

# Dan Hassin

**#335200 | November 1, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Transit Project LPA, Recommended Draft**

I'm a neighbor who lives within 3 blocks of the MPA and within 2 blocks of the proposed Raleigh street car station. I moved to Portland recently, and spend a lot of my time walking and biking around the neighborhood. I could not be more excited about this project, and look forward to all of the following community benefits: - would serve and catalyze a new dense, mixed-use neighborhood (MPAP) - would rebuild 23rd Ave (the drainage on many sidewalk corners on 23rd is BAD!) - would extend the street car through an area that is about to explode in population due to new housing density in Slabtown - would encourage more car-free trips to downtown, including expanding what's already a one-seat ride to the PSU Saturday market - would broaden transit access to the amazing nature and recreation in Forest Park, so that Portlanders outside of the neighborhood can enjoy it more easily

Testimony is presented without formatting.

# John Smith

**#335210 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Transit Project LPA, Recommended Draft**

Streetcar is not a cost effective way to serve the area. The cars are built in too small of volume to enable proper support of the cars. Presently there are problems procuring safety critical parts for the streetcars and because the low numbers in existences it will only get worse. Like car 15 that has sat in the yard for many years it is challenging to build a suitable modern streetcar and support it. There are buses which can be made to look like streetcars which are far more cost effective because they build 10000 of them so there are more parts and greater support to operate them. If you research the present cars prior to this order there is less than 100 of these cars built and only 10 ish are still in operation over a 10 year period. It is hugely expensive to integrate the control systems for these vehicles and thus if there is only a small number the costs are higher for each vehicle. This is why a bus based model is far more economical. Not to mention the costs and bother of laying and maintaining track and overhead power or batteries.

Testimony is presented without formatting.

# Joseph Totten

**#335211 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Transit Project LPA, Recommended Draft**

The streetcar in current form cannot provide the high capacity rapid transit desired. As part of this plan, we must do more to keep the streetcar on time throughout the network, including making lanes transit only through downtown and in the extension. Additional monies must also be spent to increase frequencies to under 10 minutes all day. Otherwise this mode of transit cannot bring the capacity nor connections needed to serve the area.

Testimony is presented without formatting.

November 13 2024

**Portland City Council**  
1221 SW 4<sup>th</sup> Avenue 110  
Portland, Oregon 97204

Via electronic mail  
[councilclerk@portlandoregon.gov](mailto:councilclerk@portlandoregon.gov)

**RE: Montgomery Park Area Transportation Plan Recommended Draft**

Portland City Council et al:

**By Resolution:** the NW District Association opposes the *Montgomery Park Area Transportation Plan Recommended Draft*.

The NW District Association greatly appreciates the efforts of Barry Manning, Shawn Canny and other BPS and PBoT staff in engaging the NW District Association over the last five years regarding the future of our neighborhood north of NW Vaughn St.

The NW District Association does not oppose the long-envisioned extension of streetcar service to Montgomery Park. The NWDA does oppose, however, specifics of how the proposal is being brought forward in the current *Montgomery Park Area Transportation Plan Recommended Draft*, and propose the following actions and amendments to better align the *Montgomery Park Area Transportation Plan* to the long-expressed concerns and hopes of its citizen neighbors :

**1. Streetcar Routing, One-way and Specialized Streets**

The MPAP area is not in the middle of the City, it is a circulatory cul-de-sac from a transportation planning perspective. The MPAP proposes to create one-way and specialized streets, that while such streets may be appropriate elsewhere, they are not necessary or desirable in the Montgomery Park Area. ***Provide general purpose, typical streets that have the flexibility and versatility that is actually needed in the area, and not street sections that are solely based on streetcar operations preferences.***

1.	<b>Amendment – Appendix A, Preferred Alignment Overview, p.13, Comparison of Alternatives</b>
a.	Reassess the scoring of Option E to reflect a more complete consideration of several factors;

b.	Reconsider the use of one-way streets and bike routes on streetcar streets;
c.	Reinforce the critical commercial main streets character, and include urban design considerations in the comparison of alternatives;
d.	Identify the probable transportation plan for the area if funding for streetcar is unavailable.

- *The proposed Locally Preferred Alternative was determined by an incomplete evaluation of the alternative routes in which inaccurate or incorrect assumptions caused Option E, preferred by the neighborhoods and ownership groups, to be scored lower than the Preferred Option, and did not take into account any urban design considerations. The evaluation needs to be reassessed and completed with accurate information regarding a.) RoW acquisition, b.) operations at 23<sup>rd</sup> and Wilson, and c.) the incompatibility of the proposed one-way street sections with viable commercial main streets;*
- *The LPA proposed streetcar routing is in conflict with the urban design goals and objectives for a successful 'Complete Neighborhood';*
- *The MPA Transportation Plan needs to be fully reconsidered to reflect the specific characteristics and opportunities of the area, and not rely too much on the NACTO standards or 'Complete Streets' and other policy formulations that are not applicable to the actual local conditions of this unique area.*
- *Provide an alternative arrangement if streetcar funding were to become unavailable.*

The NWDA understands that our northern neighbor, the NW Industrial Business Association, as well as the Working Waterfront Coalition and the Columbia Corridor Association all have the same concerns regarding what is being proposed in the *Proposed Draft*. The NWDA's position of opposition the current *Recommended Draft* is taken only after years of endeavoring to have these elements of the plan reconsidered, adjusted and incorporated.

Best Regards,  
Northwest District Association



Greg Theisen  
*Chair, Planning Committee, NW District Association*

# Steve Pinger

**#335222 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Transit Project LPA, Recommended Draft**

Testimony and proposed amendments are attached

Testimony is presented without formatting.

# Thomas Busse

**#335225 | November 14, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Transit Project LPA, Recommended Draft**

I urge a no vote on the Locally Preferred Alternative because the decision to use an off-wire extension will permanently complicate capital planning for the entire streetcar system. Most modern American streetcars were built after a 2010 FTA funding criteria changed making streetcars eligible for federal grants. The result was nationwide standardization of streetcar standards. Currently, Portland streetcars can operate in Detroit, DC, Kansas City, etc. and vice versa, and this makes the procurement of both new and used rolling stock cheaper and simpler. Due to the federal Buy American act, there is a backlog for rolling stock manufacturing, and the decision to build a "gadgetbahn" means any Portland order would have to be customized requiring factory retooling. Such a project set back Bay Area Rapid Transit's fleet replacement by 20 years and doubled the cost because the system was built to broad gauge. Moreover, battery technology adds to the weight of the vehicle, making it less efficient and requiring additional maintenance. Similarly, the dual power mode of Boston's blue line subway has held back fleet replacement. In addition, battery technology is evolving and may not be replaceable in the future and also involves the problem of environmental disposal - such vehicles cannot be dumped at sea to create artificial reefs. I urge the council to only consider a wire-on option and standardized design so Portland's procurement can be more competitive.

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