



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: May 26, 2009
DAY: Tuesday
TIME: 2:00 p.m.
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

2:00 PM 1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, MAY 28, 2009/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS

2:15 PM 2. LAKE OSWEGO STEERING COMMITTEE UPDATE

3:15 PM 3. COUNCIL BRIEFINGS/COMMUNICATION

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METRO COUNCIL

Work Session Worksheet

Presentation Date: May 26, 2009 Time: 2:15pm Length: 60 minutes

Presentation Title: Lake Oswego to Portland Transit Project: Refinement Process Update

Service, Office, or Center:
Planning and Development

Presenters (include phone number/extension and alternative contact information):
Bridget Wieghart (x1775), Jamie Snook (x1751), Karen Withrow (x1932)

ISSUE & BACKGROUND

The Lake Oswego to Portland Transit and Trail Alternatives Analysis was initiated in July 2005 by Metro and the cities of Lake Oswego and Portland, Clackamas and Multnomah Counties, TriMet and the Oregon Department of Transportation (ODOT). The project was funded by Federal Transit Administration (FTA) grants and local matching funds. The alternatives analysis was identified in the 2004 Metro Regional Transportation Plan (RTP) as a priority for the development of high capacity transit as way to improve mobility in the highly congested and constrained corridor. The Lake Oswego to Portland Transit Corridor *Draft Environmental Impact Statement* (DEIS) follows this two and half year transit and trail alternatives analysis process.

On December 13, 2007, the Metro Council approved alternatives to advance for further study in an environmental analysis. The alternatives included enhanced bus, streetcar and no-build alternatives as well as recommendations on actions to advance a bicycle and pedestrian trail in the corridor; work tasks related to refining streetcar alignments through Johns Landing; and steps to secure funding for the environmental analysis. The following actions have been taken pursuant to the Metro resolution:

- On April 16, 2008 the FTA published a *Notice of Intent to Prepare a Draft Environmental Impact Statement* for the project in the *Federal Register*. This action put the project under the umbrella of the National Environmental Policy Act (NEPA), and ensured that the work done in the Alternatives Analysis to narrow alternatives would be part of the NEPA documentation for the project.
- Metro and our project partners initiated the Johns Landing Refinement Study in December 2008. The purpose of the study is to refine and potentially narrow the streetcar alignments through the Johns Landing neighborhood prior to the start of the DEIS. Potential new streetcar alignments are being developed to avoid impacts created by the proximity of the Willamette Shore Line (WSL) right-of-way to residences in a portion of the Johns Landing neighborhood.
- Additionally, prior to the start of the Lake Oswego to Portland Transit Project (Project) DEIS, the City of Lake Oswego has expressed a desire to narrow the range of terminus options in Lake Oswego. This work will be completed prior to June 2009 to support the DEIS.

- The Lake Oswego to Portland Trail Refinement Study began in March 2009 and is estimated to be completed in May 2009. The trail refinement study will fall into three main tasks: 1) a technical evaluation of alignment options; 2) stakeholder involvement; and 3) an action plan/next steps to move the trail forward including phasing and funding sources.

The Lake Oswego to Portland Transit Project (Project) DEIS is a multi-jurisdictional effort to bring high quality transit service to the Lake Oswego to Portland transportation corridor. TriMet, Metro, the cities of Lake Oswego and Portland, Multnomah and Clackamas counties, ODOT and Portland Streetcar, Inc. (PSI) (the Project Partners) are working together in the development of federally-required environmental analyses and reports, preliminary engineering and public outreach associated with the project.

The DEIS is anticipated to start in June 2009. The Steering Committee has been reconvened and met in May. It is scheduled to meet again on June 1. At that time it will be asked to approve the alternatives to be studied in the DEIS. The Steering Committee includes Councilors Liberty and Colette as well as other elected and appointed officials from the corridor. A list of the committee members is attached.

The purpose of this worksession is to review work in the refinement phase and provide input to Council representatives on the Steering Committee about which alternatives should be studied in the DEIS.

OPTIONS AVAILABLE

Staff has initiated and begun working on the Johns Landing and the Lake Oswego Terminus refinement studies. This work will be completed prior to the start of the DEIS. These refinement study options are described and evaluated in more detail in the attachments to this packet. Stakeholder meetings were held for each refinement study and the results are summarized in the attachments as well. Open houses were held on May 14 and 19th and the results of these open houses will be presents at the worksession.

Below is a high level summary of each refinement study and the key considerations moving forward.

Johns Landing Refinement Phase Overview

The purpose of the Johns Landing refinement process is to develop a “Hybrid” alignment in Johns Landing that minimizes the impacts to the neighborhood and maximizes the transit benefits. Three hybrid alignments have been developed during this process Hybrid Option #1: Macadam In-Street (Boundary to Carolina), Hybrid Option #2: East Side Exclusive (Boundary to Iowa) and Hybrid #3: Macadam with Northbound Lane (Boundary to Carolina). In addition to development of the hybrid alignments, there is a strong desire by several project partners to narrow the number of alignment options studied in the DEIS.

Below are key considerations for each of the three hybrid options as well as the Willamette Shore Line and Full Macadam In-Street alignment options which were recommended to be carried forward in 2007 at the conclusion of Alternatives Analysis.

Key Considerations

All three hybrid options as well as the Full Macadam present greater redevelopment opportunities than the WSL.

Hybrids #1 and #3 are similar. They are both largely in street running in Macadam. Hybrid #3 includes an additional lane in the northbound direction which is shared between the streetcar and right turns. They have the fewest impacts on the condominiums but also have lower streetcar performance and reliability and could impact traffic on Macadam. These options are favored by the stakeholders.

Hybrid #2 would run on exclusive right of way on the east side of Macadam. It has better streetcar travel time, ridership and reliability than either of the other hybrids and would not impact traffic on Macadam. However, it is the most expensive option, impacts condominium parking and introduces a wider more complex street cross section. It is less favored by the stakeholder group than the other hybrids.

The Willamette Shoreline option offers the best streetcar performance and reliability and the lowest cost and highest local match potential. It has the most impacts on the condominium properties, introduces a barrier between John's landing and the River and has the least redevelopment potential. It is strongly opposed by stakeholders in the condominium area.

The Full Macadam alignment would have the worst streetcar performance, a relatively high cost, the most impact on traffic and the least potential for local match. It is not considered financially feasible by the Project Management Group. Some stakeholders indicated a preference for the streetcar to run in Macadam as long as possible.

Lake Oswego Terminus Refinement Phase Overview

The purpose of the Lake Oswego terminus refinement process is to narrow the terminus options in Lake Oswego. The three terminus options studied during the Alternatives Analysis include the Safeway, Albertsons and Trolley terminus sites.

Key Considerations

The Safeway Terminus circulates through the downtown core and includes park and ride both here and in the Foothills. It offers some more transfer and redevelopment opportunities than other options. However, there are significant design challenges due to the crossing of State Street and a potential for greater right of way impacts due to the proximity to freight railroad tracks. It would make a future southward extension difficult. This option received the least stakeholder support due to concerns about impacts, especially traffic, from both the park and ride and streetcar operations.

The Trolley Terminus would involve a 400 space park and ride along State Street in the foothills area. It raises potential traffic challenges due to the limited access points to the Foothills district. It has the least redevelopment potential and received little stakeholder support.

A terminus at Albertsons with shared park and ride in the Foothills area provide redevelopment opportunities at the site, would allow the best opportunity for extensions to the south. It would keep traffic coming from the south out of the downtown core and

is most favored by the stakeholder group. Due to concerns from the Old Town neighborhood around Albertsons, the project agreed to consider the split of park and ride between here and the Foothills and attempt to address impacts during design.

Trail Overview

Due to the strong interest in the trail, but in acknowledging the costs associated with the original design in the AA, the trail process is looking at designs that might be less expensive. It is also considering how to move the trail forward separately from streetcar project. The trail refinement process is identifying potential trail alignments, phasing, potential funding scenarios, and the process and project sponsor.

The trail refinement process consists of three major tasks:

- Technical work on costing, phasing, trail design
- Stakeholder outreach
- Action Plan for potential phasing and process

More detail about alignments and the process are attached. Once the Trail refinement phase is completed, the recommendations will be presented to the project steering committee.

IMPLICATIONS AND SUGGESTIONS

The Steering Committee will be addressing which options to study in the DEIS. The PMG will make a recommendation on May 27.

For John's Landing, some members would like to just bring in hybrids #1 and 3. While these clearly have the highest community acceptability, there are still a number of unknowns about the level of traffic impact and the transit travel times of in street running. These will not be fully known until more detailed design and traffic analysis is completed. Until further analysis is completed it is hard to know the degree of effects on streetcar performance or whether the traffic impacts will be acceptable to ODOT.

ODOT is completing an additional traffic analysis and the results are pending. Our assumption is that ODOT will want to bring in at least one option that is not on Macadam unless their traffic analysis shows that there is no impact.

The PMG discussed whether Eastside running or WSL is the best non-Macadam option to bring in. Many believe that the WSL is not politically viable. The Eastside running option, however, would be very complex in terms of right of way impacts on the condo parking and it is going to be opposed by the condo owner as well. It is also the most expensive option.

The PMG is expected to recommend that the Albertson's terminus be carried forward as the only terminus in Lake Oswego. Staff supports this approach. The differences among the options don't rise to a regional level whereas the community concerns about the impacts on the downtown core are significant.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. What input would you like to provide to the Steering Committee about which alternatives in the John's Landing area should be studied in the DEIS?

2. Are there any concerns about the likely recommendation to pursue only an Albertsons Terminus in Lake Oswego?
3. Does the Council have any comments about the trail refinement phase as that work is wrapped up over the next several weeks?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes **X**No
DRAFT IS ATTACHED __Yes **X**No

Johns Landing Refinement Phase Overview

The purpose of the Johns Landing refinement process is to develop a “Hybrid” alignment in Johns Landing that minimizes the impacts to the neighborhood and maximizes the transit benefits. Three hybrid alignments have been developed during this process Hybrid Option #1: SW Macadam In-Street (SW Boundary to SW Carolina), Hybrid Option #2: East Side Exclusive (SW Boundary to SW Iowa) and Hybrid #3: SW Macadam with Northbound Lane (SW Boundary to SW Carolina). Please refer to the attached maps for the location of these alignments.

In addition to the development of the hybrid alignments, there is a strong desire among several project partners to narrow the number of alignment options studied in the DEIS. Below is a summary of the hybrid alignment options as well as the Willamette Shore Line and Full SW Macadam In-Street alignment options.

Hybrid Option #1: Macadam In-Street (SW Boundary to SW Carolina)

With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. The streetcar would operate in SW Landing Dr with traffic. From SW Landing Dr, the streetcar would transition to SW Macadam Ave via SW Boundary St. The streetcar would operate in a shared traffic environment in SW Macadam Avenue between SW Boundary St and SW Carolina St. The streetcar would transition from SW Macadam Ave to the Willamette Shore line at SW Carolina St.

Opportunities:

- Least impacts to the residents in Johns Landing
- Allows for more redevelopment opportunities in Johns Landing
- Provides a visual connection to the neighborhood west of SW Macadam Avenue
- Allows for the trail to be constructed in the Willamette Shore Line right of way from approximately SW Julia Street to SW Carolina Street

Constraints:

- ODOT concerned about negative traffic impacts to operations on Macadam
- Reduces streetcar reliability and performance

Hybrid Option #2: East Side Exclusive (SW Boundary to SW Iowa)*

With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. Streetcar would operate in SW Landing Dr with traffic to SW Boundary St. From SW Boundary St, the streetcar would operate adjacent to SW Macadam Ave. The streetcar would operate adjacent to (on the east side of SW Macadam Ave) between SW Boundary St and SW Iowa St. The streetcar would transition from the east side alignment next to SW Macadam Ave to the Willamette Shore line at SW Iowa St.

Opportunities:

- Impacts large number of residential parking spaces
- Provides reliability for streetcar operations

- Moderate to high redevelopment opportunities
- Allows for the trail to be constructed in the Willamette Shore Line right of way from approximately SW Julia Street to SW Carolina Street

Constraints:

- Residents concerned about loss of parking and vegetation
- Most expensive of the hybrid alignments because of right of way costs
- Requires railroad crossing gates at Pendleton and driveways

*Note: There has been discussion of a potential to develop this option as a single track section. This would reduce or eliminate residential parking impacts, but would introduce operational issues for the streetcar which need to be explored before this could be considered feasible.

Hybrid #3: SW Macadam with Northbound Lane (SW Boundary to SW Carolina)

With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. Streetcar would operate in SW Landing Dr with traffic. From SW Landing Dr, the streetcar would transition to SW Macadam Ave via SW Boundary St. The streetcar would operate in a shared traffic environment in the southbound direction on SW Macadam Avenue between SW Boundary St and SW Carolina St. In the northbound direction, a new northbound lane would be added for streetcar and right turn only operations. The streetcar would transition from SW Macadam Ave to the Willamette Shore line at SW Carolina St.

Opportunities:

- Minimizes impacts to the residents in Johns Landing
- Provides some reliability for streetcar operations in the northbound direction
- Allows for more redevelopment opportunities in Johns Landing
- Provides a visual connection to the neighborhood west of SW Macadam Avenue
- Allows for the trail to be constructed in the Willamette Shore Line right of way from approximately SW Julia Street to SW Carolina Street

Constraints:

- ODOT concerned about negative traffic impacts to operations on SW Macadam
- Reduces streetcar reliability and performance
- Residents concerned about loss of parking and vegetation

Willamette Shore Line

Under the Willamette Shore Line option, the streetcar would operate on the Willamette Shore Line through Johns Landing. Current designs include single track with double track at stations. A double track option may be looked at in the DEIS.

Opportunities:

- Least expensive of all the alternatives
- Most cost-effective

- Provides the most reliability for streetcar operations due to the exclusive guideway operations

Constraints:

- Most impacts to the residents
- Not supported by the residents
- Currently designed as single track with double track at stops to allow for trail (modeling showed a need for double track)

Full SW Macadam In-Street

With this option, the streetcar would transition to SW Macadam Ave at either SW Bancroft St (in the short term) or SW Hamilton Ct (long term) and back to the Willamette Shore Line at SW Nevada St. The streetcar would operate in a shared traffic environment in the outside lanes on SW Macadam Ave.

Opportunities:

- Minimizes the impacts to the residents
- Allows for more redevelopment opportunities in Johns Landing
- Provides a visual connection to the neighborhood west of SW Macadam Avenue
- Allows for the trail to be constructed in the Willamette Shore Line right of way from approximately SW Julia Street to SW Carolina Street
- Most supported by the residents in Johns Landing

Constraints:

- Relatively expensive
- Fewest local match opportunities
- Least cost effective
- ODOT concerned about negative traffic impacts to operations on Macadam
- Reduces streetcar reliability and performance

Stakeholder involvement

Three meetings have been conducted in the Johns Landing area involving about 20 interested residents and business stakeholders. The focus of the meetings has been on reviewing the hybrid options. In general stakeholders have a strong interest in minimizing impacts on the condo complexes between SW Macadam Avenue and the Willamette Shore Line right of way or the river. In addition they support options that provide closer access to residents and business on the west side of SW Macadam and those that have the greatest potential for economic development or redevelopment. Traffic or intersection impacts/changes, bike and pedestrian access through condo areas and stop locations are of interest to stakeholders as well.

Hybrid options on SW Macadam that do not require additional right of way are most favored. The Eastside Exclusive has the greatest potential for impacts on the landscaping and parking for condo complexes, significant concerns to residents. There is some acknowledgement of travel time impacts of operating streetcar in mixed traffic and understanding of cost differences between options. In response to stakeholder discussions, the project team has adjusted designs, for instance, considering single track to allow access at SW Pendleton to remain open as it is today.

Lake Oswego Terminus Refinement Phase Overview

The purpose of the Lake Oswego terminus refinement process is to narrow the terminus options in Lake Oswego. The three terminus options studied during the Alternatives Analysis include: the Safeway, Albertsons and Trolley terminus options. Please refer to the attached maps for the location of these alignments.

Safeway Terminus Option

Under this option, the streetcar would continue south on the Willamette Shore Line right of way to Lake Oswego. In Lake Oswego, the streetcar would continue adjacent to State Street on an elevated structure to cross State Street at-grade. Streetcar would then operate on A and B Avenues, with a park and ride at Safeway and at/near the existing trolley barn in the Foothills district.

Opportunities:

- Allows for more transfer opportunities to the different bus lines in Lake Oswego
- Circulates through the main commercial core of the Town Center
- Allows for streetcar extension to west

Constraints:

- Future southward extensions of the streetcar would be difficult
- Requires challenging trackwork to cross State Street
- Proximity to freight railroad tracks

Albertsons Terminus Option

Under this option, the streetcar would continue south on the Willamette Shore Line right of way to Lake Oswego. The streetcar would cross under the Portland and Western Railroad to be located on the east side of the freight railroad to avoid at-grade railroad crossing conflicts. The streetcar would continue south to a terminus at Albertsons with a park and ride at Albertsons and at/near the existing trolley barn in the Foothills District.

Opportunities:

- Provides the best opportunity for extending the streetcar further south in the future
- Provides for redevelopment opportunities at the current Albertsons site
- Most consistent with DTAAC recommendations

Constraints:

- Streetcar proximity to Foothills and State Street
- Crossing under the freight tracks would require coordination with Portland and Western Railroad

Trolley Terminus Option

Under this option, the streetcar would continue south on the Willamette Shore Line right of way to Lake Oswego. The streetcar could either stay on the existing Willamette Shore Line to

terminus or cross under the Portland and Western Railroad to be located on the east side of the freight railroad. The streetcar would terminate at/near the existing trolley barn in the Foothills District.

Opportunities:

- Potential for future extension of the streetcar line to the south
- Could make use of the existing trolley barn as a storage and maintenance facility

Constraints:

- Conflicts with spacing standards between the freight and trolley tracks or requires crossing under the freight tracks, which would require coordination with Portland and Western Railroad
- Potential traffic impact

Stakeholder involvement

Two meetings have been conducted in Lake Oswego involving about 20 interested residents and business stakeholders. The focus of the meetings has been on reviewing the terminus options. Stakeholders have a strong interest in minimizing traffic impacts in downtown Lake Oswego and in the location and design of park and ride facilities. In addition, they support options that encourage economic development and redevelopment and provide good bike and pedestrian access across State Street and in downtown Lake Oswego generally. Bus connections in Lake Oswego and for riders from West Linn and stop locations are of interest to stakeholders as well.

A terminus at Albertson's with shared park and ride in the Foothills area is most favored due to concerns about the impact of a 400-space park and ride on a single site in a small downtown and in an existing neighborhood. The Safeway terminus received the least support. The stakeholders most affected by an Albertson's terminus have advocated for locating the terminus in Foothills, which places it closer to potential users coming from the west side of Lake Oswego and right in the heart of downtown. There is some understanding that design of the park and ride can have a dramatic impact on how it fits in downtown and some acknowledgement of cost differences between a single versus multiple park and ride facilities. The project team has provided significant background information and will consider ways to adjust the scope of the DEIS analysis to address discussion and issues raised.

Trail Overview

The purpose of the trail refinement process is to identify potential trail alignments, identify phasing, develop potential funding scenarios, and identify the process and project sponsor. The trail refinement process consists of three major tasks:

- Technical work on costing, phasing, trail design
- Stakeholder outreach
- Action Plan for strategy to move the trail project forward

The refinement process is currently evaluating trail alignments along the corridor. Below is a summary of the trail alignments to date.

South Waterfront to Sellwood Bridge:

The trail will potentially utilize portions of the existing Willamette Greenway, the Willamette Shore Line right of way, and the existing street network:

- If streetcar is located in Macadam, the trail could be located along the Willamette Shore Line
- If streetcar is in the Willamette Shore Line, the trail could be adjacent to the Shore Line right of way in some sections, and include improved connections to the existing greenway
- The trail can be located through Willamette Park via improved marking on local access road or a new trail adjacent to the Willamette Shore Line right of way
- South of Willamette Park, the trail project will be coordinated with Sellwood Bridge Project to ensure connections to the bridge and south to Lake Oswego

Issues:

- Interest in separating pedestrian use from faster bicycle commuter use
- Incomplete and substandard trail along the existing Willamette Greenway
- Outstanding question as to whether the Willamette Shore Line can be used for trail purposes
- Coordination with Sellwood Bridge Project

Sellwood Bridge South to Lake Oswego:

The trail will potentially use portions of OR 43, the Willamette Shore Line, and existing street connections:

- Through Powers Marine Park, the trail could be located in Powers Marine Park, adjacent to Willamette Shore Line, or adjacent to OR 43.
- Between Powers Marine Park and Riverwood Road, trail concepts are reviewing potential routes adjacent to OR 43, due to constraints on the WSL.
- Between Riverwood Road and Terwilliger Blvd, the trail could be located either on OR 43, or along the WSL and local streets (Riverwood Rd./Willamette Shore Line/Fielding Rd.)

Issues:

- Willamette Shore Line corridor immediately south of Powers Marine Park is constrained – trail would likely need to use portions of OR 43

- South of Riverwood Road, the trail would need to include either a design through Elk Rock Tunnel or a facility on OR 43
- OR 43 is constrained, there are challenges with fitting a trail facility within existing right of way, grade changes, and environmental permitting

Lake Oswego:

Trail will utilize portions of OR 43, the Willamette Shore Line, and existing street connections

Issues:

- Connections to the existing freight railroad right of way and rail bridge
- Potential connection between Fielding Road and Stampher Road
- Connections to existing trail system in Lake Oswego, including North Tryon Park and Foothills Park
- On-street connections via State Street to downtown Lake Oswego
- Potential connections to Tryon Creek State Park

Johns Landing Refinement



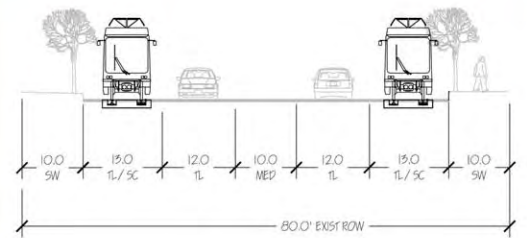
The Johns Landing Refinement process is considering streetcar alignments located within the focus area to the left.

Hybrid 1: Macadam In-Street (Boundary to Carolina)



With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. Streetcar would operate in SW Landing Dr with traffic. From SW Landing Dr, the streetcar would transition to SW Macadam Ave via SW Boundary St. The streetcar would operate in a shared traffic environment in SW Macadam Avenue between SW Boundary St and SW Carolina St. The streetcar would transition from SW Macadam Ave to the Willamette Shore line at SW Carolina St.

Cross Section on Macadam

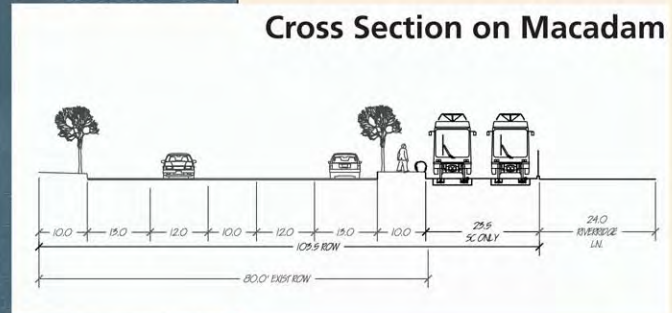


Hybrid 2: East Side Exclusive (Boundary to Iowa)



With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. Streetcar would operate in SW Landing Dr with traffic to SW Boundary St. From SW Boundary St, the streetcar would operate adjacent to SW Macadam Ave. The streetcar would operate adjacent to (on the east side of SW Macadam Ave) between SW Boundary St and SW Iowa St. The streetcar would transition from the east side alignment next to SW Macadam Ave to the Willamette Shore line at SW Iowa St.

Cross Section on Macadam

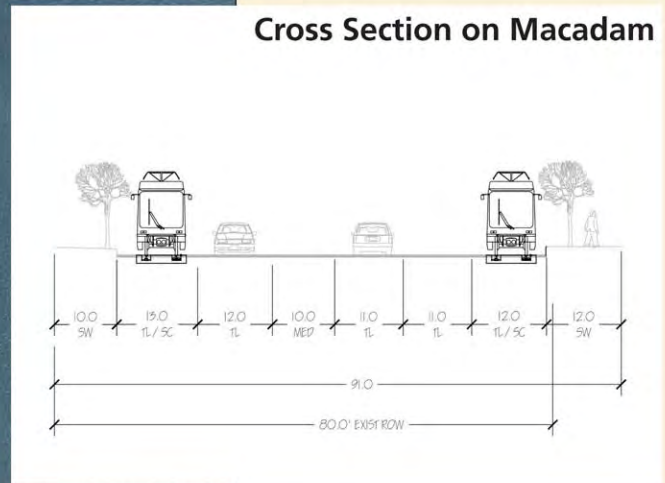


Hybrid 3: Macadam with New North Bound Lane (Boundary to Carolina)

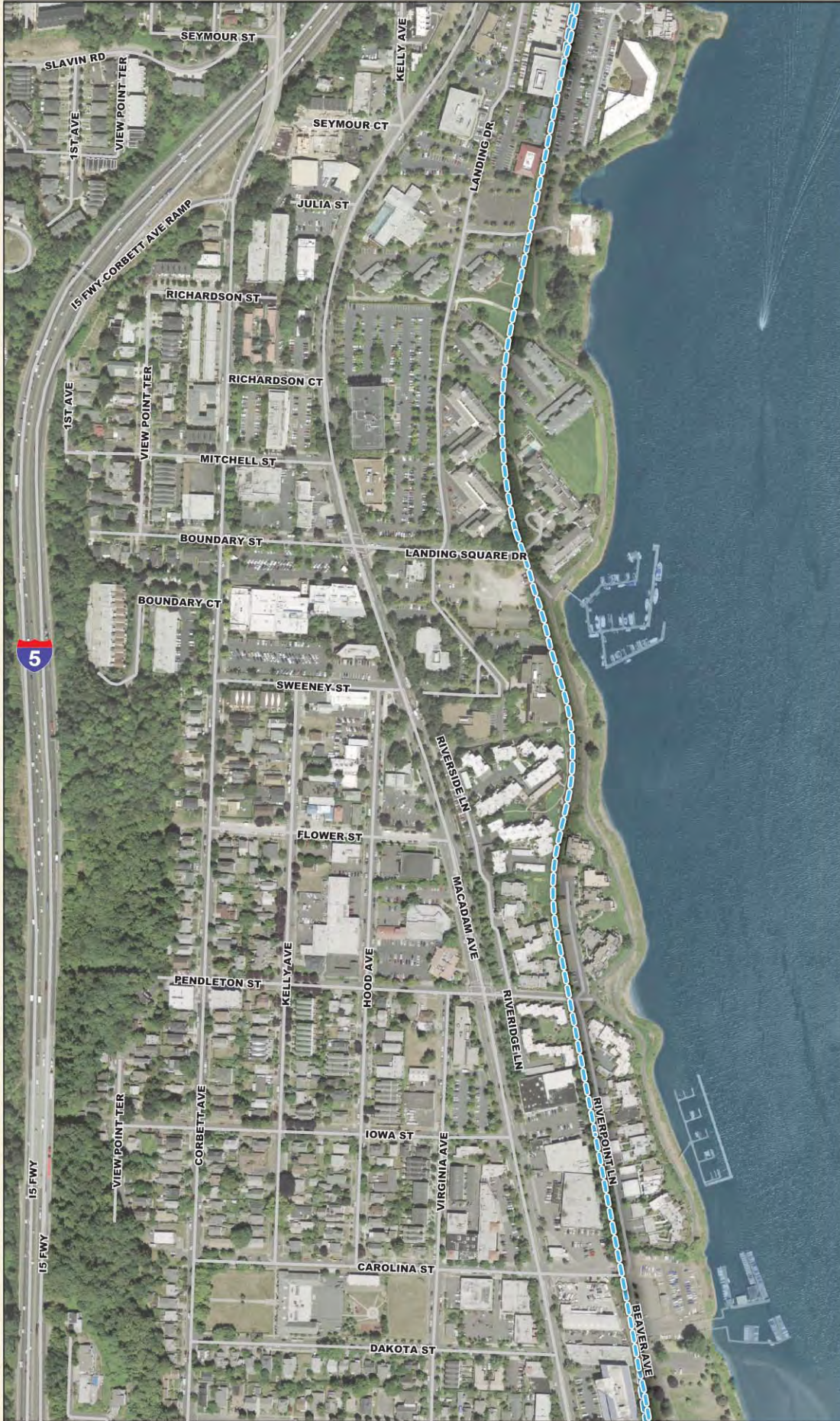


New North Bound Lane: With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Dr. Streetcar would operate in SW Landing Dr with traffic. From SW Landing Dr, the streetcar would transition to SW Macadam Ave via SW Boundary St. The streetcar would operate in a shared traffic environment in the southbound direction on SW Macadam Avenue between SW Boundary St and SW Carolina St. In the northbound direction, a new northbound lane would be added for streetcar and right turn only operations. The streetcar would transition from SW Macadam Ave to the Willamette Shore line at SW Carolina St.

Cross Section on Macadam

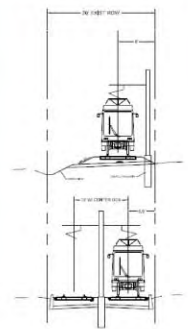


Willamette Shore Line



Under the Willamette Shore Line Design Option, the streetcar would operate on the Willamette Shore Line through Johns Landing. Current designs include single track with double track at stations. A double track option may be analyzed in the the Draft Environmental Impact Statement (DEIS).

Cross Section on Willamette Shore Line

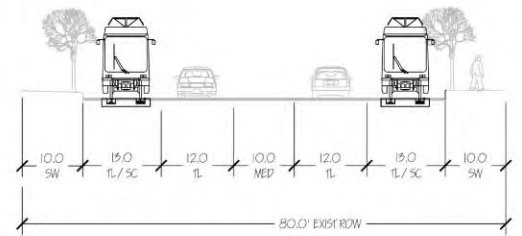


Full Macadam In-Street



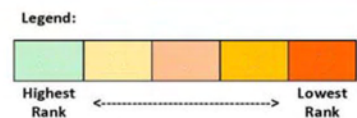
With the Full Macadam Design Option, the streetcar would transition to SW Macadam Ave at either SW Bancroft St (in the short term) or SW Hamilton Ct (long term) and back to the Willamette Shore Line at SW Nevada St. The streetcar would operate in a shared traffic environment in the outside lanes on SW Macadam Ave.

Cross Section on Macadam



	Hybrid 1: Macadam In-Street (Boundary to Carolina)	Hybrid 2: East Side Exclusive (Boundary to Iowa)	Hybrid 3: Macadam with New North Bound Lane (Boundary to Carolina)	Willamette Shore Line	Full Macadam In-Street
STREETCAR OPERATIONS					
Minimize Travel Time	Orange	Yellow	Orange	Light Green	Yellow
Maximize Reliability of Service	Orange	Yellow	Orange	Light Green	Yellow
Maximize Ability to Expand Service	Light Green	Yellow	Light Green	Light Green	Light Green
STREETCAR PERFORMANCE					
Maximize Estimated Ridership	Orange	Yellow	Orange	Light Green	Yellow
Minimize Estimated Operating Costs	Orange	Yellow	Orange	Light Green	Yellow
Minimize Cost/Ride	Orange	Yellow	Orange	Light Green	Yellow
FINANCIAL FEASIBILITY					
Minimize Capital Cost	Yellow	Red	Orange	Light Green	Yellow
Maximize Local Match Potential	Yellow	Yellow	Yellow	Light Green	Orange
TRAFFIC IMPACTS					
Maintain Traffic Progression	Yellow	Light Green	Yellow	Light Green	Orange
Minimize Auto Travel Time	Orange	Light Green	Yellow	Light Green	Yellow
Maintain Acceptable Intersection LOS	Yellow	Light Green	Yellow	Light Green	Orange
Traffic Signal Modifications Required	Yellow	Light Green	Yellow	Light Green	Yellow
Work Zone/Construction Staging Impacts	Orange	Light Green	Yellow	Light Green	Yellow
Safe Operations for Bicycles and Motorcycles	Orange	Light Green	Yellow	Light Green	Yellow
ACCESSIBILITY AND DEVELOPMENT POTENTIAL					
Optimize Bicycle and Pedestrian Access to Stops and the Willamette Riverfront	Light Green	Yellow	Light Green	Orange	Light Green
Maximize Access to Commercial, Residential & Employment Nodes	Yellow	Yellow	Yellow	Orange	Light Green
Maximize Development Potential	Yellow	Yellow	Yellow	Orange	Light Green
SUSTAIN EXISTING NEIGHBORHOODS					
Compatibility with Existing Development	Light Green	Yellow	Light Green	Orange	Light Green
Minimize ROW Impacts	Yellow	Yellow	Orange	Light Green	Light Green
Minimize Off-Street Parking Impacts	Yellow	Orange	Yellow	Light Green	Light Green
Minimize Noise Impacts	Light Green	Orange	Yellow	Yellow	Light Green
Minimize Visual Impacts	Light Green	Orange	Yellow	Yellow	Light Green
Minimize Bicycle & Pedestrian Conflicts	Light Green	Yellow	Yellow	Orange	Light Green
Minimize Impacts to Lake Oswego-to-Portland Trail	Light Green	Light Green	Light Green	Yellow	Light Green

This evaluation matrix is based on analysis completed during the Alternatives Analysis process conducted summer 2005 through December 2007 and some addition refinement work done in 2009. Alternatives selected to advance into the Draft Environmental Impact Statement will be analyzed further and in greater detail.



Terminus Options: Albertsons



The Albertsons Terminus option would operate adjacent to State Street and the freight rail-road, extending south to Albertsons.

Potential streetcar stop locations:

- E Avenue
- B Avenue
- Albertsons

Potential park and ride at Albertsons and/or Foothills Road.

* Most consistent with the Lake Oswego Downtown Transit Alternatives Advisory Committee (DTAAC)

Terminus Options: Trolley Terminus



The Trolley Terminus option would terminate at the existing Willamette Shore Line Trolley terminus location in the Foothills area.

Potential streetcar stop locations:

- E Avenue
- B Avenue
- A Avenue

Potential park and ride at Foothills Road.

* This option was not recommended for further study in the DEIS by the project's Steering Committee (December 2007).

Terminus Options: Safeway



The Safeway Terminus option would operate on the Willamette Shore Line rail right-of-way to State Street and loop through downtown on A and B Avenues.

Potential streetcar stop locations:

- E Avenue
- B Avenue
- A Avenue/2nd Street
- 5th Street/Safeway
- B Avenue/1st Street

Potential park and ride at Safeway and Foothills Road.

Developing a Trail Strategy

Metro, with assistance from project partners, is developing a process to undertake a Trail Refinement. In order to advance the goal of implementing a bicycle and pedestrian trail that connects Portland and Lake Oswego, the Metro Council directed that the following steps be taken:

- Involve the public and advocacy groups in improving the trail concept
- Define the lead agency for advancement of a trail
- Develop an approach to reduce capital costs
- Analyze possible phasing of trail segments
- Identify potential trail capital funding sources

This process will result in a Trail Strategy in early summer 2009. The strategy will recommend the most promising alignments and phasing for the corridor, capital cost estimates and potential funding sources, and a strategy to move forward, including a lead agency or agencies to advance the trail.

