

Station 2: Rank goals in order of importance

Goal 1: Safety	Goal 2: Transportation Choice	Goal: 3 Efficiency	Goal: 4 Convenience	Goal: 5 Accessibility	Goal: 6 Sustainability	Source
1	1	2	2	1	1	comment form
1	3	4	2	5	6	comment form
1	3	5	6	4	2	comment form
3	1	4	6	5	2	comment form
1	3	6	4	2	5	comment form
3	2	4	5	1	6	comment form
1	4	2	5	6	3	comment form
1	4	2	5	3	6	comment form
1	2			3		comment form
I didn't find this station useful because there was no info on financial impacts of these goals						comment form
1	2	5	3	4	6	comment form
1	3	2	4	6	5	comment form
2	6	4	3	1	5	comment form
4	1	6	2	5	3	comment form
1	1	1	1	1	1	comment form
4	6	3	5	3	6	comment form
1	2	5	3	4	6	comment form
1	6	2	5	3	4	comment form
2	1	6	5	3	4	comment form
1	3				2	comment form
3	2	4	5	1	6	comment form
5	1	4	6	2	3	comment form
1		2		3		comment form
3	1	6	4	2	5	comment form
1	5	4	3	2	6	comment form
this is the wrong question to ask. Safety, choices, efficiency need not be traded off						comment form
3	1	2				comment form
2	5	1	3	4	6	virtual open house
3	1	5	6	2	4	virtual open house
1	5	2	4	3	6	virtual open house
1	2	6	4	5	3	virtual open house
1	3	2	3	3	3	virtual open house
2	1	5	6	3	4	virtual open house
2	1	3	5	6	4	virtual open house
6	6	6	6	6	6	virtual open house
2	6	3	5	1	4	virtual open house
1	2	3	6	5	4	virtual open house
2	1	6	4	3	5	virtual open house
1	2	4	5	3	6	:Total Rank

Getting to and from work: What improvements are needed to make it easier for residents and employees to get to their place of work, both inside and outside of Lake Oswego?

Comment	Source	Theme
<p>Lake Oswego is not pedestrian-friendly. Continuous sidewalks or dedicated pathways with protective automobile barriers are needed on Boones Ferry Road, Bryant, Lake View, South Shore, West View, and many other through streets. I am only mentioning the streets that would make it easier for residents of our neighborhood to access the commercial areas of the city, and for employees to access our business on Boones Ferry Road. This is so obvious, I can't believe the city has not already made the improvements. Don't buy the 'rural character' argument (against sidewalks), which means neglecting safe routes to school and work.</p>	<p>Open City Hall</p>	<p>Need Ped Improvements</p>
<p>I must be in the minority, as I live and work in Lake Oswego. I made the conscious decision to move my family here, where I was already working, to avoid a 15-mile one-way commute on 217. Schools were the other big factor, of course, but not having that stressful commute each day has improved my lifestyle so much! I now often walk or bike the 1/2 mile to my office next to my kids' school. My wish is to see funding dedicated to the Boones Ferry Road Refinement plan (and Village Plan) so that more people can leave their cars at home and safely navigate Boones Ferry Road, especially at the intersection with the post office. My kids have nearly been run over by careless drivers, and we know many, many other families with close calls and one girl who broke her foot from being run over. Having dedicated bike lanes and slowing down traffic on Boones Ferry, with wider sidewalks for pedestrians to stroll and actually browse the stores and restaurants in Lake Grove would be a huge plus for this community. Again, I made the choice to live where I work, which is not too common here, but I think everyone benefits from offering more transport options that force us out of our cars and interact more directly with each other. Plus it's healthier!</p>	<p>Open City Hall</p>	<p>Dedicated bike lanes and sidewalks along Boones Ferry</p>

20 years ago I suspect most people in LO worked in downtown Portland. But that was 20 years ago. With the exit of corporate headquarters from downtown Portland, most LO residents probably now work in the suburbs, including Kruse Way. That means we cannot solve our commuting problem by simply dealing with the connections between LO and Portland. Our world is far more complicated than that. To deal with commuting, we need a whole plate of solutions. Better bike lanes and sidewalks to allow easier non-vehicle access to the Kruse Way and downtown employment areas makes sense. Better timing of traffic signals on roads such as Kruse Way and installation of permissive yellow turn signals will allow traffic to flow smoother. Also, let's not forget to greatly improve broadband access so people can work from home and not have to commute. These types of solutions are far less expensive than building more roads and streetcars and will have a much more positive impact on livability in Lake Oswego.

Open City Hall
Need Ped/Bike Improvements.
Better timing of traffic signals.

I live and work in LO. My workplace is within a mile from my house. My kids's school is less than a mile away. However due to the fact that we don't have any sidewalks and or a bike path we are forced to drive. The current road near our house is way too dangerous for pedestrians. Give me a sidewalk near where I live (off of Carman Dr on South side of Kruse Way) and I will be happy to leave the car at home for our daily commute.

Open City Hall
Need Ped/Bike Improvements

I commute by bicycle regularly from downtown Portland to Lake Oswego via SW Terwilliger. One of the most dangerous stretches of road with regard to bicycling is State Street between Terwilliger and McVey. ODOT and Lake Oswego need to provide a bicycle lane or at a minimum change the storm drains so that bicycles can more easily ride near the curb.

Open City Hall
Safer biking on State St. btw Terwilliger/McVey

Now that it has become clear that there is not enough money for the streetcar project, I would like to see a beautiful bike and pedestrian path laid where the streetcar would have gone, so that more commuters can safely bike to work in Portland. Highway 43 is very dangerous for bikers; the path would be a non-invasive and economically feasible use of the old tracks, still another asset to our community.

Open City Hall
Bike/Ped Path were streetcar was going to be

It would be interesting to know the approximate percentage of people who 1. work out of their homes, 2. live and work in LO, 3. live in LO and work outside the city - East, West, North, South. What is short term/long term trending and forecasting for home offices/commuters? The transportation issues will of course be different for each subgroup. That said, bike paths/walking paths, carpooling, rethinking traffic light timing, should certainly be considered. As another poster mentioned, it is important to look at "cut-through" traffic patterns in neighborhoods as well as increased speeding/congestion, especially in elementary school neighborhoods that are absorbing closed school students.

Open City Hall

Need Ped/ Bike improvements, carpooling, traffic light timing. Need to look at "cut-through" traffic Ped/bike improvements.

buses, streetcars, trolleys - all manner of public transportation; plus sidewalks and bike lanes. and a roundabout at Country Club is overdue - it would improve traffic flow and safety
A trolley to Portland would be nice.

Open City Hall

Need all forms

Open City Hall

Trolley to Pdx

It would be wonderful if the lights on Hwy 43/State Street could be on a longer "green" timer during the morning rush (for me, the morning rush is generally around 7:50 AM). When the lights are not coordinated, and I have to stop at every light on State Street (I enter from McVey) the road backs up and traffic moves very slow. The lights on A street seem to be coordinated quite well; most of the time once I hit a green light on A street I make all of them up through 8th.

Open City Hall

Time traffic signals on State St.

Better timing and or re-timing lights--yellow caution turn signals on all turn lanes (except safety area concerns) This is a fairly low cost item with major improvements (benefits) in traffic flow of all transportation people movers/vehicles.. Improve transportation to the South.. Stafford Rd. ? --Better bus service and car movement from LO to I -205--Than better service from that area...

Open City Hall

Better timing of traffic lights

I have lived and worked in Lake Oswego for over 40 years. I have worked in downtown Portland, in Vancouver, in Johns Landing and now work from home. I have never had any problem in driving/commuting to any of my locations. When I first moved here I did occasionally use the bus to get downtown - an experience I would hope to never experience again. Crowded mass transportation, waiting in the rain and snow, hot cramped buses in the summer, etc. is not a very pleasant way to start or end a day. The only transportation issue I think the City needs to address is the condition of our roads. The condition of many of our side streets is deplorable - money that should have been spent on keeping them in good shape has been spent on consultants, Foothills development, streetcar, etc. Please repair our roads - maintain what we have. The majority of people in our City want to continue to drive to work, run errands, etc. - and we want and expect our roads to be in good condition.

Open City Hall

Improve roadways

I live inside the city limits. Please improve and/or widen roadways. Streetcars and bicycle lanes are NOT a good (nor efficient) utilization of our tax dollars.

Open City Hall Improve/widen roadways

Of course improved bus service is one way to make it easier to get around LO and outside, but Tri- Met has its problems with funding so I don't expect improvements soon. Improved roads would help -- maybe not help us get around but certainly would help us drive better. The increasing number of pot holes certainly does not increase our reputation for "sustainability". Lots of tires are ruined waiting for the city to properly maintain our roads.

Open City Hall Improve roadways

Strongly discourage cut-through traffic through neighborhoods except by using arterial streets. This is probably not entirely possible to enforce 100% because the definition of "cut through" is fuzzy and highly subjective. Generally when drivers are cutting through an unfamiliar neighborhood other than their own, they are usually speeding. Strongly Discourage parents from chauffeuring their children to and from school. Let the school district bus service do the shuttling. This behavior/habit is causing untold congestion, unnecessary vehicle emissions and fossil fuel use. This also applies to students in high school who are allowed to drive to and from school. I'm sure there are a million reasons why a high school student thinks he/she should drive themselves rather than using the bus service, but I don't believe the reasons justifiable. Strongly emphasize in our community that carpooling and shuttle service should be increased. Build more electric vehicle recharging stations of all kinds. Encourage businesses to allow more flex working schedules for their employees.

Open City Hall Discourage "cut thru" traffic. Discourage parents driving kids to school.

I also live and work in Lake Oswego, but realize many (most) do not experience that luxury. The sore spot in my commute (even while taking kids to school) is the 6-way stop on Country Club Road. Too often I've seen impatient drivers be aggressive towards drivers that hesitate just a second or two longer than they should. Most of us don't want a traffic signal there, but how about a roundabout? I've seen opposition for (during the planning stages) but success with the large roundabout on Borland Rd in West Linn. Just a thought. Maybe some consideration could be made for this hazardous intersection.

Open City Hall Improve 6 Corners

Station 3 - Planned Projects and Funding: How should the city prioritize funding for transportation improvements?

Comment	Source
Constructing sidewalks/pathways where gaps exist, providing/improving roadway crossings, adding bike lanes to fill gaps/expand the bike network, improving public transit options	Comment Form
constructing sidewalks/pathways where gaps exist, keeping all facilities operating efficiently	Comment Form
constructing sidewalks/pathways where gaps exist, adding bike lanes to fill gaps and/or expand the bike network, improving locations with identified safety concerns	Comment Form
providing/improving roadway crossings, improving locations with identified safety concerns, boones ferry improvement	Comment Form
constructing sidewalks/pathways where gaps exist, improving public transit options, improving locations with identified safety concerns	Comment Form
constructing sidewalks/pathways where gaps exist, adding bike lanes to fill gaps and/or expand the bike network, improving locations with identified safety concerns	Comment Form
constructing sidewalks/pathways where caps exist, providing/improving roadway crossings, adding bikelanes to fill gaps and/or expand bike network	Comment Form
Providing/Improving roadway crossings, Keeping all facilities in a good state of repair, keeping all facilities operating efficiently	Comment Form
Constructing sidewalks/pathways where gaps exist, providing/improving roadway crossings, enhancing transit stops/stations	Comment Form
keep all facilities in a good state of repair, keeping all facilities operating efficiently, widening roads and/or improving intersections to reduce congestion	Comment Form
constructing sidewalks/pathways where gaps exist, providing/improving roadway crossings, improving public transit options	Comment Form
what facilities do you mean? The boones ferry refinements and LGVC plan addresses all of the bulleted points for lake grove and boones ferry. Continue to repair roadway surfaces, striping, heaving sidewalks, and pathway without cutting trees	Comment Form
improving locations with identified safety concerns, keeping all facilities in good state of repair, keeping all facilities operating efficiently	Comment Form
constructing sidewalks/pathways where gaps exist, adding bike lanes to fill gaps and/or expand the bike network, improving locations with identified safety concerns	Comment Form
providing/improving roadway crossings, improving locations with identified safety concerns, widening roads and/or improving intersections to reduce congestion	Comment Form

constructing sidewalks/pathways where caps exist, adding bike lanes to fill gaps and/or expand the bike network	Comment Form
constructing sidewalks/pathways where gaps exist, providing/improving roadway crossings, adding bike lanes to fill gaps and/or expand the bike network	Comment Form
constructing sidewalks/pathways where gaps exist, improving public transit options, keeping all facilities in a good state of repair	Comment Form
constructing sidewalks/pathways where gaps exist, providing/improving roadway crossings, improving public transit options	Comment Form
providing/improving roadway crossings, enhancing transit stops/stations, keeping roads in a good state of repair	Comment Form
constructing sidewalks/pathways where neighborhood associations identify as needed, improving locations with identified safety concerns - Boones Ferry Road in particular, keeping all facilities in a good state of repair	Comment Form
street maintenance/paving. Improve bus service. TriMet modernize bus fleet.	Comment Form
improving public transit options, improving locations with identified safety concerns, keeping all facilities in a good state of repair	Comment Form
do not spend money or allocate space to bikes!	Comment Form
Constructing sidewalks/pathways where gaps exist ;Enhancing transit stops/stations (e.g. shelters schedules real-time arrival information);Keeping all facilities in a good state of repair;	Virtual Open House
Adding bike lanes to fill gaps and/or expand the bike network;Improving locations with identified safety concerns;Keeping all facilities in a good state of repair;	Virtual Open House
Keeping all facilities in a good state of repair;Keeping all facilities operating efficiently ;Widening roads and/or improving intersections to reduce congestion;	Virtual Open House
Constructing sidewalks/pathways where gaps exist ;Adding bike lanes to fill gaps and/or expand the bike network;Keeping all facilities in a good state of repair;	Virtual Open House
Constructing sidewalks/pathways where gaps exist ;Adding bike lanes to fill gaps and/or expand the bike network;Improving locations with identified safety concerns;	Virtual Open House
Providing/Improving roadway crossings (e.g. crosswalks curb extensions signage lighting signals);Adding bike lanes to fill gaps and/or expand the bike network;Improving public transit options (e.g. more routes expanded hours better frequency);	Virtual Open House
Constructing sidewalks/pathways where gaps exist ;Adding bike lanes to fill gaps and/or expand the bike network; ; Adding bike path on highway 43 rail line	Virtual Open House
Keeping all facilities in a good state of repair;Keeping all facilities operating efficiently ;Widening roads and/or improving intersections to reduce congestion; ;	Virtual Open House

<p>Enhancing transit stops/stations (e.g. shelters schedules real-time arrival information);Improving public transit options (e.g. more routes expanded hours better frequency);Improving locations with identified safety concerns;</p>	<p>Virtual Open House</p>
<p>Constructing sidewalks/pathways where gaps exist ;Adding bike lanes to fill gaps and/or expand the bike network;Improving locations with identified safety concerns;</p>	<p>Virtual Open House</p>
<p>Constructing sidewalks/pathways where gaps exist ;Providing/Improving roadway crossings (e.g. crosswalks curb extensions signage lighting signals);Adding bike lanes to fill gaps and/or expand the bike network;</p>	<p>Virtual Open House</p>

Station 4 - Quadrant Connectivity		
Type	Comment	Source
Connectivity	suggest multi-use streets with pedestrian priority in neighborhoods to reduce cut-through traffic and provide safe walking and biking.	Comment Form
Connectivity	just in general, we could use smaller buses for connectivity. This town will never be a completely walk/bike community. It would also serve an again community	Comment Form
Connectivity	SE: none required in Westridge neighborhood - in my opinion	Comment Form
Connectivity	walking path along country club, 10th and A	Comment Form
Connectivity	The connectivity is adequate now through the city	Comment Form
Connectivity	we're already connected	Comment Form
Connectivity	More sidewalks and well marked bike lanes. Bike paths away from heavily travelled roads wherever possible .	Virtual Open House
Connectivity	Many neighborhoods can be navigated in their current state. I think the City needs to focus on safe CONNECTIONS between neighborhoods and business districts. For example the City should not work on improving cycling paths w/in Palisades neighborhood. They should work on CONNECTIONS from Palisades to the Lake Grove business district and downtown (well marked and signed bikepath on S. Shore and McVey. For example if I could safely get my kids to Lake Grove we could all bike to brunch or ice cream or something like that. W/in the neighborhood we can get to the park golf course and hazelia but really not much further due to safety issues.	Virtual Open House
Connectivity	Lack of bike pathways on Boone's Ferry in Lake Grove. Same on Main Area of State Street.	Virtual Open House
Connectivity	I also want to echo the concern above that the gap in the river pathway is unacceptable. The path needs to be continuous. There also needs to be a better path linking the Foothills area with the rest of LO.	Virtual Open House
Connectivity	The city has poor public transportation options.	Virtual Open House
Safety	Pedestrian walking paths separated from road on arterials; multi-use with pedestrian priority on neighborhood roads; track publicize, and set goals for accidents and percent safe routes, increasing each year	Comment Form
Safety	SE: police enforcement of speed limit (25mph)	Comment Form
Safety	NW: crossing at oakridge/reese/boones ferry. Lake grove post office is very dangerous. New senior residence on oakridge makes safety even more critical SW: Dangerous blind corner and boones ferry and upper drive.	Comment Form
Safety	SW: Dangerous blind corner at corner of boones ferry and sleepy upper drive	Comment Form
Safety	please enforce stop signs	Comment Form

Safety	<p>The Boones Ferry Rd. section mentioned above is definitely our No.1 priority for all of L.O. The safety of students as well as other pedestrians and bicyclists along this stretch of BF Rd. between Monroe Pkwy and Country Club/Kerr Prkwy. should be a priority for our community as well. There is no flashing light or cross walk markings during school hours at 'the student crossing area' mentioned above. Pedestrians and bicyclists going both ways have to share the same 'walkway' which is just an extension of the roadway and is sometimes as narrow as 2 feet at most. It is also cracked and slants downward toward the creekside. Meanwhile traffic is flying by at 40 + MPH at times. Northbound BF Rd. is dotted with potholes and other depressions which autos try to avoid thus swerving into other lanes and onto our 'walkway'. Several things have been done this past year to help the situations (sTree/brush removal and signage but much more needs to be done.</p>	Virtual Open House
Safety	<p>Safety - walking around the city can be hazardous since many streets need to be paved. There are a number of pot holes and uneven surfaces due to construction wear and tear or poorly patched surfaces.</p>	Virtual Open House
Safety	<p>Iron Mtn at Country Club A at 43</p>	Virtual Open House
Safety	<p>Keep South Shore path/bike lane well maintained and put in some barriers on curves so pedestrians are protected.</p>	Virtual Open House
Safety	<p>Paint striping signs and speed bumps.</p>	Virtual Open House
Safety	<p>The pedestrian light on A Avenue is very dangerous. I have seen several near misses as cars try to go through the yellow light before it turns red (even though it doesn't turn red). This is a MUCH more dangerous crossing now that that idiotic light was put in. The 'NO TRESSPASSING' signs posted on the railroad crossings are misspelled which make the command a joke</p>	Virtual Open House
Safety	<p>Definitely the above mentioned intersection which we pass through frequently. Narrow streets in First Edition with limited sidewalks. The road around the lake which has no sidewalks. Poor street lighting on Country Club Road.</p>	Virtual Open House
Safety	<p>HWY 43 bike path. Corner of Northshore and Albertson's parking lot. State & A - People still don't understand that there are pedestrian attempting to cross A and or State. Need of reeducation on 'dual' left hand turn lanes on from North Bound State onto West Bound A. Folks are still confused as to the rules. Any school zone - reeducation on flashing school zone sign.</p>	Virtual Open House

Safety	Same area mentioned above and for the same reasons. We understand that a major re-constructon of the area would require an expensive new wider road bed drainage pipes possible retaining wall environmental concerns for the streambed and much more. Although our family techically lives in Multnomah Co. (above Mtn. Park shopping Ctr.) our mailing address is Lake Oswego. We shop in support the community and have our life in Lake Grove and Lake Oswego DT. It is our home. I am retired now are are willing to volunteer my time and effort to work with others in the community to help find a solution to this dangerous section of the roadway and well as help maintain the adjacent watershed of this BF RD. section. Thank you for your interest	Virtual Open House
Congestion	someday "A" and "B" should be made one way - join at 4th. Not now-too much opposition and not a big problem.	Comment Form
Congestion	none - easy to get around. Rarely find traffic other than at state and A intersection	Comment Form
Congestion	Traffic congestion on McVey and McVey onto State St.	Comment Form
Congestion	state street	Comment Form
Congestion	no widening of our major roads	Comment Form
Congestion	Time the llights on A Avenue to be more friendly to those who commute. Currently the lights are timed so poorly that many drivers use the neighborhood streets which parallel A. properties.	Virtual Open House
Congestion	State Street between North Shore and B	Virtual Open House
Congestion	State street	Virtual Open House
Congestion	State street is the other congestion that impacts our family...coming into LO during rush hour. That whole area needs to be redesigned. Tear down the building on the east side of State and A to widen the street and provide more turn outs so there is a 'through' lane and a turning lane. Just and idea.	Virtual Open House
Congestion	Avenue A during rush hour and after school. State Street as mentioned above.	Virtual Open House
Congestion	State and A - People still do not utilize the east 2nd left hand turn lane thus creating a backup on State.	Virtual Open House
Congestion	Please see the previous comments pertaining to the section of Boones Ferry R.d between Monroe Parkway and the intersection of BF Rd. and Country Club and Kerr Parkway. Again I would like to volunteer my time and efforts to the community to improve this entire section of BF Rd. and keep the watershed of the near-by creek healthy. Thanks to the people who recently picked up the debri along the creekside as well as those responsible for cutting back the foliage. I have also done this on occasion my walks home from Lake Grove.	Virtual Open House

Station 5 - City-Wide Connectivity		
Type	Comment	Source
Connectivity	multi-use streets, pave and mark multi-use streets	Comment Form
Connectivity	more places for community in lake grove	Comment Form
Connectivity	I would 100% like to see the pathway that was earmarked for light rail to be used as a biking/walking path. That would serve the entire community	Comment Form
Connectivity	city-wide: sidewalks and paths	Comment Form
Connectivity	need a circulating bus within LO do not rely on metro	Comment Form
Connectivity	a city-wide shuttle for transporting people around the city	Comment Form
Connectivity	Intracity transit - not rail bus buses - that can connect us around the community	Comment Form
Connectivity	Gap between our neighborhood (Palisades) and downtown LO. There is an existing pathway on McVey but it is not safe for young children or older citizens in its current state. There could be some simple things to alert drivers that there are people on the pathway. Plus it is somewhat uneven for older citizens to navigate.	Virtual Open House
Connectivity	The gap in the river pathway just north of George Rogers Park. Lack of pathway on Cornell Road to Bergis Road.	Virtual Open House
Connectivity	1. The most critical connection is Lake Oswego with greater Portland because virtually every LO resident has work or activities in Portland. First there should be link to the Milwaukie light rail line at the Foothills area. If there is adequate parking this should be a pedestrian bridge that folks could walk over to get to the line. The ped bridge could be underneath the existing rail bridge similar to the Steel bridge in Portland. Also the rail line that runs parallel to highway 43 should be converted into a bike path that would link up with the spring water trail on the east side of the sellwood bridge which a bike lane on that bridge.	Virtual Open House
Connectivity	The distance to public transportation and frequency of service to the Southridge Heights area. Also the fact that our street trees bear fruit which rot on the sidewalks all summer long making walking on our sidewalks disgusting.	Virtual Open House
Connectivity	Access to GRP from Hallinan Heights Access to Downtown LO Ability to cross HWY 43 to reach bus stop	Virtual Open House
Safety	same as above	Comment Form
Safety	we should move away from busy arterial roads toward smaller neighborhood transportation with hubs in neighborhoods	Comment Form
Safety	big intersection at country club and iron mountain is unsafe	Comment Form
Safety	enforce speed laws	Comment Form

Safety	lighting along sidewalk near Waluga Park along Quarry	Comment Form
Safety	good as is	Comment Form
Safety	major highways	Comment Form
Safety	Boones Ferry Rd between Monroe Pkwy and intersecton of County Club and Kerr Pkwy. This is probably one of the most dangerous sections of road for pedestrians particularly students walking to LOHS and Jr. HI especially during 7:00-7:30 am. We have seen students trying to dart between busy commuter traffic going 40+ mph (posted at 35) just to get to classes. This is particularly hazardous in the dark winter months when the bright headlights of on-coming autos blind you to students racing across the roadway. They are often dressed in dark colors and try to cross BF RD. at the back driveway of LO high school. This is an accident waiting to happen !	Virtual Open House
Safety	Safety - Bike lane on Iron Mountain is missing lane on one side of the road.	Virtual Open House
Safety	Six corners and Iron Mtn for sure.	Virtual Open House
Safety	Painting and signs would go a long way. I feel there could also be a low divider/barrier of some sort on the pathways that share the road w/cars around the lake - primarily s. side of lake (McVey and S. Shore). I have seen places in Mpls/St. Paul where they have created such barriers.	Virtual Open House
Safety	The entire strip of McVey on the South side is unprotected for pedestrians. There are no crosswalks in all of McVey	Virtual Open House
Safety	I would like to see a pathway from the foothills area that crosses State Street safely and links the willamette shore to the rest of downtown LO. There should also be a pathway in the first addition area.	Virtual Open House
Safety	Messy sidewalks with rotting fruit on Bay Creek Dr Basketball hoops in road on Kilchurn Rd.	Virtual Open House
Safety	Laurel Narrows HWY 43 & Laurel Bus Stop need for 4 way stop on Cornell & Laurel. Traffic calming on Hallinan Street and Cornell. Traffic calming on Cherry.	Virtual Open House

Safety	The section of Boones Ferry Road between Monroe Pkway and the intersection of County Club and Kerr Parkway. Please see my earlier comments mentioned above. This section really is an accident waiting to happen. We realize that expense is an issue but the least that needs to be done are: 1.) an elevated sidewalk or separated pathway for pedestrians on the west side of BF Rd. wide enough for 2 way walking; 2.) a wider and flatter bicycle path. 3) a change in automobile speed limit to 25 mph at least during school hours with improved monitoring by police patrols 4) a crosswalk for students on BF Rd. at the back driveway of LOHS or at least a regular (approx. 6' elevated real sidewalk on the east side of BF RD all the way from Monroe to Country Club 5) a separate southbound automobile left turn lane into LOHS back driveway.	Virtual Open House
Congestion	not that big of a deal!	Comment Form
Congestion	intersection at A and state St, intersection at iron mountain and country club	Comment Form
Congestion	this is a car-centric question. I do not believe automobile congestion is a problem in our city.	Comment Form
Congestion	streetcar to portland and kruse way	Comment Form
Congestion	speed limits are not enforced	Comment Form
Congestion	make an underpass or overpass for the train at A avenue and state st	Comment Form
Congestion	consolidate driveways on Boones Ferry and add some turn lanes. Do not build the streetcar, this would ruin downtown	Comment Form
Congestion	Corner of A Avenue and State Street during rush hour.	Virtual Open House
Congestion	Safety at the intersection of McVey and S. shore during rush hour. (4:45 - 6 pm ish). There are many cars parked on the street the traffic down Stafford moves quickly and the traffic up Stafford is backed up. If I want to turn Left on to Stafford from Laurel (this is common now that the Palisades neighborhood kids go to Hallinan) the wait times can be long. School buses are trying to make the same (tight) turn as well. It is dangerous. I sometimes avoid the area all together and take a longer route through neighborhood streets. This really isn't an efficient solution. Trimming shrubs switching the timing of the light enforcing speed limit would probably be helpful.	Virtual Open House
Congestion	Congestion on McVey preventing entering from side roads	Virtual Open House
Congestion	This is obvious - we need linkage to light rail in Milwaukie to reduce the number of commuters traveling highway 43. Also a bike path would help reduce traffic congestion on highway 43. This is the only real bottleneck.	Virtual Open House

Congestion	The ill timed lights on A Avenue. This little town doesn't really have any congestion issues in the grand scheme of things. I know - KEEP raising taxes - that will reduce congestion.....since so many of us will leave!	Virtual Open House
Congestion	Boones Ferry in Lake Grove with no left hand turn lane into businesses. Trying to get into left hand turn lane from Key Bank in Lake Grove.	Virtual Open House
Congestion	Left turn from Laurel onto McVey headed south during rush hours.	Virtual Open House
Congestion	See the previous comments pertaining to the section of Boones Ferry Rd. between Monroe Parkway and the intersecton of BF Rd. and Country Club and Kerr Parkway.	Virtual Open House

Station 6 - Regional Connectivity: Which three components should be the highest priority?

Comment	Source
Locally provided buses connecting neighborhoods to commercial areas in the City	Comment Form
bikeways, sidewalks, streetcar	Comment Form
a bike path along the river to portland; streetcar! We need it!	Comment Form
None of the above! No mass transit-car traffic only!	Comment Form
bikeways, sidewalks, locally provided buses connecting neighborhoods to commercial areas in the City, southern end of lake oswego has no majro arterial around the lake. Bryan road is overcrowded	Comment Form
better TriMet service, direct access to high capacity transit service (light rail or streetcar)	Comment Form
bikeways, sidewalks, better trimet service	Comment Form
sidewalks, locally provided buses connecting neighborhoods to commercial areas in the City, Better TriMet Service (enhanced buses - why should major employers be asked to do this?)	Comment Form
sidewalks, better TriMet service, fix the potholes in the roads	Comment Form
bikeways, sidewalks, direct access to high capacity transit	Comment Form
bikeways, sidewalks, direct access to high capacity transit	Comment Form
bikeways, sidewalks, flat ride to city from LO along river, safety - crosswalks from westside to eastside on boones ferry and northside to southside on country club road. Sidewalk lights at major exits - twin fir to boones ferry, rainbow terrace and/or modification of center lane catchments with better, clearer lane painting. Hard-scape trail for bikes and pathways - move unfunded to funded.	Comment Form
Locally provided buses connecting neighborhoods to commercial areas in the City, Better TriMet Service	Comment Form
bikeways - people won't bike if it does not feel safe. Design routes and feel safe from cars, sidewalks - all transit users are walkers	Comment Form
locally provided buses connecting neighborhoods to commercial areas in the City, Better TriMet service, improve auto traffic flow	Comment Form
bikeways, sidewalks, direct access to high capacity transit service (streetcar and/or MAX)	Comment Form
locally provided buses connecting neighborhoods to commercial areas in the City - including public facilities	Comment Form
don't cut back metro bus to LO	Comment Form
bikeways, sidewalks, bike path connecting LO to Portland	Comment Form
bikeways, sidewalks, locally provided buses connecting neighborhoods to commercial areas in the City, better local buses that are safe and regular. Could be used for high school kids.	Comment Form
bikeways, locally provided buses connecting neighborhoods to commercial areas in the City, streetcar-connect to OHSU or cross river to milwaukie light rail	Comment Form

sidewalks, locally provided buses connecting neighborhoods to commercial areas in the City - this is most important, better TriMet service	Comment Form
sidewalks, locally provided buses connecting neighborhoods to commercial areas in the City. better TriMet service	Comment Form
locally provided buses connecting neighborhoods to commercial areas in the City, Better TriMet service	Comment Form
Bikeways/Pedways - separate from high speed traffic, locally provided buses connecting neighborhoods to commercial areas in the city, get rid of local trimet, shuttle service provided by major employers, better connections to adjoining cities. Tualatin! Tigard! Milwaukie! not Portland	Comment Form
Locally provided buses connecting neighborhoods to commercial areas in the City;Better TriMet service;Shuttle service provided by major employers;	Virtual Open House
Bikeways;Locally provided buses connecting neighborhoods to commercial areas in the City;	Virtual Open House
Locally provided buses connecting neighborhoods to commercial areas in the City;Better TriMet service; ;	Virtual Open House
Bikeways;Better TriMet service; ;	Virtual Open House
Sidewalks;Locally provided buses connecting neighborhoods to commercial areas in the City;Better TriMet service;	Virtual Open House
Bikeways;Locally provided buses connecting neighborhoods to commercial areas in the City;Better TriMet service;	Virtual Open House
Bikeways;Direct access to high capacity transit service;	Virtual Open House
Locally provided buses connecting neighborhoods to commercial areas in the City;	Virtual Open House
Locally provided buses connecting neighborhoods to commercial areas in the City;Better TriMet service;Direct access to high capacity transit service;	Virtual Open House
Bikeways;Locally provided buses connecting neighborhoods to commercial areas in the City; ; No concrete pathways	Virtual Open House
Bikeways;Sidewalks;Better TriMet service;	Virtual Open House