Lake Oswego to Portland TRANSIT AND

TPAC Briefing June 29, 2007

TRAIL STUDY



No-Build

- TriMet Bus Line #35 & #36
 - Bus from Oregon City to Portland
 - 15 minutes headways during peak and 15 minute headway during off-peak periods
 - Frequent stops along Highway 43
 - Small park and ride at Marylhurst
 - No transfers in Lake Oswego
 - Connects to the Transit Mall like current service



Purpose – physical and service improvements intended to speed transit

- Improved headways to 12 min. peak, 15 min. off-peak
- 8 intersection on SW Macadam Avenue with worst traffic congestion
 - Queue Bypass Lanes
 - Signal Priority treatment
 - Higher Quality Shelters and amenities
 - Bus pullouts
- Safety improvements along Highway 43
- 400 park and ride spaces

SW Macadam Ave. and SW Boundary St.

SW Macadam Ave. and SW Boundary St.

BUS F/CFP

Highway 43 and SW Military Rd

Highway 43 and SW Military Rd





Streetcar

- 12 minute peak, 15 minute off-peak
- SW Macadam Alignment

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- Where to enter SW Bancroft or SW Boundary?
- Where to exit SW Carolina or SW Nevada?
- Track location Inside lanes, outside lanes or separate ROW
- Willamette Shoreline R-O-W
 - from Lake Oswego to Sellwood Bridge
- Lake Oswego Terminus Options •
 - **Trolley Terminus**
 - Albertson Terminus
 - Safeway Terminus



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HIN JIE

13 E.

SW Riverwood Rd

STOP

SW Riverwood Rd.

LAKE OSWEG

SW-Riverwood Rd.

Trolley Terminus





Albertson Terminus



Albertson's Terminus

Albertson's Terminus

Albertson's Potential Redevelopment Concept,

Safeway Terminus



A Ave. & 1st St.

354 BOK



Safeway Terminus Potential Redevelopment Concept



Economic Development Analysis

- Methodology used by Bonnie Gee Yosick identical to E.D. Hovee work on Eastside Streetcar
 - All development forecasted in this analysis is possible within existing zoning
 - Higher growth rate based on proximity to Streetcar
 - Estimates are total development to 2025
 - Added development above current trend is still being developed





John's Landing Results









Lake Oswego Results



Safew ay Loop □ Trolley Barn ■ Albertsons Park and Ride

2025 In-Vehicle Times: PSU to Lake Oswego (Albertsons)





Includes in-vehicle time plus walk time, initial wait time and transfers

Average Daily Line Ridership



35



Annual Operating and Maintenance Cost for BRT and Streetcar Lines



37

Cumulative Operating Costs from 2007 to 2025 (4.5% annual inflation)



Operating and Maintenance Cost Per Boarding Ride on BRT or Streetcar Line



39

Annualized Capital and Operating & Maintenance Cost Per Boarding Ride - \$2007



40

New Starts Funding Scenario

Streetcar High		
	Expenditures	Revenues
Project Capital WSL R-O-W *	\$149.30 \$50.00	
New Starts 60% WSL R-O-W *		\$119.58 \$50.00
Other Local		\$29.72
TOTAL	\$199.30	\$199.30

* Guesstimate Only - for illustrative purposes All values are in millions of 2007 dollars

Schedule

Steering Committee – Evaluation Results – June 21 Open Houses - June 27 and 28

- TPAC (informational) June 29
- LOPAC Recommendation July 10
- Steering Committee Hearing –July 16
- JPACT (informational) August 9
- Steering Committee Recommendation September
 Local Jurisdiction Resolutions September/October
 TPAC & JPACT (recommendations) September/October

Metro Council Decision – October

End of Presentation

Evaluation Summary (in printed handout)

Bandcroft St

Sellwoo

Summary of Findings TPAC Briefing

Bandcroft St

Sellwoo

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June 29, 2007

Highway 43 Expansion Impractical

- Travel demand in the Corridor will grow significantly by 2025
- 2025 demand creates high levels of congestion
- ODOT analysis showed expansion not feasible
- Reversible lane analyzed and found impractical
- Reaffirmed need for transit to
 provide added corridor capacity

Advantages

Bandcroft St

- Strong ridership
- Low initial capital costs
- Could allow WSL to be used as trail
- Property impacts limited to 8 intersections
- Operational flexibility

Disadvantages

- Longer queue jump lanes required than initially assumed due to 2025 congestion levels
- High ongoing TriMet operating costs
- Less development potential than Streetcar

Issues

- Travel time savings may not be achievable
 - Length of required queue jumps would need to double to bypass congestion
 - Costs of added queue jump length could double capital cost of project
- Operating reliability given future traffic conditions
 - Added operating cost due to congestion
- Accompanying trail on WSL right-ofway not a given
 - legal uncertainties of non-rail use

Streetcar - General

Advantages

- Exclusive right-of-way yields higher reliability and faster travel times
- Strongest ridership
- Lower ongoing operating and maintenance costs
- Potential 3.3 million square feet of total new development with Streetcar by 2025 – Macadam and Safeway highest
- Travel times offer advantage for FTA rating criteria

Streetcar - General

Disadvantages

Bandcroft St

- Higher capital costs than BRT
- Proximity to residences
- Costly to develop a trail with Streetcar

Streetcar

Issues

- Single-track sections will limit headways
- Crossing protection and station access
- Vehicle speeds given proximity of residences
- Environmental mitigation in EIS and more advanced design will be key to resolving issues

Streetcar Alignments

Macadam

- Higher development potential
- Avoids sensitive land uses
- Community support
- Six minute slower travel time than WSL
- Decreased reliability
- ODOT issues with rails in highway
- More expensive than WSL by \$1.4 to \$6.8 million

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Streetcar

Willamette Shoreline

- Faster travel time by six minutes
- Better reliability
- Less expensive by \$1.4 to \$6.8 million
- Close to sensitive land uses Condos in John's Landing, residences in Dunthorpe
- Crossing protection and access issues
- Vehicle speed issues

Cost Trade-Offs

- Higher capital costs for Streetcar result in long-term operating cost savings compared to BRT
- Trade-off between all-local operating cost and federally subsidized capital cost

Cost Trade-Offs

- WSL right-of-way valued at approximately \$50 million (number being confirmed by TriMet)
- Right-of-way could be substantial part of local match
- If right-of-way is not used for transit, ability to match federal funding (\$75 million) is lost

Trail

Advantages

- Important connection in regional system
- Could meet latent demand
- Strong public support
- Economic benefits likely

Trail

Disadvantages

- Very costly to use right-of-way for trail given value as local match for a transit project
- Legal uncertainty in using WSL for anything but rail transit
- No identified funding

Trail

Issues

- Resolve legal status of WSL for trail use
- Develop segments that could be implemented short of entire trail to avoid most costly areas
- Determine "hand-off" for next phase of development