option wasn't advanced***

**Page 2-4**

**Widening of Highway 43 was determined to be infeasible due to exceptionally high capital costs and adverse environmental impacts**

***Capital cost of constructing the bridge referred to in the paragraph above would pale compared to Highway 43 widening.***

***Adverse environmental impacts due to placing a streetcar through dense Dunthorpe residential area are on the same scale as those incurred by widening SH 43***

**Page 2-5**

**The Light Rail Alternative was not advanced for further study due to relatively high capital and operating costs and high level of impacts to adjacent properties**

***Good!! We fought this concept off a few years ago***

Page 2-5

Streetcar Alternative. The Streetcar Alternative would extend the existing Portland Streetcar line to downtown Lake Oswego. The options studied evaluated whether the Willamette Shore Line right of way would be used exclusively or whether it would be used in combination with Southwest Macadam Avenue. Under the Streetcar Alternative, Line 35 would continue to operate hourly between downtown Portland and downtown Lake Oswego only during weekday peak periods

*If the Willamette Shore Line R/W is used exclusively (Specifically between Boundary and Pendleton) transit service would be denied Macadam business except during peak hours*

Page 2-6

The No-Build Alternative was advanced into the DEIS to satisfy National Environmental Policy Act (NEPA) requirements.

*It sounds like the No Build Alternative was advanced because it was required by policy, not that it would be eventually approved. Due to the many restraints listed in this DEIR, this alternative should receive consideration*

Page 2-6

In summary, the project's Purpose Statement during the refinement phase was to:

Be sensitive to the built and social environments;

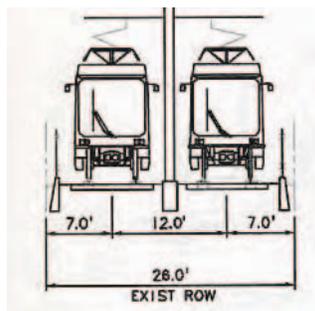
*Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments*

Page 2-6

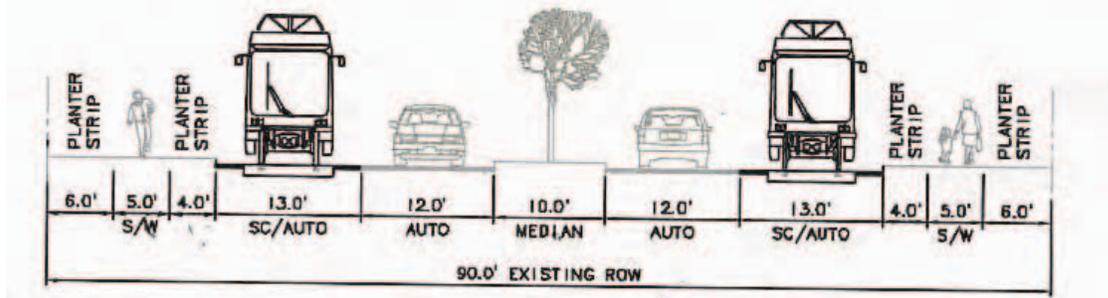
Johns Landing Alignment Refinement. For the refinement of alignments within the Johns Landing area, the project used the following criteria: accessibility and development potential, neighborhood sustainability

*Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not allow access to and development of Macadam commercial properties*

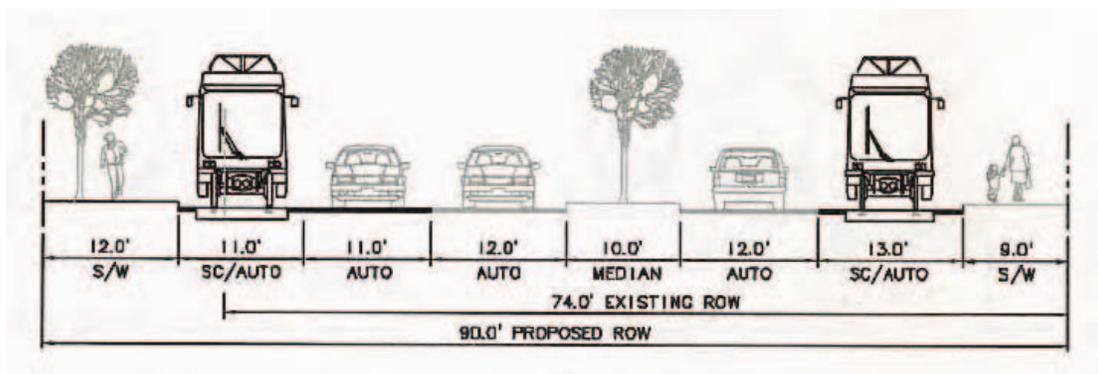
Various R/W cross sections in Johns Landing adjacent to Willamette Shores Condos



**The Willamette Shore Line Design Option**



### The Macadam In-Street Design Option



### The Macadam Additional Lane Design Option

#### Page 2-7

Hybrid 1 – Macadam Avenue In Street (Boundary Street to Carolina Street). With this option, the streetcar would continue south from South Waterfront until a transition to Southwest Landing Drive. Streetcar would operate in Landing Drive with traffic. From Landing Drive the streetcar would transition to Southwest Macadam Avenue via Southwest Boundary Street. The streetcar would operate in a shared traffic environment in Macadam Avenue between Boundary Street and Southwest Carolina Street. The streetcar would transition from Macadam Avenue to the Willamette Shore Line right of way at Carolina Street.

***This is a good option, but might receive opposition from ODOT***

#### Page 2-7

Hybrid 2: East Side Exclusive (Boundary Street to Iowa Street). With this option, the streetcar alignment would continue south from South Waterfront until a transition from the Willamette Shore Line to Landing Drive. The streetcar would operate in Landing Drive with mixed traffic to Boundary Street. From Boundary Street, the streetcar would operate adjacent to Macadam Avenue (on the east side of Macadam Avenue) between Boundary and Southwest Iowa streets. The streetcar would transition from the east side alignment next to Macadam Avenue to the Willamette Shore Line at Iowa Street.

***See following comment***

Page 2-8

East Side Exclusive Alignment was eliminated from further study because, although it was similar to the Willamette Shore Line option, it would have more right of way acquisition, more parking and landscape displacements

***Absolutely. This alignment would impact Willamette Shores parking and noise level***

Page 2-7

Hybrid 3: Macadam Avenue with New Northbound Lane (Boundary Street to Carolina Street) With this option, the streetcar alignment would continue south from South Waterfront until a transition to Landing Drive. Streetcar would operate in Landing Drive with traffic. From Landing Drive, the streetcar would transition to Macadam Avenue via Boundary Street. The streetcar would operate in mixed traffic in the southbound direction on Macadam Avenue between Boundary and Carolina streets. In the northbound direction a new northbound lane would be added for streetcar and right turn only operations for automobiles. The streetcar would transition from Macadam Avenue to the Willamette Shore Line right of way at Carolina Street.

***This option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side***

Page 2-7

Willamette Shore Line. With this option the streetcar alignment would continue south from the South Waterfront area generally within the existing Willamette Shore Line right of way.

***This option is absolutely unacceptable. Macadam business would not have access and the condominium complexes would be impacted (View, Noise, Safety, Etc.)***

Page 2-7

Full Macadam In-Street (Hamilton Street to Nevada Street). With this option, the streetcar alignment would continue south from the South Waterfront area and utilize Bancroft Street or Southwest Hamilton Street to access Macadam Avenue. It would operate in mixed traffic on Macadam Avenue for approximately one and one quarter mile from Bancroft Street or Hamilton Street to Southwest Nevada Street. At Nevada Street the streetcar alignment would transition from Macadam Avenue to the Willamette Shore Line right of way.

***This option would probably gain support from Macadam businesses south of the other options since they would receive customer access, however ODOT would probably oppose this option.***

**Page 2-7**

**The Full Macadam In-Street Alignment was eliminated from further study because it would have high operating costs, slower travel times and adverse affect on traffic operation**

***I believe the reasons stated in this elimination were crafted to respond to ODOT's resistance to have the streetcar in the Macadam traveled way. For the same reason, ODOT will probably oppose Hybrid1 and Hybrid 3***

**Page 2-8**

**The Hybrid 2 – East Side Exclusive Alignment was eliminated from further study because, although it was similar to the Willamette Shore Line option, it would have more right of way acquisition, more parking and landscape displacements, greater costs, slower transit travel times and less potential for local match**

***I believe the reasons stated in this elimination were crafted to respond to Willamette Shores objections (Parking, Landscaping, proximity of streetcar to condominium units) All good reasons, but this option would have gained ODOT support. Potential loss of Local Match not a facture (R/W between completely developed properties has no residential or commercial value, so this portion of the Willamette Shores Line R/W is virtually useless)***

**Page 2-10****No-Build Alternative**

***No Comments. As stated on Page 9 of this document. the No Build alternative was included to meet requirements***

**Page 2-14****Enhanced Bus Alternative**

***No Comments***

**Page 2-19**

**Streetcar Alternative Bicycle and Pedestrian Improvements. There would be no change in bicycle and pedestrian improvements**

***The Willamette Shores Line R/W between Boundary and Pendleton should be improved for bicycle and pedestrian improvements since the existing trail floods during high water periods***

Page 2-23  
Johns Landing Segment.



1. The Willamette Shore Line Design Option would continue the extension of streetcar tracks south within the existing Willamette Shore Line right of way from Julia Street to Carolina Street

*Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments. This option is absolutely unacceptable. Macadam business would not have access and the condominium complexes would be impacted (View, Noise, Safety, Etc.)*

2. The Macadam In-Street Design Option would locate the new streetcar tracks generally within the existing outside lanes of SW Macadam Avenue, *This is a good option, but might receive opposition from ODOT* *This alignment was eliminated from further study. The reason stated was it would have high operating costs, slower travel times and adverse affect on traffic operation* *I believe the reasons stated in this elimination were crafted to respond to ODOT's resistance to have the streetcar in the Macadam traveled way.*

3. The Macadam Additional Lane Design Option would be similar to the Macadam In-Street design option, except that the new northbound streetcar tracks would be located within a new traffic lane just east of the existing general purpose lanes

*This option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side*

Page 2-24

Under the Willamette Shore Line design option, the Willamette Shoreline right of way would not be available as a possible alignment for the Lake Oswego to Portland Trail

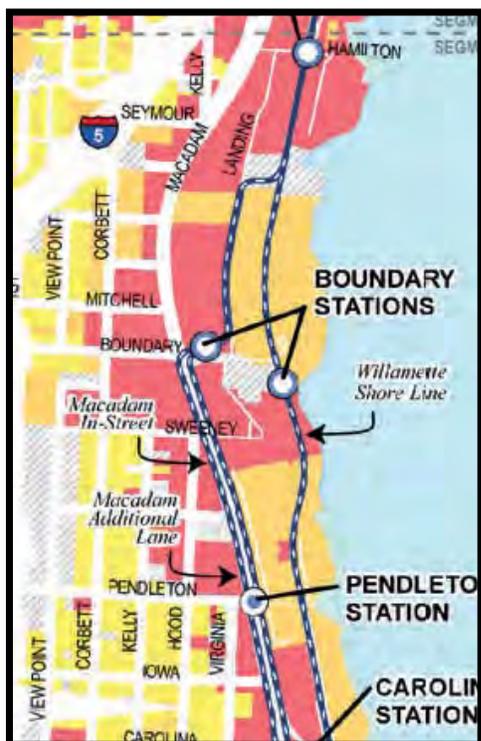
*The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption.*

Page 2-25

However, as the streetcar would replace bus service, there are corresponding reductions of bus operating costs.

*The streetcar would not replace bus service. There would be a need for bus stops in between the limited number of streetcar stops*

Page 3-3



*Note the Willamette Shore Line R/W removes the Streetcar from development of and access to existing commercial property and impacts existing multi family and single family residents in Johns Landing*

## Page 3-4



*Note that the Willamette Shore Line R/W Places the Boundary Station at the very east edge of commercial property and provides no station at Pendleton. This is unsatisfactory access for business*

## Page 3-6

**Johns Landing. Land uses east of Macadam Avenue are multi-family residential developed in the 1980s. Most of the multifamily housing units are two and three-story condominiums**

*Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing Condominium complexes would not be sensitive to the built and social environments*

## Page 3-11

**At many properties in the project area, the ratio of the value of improvements to the value of the land is low, which suggests that many properties are ripe for redevelopment**

*This is especially true of commercial property in Johns Landing, which reinforces the need to provide transportation access to this property, and not bury it in developed residential property*

## Page 3-12

**There is both a large potential for redevelopment and substantial capacity to accommodate intensification of land uses along Macadam Avenue.**

*See above Page 3-11 comments*

**Page 3-12**

There would be more redevelopment under the Macadam In-Street and Macadam Additional Lane Options than under the Willamette Shore Line Option

*Another obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns Landing, rather, have access from Macadam*

**Page 3-14**

Macadam Additional Lane options would strengthen the perception of Macadam Avenue being served by streetcar. This would improve the marketability of commercial real estate along Macadam, making redevelopment more likely

*Obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns landing, rather, have access from Macadam*

**Page 3-18**

Use transportation investments to reinforce growth in and multimodal access to 2040 Target Areas and ensure that development in 2040 Target Areas. The definition of “target areas” includes main streets. Classified as “main streets” is the area along the Willamette Shore Line alignment from Hamilton Court south to near Pendleton Street and west along Boundary Street to west of Corbett Avenue.<sup>13</sup>

*Obvious reason not to place the streetcar on the Willamette Shore Line R/W through Johns landing, rather, have access from Macadam*

**Page 3-22**

The Macadam In-Street and Macadam Additional Lane design options would not comply with the provision of Portland TSP Policy 6.6 which states, “Employ transit-preferential measures, such as signal priority

*As stated further down this page “As with Policy 6.6, discussed above, adding signal priority would achieve compliance.” Simply employing signal priority as part of the project would allow use of Macadam as the streetcar corridor*

**Page 3-24**

**Economic Activity:** Indirect effects are defined as jobs or spending that the project may cause or contribute to causing by changing the level of access and mobility within the corridor and region

*Placing the streetcar on and/or adjacent to Macadam would certainly contribute to level of service to the Macadam commercial property. Placing it on the Willamette Shore Line R/W would provide a minimal station at Boundary and none at Pendleton (See Page 3-4 for proposed station locations)*

**Page 3.26**

**Households and Employment, 2005 Estimate and 2035 Forecast**

	Households		Employment	
	2005	2035	2005	2035
<b>Johns Landing</b>	<b>1,145</b>	<b>3,688</b>	<b>8,083</b>	<b>12,937</b>

*The residential area east of Macadam is already developed to multi level dense condominiums, so the household expansion will be in the one family older section west of Macadam. Employment expansion will be in the commercial strip adjacent to Macadam. Conclusion: It would be inadvisable to bury the streetcar east of the condominiums on the Willamette Shore Line R/W*

**Page 3-29**

Many of the displaced businesses and residences would likely relocate and/or rebuild within the same area, thereby increasing assessed value and property tax revenue elsewhere. Despite a short-term loss in assessed value and property tax revenue caused by displacement of properties, properties close to streetcar stations would likely experience an increase in value upon completion of the project, thereby increasing property tax revenue in the long term.

*If the streetcar was placed on the Willamette Shore Line R/W through Johns Landing, the condominium owners wouldn't be displaced, just annoyed with the loss of privacy and view. Placing it on/adjacent to Macadam would encourage commercial property improvement, dense housing west of Macadam and generally meet the goals described*

**Page 3-30**

Cumulative effects of the project could include redevelopment along the proposed streetcar line, particularly station areas in established commercial areas, including Johns Landing

*Not if the streetcar is placed on the Willamette Shore Line R/W (See Page 3-4 for proposed station locations)*

**Page 3-39**



**SEGMENT 3, SOUTH PORTLAND**

South Portland. The South Portland Neighborhood is generally bounded by Interstate 405 to the north, the Willamette River to the east, Southwest 6th Avenue and Barbur Boulevard to the west and by the Sellwood Bridge to the south.

*Johns Landing is in Segment 3, South Portland*

### Page 3-45

**Neighborhood Cohesion:** The Streetcar Alternative is expected to result in a moderate visual impact in Segments 3

*If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have a **high visual impact***

**Neighborhood Quality of Life:** The Streetcar Alternative would result in moderate noise impacts in Segments 3

*If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have more than moderate noise impact, especially when the 26' R/W is adjacent to condominiums (Examples are Willamette Shores 5630 units 22,23 & 24)*

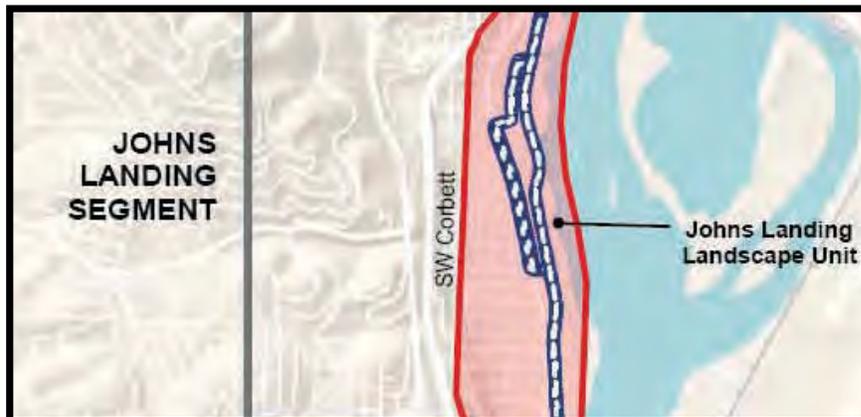
### Page 3-46

The Willamette Shore Line design option would result in noise impacts to adjacent residences; the Macadam Avenue options would not result in noise impacts. The Willamette Shore Line design option would also result in a moderate visual impact to the South Portland neighborhood. The Macadam Avenue options would have no major effect on the visual environment.

*Page 3-45 reported (in error) moderate visual impacts, If the streetcar is placed on the Willamette Shore Line R/W through the condominium complexes, it will have a **high visual impact***

### Page 3-51

#### Landscape Units



### Page 3-53

**The Johns Landing landscape unit includes all of Segment 3**

**On the east side of Macadam Avenue, the parcels relate more to the Willamette River, the Willamette River Greenway Trail, and the Willamette Shore Line, which runs parallel to the river. Many buildings on the east side of Macadam Avenue are oriented toward the river** *Response on next page*

**Note**

1. *The Willamette Shore Line R/W is between the Willamette Shores condominiums (with structures that are three story) and the Greenway Trail and the river*
2. *Willamette Shores condominiums are all oriented toward the river*

*Conclusion: Placing the streetcar on the Willamette Shore Line R/W would be very detrimental to the living style intended for homeowners*

**Page 3-54**

Visual features within the Johns Landing landscape unit include views of the Willamette River and associated bridges, boats, marinas and houseboats, Ross Island, the Willamette Greenway Trail; the Willamette Shore Line railroad right of way, distant foothills; and the Cascade Range to the east. *(Including Mt. Hood and Mt St. Helens)*

*All of these features are enjoyed from the Willamette Shores condominiums. Placing the streetcar on the Willamette Shore Line R/W would be very detrimental to the living style intended for homeowners*

**Page 3-55****Environmental Consequences**

Project related effects to the visual and aesthetic environment include changes that would be brought about by construction and operation of the study alternatives and design options. These changes may detract from or enhance the visual environment. *If the Willamette Shore Line R/W is selected through the Johns Landing condominium complexes, especially through Willamette Shores, the distraction would be enormous*

**Page 3-56****Characteristics of High, Moderate, and Low Levels of Visual Change**

**High Level of Visual Change** Disrupts significant scenic feature

*If the Willamette Shore Line R/W is selected through the Johns Landing condominium complexes, especially through Willamette Shores, these factors would come into play*

**Page 3-56****Direct Visual Effects**

Residential viewers would be considered more highly sensitive to major changes of view and setting nearby because they would encounter the change on a daily basis.

*Very applicable to Johns Landing condominium complexes, especially Willamette Shores,*

**Page 3-57**

**Streetcar Alternatives Visual Impacts Johns Landing M (Moderate)**

***Rating Johns Landing, moderate. especially the Willamette Shore Line R/W through the Johns Landing condominium complexes, especially through Willamette Shores as moderate is a gross underrating***

**Page 3-58**

**Viewer Sensitivity, and Overall Visual Impact Score for the Streetcar Alternative**

<b>Johns Landing Willamette Shore Line</b>	<b>Viewer Sensitivity</b>	<b>Degree of Change</b>	<b>Overall Score</b>	<b>Changing Features</b>
	<b>L-H</b>	<b>M</b>	<b>M</b>	<b>Retaining walls. potential fencing. removal of Jones Trestle</b>

***Willamette Shore Line R/W through the Johns Landing Willamette Shores condominium complex would certainly be impacted by a retaining wall and fence in the view area when the Jones Trestle is removed. An overall score of M rather than H is unrealistic***

**Page 3-60**

**Johns Landing Willamette Shore Line Design Option**

**Viewers in the Johns Landing segment in near the Willamette Shore Line design option would include residents. Neighborhood residents would have foreground and middle ground views of the project and moderate to high sensitivity depending on proximity to the project area.**

***There is no question Willamette Shores residents would have high sensitivity to a streetcar on the Willamette Shore Line R/W***

**Page 3-60**

**Visual changes in the area would include retaining walls varying in height, and potential fencing. The Jones Trestle would be removed and the track way would be lowered**

***Removing Jones Trestle and lowering the track would certainly require a retaining wall and fencing on the west side to protect the drop off to the tracks. The Johns Landing Willamette Shores condominium complex would certainly be impacted***

**Page 3-60**

**Visual changes would be higher in some locations where the project would be constructed between residential structures and the Willamette River. Significant views could be partially disrupted by potential fencing and other project components, including catenary wires and support structures removed,**

***All this is applicable to Willamette Shores "Front Porch" the easterly view of the Willamette River,***

Page 3-60

Overall visual impacts with this design option would be moderate

*Not to Willamette Shores "Front Porch" the easterly view of the Willamette River. The impact would be severe,*

Page 3-61

Macadam Additional Lane Design Option.

Viewers in proximity to the Macadam Additional Lane overall viewer sensitivity would be moderate, however, the viewer sensitivity may be higher where the residential development is adjacent to the proposed additional lane, because this option would eliminate the existing screening between the residences and the street.

*This is true, but the this impact does not even come close to the impact if the streetcar was placed on the Willamette Shore Line R/W*

Page 3-62 through 3-66



Five Views of what streetcar might look like at various locations in Johns Landing

*None of these views illustrate critical restraints, for example Willamette Shore Line R/W east of Willamette Shores condominiums*

Page 3-65 & 3-66



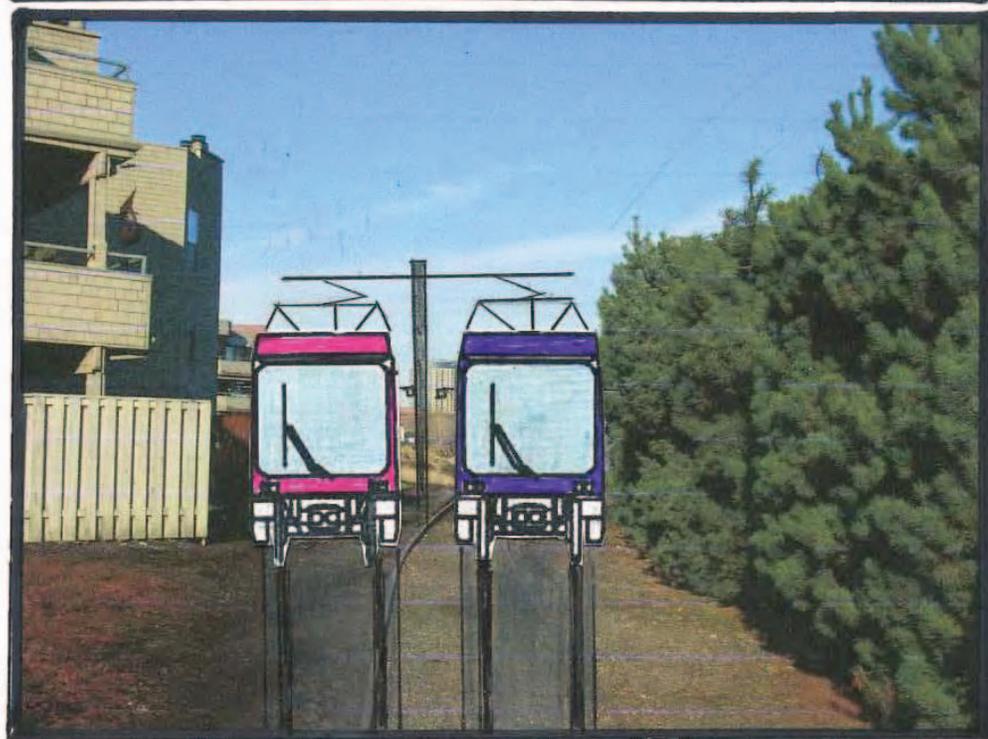
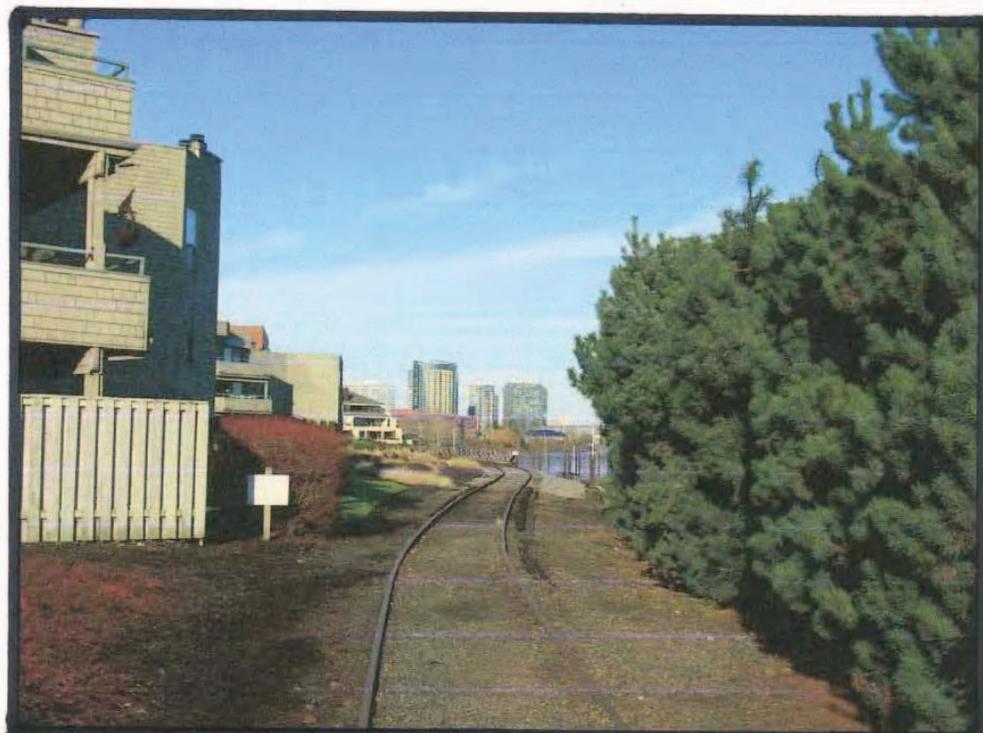
**Future view looking north from south of SW Flower Street with Streetcar Alternative (Macadam In-Street design option).**



**Future view looking north from south of SW Flower Street with Streetcar Alternative (Macadam Additional Lane design option).**

*The preceding views show Willamette Shores frontage immediately to the right of the green streetcar. (Note existing green sign right of the streetcar) Clearly, the additional lane option impacts Willamette Shores, , but the this impact does not even come close to the impact if the streetcar was placed on the Willamette Shore Line R/W.(See next page)*

*The additional lane option would take some Willamette Shores frontage, but create minimal impact. Parking could be slant rather than vertical and a landscape barrier could control noise level. ODOT support might be gained if the streetcar is single tracked on the east side*



7.0' | 12.0' | 7.0'

***Cross section placed on existing 26 foot R/W. Picture taken south of the Jones trestle. Willamette Shores Condominium 5630 Units 22-24 on left, Riverbank condominiums on right just behind the trees.***



Page 3-94

**Public Parklands and Recreation Resources (Section 4(f) Resources) Used and/or Directly Impacted by the Streetcar Alternative, by Segment and Design Option**

**Johns Landing Willamette Shore Line 0.00 No direct impacts. Streetcar stations would be placed near the north and south ends of *Willamette Park*. *Actually there is potentially a direct impact on the Willamette River Greenway Trail in this segment. The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption***

Page 3-104

Landslide hazards were assessed as part of the public document review, aerial photograph investigation, field reconnaissance and Light Distance and Ranging image analysis. All of these studies indicate that the primary areas of concern with regards to slope instability are located adjacent to and south of the Sellwood Bridge referred to as the Sellwood Landslide. South of the Sellwood Landslide, the project area traverses relatively steep terrain, which is also susceptible to slope instability. LiDAR imagery reveals a large, arcuate-shaped topographic low located west (upslope) of the alignment between Riverwood Road and Radcliffe Road. This feature may represent a large, dormant, ancient landslide or may be an erosional feature related to differential erosion of weaker rock. Existing near-vertical rock slopes in the vicinity of the Elk Rock Tunnel portals appear to be stable, however there may be an elevated rock fall hazard where the cuts are not supported by retaining structures. Steep slopes are defined as having an inclination greater than 20 degrees (37 percent). The proposed alignment of the Streetcar Alternative would traverse several steep slopes, some in excess of 30 degrees (60 percent). Hazards associated with steep slopes include higher susceptibility to landslides and rock fall and erosion. *All good reasons not to put a streetcar though this area. Building where the slopes exceed the definition "Steep Slopes" prohibitively expensive*

**Page 3-106**

The proposed Streetcar Alternative would require the construction of cut slopes and placement of engineered fill to accommodate the track and associated structures.

*Fill slopes should not be constructed at less than the angle of natural repose. There is not enough room between Macadam and the river between the Sellwood Bridge and Lake Oswego to meet this requirement.*

**Page 3-106**

The Streetcar Alternative would result in approximately 22,050 to 27,450 linear feet of new retaining wall, generally along the proposed streetcar alignment

*This solves the problem of space for slopes being constructed at less than the angle of natural repose, but the cost of over 5 miles of retaining wall and what the appearance would do to Dunthorpe should be seriously considered*

**Page 3-107**

Johns Landing, the Willamette Shore Line design option would result in the greatest volume of cut and excess cut material (16,350 and 16,260 cubic yards, respectively) and the greatest length of new retaining wall (5,150 linear feet).

*Removing the Jones Trestle and lowering the grade accounts for much of the excavation, and retaining wall. Retaining wall means safety fence. Safety fence means view obstruction in Willamette Shores "Front Porch" the easterly view of the Willamette River.*

**Page 3-108**

The primary seismic hazards that could affect the project include: liquefaction-related phenomena. Mitigation of these potential hazards could be achieved with one or more of the following techniques, depending upon the situation:

- Avoidance of the susceptible area(s);

*The entire area east of Macadam in the Johns Landing area is man made fill subject to liquefaction*

- Densification of the subsurface soils through in-situ treatment including compaction or cement/chemical grout treatment;

*Treating a limited depth of the surface would not solve what would happen during a seismic event. Look at what happened to the Marin district of San Francisco a few years ago. The soil turned to soup and all the homes were ravaged and had to be removed.*

- Removal of the liquefiable material and replacement with select backfill;

*This would involve destroying many of the homes in the Willamette Shores condominium complex*

### Page 3-108

Should landslides be identified through site-specific geotechnical investigations during subsequent phases of the project, stability analyses would be performed. Mitigation of landslide hazard could be accomplished using one or more of the following techniques:

- Mechanical retaining structures such as cantilevered walls, tied back walls, soil nail walls;
- Construction of shear keys and/or placement of earth buttresses at the landslide toe;
- Removal of driving forces in the upper portion of the landslide; and
- Installation of enhanced drainage facilities to redirect surface water and/or remove groundwater

*The chances are great that landslide areas will be encountered. Note that ODOT is currently excavating and driving piling along the west side of I-5 in this area. Also there was a slide a few years ago on Twilliger that cost two houses.*

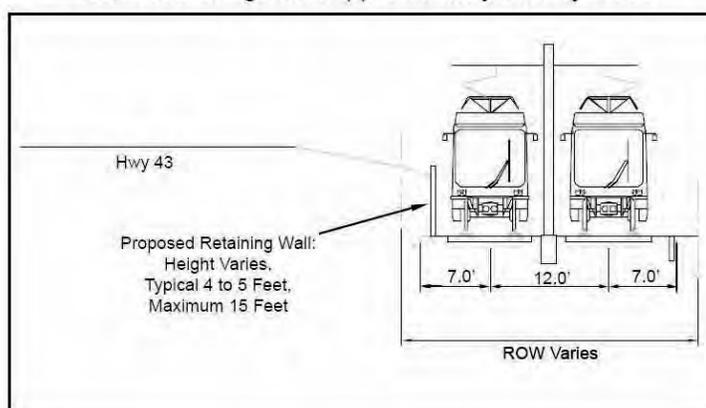
### Page 3-130

Planned projects include street improvements, development of a proposed pedestrian and bike trail connecting Lake Oswego and Portland,

*This project would require use of the Willamette Shore Line R/W between Boundary and Pendleton, and take it out of contention for streetcar. The existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption*

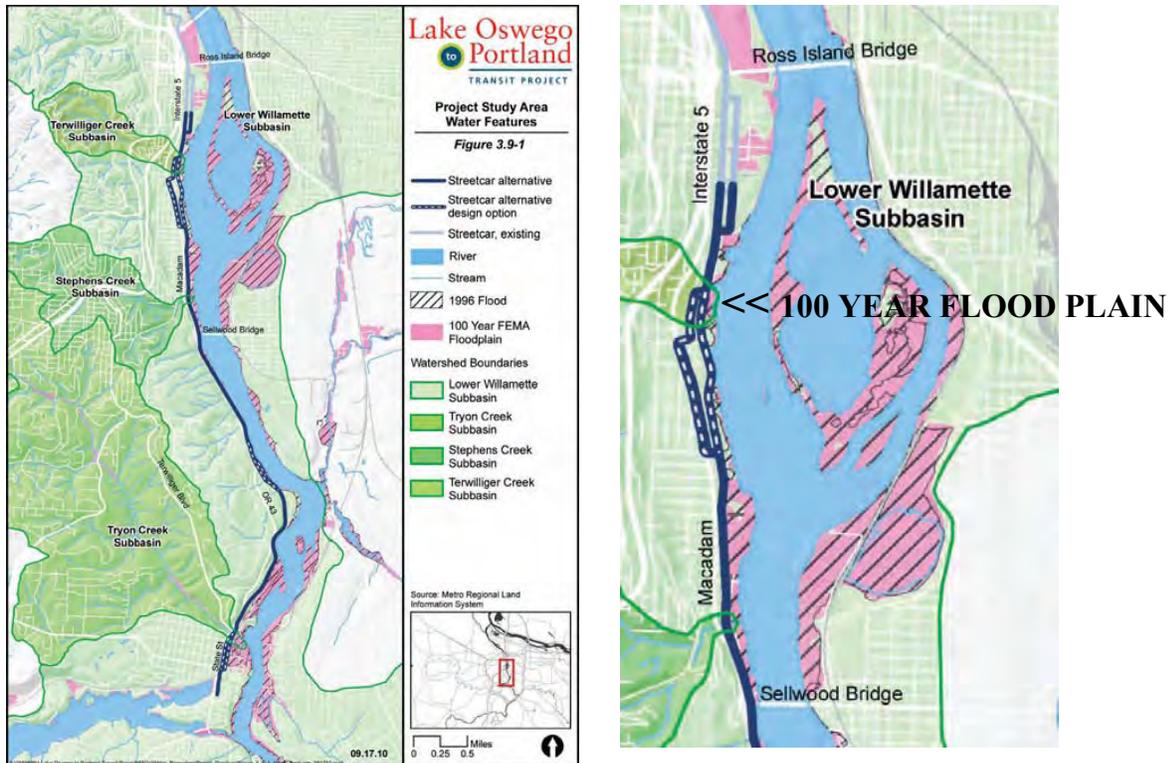
### Page 3-132

Proposed Typical Cross-Section between Sellwood Bridge and Approximately Military Road



*Although not identified in the report, this is what would happen in Willamette Shores "Front Porch" (The easterly view of the river) if the Willamette Shore Line R/W is used for streetcar and the Jones Trestle is removed. Fence on retaining wall, view obstruction degrades living style of condominium owners.*

## Page 3-145



***The existing path between Boundary and Pendleton dips into the 100 Year Flood Plain. This creates a direct impact on the Willamette River Greenway Trail in this segment. The existing trail alignment floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption***

## Page 3-147

**Flooding during the February 1996 event was, in many areas, more extensive than the 100-year floodplain**

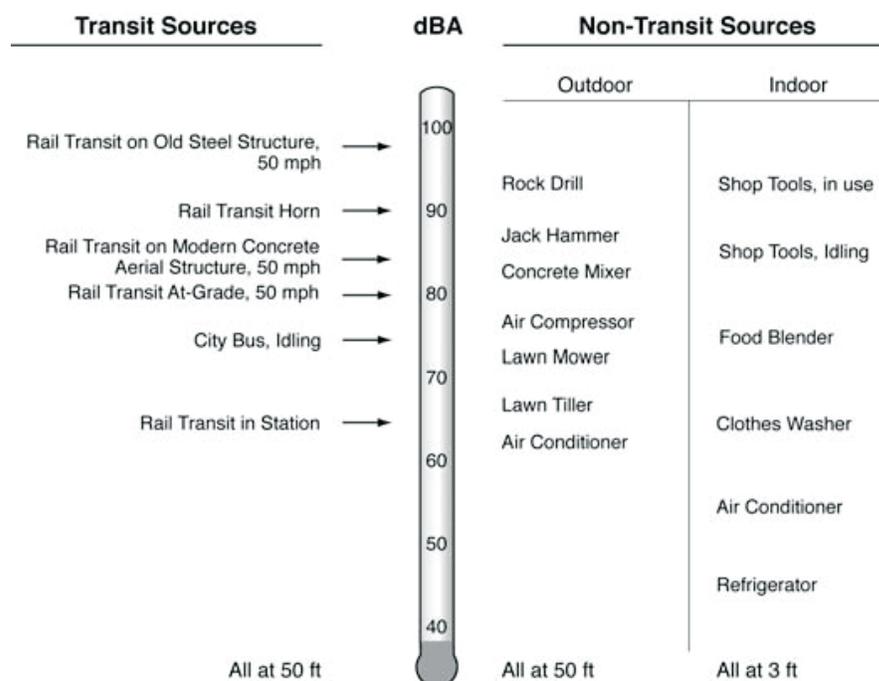
***True. I witnessed the 1996 flood and the trail went under water. Walkers and bikers used the Willamette Shore Line R/W***

## Page 3-155

**The decibel (dB) scale used to describe sound is a logarithmic rating system capable of assessing large differences in audible sound intensities. This scale accounts for the human perception of a doubling of loudness as an increase of 10 dB. For example, a 70-dB sound level would sound about twice as loud as a 60-dB**

***This is an important factor in the following observation***

### Sound Levels Produced by Common Noise Sources



**Note that rail transit at grade 50 mph at 50 feet registers 80 dBA, the same as an air compressor or concrete mixer at the same distance. This would be a definitely impact condominium owners if the streetcar is placed on the Willamette Shore Line R/W in Willamette Shores "Front Porch" (The easterly view of the river) if the Willamette Shore**

Ground-borne vibration is assessed as the motion of building surfaces such as rattling of windows, items on shelves or pictures hanging on walls, or as a low-frequency rumbling noise. FTA characterizes impacts from ground-borne vibration and ground-borne noise based on three categories of land uses: 1) buildings where vibration would interfere with sensitive interior operations, 2) residences and buildings where people normally sleep and 3) buildings that are primarily used during the daytime

**If the streetcar is placed on the Willamette Shore Line R/W through Willamette Shores, All categories described above would impact residents.**

**Page 3-159**

Without potential mitigation measures in place, operation of the Streetcar Alternative would result in moderate noise impacts to 13 to 24 residences in Johns Landing if the Willamette Shore Line R/W is used.

*Moderate is an unreasonable low rating if the streetcar is placed on the Willamette Shore Line R/W adjacent to Willamette Shores Condominium 5630 Units 22-24 (Look at the proximity illustrated on Page 24 of this report)*

**Page 3-159**

The survey of the potentially affected area revealed 103 buildings within the screening distances defined by FTA as being subject to operational vibration impacts based on the varying uses of these buildings. The screening distances are 100 feet for residences,

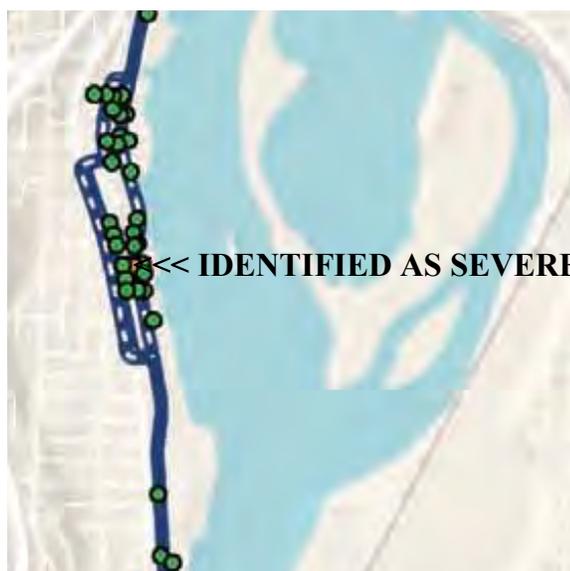
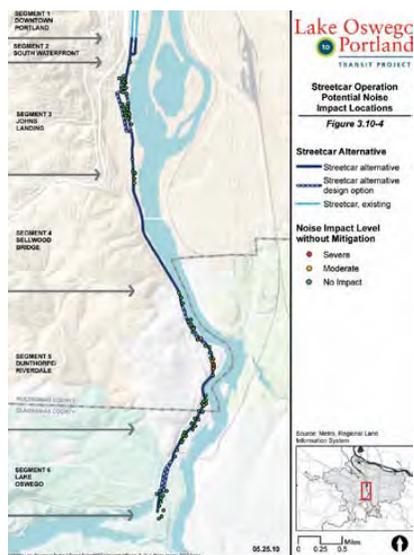
*Note that Willamette Shores Condominium 5630 Units 22-24 have zero setback from the Willamette Shore Line R/W*

**Page 3-159**

With the use of ballast mats for the rail line near these potentially affected locations, all of these possible operational vibration impacts could be mitigated to the level of no impact under FTA criteria.

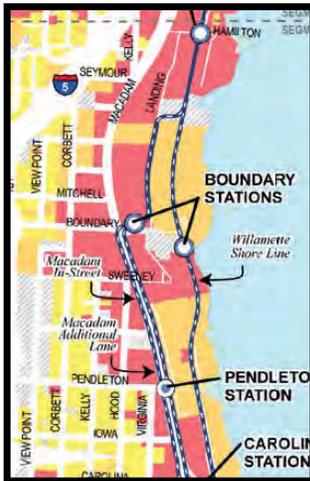
*I find this impossible to believe under the conditions described in the previous paragraph*

**Page 3-161**



*Although hard to see, a short segment of the Willamette Shore Line R/W adjacent to Willamette Shore Condominium 5630 22-24 is rated **Severe**. I see no way vibration could be mitigated under zero set back condition*

## Page 3-194



## Security

- Streetcar station placement and access, especially in less active areas
- The public's perception of security near parks, trails, and the Willamette River within vicinity of proposed stations
- Neighborhood visibility from the transit line

*Placing the streetcar on the Willamette Shore Line R/W through Johns Landing would place The Boundary Station in a less active area, near the Willamette River and away from neighborhood visibility (Macadam commercial area)*

## Page 3-196

Station access would be oriented to streets and sidewalks

*Not the one at Boundary on the Willamette Shore Line R/W*

## Page 3-196

Except for the stations at SW Nebraska Street and SW Nevada Street, all the proposed stations in Johns Landing for all design options would be street oriented

*The one at Boundary on the Willamette Shore Line R/W is not street oriented*

## Page 3-197

The Willamette Shore Line Design Option would operate on the existing Willamette Shore Line right of way through Johns Landing. This alignment would operate in an exclusive transit alignment through residential areas. The residential areas include condominiums that have lawn and other landscaping surrounding the existing rail right of way. The streetcar would operate at a relatively low speed through these residential areas that would allow the driver sufficient time to react to any right of way encroachments.

*Placing the streetcar on the Willamette Shore Line R/W through the Johns Landing condominium complexes would require slower travel time as required for safety therefore increasing travel time*

## Page 3-109

Streetcar projects typically encourage nearby development. Current streetcar alignments have contributed to public and private redevelopment investments

*Not if the streetcar is placed on the Willamette Shore Line R/W through the Johns Landing condominium complexes instead of on Macadam adjacent to commercial property*

**Page 3-207**

Construction related impacts can be direct or indirect, are short-term in duration and generally end with the completion of project related construction. Construction impacts can also be more disruptive than the longer-term impacts of project operations.

*Construction activity would be very disruptive in Willamette Shores “Front Porch” (The easterly view of the river) if the Willamette Shore is used for streetcar rather than on Macadam*

**Page 3-215**

During construction there would be temporary increases in sound levels and vibration near the active areas of construction and near any materials staging areas due to the use of heavy equipment. In some areas construction activities would occur within close proximity to buildings, some immediately adjacent to the Willamette Shore Line right of way, including residences

*Absolutely, especially Willamette Shore Condominium 5630 22-24*

**Page 3-220**

Noise and vibrations from construction of any elements of the Streetcar Alternative or the various options would be unlikely to result in significant noise impacts. Such noise may nonetheless be intrusive at nearby locations and especially at homes. However, there are means through which such intrusive noise can be minimized.

*Be real! Noise and vibration cannot be avoided by any means when there are residents with zero set back (Willamette Shore Condominium 5630 22-24)*

**Page 3-241**

Neighborhood Quality of Life. The Streetcar Alternative would result in effects to neighborhood quality of life based on anticipated moderate noise impacts in Segments 3 (Johns Landing Segment)

*True, especially if the streetcar is placed on the Willamette Shore Line R/W through Willamette shores instead of on Macadam*

**Page 4-11**

The Streetcar Alternative would increase the corridor transit VMT by 37 percent (Macadam Avenue design options) and 46 percent (Willamette Shore Line design option).

*Higher use projections on the Willamette Shore Line R/W through the Johns Landing condominium complexes, instead of on Macadam with commercial property access, can't possibly be accurate since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.*

Page 4-16

**Origin/Destination                      Total Travel Time Streetcar<sup>1</sup>**

<b>To Lake Oswego From Portland</b>	<b>Willamette Shore Line</b>		<b>Macadam Avenue</b>	
	<b>Auto</b>	<b>Transit</b>	<b>Auto</b>	<b>Transit</b>
	<b>32</b>	<b>38</b>	<b>32</b>	<b>42</b>

*Higher use projections on the Willamette Shore Line R/W through the Johns Landing condominium complexes, instead of on Macadam with commercial property access, can't possibly be accurate, unless the extra stop at the Pendleton station is taken into account, since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.*

Page 4-17

In Segment 3 – Johns Landing, the streetcar travel times and station locations would be similar with the Macadam In-Street and Macadam Additional Lane design options. The streetcar travel times and station locations with the Willamette Shore Line design option would be substantially different than the Macadam design options and would result in differences in overall streetcar rider ship.

*Of course! If the streetcar stayed on the Willamette Shore Line R/W through the Willamette Shores condominium complex there would not be a station at Pendleton and no access to the Macadam commercial properties. Another reason to not use the Willamette Shore Line R/W through this area.*

Page 4-17

Streetcar Alternative would result in 23,600 streetcar and bus boardings with the Willamette Shore Line design option and 23,110 streetcar and bus boardings with the Macadam Avenue design option

*I don't know how these figures were derived if the streetcar stayed on the Willamette Shore Line R/W through the Willamette Shores condominium complex since there would not be a station at Pendleton and no access to the Macadam commercial properties.*

Page 4-21

**Average Weekday Station Usage (Ons and Offs), Year 2035**

	<b>Streetcar</b>	
	<b>Willamette Shore Line Station Ons/Offs</b>	<b>Macadam Avenue Station Ons/Offs</b>
<b>Boundary / Macadam</b>	<b>0</b>	<b>2,281</b>
<b>Boundary (Shoreline)</b>	<b>2,429</b>	<b>0</b>

*Why would more people get on/off the streetcar if it were buried in the condominium residential complex than if it was next to the commercial property? If your study is dependent on residents of the condominiums using the streetcar, they can board it on*

**Macadam as easy as on the Willamette Shore Line R/W. Also, your Table 4.2-7 didn't include the Pendleton station that would be available on the Macadam option, which would increase the on/off usage.**

Page 4-28

**Summary of Impacts of Streetcar Alternative on Existing or Funded Bicycle/Pedestrian Facilities, By Segment and Design Option**

**Location**

**Johns Landing: Willamette Shore Line Design Willamette Greenway Trail**

**Facility Type**

**Design Considerations**

**Existing/funded bike pedestrian path      Crossing improvements**

**Location**

**Johns Landing: Macadam Additional Lane Design Option**

**Facility Type**

**Design Considerations**

**Existing/funded bike pedestrian path      Parallel facilities; WSL right of way could potentially be used for future bike path**

**Location**

**Segment 3 – Johns Landing: Macadam In-Street Design Option**

**Facility Type**

**Design Considerations**

**Existing/funded bike pedestrian path      Parallel facilities; WSL right of way could potentially be used for future bike path**

***If the streetcar was placed on the Willamette Shore Line R/W between Boundary and Pendleton ((In Willamette Shores "Front Porch" (The easterly view of the river)), crossing improvement would be a safety factor for pedestrians and bicyclist. Also, the existing trail alignment between Boundary St. & Pendleton St. floods during river high water periods. Preserving this portion of the Willamette Shore Line R/W for trail relocation rather than streetcar use would remove this trail disruption***

Page 4-29

**In the Lake Oswego to Portland corridor, Metro and the cities of Lake Oswego and Portland show a potential regional bike or trail facility along Macadam Avenue, Highway 43 and the Willamette Shore Line right of way. Though the Streetcar Alternative may operate along portions of Macadam Avenue and/or the Willamette Shore Line right of way, the Streetcar Alternative would not preclude the implementation of a future regional bike/trail facility in the corridor.**

***Not true if the streetcar was placed on the Willamette Shore Line R/W between Boundary and Pendleton it would not allow continuous use of the trail since the existing alignment floods during river high water periods, so it needs to be preserved for pedestrian and bicycle use***

**Page 4-29**

The current grade-separated bike/pedestrian crossing below the Jones Trestle would be replaced with an at grade crossing in roughly the same location.

*Bicycles should not be put in risk of crossing tracks anytime it can be avoided. Inexperience bicyclists sometimes try to cross almost parallel with the track instead of a vertical crossing. This almost always results in a wheel catching the track and the rider going down and injuring him/her self. Another reason to place the streetcar on Macadam between Boundary and Pendleton.*

**Page 4-29**

With the Macadam In-Street and the Macadam Additional Lane design options, no additional bicycle or pedestrian facilities are currently proposed. However, the Willamette Shore Line right of way between Boundary and Carolina could be improved by others and establish part of a regional bike

*This is what I have said over and over in this report. In addition, it would not allow continuous use of the trail since the existing alignment floods during river high water periods*

**Page 5-5**

Portions of the Willamette Shore Line right of way, owned by the Willamette Shore Line Consortium, would be used for project improvements and mitigation. This right of way would be donated to the project and its value would be used as in-kind matching funds.

*Property that cannot be used for any purpose, i.e. commercial/residential development has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.*

**Page 6-1**

All comments received during the comment period will be forwarded to the decision-making bodies that will adopt the project's Local Preferred Alternative. All comments received by the project's lead agencies during the public comment period will be documented and responded to in the project's Final EIS.

*I hope that this study is forwarded and included.*

**Page 6-4**

For the Streetcar Alternative, the two Macadam design options would result in approximately 2,600 more vehicle miles traveled and 300 more vehicle hours traveled, compared to the Willamette Shore Line design option.

*I don't see how this is possible. Are cars going to seek longer routes to avoid the streetcar?*

**Page 6-4**

The Macadam In-Street design option would result in a net loss of 148 parking spaces and the Macadam Additional Lane design option would result in a net loss of 175 parking spaces.

*This implies that the Willamette Shores condominium complex parking spaces adjacent to Macadam would be lost. Parking could be slant rather than vertical with minimal loss of parking.*

**Page 6-6**

The Johns Landing Segment, the Willamette Shore Line design option would provide new transit station coverage to approximately 4,190 households and 11,950 jobs, compared to approximately 4,600 households and 12,490 jobs under the Macadam In-Street and Macadam Additional Lane design options

*Macadam options offer more coverage and more jobs than the Willamette Shore Line R/W.*

**Page 6-6,7**

**Line 35 Bus Stops and New Streetcar Stations:** Under the Streetcar Alternative, all 26 of those bus stops would be removed and replaced by 10 new streetcar stations..

*If the track is placed in the Willamette Shore Line R/W bus service will be needed on the highway. If it is placed on the highway limited bus service will still be needed since the distance between streetcar stops would not serve some riders*

**Page 6-8**

Under the two Macadam design options, transit travel times in the peak period and direction between the select locations would be approximately four minutes longer than under the Willamette Shore Line design option.

*Not accurate since streetcar would operate at a relatively low speed through these residential areas to allow the driver sufficient time to react to any right of way encroachments.*

**Page 6-10**

The local match requirement is equal to the cost of the alternative in year-of-expenditure dollars, minus the proposed Section 5309 federal share and minus the value of the Willamette Shore Line right of way.

*The value of the Willamette Shore Line R/W is greatly inflated. Much of it is property that cannot be used for any purpose, i.e. commercial/residential development, therefore it has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.*

**Page 6-10**

In the Johns Landing Segment, approximately \$8.9 million more of Willamette Shore Line right of way would be available for local match under the Willamette Shore Line design option than would be available under the two Macadam design options.

*Highly inflated/unrealistic figure (See preceding Page 6-10 comments)*

**Page 6-11**

As a result of its 5 percent greater annual transit rider ship, the cost effectiveness of the Willamette Shore Line design option in the Johns Landing Segment would be \$0.98 of operating cost per new transit trip (labeled Low in Table 6.1-6), compared to \$1.06 per new transit trip under the two Macadam design options

*I don't see how it can be determined the Willamette Shore Line R/W in Johns Landing would generate more rider ship since it only has a station at Boundary (Which doesn't serve the Macadam commercial development, while the Macadam alignments have stations at Boundary and Pendleton which do serve the commercial development.*

**Page 6-11**

Support of activity centers by the project's alternatives is based on a qualitative assessment of the alternatives' ability to provide high-quality transit connections between key corridor activity centers. The only design options that would vary in their support of activity centers within the corridor would be in the Johns Landing Segment. Streetcar stations located on Macadam Avenue under the Macadam design options would be more visible by more people that live in, work in and visit the Johns Landing area, compared to streetcar stations in the segment under the Willamette Shore Line design option, which would be located approximately one block east of Macadam Avenue. The streetcar stations under the Macadam design options would be easier for infrequent riders to find and would provide easier and quicker access from stations to the main street through the district. In general, stations on the Willamette Shore Line would not be visible from Macadam Avenue between Boundary and Nebraska streets. Access to the Willamette Shore Line station at Boundary would require pedestrian access easements across private property.

*Absolutely true! Very good argument to place the streetcar on Macadam rather than on the Willamette Shore Line R/W in Johns Landing between Boundary and Pendleton The fact that there would be an additional station at Pendleton on the Macadam options is not mentioned. This is another supportive point for the Macadam streetcar options*

**Page 6-14**

**Under the Streetcar Alternative in the Johns Landing Segment, there would tend to be more redevelopment with the Macadam In-Street and Macadam Additional Lane design options than with the Willamette Shore Line design option, because more land with low improvement to land value ratios would be close to the Boundary Station under the Macadam In-Street and Macadam Additional Lane design options, compared to the Willamette Shore Line design option**

***Absolutely true! Very good argument to place the streetcar on Macadam rather than on the Willamette Shore Line R/W in Johns Landing between Boundary and Pendleton. The fact that there would be an additional station at Pendleton on the Macadam options is not mentioned. This is another supportive point for the Macadam streetcar options***

**Page 6-14**

**Boundary and Carolina Stations on or near Macadam Avenue under the Macadam In-Street and Macadam Additional Lane design options would strengthen the perception of Macadam Avenue being served by streetcar, helping to improve the visibility and marketability of commercial real estate along Macadam Avenue and thereby making redevelopment more likely.**

***More reinforcement of above opinions. Also, don't forget the Pendleton station on the Macadam options.***

**Page 6-16**

**The Streetcar Alternative, with the Macadam In-Street and Macadam Additional Lane design options in Segment 3 – Johns Landing, could constrain the implementation of a future bicycle improvement on Macadam Avenue, *But it would free up the Willamette Shore Line R/W for bicycle improvements. Most commuters would prefer the safety of an off street route.***

**Page 6-17**

**In the Johns Landing Segment, there would be unmitigated vibration impacts to three existing buildings under the Willamette Shore Line design option**

***Absolutely not true! There would be vibration impact to many of the residents in the Johns Landing condominium complexes, verified by facts stated in this DEIR. And copied below***

**“Without potential mitigation measures in place, operation of the Streetcar Alternative would result in result in moderate noise impacts to 13 to 24 residences in Johns Landing if the Willamette Shore Line R/W is used.**

***Moderate is an unreasonable low rating if the streetcar is placed on the Willamette Shore Line R/W adjacent to Willamette Shores Condominium 5630 Units 22-24 (Look at the proximity illustrated on Page 24 of this report)”***

**Page 6-21**

The Willamette Shore Line Design Option would result in:

- Avoiding the potential net loss of 148 to 175 parking spaces compared to the Macadam In-Street design options.

*This implies that the Willamette Shores condominium complex parking spaces adjacent to Macadam would be lost. Parking could be slant rather than vertical with minimal loss of parking*

**Page 6-22**

The Macadam In-Street Design Option and the Macadam Additional Lane Design Option would result in:

- One more optional new streetcar station at SW Pendleton Street
- Greater visibility within the Johns Landing activity center, thus providing better support to the desired land use and economic development objectives for the activity centers<sup>1</sup>

*True conclusions. Note that this is the first time the Pendleton station has been mentioned other than on Page 3-3 of the DEIR. It should have been included as a factor many other places*

**Page 6-22**

The Willamette Shore Line Design Option would result in:

- \$10.2 million more local match available from the use of the existing Willamette Shore Line right of way

*Unrealistic value. The value of the Willamette Shore Line R/W is greatly inflated. Much of it is property that cannot be used for any purpose, i.e. commercial or residential development, therefore it has little value. The right of way through the Johns Landing condominiums and the Dunthorpe densely developed single residents has no useful purpose.*

**Chapter 7: Community Involvement, Agency Coordination, and Permits**

*No comments*

**Appendix A: Agency Coordination and Correspondence**

*No comments*

**Appendix B: Supporting Documents**

*No comments*

## Appendix C: Alternatives Analysis and Design Option Refinement, Alternatives and Design Options Studied, Evaluation Criteria and Measures

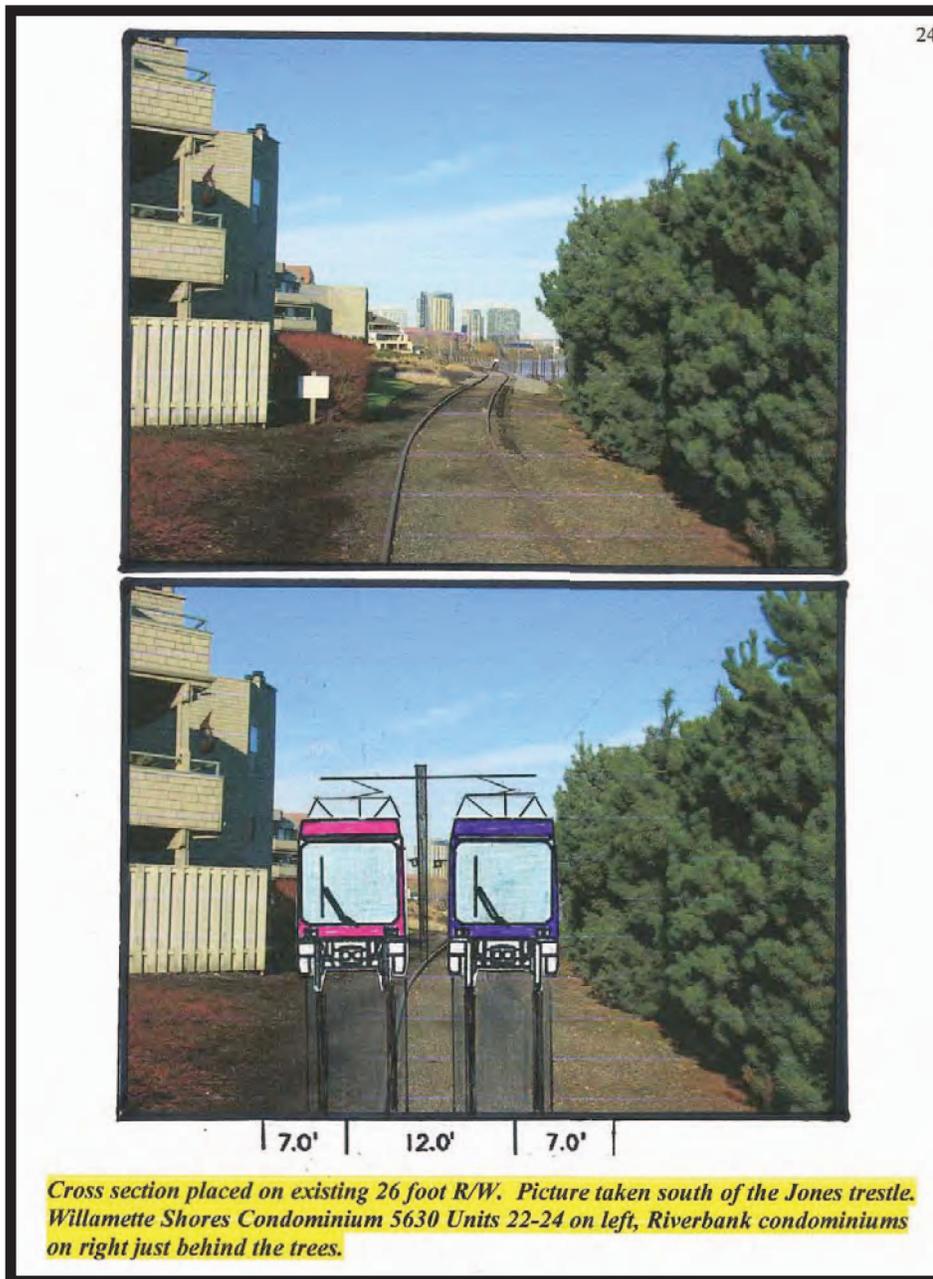
Page C-4



***This is an excellent option that I have supported from the start. This would be a more realistic system to serve Lake Oswego and commuters arriving from south of Lake Oswego would be a streetcar crossing a bridge just north of Lake Oswego and connecting to the Milwaukie light rail, or better yet, extend the Milwaukie light rail to Lake Oswego over the suggested bridge. (I have been told the cost of such a bridge is prohibitive. I find it hard to believe the cost would exceed that of constructing and maintaining a streetcar through Dunthorpe.***

## Appendix D: Select Details and Cross Sections of the Enhanced Bus and Streetcar Alternatives

Figure D-8



***This is what the Willamette Shore Line R/W streetcar option will do to the Willamette Shore condominiums identified above.***

## Appendix E: Preliminary Section 4(f) Assessment

### Page E-25

In Johns Landing, the design options would include use of the Red Electric Rail Line for future streetcar use or move the streetcar operations on to local private/public streets for a short distance (see Figure E-9). If the streetcar were to not use the Red Electric Rail Line in this section, there is a strong desire to construct a multi-use trail in this area.

*I support using the Willamette Shore Line R/W for bike/pedestrian trail between Boundary and Pendleton. This would allow continuous use of the trail since the existing alignment floods during river high water periods*

### Appendix F: List of Preparers and Project Committees

*No comments*

### Appendix G: Potentially Affected Properties

*No comments*

### Appendix H: List of Recipients

*No comments*

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Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Heather Teed

Affiliation (if any) \_\_\_\_\_

Address (required) 10960 SW Riverwood Rd.

E-mail (optional) heather@cascadeorthopedic.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

I would like to go on record as opposing the Lake Oswego to Portland streetcar. My reasons are as follows:

1. The cost is too high for unsubstantiated ridership.
2. The estimated elimination of only 100 cars on Hwy 43 during peak hours is not enough to justify such a high price tag.
3. The estimated population increase associated with the streetcar-served area is unreasonable for the Lake Oswego area, given the available property and homes.
4. I believe the impact on the downtown Lake Oswego core will be negative due to traffic congestion associated with the parking garage, the criminal element that lightrail and streetcars bring to the area, etc.
5. The position of the streetcar does not capture the majority of the Lake Oswego homeowner neighborhoods. The higher concentration of population is in closer proximity to I-5 than to Hwy 43 and the streetcar.
6. I have safety concerns along the existing tracks, especially in those areas where it travels in very close proximity to homes, children and existing crossings for landowners. This is especially true in my neighborhood along Riverwood Rd.
7. Development along the river negatively impacts fish & other wildlife.
8. There are noise concerns not only for the impacted neighborhoods, but also for our cherished Oregon Public Broadcasting and its building and studios.
9. At this time in our nations slow recovery, I don't believe it's a prudent use of federal, state or local funds for projects without proven mass transportation numbers. Additionally, the cost per ridership is unacceptable.

Thank you for logging my feedback.

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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

Print



Date 12/18/2010

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Anthony Tesoriero

Affiliation (if any) \_\_\_\_\_

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

E-mail (optional) tesorier@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I would like to express my strong support for the Lake Oswego to Portland Streetcar. Of the three options presented it is by far the best alternative. I also support including a trail alongside the Streetcar. The Streetcar offers a clear advantage in alleviating congestion on Hwy 43 as it adds capacity. I commute on this route daily, usually by bus (#35 or #36), and traffic jams are not uncommon. As the Stafford triangle and other areas are developed this congestion will only increase. This is an opportunity to plan ahead for this increase in traffic while at the same time provide a boost to redevelopment efforts in the Foothills area. This will improve the quality of life of residents along this corridor for decades.

I understand the cost is high but this a wise investment in the future.

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

**From:** Michael Tevlin [mtevlin@comcast.net]  
**Sent:** Tuesday, January 04, 2011 8:49 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland DEIS comment

Members of the Planning and Sustainability Commission:

I have lived in Lair Hill on Southwest Corbett Avenue in Portland for the past five years, and before that, lived in Lake Oswego for more than 20 years. I commuted to Portland via bus for 15 years. And though I often wished I could ride by bicycle to and from work in downtown Portland, chose not to take that high risk. One of the reasons I moved to Portland was to be able to get around easier using my bicycle, feet and public transportation.

From firsthand experience, then, I can see the long-term benefit of choosing a streetcar as the locally preferred alternative. The benefits of a streetcar far outweigh all other alternatives for me: fewer cars on the road, potential for reduced drive times, less pollution, the potential to support denser residential and commercial development along the alignment. The long-term costs -- on our finances, infrastructure, health and environment -- are lowest with streetcar.

I hope you will join with me in supporting the streetcar as the LPA.

Thank you,

Michael F. Tevlin  
4226 S.W. Corbett Ave.  
Portland, OR 97239

**From:** Cheryl Uchida [buchida@comcast.net]  
**Sent:** Sunday, January 30, 2011 11:56 AM  
**To:** Trans System Accounts  
**Subject:** Oppose streetcar proposal

**Importance:** High

We oppose the LO-Portland Streetcar proposal for all of the reasons we have previously read and heard from all parties for and against. We have read the DEIS and still are not convinced that this very costly project will benefit our community and its residents like ourselves. We further are skeptical of the long range forecasts of the population growth that seem to be heavily driving this proposal.

We do not believe that this is the ONLY opportunity for future mass transit planning for our community. The City of LO must stop pouring money, time and energy planning for only the 'downtown' area of our community especially after declaring earlier that the West End Building site is actually the center of our City's population. In turn, we believe that this planning is coercive, 'misguided' and 'myopic' as the Oregonian editorial recently labeled the opposition.

Cheryl & Barry Uchida  
LO residents for 35 years

**From:** Cheryl Uchida [buchida@comcast.net]  
**Sent:** Monday, January 17, 2011 4:37 PM  
**To:** Trans System Accounts  
**Subject:** LO to Portland streetcar proposal

We have extensively read and studied all of the reports, findings and articles p  
The City of Lake Oswego, and the newspapers. We have also attended meetings to l  
information for the three options, two of them being the enhanced bus and the nc

We have to conclude that the limited data & facts that have been shared so far b  
entities have not convinced us that the streetcar is the best option.

We are residents of Lake Oswego and have lived here for 34 years.

Thank you for considering our position on this topic.

I attended the open house last night and talked to several planners there. I have also reviewed parts of the DEIS. I have the following comments:

1. In general I think that a streetcar down the Macadam corridor to the Sellwood bridge is a good idea because of the density of the area, but I question the costs and benefits of continuing the streetcar beyond the Sellwood bridge. I think serving Lake Oswego is important in order to reduce vehicle traffic on Macadam, but is a streetcar the best way to do that? Enhanced bus service seems much more cost effective. Alternatively, extending the Milwaukie LRT line across the river to L.O. seems like a more direct rail route and creates the opportunity to extend LRT further south or west from L.O. (which could be less costly in the long run and seems like a more strategic move in that it would facilitate further reductions of auto traffic in the Macadam/Riverside Dr. corridor.)

2. A good bicycle and pedestrian pathway from downtown Portland to L.O. should be a major determining factor in selecting the preferred alternative. Unfortunately, the DEIS does not adequately address how a pathway will be accommodated in the streetcar alternative. For instance, if there is not enough width in the tunnel and trestle through the Elk Rock area for both streetcar and a pathway, does that mean there can't be a pathway or that the pathway has to go along Riverside Dr. (which is neither safe nor pleasant)? Also, how much would it cost to accommodate and build a proper pathway through constrained areas such as Elk Rock and how would that affect the overall costs of the alternatives considered (even if they are not costs directly associated with this project)? Extending the west side Willamette River Greenway Trail as an attractive and efficient pedestrian and bicycle route that links to existing facilities in downtown Portland and Lake Oswego is a very important consideration and should not be left to a latter planning process or to be accommodated around whatever is left over once this project is completed.

3. Ideally, a streetcar alternative would utilize the existing Willamette Shore Trolley alignment alongside a bike/ped. pathway but in reality it may not be possible in all sections of the proposed route. If both can be accommodated in the trolley alignment in the Johns Landing area I would rather see that than diverting the streetcar to Macadam Ave. I'm concerned that a streetcar on Macadam will make an already congested arterial even more congested, and it will add time to the trip. However if there is not space for both streetcar and pathway in the trolley alignment then I would rather see the pathway using the alignment and the streetcar going to Macadam. Also, the existing pathway along the river's edge in John's Landing makes a fine foot path but a poor bike path. Therefore separated paths makes sense through John's Landing and a narrower bike path could be possible if it helps squeeze it in next to a streetcar.

**From:** Mary Vogel [mvogelpnw@gmail.com]  
**Sent:** Sunday, January 09, 2011 9:23 AM  
**To:** Trans System Accounts  
**Subject:** Please accept these as my REVISED comments to replace those originally sent Dec. 13.

Please accept these as my REVISED comments to replace those originally sent Dec. 13. Thanks!

I am writing to support the trolley track alignment for the Lake Oswego streetcar.

My apartment complex faces SW 11th Ave in downtown Portland and I love the sight and sound of the streetcar going by, even if I prefer to walk or bike to most of my destinations. It has brought in many new neighbors to the area and, from the info I gather, they all love it too!

I have also "house-sat" for an owner of one of the condos that is right on the trolley track near SW Boundary in Johns Landing. I loved seeing the trolley go by and, were I to live there again, I'm sure I would adjust fine to the more frequent and rapid streetcar as well. In my opinion the quiet sound of the streetcar sure beats that constant, never-ending cacophony of suburbia with its leaf-blowers, lawnmowers, hedge clippers, snow-blowers and speeding vehicular traffic.

If funding, right-of-way and safety were not a concern, I would recommend a dedicated 2-way ROW along Macadam/Hwy 43 for the entire corridor in order to give the business community there the visibility and customer base that the streetcar brings over single occupancy vehicles. However, in the current circumstances, I feel that the proposed jogs off the trolley track--to Macadam Avenue in Johns Landing and to Riverwood Street in Dunthorpe--are not called for when so many of us already live happily with the streetcar right under our noses. They will add to the expense and the time it takes to get the streetcar built as well as the daily commute time.

I support a streetcar running entirely along the trolley track. I can't urge you strongly enough to support that alignment rather than subject taxpayers to the added expense and time delay that a jog to Macadam and/or Riverwood would cause--to say nothing of the perpetual delay and potential safety hazard the jog would cause for those of us who want to use the line. My hope is that the Dunthorpe/Riverdale and Johns Landing neighborhoods will come to love the streetcar just as much as the Downtown neighborhood does!

Mary Vogel

**Mary Vogel, CNU-A**

**PlanGreen**

A Woman Business Enterprise/Emerging Small Business in Oregon  
503-245-7858

<http://www.planqgreen.net>

<http://www.maryvogel.net>

[Sustainable Industries PlanGreen Blog](#)

**From:** Mary Vogel [mvogelpnw@gmail.com]  
**Sent:** Monday, December 13, 2010 12:01 PM  
**To:** Trans System Accounts  
**Subject:** Comments re: LO Streetcar

I am writing to support the trolley track alignment for the Lake Oswego streetcar.

My apartment complex faces SW 11th Ave in downtown Portland and I love the sight and sound of the streetcar going by, even if I prefer to walk or bike to most of my destinations. My neighbors all love it too!

I used to live next to Riverview Cemetery and frequently came into town crossing the trolley track. I have also "house-sat" for an owner of one of the condos that is right on the track--on the Portland side. I loved the trolley and am sure I would adjust fine to the streetcar as well were I to live there again. In my opinion the quiet sound of the streetcar sure beats that constant never-ending loud sound of suburbia with its leafblowers, lawnmowers, hedge clippers and speeding vehicular traffic.

If I were planning this project from scratch and funding were not so much of a concern, I would recommend a dedicated 2-way ROW along Macadam/Hwy 43 on those portions where it is possible--i.e., most of it. However with ODOT being apparently unwilling to allow even pedestrian and traffic calming improvements, a jog to Macadam seems entirely inappropriate.

I support a streetcar running entirely along the trolley track. I can't urge you strongly enough to support that alignment rather than subject taxpayers to the added expense and time delay that a jog to Macadam would cause--to say nothing of the perpetual delay and potential safety hazard the jog would cause for those of us who want to use the line. My hope is that the Dunthorpe neighborhood will come to love the streetcar just as much as the Downtown neighborhood does!

Mary

**Mary Vogel, CNU-A**

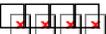
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<http://www.plangreen.net>

<http://www.maryvogel.net>

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Date 1/27/11

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) John and Stephanie Volkman

Affiliation (if any) \_\_\_\_\_

Address (required) 323 Middle Crest Rd., Lake Oswego, OR 97034

E-mail (optional) osprey15@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Transportation planners have been looking for road-based solutions to the bottleneck between Lake Oswego and Portland for decades. If it were there, we wouldn't still be looking. "Enhanced bus" looks like a non-solution even in the short term, and long-term it will only leave the community with the same problem it has now, but exacerbated by increasing traffic volume. I honestly don't see an option to the streetcar. Will it cost money? Yes, but probably less than it will cost if we don't make the investment now.

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

**From:** Mark Kimball [mark.kimball2@frontier.com]  
**Sent:** Monday, January 31, 2011 10:47 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland Street car

Lisa Volpel, Rosewood neighborhood. 1-31-11

I have attended some Lake Oswego to Portland Street car meetings over the past years.

I am generally a supporter of intelligent alternative transportation mode projects, and was encouraged that the city of Lake Oswego seemed interested in improving transportation, after experiencing a continuing decline in transportation services over the past 50 years. After a few meetings it became apparent that the streetcar had little to nothing to do with transportation, and everything to do with the leveraging of the "value" of the Willamette shore ROW and re-development of the Foothills Industrial property. The DEIS document is more or less a marketing document, with findings and projections skewed to favor the streetcar. I have not waded through the entire 500+ page document, but do have some questions, concerns and comments.

1. Why was this project considered out of context, isolated from the other regional current and proposed rail projects, such as WES, Milwaukie light rail, I-5 and 99W?
2. Lake Oswego does not have much Industrial property. Doesn't re-zoning Foothills violate State-Side Planning Goal 9, and possibly Lake Oswego's Comprehensive Plan? Lake Oswego is close to build-out, it would be difficult to replace this Industrial land, unless they are looking towards Stafford Triangle.
3. Tualatin's tax rate is about \$2.25 per \$1000 assessed value, Lake Oswego's is around \$5 or \$6 ? Is this because Tualatin values industrial property and high paying jobs? Too high ratio of residential property is not good for tax base.
4. Yet another Urban Renewal district or TIF within a few blocks of downtown will not be popular with much of Lake Oswego, as Lake Oswego is more than "downtown". Much of the infrastructure in the rest of L.O. is in decline. TIF or Urban Renewal will reduce funds to the schools, and other essential services.
5. The DEIS shows even more reduction in bus service for many of the "options". This will further increase congestion, as people abandon mass transit due to lack of service or increase in transfers or wait times.
6. This will increase congestion on Hwy 43, and increase pollution in this sensitive corridor 7. If the streetcar is built, and is popular, the 400 park and ride spots will not be adequate. This could kill business in downtown Lake Oswego, as every last parking spot is taken by a commuter from West Linn, and other areas.
8. Willamette Shore ROW is geologically unstable, Waverly basalt, steep slopes, and earthquake faults. I would expect substantial engineering costs over-runs, and large maintenance cost. Bridge to Milwaukie is better choice.
9. There will be great opposition to up-zoning and densification required by TOD, especially if out of Foothills area.
10. Any "South Waterfront" type development will destroy the views of Mt. Hood, Willamette river and Boring volcanoes, which is important to the character of downtown Lake Oswego.
11. Streetcar is on far North East edge of L.O., offers nothing to most Lake Oswegans, geographical population center at Kruse Way, most would use I-5 or Barber to get to Portland. It can take longer to drive to downtown Lake Oswego from the WEB building, than it takes to drive I-5 to Portland. Tualatin or Barber TC are better choice for West Lake Oswego transit connections.

**From:** Bill Warner [bwarner@sturdi-built.com]  
**Sent:** Thursday, January 20, 2011 11:49 AM  
**To:** Trans System Accounts  
**Subject:** Streetcar Option for Portland to Lake Oswego

I like the streetcar idea as a concept but there are elements of the proposed option now before us with which I have argument. Plus, I am uncomfortable with the estimated total dollar cost. I would prefer the LO terminus be in the Foothills/Downtown area. Connection should first be made to the west via existing RR line to the WES; and to the east via existing or new RR bridge to the MAX line being extended to Milwaukie; then connection south to West Linn/Oregon City. I think this better addresses the need for mass transportation and relief of Hwy 43 congestion, long-term. Later a streetcar/trolley service can be built for casual transportation between Portland and LO.

I therefore have to oppose the Streetcar Option as it is now being proposed.

Bill Warner

—Original Message—

From: Bill Warner <[bwarn@sturdi-built.com](mailto:bwarn@sturdi-built.com)>

To: stoplostreetcar <[stoplostreetcar@aol.com](mailto:stoplostreetcar@aol.com)>

Sent: Fri, Jan 28, 2011 4:11 am

Subject: LO Streetcar

As planned and proposed, I oppose the Portland to Oswego Streetcar option. It is way too expensive and will not be effective in mitigating Hwy 43 traffic congestion at rush hours. Light rail transportation should first be effected by connecting to the MAX line coming into Milwaukie, via existing RR bridge over the Willamette; and to the WES in Tualatin via existing RR line. Someday a streetcar/trolley service to Portland would be nice.

Bill Warner

Lake Oswego

[mail.aol.com/.../PrintMessage.aspx](mailto:mail.aol.com/.../PrintMessage.aspx)

1/1

**From:** Craig Wassenberg [cww.new@comcast.net]  
**Sent:** Wednesday, December 15, 2010 5:47 PM  
**To:** Trans System Accounts  
**Subject:** Strongly In Favor of the LO Street Car

Hello Oregon Metro,

This is to let you know that I am strongly in favor of the new street car route under consideration for joining LO with downtown Portland. The advantages that most appeal to me are these:

- Reduce congestion.
- Promote economic growth in the region.
- Reduce pollution.
- Extend the network of light rail in the Portland metro area to ensure and enhance its future.

As a resident of LO I am aware that the LO City Council resisted spending money to improve the downtown area of the community for many years. Now that the money has been spent people love the result: we have an improved local economy, more vibrant shops, new restaurants, improved housing, wonderful art, a wildly popular farmers market, new parks, and many other accrued benefits. I view the addition of the light rail connection will make a vastly improved region even better. Those who opposed these changes in the past were as short sighted as those who are now opposing the new light rail, in my opinion.

Finally, at the risk of sounding negative, I am appalled at some of the misleading statements that have been made about the light rail project (e.g., that it will be a major factor in driving up crime rates in the areas along the rail line.) We live in a world where we are constantly manipulated by pushing fear messages. We don't need more of that, we need to lay the groundwork for a brighter future.

Thank you,  
Craig Wassenberg  
LO Resident  
503-997-8670

Jamie Snook  
METRO  
600 NE Grand Avenue  
Portland, OR 97232

RE: Lake Oswego to Portland Transit (LOTP) Project DEIS Comments

I decided to write these comments after hearing a presentation about the LOTP at SAB meeting last week.

The LOTP DEIS model is essentially a cost to build model. It fails to adequately consider the cost of operation. I understand that little can be done given current process parameters. However, unless we make a point of detailing the cost of operations between the three options we will not gain the necessary support of the Lake Oswego community for streetcar to become a reality. So, what is lacking in an apples-to-apples comparison of the three options:

**The no-build option does not consider the cost of:**

1. Maintaining the road surface over the 50-100 year life of streetcar
2. Maintaining the slide prone hillside abutting a substantial portion of Hwy 43
3. The carbon footprint of current and future vehicle emissions
4. Increasing traffic congesting
5. Increasing fuel prices over time

**The enhanced bus option does not consider the cost of:**

1. All of the above plus
2. Maintaining an expanded bus fleet

**And, the streetcar option is saddled with the cost of:**

1. Cleaning up 12 known hazardous waste sites
2. Re-routing a segment of the rail line to accommodate neighborhood growth in the Johns Landing area
3. Enhancing the urban portion of the Willamette Trail/Bike System

**Note:** All of these costs should be eliminated from the cost of building streetcar when comparing the three options.

Additionally, I personally believe that the usage of streetcar has been substantially underestimated. We can expect substantial increases in ridership, over time, from all segments of the population given the increasing cost of vehicle usage (fuel, insurance and maintenance), the willingness of the younger people to do things differently, the need for greater mobility among older citizens and the growing awareness of the health benefits of daily walking (to and from street car at both ends of the line and points in-between).

Thank you for your consideration of the above comments.

Grant Watkinson  
Co-Chair Lake Oswego Sustainability Advisory Board  
15784 Twin Fir Road  
Lake Oswego, OR 97305



Date 1-19-11

**Lake Oswego to Portland Transit Project**

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

(Please print)

Name (required) EMMA LEE WEIBEL

Affiliation (if any) \_\_\_\_\_

Address (required) 5020 SW Carman Dr, L.O.

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

The street car is unnecessary, too expensive, inappropriate in its route (thru backyards) and is not necessary for a large development project in Lake Oswego. That development is what is driving this, and elected officials and others involved in the push for it have personal financial interests in the combined project. Such a development should never be happening on the banks of the Willamette River. This is also much too expensive at a time when this city cannot afford to take on more.

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

**From:** Emma Lee Weibel [stillcrazy39@earthlink.net]  
**Sent:** Monday, January 31, 2011 11:02 PM  
**To:** Trans System Accounts  
**Subject:** Streetcar for Lake Oswego commuters

This proposal in now way serves well the community of Lake Oswego.

It is not environmentally sound, it does not meet any current need, it will not be used by Lake Oswegans, who are mostly quite near to I-5, as well as a number of alternate routes that go into Portland and are reasonably quick. This transportation is entirely being requested as an adjunct to developing the land between Highway 43 and the Willamette River, where if anything, metro and the city should be looking to protect the banks of the Willamette, rather than adding a large population to that area, where runoff goes clearly into the river. Those people supporting this scheme for the most part either have a vested interest in that development or are friends of those who do. You have to know this at Metro. If you choose to go ahead anyway, then you choose to be part of a system which is anything but good and community oriented government and shame on you for allowing Lake Oswego city government to so shill you

Emma Lee Weibel  
Lake Oswego Resident, 37 years

**From:** Jeff Wickert [jwickert@comcast.net]  
**Sent:** Sunday, January 30, 2011 9:22 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland - Transit Project Comment

For the record: The following is being submitted by Jeff Wickert, 17151 Canal Circle, Lake Oswego, Oregon 97035.

I have lived in Lake Oswego, at my current residence, for thirty-seven years and feel that I know both my community and its citizens very well. Please register my following comments for the Lake Oswego to Portland Transit Project.

I am adamantly **opposed** to any further consideration of the streetcar project moving forward.

I base my opinion on the following facts:

1. **Congestion.** The main reason to build the streetcar system is to relieve congestion and that is a false premise. There are very few additional areas within Lake Oswego in which to expand housing to the extent that is portrayed by Metro and the Lake Oswego Mayor. I suggest that expanding the Foothills area and perhaps the Stafford "Triangle" region will not increase the population submitted by Metro. As a Portland State graduate I am more prone to believe the Portland State University survey and potential population growth is much more realistic and will not add to the congestion that is used to warrant building the streetcar. Currently there are small slow downs in traffic during the "rush hour" and do not compare with the other main traffic arterials, but, the delays do not warrant the implementation of the streetcar in hopes of relieving the congestion. Building the streetcar would actually increase congestion within Lake Oswego by having local car trips to and from the parking structure (possible including West Linn/Oregon City commuters seeking parking). These incremental commuters would be mixing with non-streetcar drivers as they make their way through Lake Oswego. The increase would add to the congestion problem and not subtract from it.
2. **Pollution.** This should not be a consideration, as part of the "Natural environment" comparison, for building the streetcar transportation system as cars of the future are going to be further mandated to have lower levels of pollution. Car pollution is a non factor in the future for any transit project.
3. **Financial Considerations.** The cost to build the streetcar transit system and sustain it is not possible because of the financial burden placed upon everyone to subsidize it. It becomes a matter of increasing taxes to generate the funds to maintain the system and the employee salaries and benefits. Implementing funding of the streetcar is not setting our priorities that are conducive with Lake Oswego views because it would reduce school funding, reduce funds for road repairs, reduce library funds, and reduce total police numbers. We deserve better.
4. **Job Creation.** This should not be a factor in determining which option should be selected because the streetcar number is largely based upon the construction time of the project and the remaining job numbers between the streetcar and enhance bus option are nearly identical.
5. **Citizens Served.** Lake Oswego citizens that living away from the immediate proximity of the streetcar will not be easy access to the streetcar and should not have to support it. In example, those living in Mountain Park, the Bryant neighborhood, and Palisades area are not within easy walking distance of the streetcar. Most would find it faster to commute directly to work via car rather than taking the time to drive to downtown Lake

Oswego, find parking, and deal with additional traffic in that area. The streetcar would only serve those few people who live close to the service.

In conclusion, I reiterate that I am adamantly **opposed to the streetcar** being selected as the preferred transportation choice and recommend the enhanced-bus as the best solution for the majority of Lake Oswego people.

Jeff Wickert  
17151 Canal Circle  
Lake Oswego, Oregon 97035-5615  
(503)636-5893  
[jwickert@comcast.net](mailto:jwickert@comcast.net)

Submit via e-mail

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TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1-31-11

Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) George Wilford
Affiliation (if any)
Address (required) SE Portland Resident
E-mail (optional)

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

I am a SE Portland resident and daily transit commuter into downtown Portland. Based on several public meetings and project reports on the Lake Oswego transit project, it appears clear that the project team is set on moving forward with a design option to extend Streetcar on OR43. I have several concerns with this option and do not feel that it most effectively addresses the projects primary goal of enhancing transit alternatives along OR 43. The results of the traffic analysis of both the street car travel times and Bus Rapid Transit (enhanced bus alternative) options are misrepresented in the EIS report. As someone who has frequently utilized "express bus" services to commute, it is clear that by removing the number of stops and providing frequent service would significantly reduce travel times through a corridor of this length by significantly more than the 4 minutes shown, and would also be significantly shorter than any street car alternative. The traffic analysis did not account for the traffic impacts from the diversion of traffic that would occur as a result of running the streetcar on OR 43. This would lead to a significant shift in traffic onto I-5 and 99E and 99W. With only 11 streetcar, the overall carrying capacity on this route will be reduced causing more pressure on other roads. Several national studies have shown that the most effective means of adding capacity to a corridor is bus rapid transit. The OR43 in-street options also appear to be less efficient in travel time and peak hour riders when compared to the Willamete shore line alternative. The cost of the streetcar alternatives greatly exceeds the initial cost of the enhanced bus alternative. With a difference of about \$300M, the recovery cost due to reduced maintenance (\$1.25M for streetcar versus \$2.75M for enhanced bus) would take over 200 YEARS to recover. This is not exactly financially responsible given our existing economic climate in Oregon. This report also understates the operating cost of the streetcar alternative. It does not account for the capital cost of replacing aging streetcars (11 cars at nearly \$4M each) signals, catenary wire, track repairs, etc. In addition to cost and travel times, I have some serious safety concerns with adding streetcar tracks to an existing road. I have personally experienced instances where I have felt like I have less control both steering and braking on streetcar and lightrail tracks in the roadway. There do not appear to be any mitigations proposed as part of these alternatives. In addition to vehicle safety, I know 3 people who have been injured on bicycles crossing streetcar tracks in the last year. Two of these people were actually hospitalized from broken bones. There must be some form of safety mitigation included in these alternatives! I feel that the most effective alternative for addressing the project purpose of enhancing transit from Lake O, West Lynn and Portland is clearly the enhance bus option.

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

Print



Date 1/31/2011

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Daniel Williams

Affiliation (if any) \_\_\_\_\_

Address (required) 17226 Tualatin St Lake Oswego, OR

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

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

The proposed streetcar extention to Lake Oswego is the wrong transit option for Lake Oswego. The best solution is to maintain the rail easement by continued use of the trolley running in on weekends, with expanded service during the season of Farmers Market. Enhanced bus will provide greater transit service and flexibility for service in the future. The proposed streetcar fails on many fronts:

Financial- The Lake Oswego cost has risen from zero two years ago, when all that we had to contribute was our interest in the existing rail line to 30 million and climbing, plus the rail line. No matter how you look at it either through a LID , or a Urban Renewal District this will take money from schools, police and fire.

Metro has told us that building the street car would not have a meaningful impact on reducing congestion on HWY 43.

The community of Lake Oswego would be damaged by the operation of the street car in multiple ways. Chief among those is the constuction of a 3 story above ground 300 car transit only parking garage in the Albertson's parking lot. Talk about screwing up traffic on 43! People trying to get in and out of that parking garage will cause gridlock and harm the existing residents of Old Town and Foothills. The possibility of increased crime is also a concern.

The ridership numbers being cited by the proponents of the street car require density and zoning changes that are inconsistent with Metro's own stated goals.

For these reasons and many others, I have decided my local prederred alternative is ENHANCED BUS NOT STREET CAR.

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



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Jonathan Winslow

Affiliation (if any) \_\_\_\_\_

Address (required) 726 NW 11th Ave #6006 Portland, OR 97209

E-mail (optional) jswinslow9@yahoo.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

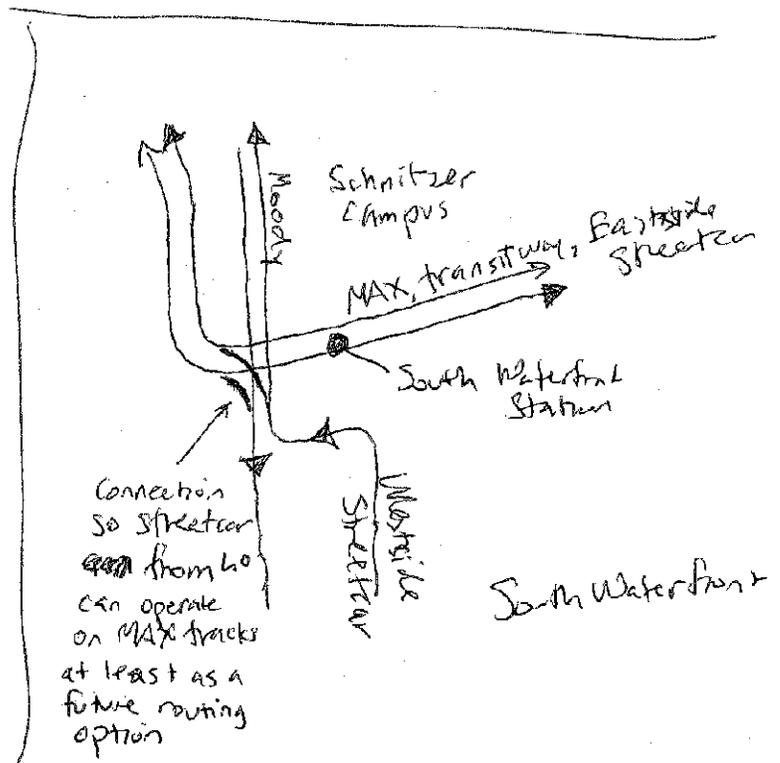
- Please keep the transit improvement on the Willamette Shore Line right-of-way for the fastest trip. This track has been in use <sup>antiquous</sup> for over 100 years don't let NIMBYs in new houses along the route eliminate a transit improvement to the benefit of all.
- Please also select streetcar as the preferred mode so that it can continue from the South Waterfront.
- would like ~~the~~ see the streetcar have the ability to operate on the MAX tracks into Downtown (where the new TriMet bridge junction is in South Waterfront) for an even faster trip
- Consider a gradual low cost improvement to the Willamette Shore Trolley, even if it isn't connected into the Streetcar line - riders can always just walk one block from Lowell Streetcar terminus to Bancroft trolley terminus in the South Waterfront → This is if you can't do a full streetcar <sup>option in this corridor</sup>

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012

- If the route does run on Macadam please keep it as much as possible in an exclusive lane & it is not slowed down by auto traffic on Macadam, also please use the old spur at SW Carolina if this does run on Macadam so as to avoid the two slow hairpin turns proposed at Macadam @ Carolina.
- Prefer preference in right-of-way to Streetcar over trail if one has to take precedence. Though I also do want to see trail in addition to rail



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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) Anne Woodbury

Affiliation (if any) \_\_\_\_\_

Address (required) 2227 Hillside Dr Lake Oswego, OR 97034

E-mail (optional) swmjrm@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

As a long-term resident of Lake Oswego, and a bus commuter to downtown Portland, I enthusiastically support the idea of a streetcar. Having a greener way to get to my office, saving time and keeping additional polluting buses off the road would be most welcome. Bus service is not sufficient as it is - most days people are standing on the #35 bus, morning and evening. As our population inevitably grows, the buses will be further strained. We need the streetcar to alleviate this pressure and provide the commuter with another option. We also need commuter parking in Lake Oswego. I would submit that many more people would use the bus or streetcar if there was a safe place to leave one's car. Most of Lake Oswego is inaccessible to public transportation and so we must have a viable option for parking in order to use buses and streetcar. And, given the cost of TRiMet vs. downtown parking, if we want to keep cars out of downtown, that parking must be free and plentiful.

I hope to grow old in Lake Oswego but the availability of transportation is concern - moving to Portland with more frequent buses may become necessary.

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



Date \_\_\_\_\_

### Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Katherine E Worsley

Affiliation (if any) \_\_\_\_\_

Address (required) 1877 Woodland Terr Lake Oswego 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

① Community effects - our liveable small city will be negatively affected with increased populations in all areas of the city, there will be heavier use of cars and more cars coming into the city. Density of housing will negatively impact our neighborhoods, our parks, our schools and our peaceful way of life.

② Environmental impacts - very detrimental to rivers edge and Tryon Creek. Not to mention that development in the Foothills area will impact the wetlands and the fact that it is a flood plain. And there is a sewage treatment plant in the Foothills area.

③ Transportation - the streetcar will not solve the traffic issues on Hwy 43. Commuters traveling from Oregon City and West Linn will need to transfer from bus to streetcar in Lake Oswego. They have not been included in this discussion.

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- ④ Finance  
Lake Oswego City Council plans on using Urban Renewal - TIF financing. This will take more money away from the local schools and they already are \$5 million in the hole for this year. This will further bankrupt our city.
- ⑤ Alternatives - Enhanced and express buses. \$400,000 per bus vs \$458 million for a streetcar that won't solve traffic issues during rush hours.

**From:** Kathe Worsley [katheworsley@yahoo.com]  
**Sent:** Monday, January 31, 2011 7:42 AM  
**To:** Trans System Accounts  
**Subject:** NO to Portland to Lake Oswego Streetcar

**Cost is a huge factor:**

\$458 million to just build the streetcar let alone run it. One bio-diesel bus costs \$400,000. An intelligently scheduled bus system would alleviate a lot of the issues. The only real time there is a lot of traffic is of course during peak commute hours. According to the streetcar proponents it will not alleviate gridlock as there will still be a lot of cars during peak commute times.

Having more frequent buses ( 35, 36 and 37) running during the hours of 6am-930am and 330pm-7pm would enable commuters to leave a lot of cars at home eliminating the need for a huge ugly parking lot.

There is the argument that the streetcar would cost less to maintain. There are a lot of years of maintenance for the buses in \$458 million not spent on the streetcar.

**The elements:**

Snow or ice will keep the streetcar from running. There are buses available that have chains built into the bus eliminating a lot of problems when it snows or we have a lot of ice. I believe Seattle has those.

Earthquakes will stop the streetcar. Buses can change routes.

**There are many environmental reasons NOT to build the LO/PDX streetcar:**

**Ecosystems (section 3.8)**

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

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

**Fisheries would be impacted via permanent stream channel alteration, in-stream construction work, permanent loss of riparian vegetation and aquatic habitats.** If the streetcar alignment were constructed, fish salvage/exclusion plans would be required; but unfortunately, Lake Oswego has not had strong performance in that area during the recent draw down of the lake for the sewer construction project. Many fish were killed during that project, including 60-year-old sturgeon. We are concerned about a repeat situation.

Additionally, **several rare Oregon White Oak trees would have root zone impact.** The DEIS indicates: *“At this level of design, specific avoidance and minimization measures have not been evaluated, but will be developed and employed to the extent practicable.”* We are concerned that there are no viable measures for protecting these rare trees.

### **Parkland and Recreation Areas (section 3.6)**

The Parklands and Recreation Areas report indicates that the streetcar alignment would cross by/through/near 18 park, recreation and natural areas.

**The evaluation does not take into account the noise and vibration impacts of the streetcar alternative on the wildlife in the corridor.** Noise and vibration studies indicate significant impact on the housing and businesses in the area so we would assume the impact on wildlife would be significant and damaging.

**We also question the “proximity impacts” the streetcar option will have** on these public parks with streetcars rolling by every 7 to 12 minutes. Certainly this doesn’t provide a serene park setting as would be expected in public parks and natural areas along the riverfront. Visual changes would also occur in many of these park areas due to the construction of the streetcar and wildlife would be impeded from crossing the streetcar line due to the frequency of the streetcar traffic.

### **Hydrology and Water Quality (section 3.9)**

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

The DEIS indicates that 4 wetland areas and 23 “observed waterways” would be impacted, including **crossing over the very sensitive Tryon Creek area.**

**Also of concern is the significant acreage that will be disturbed for construction of the streetcar: 56 to 71 acres—all within an area that fronts the Willamette River.**

**Earthquake/Landslide Area (section 3.7)**

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

With all the above mentioned concerns I believe the best thing to do is have a better bus system and use the rail line as a bike path and walking trail. That would solve the issue of no safe pathways for bikes going to Portland on highway 43. I know there is the problem of the rail line reverting to the abutting property owners, but I bet there is a way for all parties to agree to this idea.

Thank you for reading, recording and noting these relevant concerns and solutions.

Katherine E Worsley

1877 Wodland Terrace

Lake Oswego OR 97034

503-636-5057

[katheworsley@yahoo.com](mailto:katheworsley@yahoo.com)



Metro

Date 12/9/10

**Lake Oswego to Portland Transit Project**

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

(Please print)

Name (required) YORAM YAKIMOWSKI

Affiliation (if any) \_\_\_\_\_

Address (required) 5050 SW LANDVIEW UNIT 101

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Comment (use back or attach additional sheets if necessary)

Regarding the John's Landing Rail plan I oppose the river front suggestion and support the on Macadam Full for the river area:

- (1) recreational use of the river path will conflict and cause pedestrian danger if the rail east of Macadam is
- (2) value of real estate will go down causing tax revenue loss
- (3) rail will run through Willamette flood plain resulting in traffic intercept when river floods & environment hazard.

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

**From:** Dee Young [djy@teleport.com]  
**Sent:** Sunday, January 16, 2011 4:17 PM  
**To:** Trans System Accounts  
**Subject:** Input on the PDX to Oswego Streetcar.

Dear Sirs, I

I am writing to input my support for the Streetcar Option. Highway 43 is congested and backs up badly during rush hours today. Doing nothing is NOT an option. A bus will only be a large vehicle stuck in the traffic. We have the possibility of access to federal funding for the Streetcar project, and Oswego's share can partially be paid by the ownership of the right of way of the trolley. We might not have as easy access to federal monies in the future. We must build for the future today. I strongly urge you to adopt the Portland to Lake Oswego Streetcar plan.

Mary L. "Dee" Young  
17630 Cardinal Dr.  
Lake Oswego. Oregon 97034



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

(Please print)

Name (required) TRAUTE ZAGUNIS

Affiliation (if any) \_\_\_\_\_

Address (required) 13324 SW Fiddling Rd, Lake Oswego OR 97034

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> Land use and planning  | <input type="checkbox"/> Economic activity | <input type="checkbox"/> Community Effects | <input type="checkbox"/> Public safety and security         |
| <input type="checkbox"/> Environmental impacts  | <input type="checkbox"/> Transportation    | <input type="checkbox"/> Finance           | <input type="checkbox"/> Alternatives and/or design options |
| <input type="checkbox"/> Section 4(f) preliminary findings of <i>de minimis</i> impacts to public parks | <input type="checkbox"/> Other _____       |  |   |

Comment (use back or attach additional sheets if necessary) Steering Committee

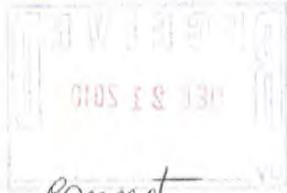
Carefully studying the maps available to us at the meeting at the Lakewood Center in Lake Oswego on the 16<sup>th</sup> of December 2010, I am disappointed at the fact that neither the tunnel nor the trestles are marked as such on the existing maps. The width of some some of the right of way is narrow in many places for a two-way rail system.

We all realize that transportation from Lake Oswego to Portland State + downtown should be considered, but not at the expense the present plans will incur. A direct bus line, with only one or two stops during rush hour traffic will be a better solution. (A local bus can stop at all the stops).

Consider people who live in West Linn or the future Teacher Farms, a bus line can be extended that way, whereas a streetcar

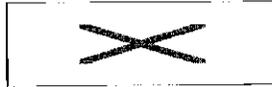
For questions about or problems with this form, call 503-797-1756 or email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

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



cannot.

Respectfully submitted  
Traute Zagunis



Date 1/31/11

## Lake Oswego to Portland Transit Project

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

(Please print)

Name (required) Bill Zander

Affiliation (if any) \_\_\_\_\_

Address (required) PO Box 889, North Plains, OR 97133

E-mail (optional) \_\_\_\_\_

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

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

Environmental impacts and/or design options     Transportation     Finance     Alternatives

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

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

The trolley line to Lake Oswego won't ease congestion on Hwy 43. The few riders (relative to hours of operation) who now ride the bus may change to riding the trolley, but none of the drivers will switch.

This is an incredible waste of taxpayer money. A business plan for operation of a project like this could never get funded by a bank, cause it makes no sense.

Once in operation it will be yet another drain on TriMet operating funds

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**From:** Randy Zmrhal [randy@zmrhal.com]  
**Sent:** Sunday, January 30, 2011 7:19 PM  
**To:** Trans System Accounts  
**Subject:** Lake Oswego to Portland transit project

I support the no build option, leaving the increased bus ridership on Highway #43, should any increased ridership actually materialize, to the TRI-MET planners at that time.

I think the streetcar option is "fools gold", an incredibly expensive transportation capability for little if any improvement on Highway 43. I am a resident of Lake Oswego, and would prefer any monies spent by the City of Lake Oswego to directly benefit INTRA-CITY transportation Lake Oswego.

I do not support turning our charming bedroom community into a Portland South Waterfront type community, destroying the character of Lake Oswego that so many of us have helped to build.

In these troubling and rather depressed economic times, especially in the state of Oregon, it is time to focus limited monies on high priority areas within Lake Oswego, rather than huge projects with unknown costs like the streetcar.

I am against the streetcar and spending any additional Lake Oswego taxpayer money to support it.

Randy Zmrhal  
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