

Metro | Agenda

UPDATED 9/22/09

Meeting: Lake Oswego Steering Committee
Date: Wednesday, September 23, 2009
Time: 3 p.m. – 5 p.m.
Place: Room 370A/B, Metro Regional Center

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|-----------|-----|--|---|
| 3:00 p.m. | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Carlotta Collette, Co-Chair |
| 3:05 p.m. | 2. | * Consideration of the Lake Oswego Steering Committee Meeting Summary for July 8, 2009. | Carlotta Collette, Co-Chair |
| | 3. | INFORMATION / DISCUSSION ITEMS / ACTION ITEMS | |
| 3:10 p.m. | 3.1 | Project Status Report – <u>INFORMATION</u> <ul style="list-style-type: none">• Work Program• Schedule | Doug Obletz , Shiels Obletz Johnsen |
| 3:25 p.m. | 3.2 | PMG Recommendation on Design Options – <u>ACTION</u> <ul style="list-style-type: none">• South Portal• Sellwood Bridge• Riverwood• Foothills | Doug Obletz , Shiels Obletz Johnsen
Jamie Snook, Metro |
| 3:35 p.m. | 3.3 | ** Trail Recommendation and Discussion – <u>ACTION</u> | Bridget Wieghart, Metro
Brian Monberg, Metro |
| 4:00 p.m. | 3.4 | FTA Update – <u>INFORMATION</u> <ul style="list-style-type: none">• Enhanced Bus Option• Streetcar Alignment Narrowing• Terminus Option Narrowing | Bridget Wieghart, Metro |
| 4:10 p.m. | 3.5 | Public Information Update – <u>INFORMATION</u> <ul style="list-style-type: none">• Citizen Advisory Committee (CAC)• Corridor Outreach | Karen Withrow, Metro |
| 4:40 p.m. | 3.6 | Federal Legislative Update - <u>INFORMATION</u> | Rick Gustafson, Shiels Obletz
Johnsen |
| 5:00 p.m. | 4. | ADJOURN | Robert Liberty, Chair |

* Material available electronically.

** Material to be e-mailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Jenn Tuerk at 503-797-1756, e-mail: Jenn.Tuerk@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.



Lake Oswego to Portland Transit Project Steering Committee

Wednesday, July 8, 2009

12:00 noon – 2:00 p.m.

Metro Regional Center, Council Chambers

Committee Members or Representatives Present

Robert Liberty, Chair

Carlotta Collette, Co-Chair

Jack Hoffman

Mayor Sam Adams

Judie Hammerstad

Fred Hanson

Deborah Kafoury

Douglas Oblatz

Lynn Anne Peterson

Rian Windshiemer

Metro Council

Metro Council

City of Lake Oswego

City of Portland

Portland Streetcar, Inc.

TriMet

Multnomah County

Shiels Oblatz Johnsen

Clackamas County

Oregon Department of Transportation

Committee Members Excused

Jason Tell

Michael Powell

Oregon Department of Transportation

Portland Streetcar, Inc.

Project Team

Brian Monberg, Bridget Wieghart, Karen Withrow, Michael Robert, Rick Gustafson, Ross Roberts, Ann Beckland, Elissa Gertler, Tom MarkGraf, Mauricio LeClere, Brandt Williams, Fred Eberle, Joseph Auth, Leslie Hidula, Joe Recker, Catherine Ciarlo, Neil McFarlane

Interested Parties

Bev Bookin, Vern Rifer, West Linn City Councilor Jody Carlson, Brian Cox, Mike Sisavic, Martin Taylor, Bruce Brown, Bryan Burns, R.A. Fontes

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robert Liberty of Metro declared a quorum and called the meeting to order at 12:02

II. APPROVAL OF MEETING MINUTES

MOTION:

Mayor Sam Adams moved, seconded by Fred Hanson to approve the June 1, 2009 minutes. Hearing no objections, the motion **passed.**

III. MEETING HIGHLIGHTS AND RECAP STEERING COMMITTEE DIRECTION FROM JUNE MEETING

Chair Liberty outlined the June 1, 2009 meeting highlights and gave a recap of the Steering Committee direction from the June meeting including the provisional recommendations on alternatives to be studied in the DEIS, follow up work with FTA alternatives proposed for elimination, analysis of traffic patterns on Macadam and the minimum operable segment of the streetcar alternative.

IV. UPDATE ON FTA COORDINATION

Mr. Ross Roberts of Metro appeared before the committee and presented a project status update regarding ongoing coordination with the Federal Transit Administration (FTA) Region 10 office in Seattle and the FTA Headquarters in Washington D.C.

The FTA Region 10 office is primarily handling all National Environmental Policy Act (NEPA) concerns while D.C. office is where the FTA discretionary "New Starts" program is directing the federal government's primary financial resource for supporting locally-planned, implemented and operated transit "guideway" capital investments.

FTA, as the federal lead on the DEIS, has been involved with Metro in ongoing coordination and communication regarding the alternatives to be carried into the DEIS. U.S. Secretary of Transportation Ray LaHood recently touted Portland as a role model for the rest of the country in the area of transit.

The Project Management Group (PMG) recommendations regarding the range of alternatives to be considered in the DEIS has been the focus of ongoing discussions with the FTA. FTA reviews the alternatives proposed for detailed analysis in the DEIS, the coordination has resulted in good, but sometimes challenging dialog.

While no alternatives can be eliminated from the analysis field without FTA approval, discussions regarding refining alignments within Johns Landing and Lake Oswego have yielded progress on how to move forward into the DEIS that FTA Region 10 has agreed with. Further conversations are needed before any decisions can be made. The understandable view of the FTA regarding the process and the DEIS is one of ownership of the published project. Therefore, they need to concur.

V. FURTHER EVALUATION OF THE JOHNS LANDING WILLAMETTE SHORE LINE DESIGN OPTION

Mr. Doug Oblatz of Shiels Oblatz Johnsen (SOJ) appeared before the committee and presented a report on the further evaluation of the Johns Landing Willamette Shore Line (WSL) design option. Working from the directive from the Steering Committee at the June 1, 2009 meeting to further analyze the WSL option, he presented a memo from SOJ, dated July 6, 2009 and the WSL options report.

The memo highlights several key factors in the WSL option including attributes and challenges as well as analysis required to bring the WSL analysis to the same level as the proposed hybrid options also listed in the memo.

Committee members discussed findings in the memo regarding stop locations and access, pedestrian crossings, fencing needs along the WSL right of way and the various options and track types mentioned in the memo.

The WSL double track option would require a stop sign crossing and would have slower operation than the single track option. However, stakeholders would still prefer the double track option be studied in the DEIS.

Because SW Boundary Street is a private street, an easement or property acquisition would be required to allow for public access if a stop was located there.

A summary of the SOJ memo highlights Hybrid Alternatives 1 and 3 as a way to create opportunity for a win-win scenario between various issues. These alternatives offer the following benefits according to the memo:

- Best access
- Highest density in commercial areas
- Minimum loss of travel time
- Strong neighborhood support

On July 1, 2009, the PMG received and reviewed a draft the WSL option report. The recommendations contained in the draft memorandum, including the recommendation not to include the WSL alignment in the DEIS, were supported by PMG members representing the City of Portland, City of Lake Oswego and Portland Streetcar, Inc. However, because TriMet, Metro and Clackamas County representatives felt that the FTA would not support the elimination of the WSL alignment at this time, they did not support the recommendation. ODOT did not support the recommendation because they believe a non-Macadam build option must be included in the DEIS.

VI. ALTERNATIVES IN DEIS

Mr. Ross Roberts of Metro presented a report on the Minimum Operable Segment (MOS) associated with the streetcar alternative. He provided some history on discussions of both temporary and permanent termini near the Sellwood Bridge. There was discussion on impacts to ridership, travel times and possible economic development. Mayor Sam Adams requested that the DEIS be structured to allow for the study of the entire corridor to Lake Oswego and include bus service further south from any MOS. Mayor Hoffman voiced his opposition to study of the permanent terminus north of Lake Oswego. Mr. Roberts clarified that an MOS was intended to be temporary and is distinct from a permanent terminus. There was general agreement among the group to include an MOS in the DEIS but no permanent terminus north of Lake Oswego.

Mr. Oblatz indicated that the Project Management Group would develop an option and bring it back to the steering committee.

MOTION:

Ms. Lynne Anne Peterson moved, seconded by Mayor Sam Adams to adopt the PMG Recommendation. Hearing no objections, the motion **passed**. Discussion clarified that the steering committee recommendation of alternatives to be eliminated requires concurrence of the FTA.

VII. PUBLIC COMMENT

Chair Liberty opened the floor to public comment and the following people were recognized and provided comments on the Lake Oswego to Portland Transit Project:

Ms. Bev Bookin and Mr. Vern Rifer thanked Metro for the opportunity to participate and called the Committee's attention to the unified position represented by the stakeholder petitions supporting hybrid options 1 and 3.

The key points of their presentation to the Committee were:

- Business and neighborhood stakeholders support consideration to extend the proposed hybrid alignment on Macadam Avenue from Carolina Street to SW Nevada Street as it provides substantially greater economic development opportunities
- WSL option(s) should not be brought forward
- Streetcar should be designed as local transit service for the neighborhood and local businesses
- Issues that have been voiced unanimously by the affected neighborhoods should be recognized:
 - Reciprocate information and feedback to the neighborhood and business stakeholders
 - Understand this is not a simple process
 - In Hybrid Alternative # 3, the east side of Macadam would require special consideration
 - Trade for trail on WSL; willingness to help pay for the line if WSL is not used

Councilor Jody Carlson of West Linn supports the extension of the line to Lake Oswego in Phase 1 and bus connections with continued direct service to West Linn during peak periods.

Mr. R.A Fontes of Lake Oswego requested the source modeling data for the alternatives be properly weighted. Ms. Bridget Wiegart of Metro responded that new travel forecasting would be done in the DEIS. Mr. Fontes also inquired about a "Plan B" should the full length street car alternative be moved forward increasing travel time for current riders. Ms. Wiegart informed the Committee and Mr. Fontes that an analysis of continued bus service to points south of Lake Oswego could be reviewed in the DEIS.

Mr. Mike Sisavic suggested that personal impacts should be addressed for individuals whose homes come within feet of the proposed line presenting a potential danger for children.

Mr. Martin Taylor asked why a river crossing from Lake Oswego to the Portland Milwaukie Light Rail was not an alternative. Co-Chair Collette responded that the Metro council had discussed this but cost and ridership issues caused the alternative not to be included. She went on to explain that the line from Lake Oswego following commuter rail track is in the High Capacity Transit plan for the not too distant future. A bike/pedestrian crossing is also a possibility in the future between Milwaukie and Lake Oswego.

Mr. Brown spoke about the extended streetcar alternative to Lake Oswego as critical to supporting the future redevelopment envisioned for downtown Lake Oswego and West Linn.

Mr. Bryan Burns of Johns Landing reiterated that transit riders want alternatives to auto travel while cutting their commute times. He pointed out that zigzags in any proposed line would cause slowing and increased travel times. He suggested keeping the line as straight as possible to keep transit time down. He also expressed a strong desire to keep the streetcar out of auto traffic lanes.

Chair Liberty thanked all of the presenters for taking the time to share their valuable insight with the Steering Committee.

VIII. STEERING COMMITTEE DISCUSSION AND RECOMMENDATION ON ALTERNATIVES TO BE INCLUDED IN THE DEIS

The Committee discussed items that might need to be mentioned in the DEIS to support potential future federal funding opportunities. The following items were discussed and commented on:

- Potential water taxi connections to the proposed transit stops that are near the Willamette River.
 - To date, water taxi connections have not been addressed in the analysis.
 - At the Committee's direction the staff will mention this concept in the narrative of the DEIS.

- Sellwood Bridge local match funding

Mr. Rian Windshiemer of ODOT mentioned continued interest in targeted outreach and education about impacts of the proposed alternatives to highway users outside the immediate project area.

IX. UPDATE ON LAKE OSWEGO TRAIL REFINEMENT

Mr. Brian Monberg of Metro appeared before the committee and presented an update on the trail refinement technical work to date and the findings from the process. Recommendations will be finalized at a future meeting.

Mr. Monberg presented on several aspects of the trail refinement:

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

Mr. Monberg began by reviewing alignments for the whole corridor that would provide a regional connection from Portland to Lake Oswego. Efforts to date have focused on the relationship to streetcar options being studied, and the feasibility of trail designs on Highway 43.

Detailed corridor designs have been identified for 16 sections that could be phased or completed in conjunction with other capital improvements. Evaluation criteria used to inform/weigh capital costs and engineering challenges with user experience and other considerations was also presented.

To review trail concepts, three technical working group meetings have been held with local agency staff along with individual meetings with PBOT, Portland Parks, ODOT, Lake Oswego, and BTA. Outreach also included discussion of the trail alternatives at two transit project open houses and with advocacy groups including BTA, SW Trails, and Friends of Tryon Creek.

Next Steps:

- Focus on areas best suited for collaboration with streetcar
- Review trail sections that can be developed independently or with other projects
- Move forward with the Active Transportation concept for the corridor
- Define a funding source, or sources to move the project to the next step

South Waterfront to Sellwood Bridge

Key points were provided regarding the following areas:

John's Landing Area:

- Right of way is very constrained in developed areas
- Space is limited to 26' for double track and trail
- South Portal improvements could result in on-street connections

Streetcar Design Option Area:

- If the streetcar runs on the WSL, there is potential to improve the Greenway in certain areas.
- If the streetcar does not run on the WSL, there would still be interest in pursuing improvements to the existing greenway trail for use by pedestrians and recreational bikers. The WSL right of way could be considered for faster bike commuters. This would need to be discussed as part of district planning along with public outreach efforts.

Willamette Park Area:

- Connections from Beaver Road are an important consideration. Current designs have identified an alignment within the existing WSL right of way and within the park, mostly along the driveway.

Sellwood Bridge Area:

- Opportunities to accommodate the trail are being explored. There are existing connections on Miles Place through Willamette Moorage, but they are not currently at regional standards. Continued exploration of the relationship to the Sellwood Bridge project and designs on Macadam is required. Multnomah County will provide bicycle and pedestrian access on the Sellwood Bridge itself.

Lake Oswego:

- Opportunities to vastly improve bicycle and pedestrian connections at Tryon Creek and the Foothills District are being discussed by the City of Lake Oswego. Specifically the city may build a new bicycle and pedestrian bridge over Tryon Creek.

Next Steps:

An agency sponsor and funding are required to move forward with the project development. Some trail sections require additional master planning, others engineering, and all sections need more extensive public outreach. The multi-jurisdictional nature of the trail requires an oversight agency to help connect all the diverse interests.

Many trail segments require additional coordination with transit design work or other local efforts.

Chair Liberty inquired about possible governance for the trail project. Ms. Lynne Anne Peterson stated that the trail portion of this project is just as important as the rest of the project and she does not want to see any loss of commitment to the trail. Ms. Judie Hammerstad does not want the trail to impede the streetcar project progress or vice versa. She proposes moving forward on

the streetcar project even if the trail portion of the project cannot be developed on the exact same schedule.

Co-Chair Collette recommended a subcommittee to govern the trail process and bring back updates to the Steering Committee for discussion. She suggested Steering Committee members and Intertwine leaders participate on the trail subcommittee. Chair Liberty agreed that a hybrid subcommittee could deliberate on oversight and governance of the trail effort among other issues and asked that staff provide a governance recommendation at the next steering committee.

X. SUMMARY OF KEY POINTS

Mr. Obletz summarized the alternatives to be moved forward in the DEIS as mentioned in the SOJ memo dated July 6, 2009. He informed the Committee that any decisions made at the July 8, 2009 meeting are “marching orders” for staff to work with the FTA regarding alternatives to be studied in the DEIS. He stated that there would be a report on progress with FTA on this issue at the next meeting.

XI. ADJOURN

There being no further business, Chair Robert Liberty adjourned the meeting at 2:03.

Meeting summary respectfully submitted by:

Michael Robert

Administrative Specialist

Date: September 23, 2009

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 8, 2009

The following have been included as part of the official public record:

Item	Topic	Document Date	Description	Document Number
I.	Agenda	7/8/09	Lake Oswego Steering Committee Meeting Agenda dated July 8, 2009	070809losc-01
II.	Meeting Summary	6/1/09	Approved Lake Oswego Steering Committee Meeting Minutes dated June 1, 2009	070809losc-02
IV.	Report	7/6/09	WSL Options Report dated July 6, 2009	070809losc-03
V.	Recommendation	7/8/09	PMG Recommendation dated July 8, 2009	070809losc-04
VI.	Petition	7/8/09	Petitions dated July 8, 2009	070809losc-05

Community Advisory Committee

DRAFT Member proposal for PMG 7-22-09, updated 9-16-09

After reviewing more than 50 applications for membership in the CAC, the public involvement team has recommended members that represent a broad range of perspectives in the corridor. The recommended membership includes at least one member who resides in each recognized neighborhood association or CPO in the corridor.

The proposed CAC would include:

- Seven representatives of Portland-based geographic interests including two condo owners.
- Five representatives of the unincorporated area including three WSL property owners.
- Seven representatives of Lake Oswego-based geographic interests including each affected neighborhood and two downtown business owners.
- One representative from West Linn.
- Many people who commute in the corridor by bike, auto and transit including at least three members who regularly commute by auto on Highway 43.
- One user of accessible transit.

Recommended members include:

1. Ed Abrahamson – Bicycle Transportation Alliance (BTA) representative, transit rider
2. John Betts – McVey South Shore NA, accessible transit user
3. Bev Bookin – South Portland NA, Bankside Condominiums, Johns Landing Homeowners Association representative, WSL property owner
4. Matt Brown – Foothills owner representative (Williams and Dame)
5. Heather Chrisman – Lake Oswego retail business owner, Lakewood NA
6. Mary Beth Coffey – Foothills resident
7. Andrew Franklin – OPB Board member, Riverdale CPO
8. Paul Graham – LO downtown retail business owner
9. Dave Jorling – First Addition NA, transit rider
10. Beth Kieres – Willamette NA (West Linn), commuter to OHSU
11. Lydia Lipman – Birdshill CPO, WSL property owner
12. Bryce Linton – Birdshill CPO chair
13. Ken Love – South Portland Neighborhood Association, Miles Place resident
14. Ellie McPeak – Old Town NA (proposed chair)
15. Tom Moisan – Johns Landing business owner (Ankrom Moisan Architects)
16. Eli Morgan – Riverdale CPO, WSL property owner
17. Pascal Pascuzzi – South Waterfront property owner, North Macadam URAC member
18. Vern Rifer – Portland Streetcar Inc. Citizen Advisory Committee representative, Riverdale resident, right of way property owner
19. Bob Sack – Old Town NA
20. Katherine Schultz – Fielding Road resident, WSL property owner, commuter on Hwy 43
21. Mike Sisavic – South Portland NA, Willamette Shores Condominiums, WSL property owner
22. Jeremy Solley – South Waterfront, South Portland NA, South Portland Business Association
23. Joy Strull - Evergreen NA

Both types of discussion groups would begin with a brief history and overview of the corridor and options to be studied in the DEIS. The introduction would provide context about the wide range of alternatives originally considered in the Alternatives Analysis. Then, participants would be asked for their feedback on several topics, like:

- What are the biggest concerns/issues you see in the Highway 43 corridor today?
- How do you commute? What influences your decision about how to commute?
- What factors could change your commute mode?
- When you decide how to commute, how big a factor is travel time? What about reliability?
- Do you support additional travel choices in the corridor? If yes, what would you think if that additional travel choice results in longer travel times for people in cars?

The discussion groups would be facilitated by a member of the consultant team and meeting summaries would be prepared by Metro staff. Staff members from ODOT, Metro and other jurisdictions could observe discussions. These discussion groups would most likely be held at the employers facility, so all observers would be in the room with participants.

Farmers' markets

The project team will host a booth at West Linn (9/22), Lake Oswego (10/10), Milwaukie (Oct.), Hillsdale (Oct.) farmer's markets and in front of Albertson's (10/9) in Lake Oswego to raise awareness about the project. The project team can ask each visitor several questions about commuting. For this venue, the questions would be on a feedback with choices provided so that people can fill it out very quickly and move on through the event or to their grocery shopping. People will also have the option to share their thoughts in an open-ended question. The following questions would be included on the form:

- Do you commute on Highway 43? How often? How (by car, transit, etc.)? For what purpose (work, recreation, etc.)?
- If you commute on Highway 43, where do you live? Where do you work?
- On this list of things that may affect your choices on how to commute, which are relevant for you (check all that apply)?
- What do you think of the possibility of streetcar between Lake Oswego and Portland? Would you consider riding it?
- What do you think about the possibility of streetcar on Highway 43 between Willamette Park and downtown Portland?
- Is there anything else you'd like to tell the project team?

The project team would summarize the results from each booth event for review by the PMG.

Responsibilities

Employer-based discussion groups

- Facilitation, materials, meetings summaries, lunch – Metro/consultants
- Identify and coordinate employer locations and participants – ODOT/Metro

Farmers' Markets

- Schedule, materials and majority staffing – Metro
- Additional staffing – ODOT

Cost

Consultant support for identifying locations and making contacts, preparing discussion questions, facilitating five one-hour discussions and reviewing summaries prepared by Metro will be about \$6,000. The PMG will need to approve this from project contingency funding.

Date: Wednesday, September 23, 2009
To: Lake Oswego to Portland Transit Project Steering Committee
From: Metro staff, with input from the Lake Oswego to Portland Trail Refinement Working Group and the Lake Oswego to Portland Transit Project Management Group (PMG)
Subject: Lake Oswego to Portland Trail Project Recommendation

This memo recommends a strategy to develop a trail connection from Lake Oswego to downtown Portland.

Background

From 2005-2007 an Alternatives Analysis study of transit options in the corridor included a trail component for each transit option. In 2007, the Lake Oswego to Portland Transit Steering Committee adoption of the Locally Preferred Alternative (LPA) directed the project to provide further refinement on the trail concept for the corridor. Specifically, the work program included:

- Development of a trail alignment with lower capital costs, as well as a phasing strategy
- Identification of a trail sponsor for the corridor to further project development for the trail
- Consideration of funding opportunities for the trail project

In 2009, Metro convened a trail refinement process to respond to the work program defined in the LPA document. A working group comprised of jurisdictional transportation and park staff has met throughout the refinement to evaluate and recommend a strategy responding to the work program. The trail refinement recommendation is described below.

Policy

This project has been identified in state, regional, and local comprehensive plans. Refer to Attachment C of this memo for more information.

Trail alignment and phasing

The trail working group has identified three phases for the trail alignment. Early phases will develop the trail in north section (Johns Landing) and extend the trail system in the south section (downtown Lake Oswego). Later phases will complete design and construction of the central section. Refer to Attachment A and the map set included with this memo for a description of the alignment. For more information on phasing, refer to table in Attachment B of this memo.

Project development

The trail working group recommends a multi-party partnership with Metro and others, including Portland Bureau of Transportation, Portland Parks, Clackamas County, City of Lake Oswego, TriMet and ODOT. Metro should convene the regional corridor vision, continue to pursue funding opportunities, and support the decision making body. Partner agencies, including Metro, would continue project development in their jurisdiction per the work plan outlined in Attachment A. This arrangement is dependent on the availability of resources among the partner agencies still to be identified.

Project governance and decision-making

The trail working group recommends a Trail Committee that is separate from the Lake Oswego to Portland Transit Project Steering Committee. Because of their shared history and interests, the two committees would have some overlap in membership and would keep updated on each other's work. In addition, if convenient, they might meet on the same dates but would convene and adjourn immediately following each other. Finally, there are six locations (listed at the end of this memo) where the two projects are closely located. Coordination is occurring and is recommended to continue through the planning and design phases.

Funding for the trail

The trail working group has identified several potential funding sources. Most promising opportunities include funding in conjunction with other capital projects underway as well as the Active Transportation partnership. Other funding sources could include the State Transportation Improvement Program and the Highway Safety Improvement Program. More details on funding are included in the trail final report. This project is listed in the 2035 Regional Transportation Plan Financially Constrained list as project ID 10087, nominated by the City of Lake Oswego.

Public outreach

Project staff held two open houses during the refinement phase of the project to receive trail input. Project staff also held stakeholder meetings with advocacy groups. Project staff is preparing additional outreach with neighborhood groups and bicycle and pedestrian advisory committees.

Next Steps

The work program for the trail project is summarized in Attachment A. As further detailed in Attachment A, the Lake Oswego to Portland Trail Project should continue to coordinate with partner agencies and project development in the following areas:

Coordination with Lake Oswego to Portland Transit Project:

- Lowell Street to Hamilton Street (PBOT South Portal Project area)
- Powers Marine Park
- Short and Long Trestles
- Riverwood Road
- Elk Rock Tunnel
- UPRR railroad berm and Tryon Creek

The objective of this coordination will be to assure that the transit project does not preclude concurrent or future construction of the trail.

Coordination with Oregon Department of Transportation (ODOT):

- Macadam Avenue (OR 43) between Julia Street and Carolina Street
- OR 43 at the Sellwood Bridge interchange and south of Sellwood Bridge

Coordination with Multnomah County:

- Sellwood Bridge Interchange Area

Coordination with City of Portland:

- Lowell Street to Hamilton Street (PBOT South Portal Project area)
- Willamette Park
- Sellwood Bridge Interchange Area
- Powers Marine Park

Coordination with City of Lake Oswego:

- Pedestrian bridge over the mouth of Tryon Creek
- Foothills District Planning

ATTACHMENT A: Lake Oswego to Portland Trail Project Alignment

This section outlines the alignment identified for the trail and key actions for implementation. The corridor includes three sections; a *North Section* from South Waterfront to the Sellwood Bridge; a *Central Section* from the Sellwood Bridge to Terwilliger Boulevard; a *South Section* in downtown Lake Oswego and Foothills District. Refer to the Lake Oswego to Portland Trail Project maps for a geographical overview of these areas.

North Section (Between South Waterfront and Sellwood Bridge)

The north section of the trail can be developed in conjunction with other concurrent transportation projects. This section has four areas, divided by street names:

- **Lowell Street to Julia Street:** Trail will be developed in conjunction with the City of Portland South Portal project¹. South Portal Project includes extending bike lanes from on Moody/Bond south to Hamilton Street and has an opportunity to fill in gap in the current waterfront trail.
Considerations: South Portal Project is not yet funded. Design considerations for the trail should be resolved as part of concept design. Trail design should be coordinated with local property owners to ensure vehicle access and parking in the area.
Action:
 1. City of Portland South Portal Project will include sidewalks and bike lanes on the street network. South Portal Project should secure right-of-way to close trail gap on existing greenway.
 2. Should the Lake Oswego to Portland Transit Project precede the South Portal Project, the transit project will assure that the existing trail connection between Bancroft and Hamilton streets is maintained.

- **Julia Street to Carolina Street:**
 - If a transit project locally preferred alternative selects alignment for streetcar on Macadam Avenue, project will consider developing the Willamette Shore Line in this section for a trail.
Considerations: Trail project needs to secure public easement for trail use on Shore Line. Many adjacent homeowners to-date support a trail on the Shore Line, if a streetcar is located on Macadam Avenue. The trail working group identified the Willamette Shore Line as the preferred trail location in this section. However, ODOT has concerns about the operation of streetcar on Macadam Avenue. Trail project will need to secure funds for trail construction, maintenance, and operations in this segment.
Action:
 1. Lake Oswego to Portland Trail Project should pursue public easement for trail along Willamette Shore Line right-of-way. Trail project should coordinate with transit project through the selection of a preferred alternative and engineering.
 - If a locally preferred alternative selects alignment for streetcar on the Willamette Shore Line, trail project should consider improvements to existing greenway in this section.
Considerations: Trail in this section is narrow and sensitive to environmental constraints.
Action:
 1. Lake Oswego to Portland Trail Project will develop trail improvements along existing greenway.

- **Carolina Street to Miles Street:** Trail will be located on Beaver Avenue and within Willamette Park.
Considerations: On Beaver Avenue, collaboration is needed with streetcar project and Willamette Sailing Club to maintain access and parking for sailing club. In Willamette Park, collaboration with Portland Parks is needed to finalize trail alignment in park that minimizes conflicts with vehicles accessing park and preserves natural resources, including oak trees.
Action:
 1. Lake Oswego to Portland Trail Project should work with transit project to include bicycle and pedestrian connections on Beaver Avenue.
 2. Lake Oswego to Portland Trail Project should work with Portland Parks to improve bicycle and pedestrian connections through the park, including new trail improvements located on western boundary of park.

¹ See Portland Bureau of Transportation *South Waterfront District Street Plan*, October 2007

- **Miles Street to Sellwood Bridge:** There is an existing trail connection on Miles Place and a trail in Butterfly Park. Project will develop a new trail connection adjacent to Willamette Shore Line in conjunction with Sellwood Bridge Project.
Considerations: Trail project should work with Portland Parks to minimize natural resources impact on Butterfly Park and Willamette Moorage Park. Trail project should work with Macadam Bay property owners to minimize impacts to parking. Trail project should work with Sellwood Bridge Project through final design to coordinate trail development, including connections to bridge and north-south through movement.
Action:
 1. Lake Oswego to Portland Trail Project should continue to work with Multnomah County Sellwood Bridge Project and City of Portland to develop a trail connection between Miles and the Sellwood Bridge. This trail is currently defined in the Sellwood Bridge Interchange Access Management Plan (IAMP).

Central Section (Between Sellwood Bridge and Terwilliger Boulevard)

This section has significant design challenges. Trail project is still considering potential designs adjacent to OR 43 or adjacent to the Willamette Shore Line right-of-way. There are three areas in this section.

- **Powers Marine Park:** Trail to be developed in Powers Marine Park and/or adjacent to Willamette Shore Line right-of-way, transitioning to OR 43 right-of-way.
Considerations: Trail project should work with Sellwood Bridge Project to ensure connections to trail. Trail project should work with Portland Parks to determine final route and design of trail. Portland Parks has identified Powers Marine as a passive use park, and has concerns about increasing public use of the park. Elevation changes between eastern end of park and OR 43 must be considered to site best location for trail. Much of park is located in the flood plain. Project should work with ODOT on potential connections between trail and OR 43.
Action:
 1. Trail Project should work with Sellwood Bridge Project to ensure connections to trail.
 2. Trail Project should work with Portland Parks to determine final route and design of trail.
 3. Transit Project should not preclude a future trail between the Willamette Shore Line and OR 43 right-of-way.
- **End of Powers Marine Park to Riverwood Road:** Trail connection to be adjacent to OR 43. OR 43 is three lanes in this section. A two-way separated path on the east and west side of the roadway has been studied in this section. Trail project will need to confirm preferred alignment in this section.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. A significant portion of OR 43 in this section is on structure.
Action:
 1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to OR 43.
 2. Trail Project should collaborate with ODOT to create most appropriate trail connection in this section.
- **Riverwood Road to Terwilliger Boulevard:** Trail needs additional design work to determine a preferred route on either: OR 43 to downtown Lake Oswego; or adjacent to Willamette Shore Line (Riverwood Road to Elk Rock Tunnel and Fielding Road to downtown Lake Oswego).
 - If a trail is adjacent OR 43: Project must finalize trail design adjacent to OR 43.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. A significant portion of OR 43 in this section is on structure.
Action:
 1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to OR 43.

2. Trail Project should collaborate with ODOT to create most appropriate trail connection in this section.
- If a trail is considered adjacent to Willamette Shore Line: Trail would have bicycle boulevard treatments on Riverwood Road, a possible connection to new multi-use path through Elk Rock tunnel (or an alternative alignment to be determined), and bicycle boulevard treatments on Fielding Road. A new connection will be created from Fielding Road to Stampher Road and the Foothills District.
Considerations: Trail project must address design constraints, feasibility and user comfort through Elk Rock Tunnel. To date, there is not a similar shared rail transit/multi-use path through a tunnel of this length in the United States. Trail project must include additional public outreach to local property owners for trail in this section. Trail project will coordinate with transit project for trail location in relation to Union Pacific RR right-of-way and existing railroad berm and Tryon Creek.

Action:

1. If the existing “short” and “long” trestles are not used for the transit project, trail project should consider them for future trail use.
2. If the existing “short” and “long” trestles are reconstructed for the transit project, the transit project should assure that future trail use is not precluded. If feasible, funding/cost-sharing between the projects should be considered.
3. Trail project should develop bicycle boulevard treatments on Riverwood Road. Transit project design options using Riverwood Road should not preclude bicycle and pedestrian connections.
4. Transit project design options including single track streetcar should not preclude pedestrian/bicycle connection through the tunnel. Transit design options including double track streetcar and widening of the tunnel should not preclude a future trail connection via Elk Rock tunnel, if feasible and funding/cost-sharing is available.
5. Trail project should study connections to the north and south entrances of Elk Rock Tunnel.

South Section (Downtown Lake Oswego and Foothills District)

• Terwilliger Boulevard to Downtown Lake Oswego and Foothills District:

- Fielding/Stampher to Foothills Park: Trail project will develop a connection via a bicycle boulevard on Fielding and Stampher Road. A pedestrian bridge over the mouth of Tryon Creek will be developed through the existing City of Lake Oswego project.

Considerations: Trail project will work with transit project for trail location in relation to Union Pacific RR right-of-way, the existing railroad berm and Tryon Creek. Foothills District planning is still underway, and the trail project could enhance existing bicycle and pedestrian facilities in the district, including connections to the riverfront and downtown Lake Oswego.

Action:

1. Trail project should work with City of Lake Oswego to construct pedestrian bridge over the mouth of Tryon Creek.
 2. Trail project should study connections to Fielding Road and Stampher Road to the existing trail connections in Foothills Park.
 3. If transit project builds a connection through the UPRR railroad berm to Foothills District, the connection should not preclude a bicycle/pedestrian connection. If transit project builds structure over Tryon Creek, it should not preclude a bicycle/pedestrian connection, if feasible and funding/cost-sharing is available.
- OR 43/State Street between Terwilliger Boulevard and Foothills Road: Project must finalize design adjacent to OR 43.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. Trail connections identified to Tryon Creek State Park would greatly enhance trail project. State Street has narrow right-of-way in downtown Lake Oswego.

Action:

1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to State Street (OR 43).
2. Highway 43 study should consider incorporating the concept design for Tryon Creek as identified in the Tryon Creek @ HWY 43 Culvert Alternatives Analysis.

ATTACHMENT B: Lake Oswego to Portland Trail Project Phasing

	Phase 1	Phase 2	Phase 3
North Section (South Waterfront to Sellwood Bridge)	<p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> Finalize trail alignment in conjunction with Portland Bureau of Transportation South Portal project Finalize trail alignment in Sellwood Bridge Project Area with Multnomah County Finalize trail improvements in Willamette Park with Portland Parks Finalize trail improvements between Julia and Carolina Streets(area with streetcar design options) <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct trail improvements in Willamette Park Construct trail improvements between Julia St. and Carolina St. (area with streetcar design options) 	<p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct trail alignment in conjunction with Portland Bureau of Transportation South Portal project Construct trail improvements alignment in Sellwood Bridge Project Area with Multnomah County <p>SECTION COMPLETE IN PHASE 2</p>	SECTION COMPLETE IN PHASE 2
Central Section (Sellwood Bridge to Lake Oswego)	<p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> Finalize trail alignment in Powers Marine Park vicinity with Portland Parks 	<p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> Complete design work along OR 43 to develop a bicycle and pedestrian connection. Complete design work for Elk Rock Tunnel and connections adjacent to Willamette Shore Line <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct trail alignment in Powers Marine Park vicinity with Portland Parks 	<p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> If feasible, construct a facility adjacent to OR 43 If feasible, construct a multi-use tunnel through Elk Rock and associated improvements adjacent to the Willamette Shore Line to Fielding <p>SECTION COMPLETE IN PHASE 3</p>
South Section (Downtown Lake Oswego)	<p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> Finalize trail improvements as part of Foothills District Master Plan <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct the bridge over the mouth of Tryon Creek Acquire or secure easement and develop the four parcels along the Willamette River between Roehr Park and George Rogers Park 	<p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> Complete designs for a tunnel located under the UPRR existing railroad berm. Complete design work along OR 43 to develop a bicycle and pedestrian connection. Complete designs for bicycle and pedestrian improvements along State Street in Lake Oswego <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct a continuation of the Foothills Waterfront Park Trail and the Bicycle Boulevard improvements on Stampher. 	<p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> Construct bicycle and pedestrian improvements along State Street in Lake Oswego Complete designs for a tunnel located under the UPRR existing railroad berm. If feasible, construct a facility adjacent to OR 43 to Lake Oswego. <p>SECTION COMPLETE IN PHASE 3</p>

ATTACHMENT C: Policy Background

Comprehensive Plans

The Lake Oswego to Portland Trail is found in the following state, regional, and local plans:

- State Goal 15: Willamette River Greenway
- Regional Transportation Plan 2035 Financially Constrained System
- Regional Trails System
- Clackamas County Comprehensive Plan
- Multnomah County Bicycle Master Plan
- Portland Bicycle Master Plan (2009 Public Draft)
- Portland Recreational Trails Strategy
- Lake Oswego Trails and Parkways Master Plan
- Lake Oswego Transportation System Plan
- Trail is part of the original 40-Mile Loop vision for the Portland Metropolitan Region.

Lake Oswego to Portland Transit Project

The Purpose and Need of the Lake Oswego to Portland Transit Project identifies the need to work with regional and local plans. The Goals and Objectives explicitly include the Lake Oswego to Portland Trail Project.

Purpose and Need:

- Support regional and local land use goals
- Build on previous corridor transit studies
- Sensitive to the natural, built, and social environments
- Local and regional land use and development plans, goals, and objectives that target the corridor for residential, commercial, retail, and mixed-use development to help accommodate forecast regional population and employment growth

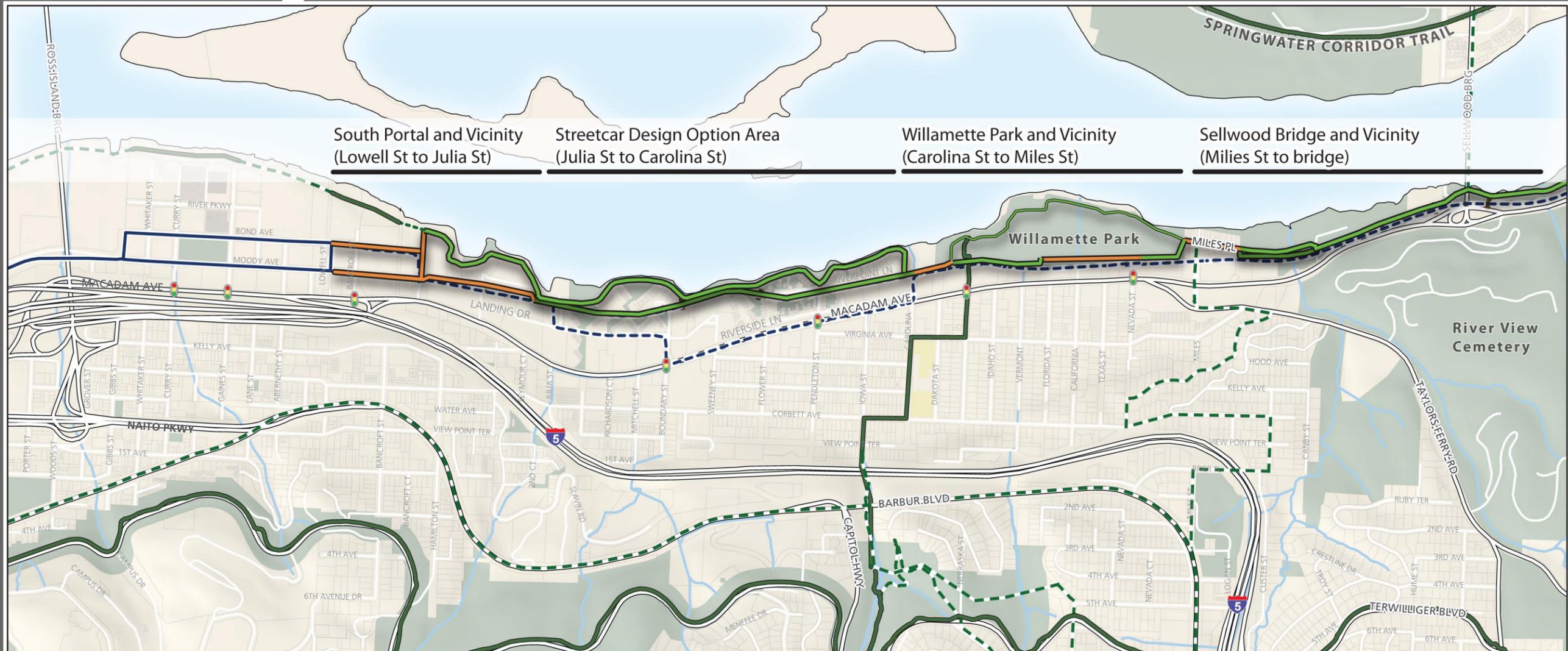
Goals and objectives:

GOAL 4A. Be sensitive to the built and social environments
6. Promote safe operations for bicycles and motorcycles

GOAL 4B Sustain existing neighborhoods
7. Minimize impacts to the Lake Oswego to Portland Trail

GOAL 6A Garner Broad Public Support
1. Maximize public support for the project

Lake Oswego to Portland Trail - SOUTH WATERFRONT TO SELLWOOD BRIDGE



Phase I North Section Improvements:

Planning and Development:

- Finalize trail alignment in conjunction with Portland Bureau of Transportation South Portal project
- Finalize trail alignment in Sellwood Bridge Project Area with Multnomah County
- Finalize trail improvements in Willamette Park with Portland Parks
- Finalize trail improvements between Julia and Carolina Streets (area with streetcar design options)

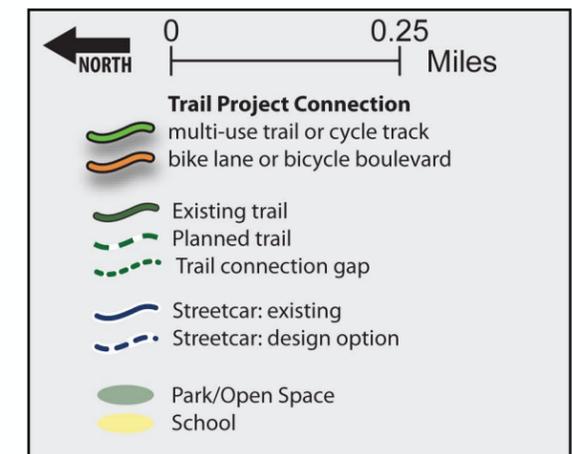
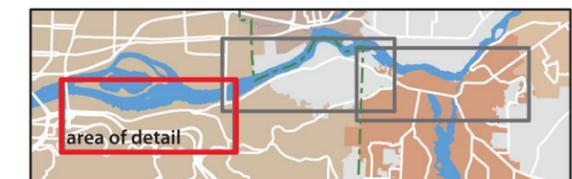
Construction/Implementation:

- Construct trail improvements in Willamette Park
- Construct trail improvements between Julia and Carolina Streets (area with streetcar design options)

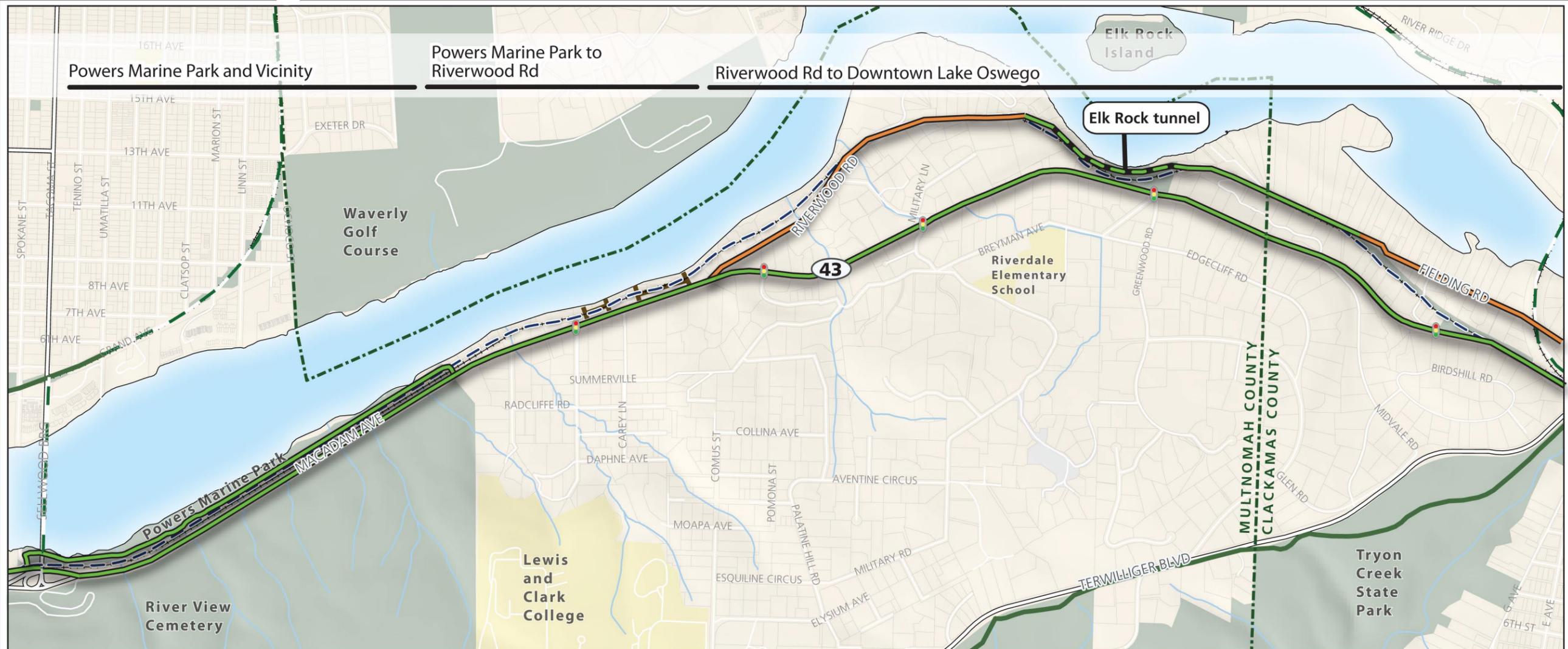
Phase II North Section Improvements:

Construction/Implementation:

- Construct trail alignment in conjunction with Portland Bureau of Transportation South Portal project
- Construct trail improvements alignment in Sellwood Bridge Project Area with Multnomah County



Lake Oswego to Portland Trail - SELLWOOD BRIDGE TO LAKE OSWEGO



Phase I Central Section Improvements: Planning and Development:

- Finalize trail alignment in Powers Marine Park vicinity with Portland Parks.

Phase II Central Section Improvements: Planning and Development:

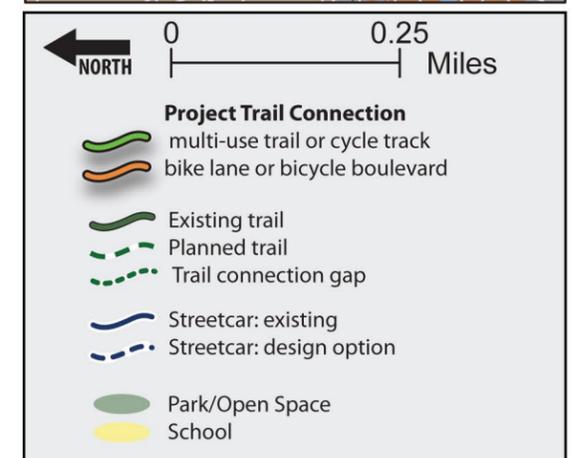
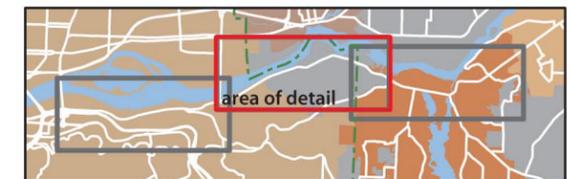
- Complete design work along OR 43 to develop a bicycle and pedestrian connection.
- Complete design work for Elk Rock Tunnel and connections adjacent to Willamette Shore Line.

Construction/Implementation:

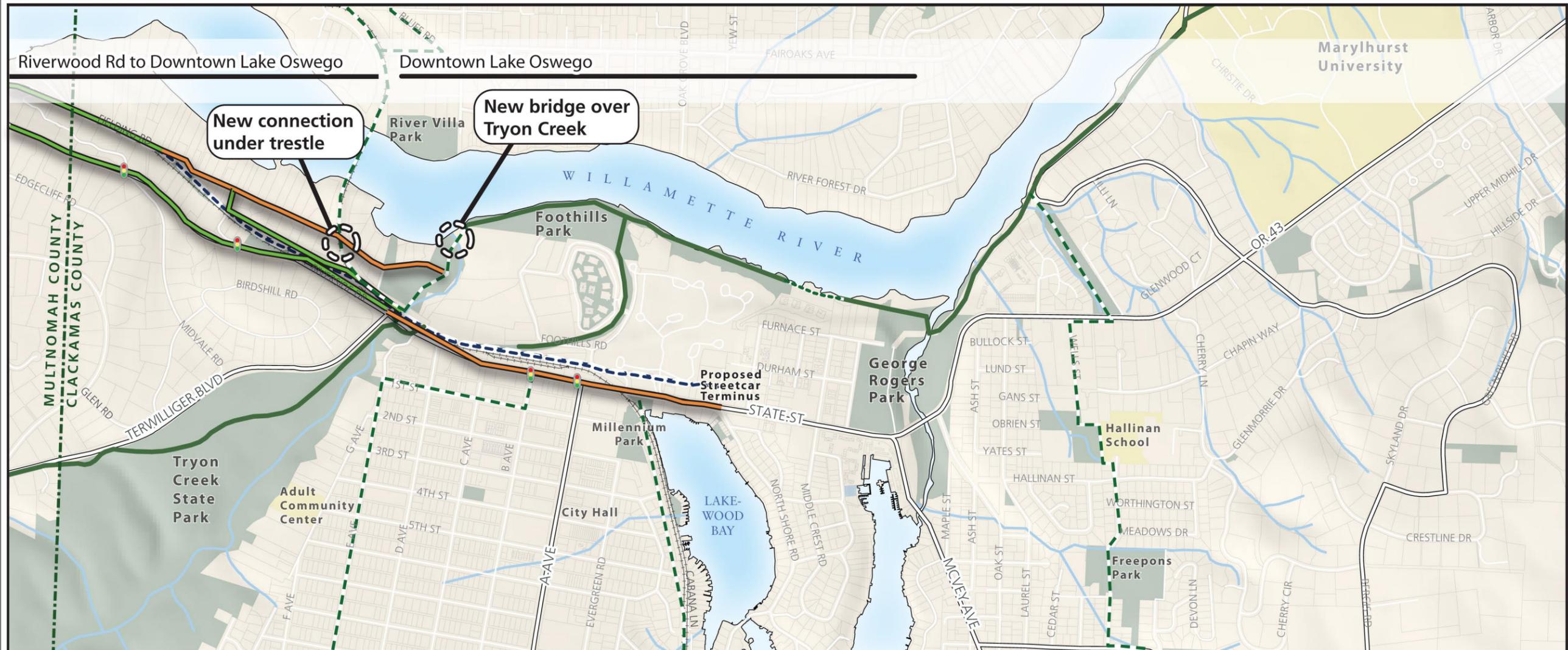
- Construct trail alignment in Powers Marine Park vicinity with Portland Parks.

Phase III Central Section Improvements: Construction/Implementation:

- If feasible, construct a facility adjacent to OR 43 to Lake Oswego.
- If feasible, construct a multi-use tunnel through Elk Rock and associated improvements adjacent to the Willamette Shore Line to Fielding Rd.



Lake Oswego to Portland Trail - DOWNTOWN LAKE OSWEGO



Phase I South Section Improvements:

Planning and Development:

- Finalize trail improvements as part of Foothills District master planning.

Construction/Implementation:

- Construct the bridge over the mouth of Tryon Creek.

Phase II South Section Improvements:

Planning and Development:

- Complete designs for a tunnel located under the UPRR existing railroad berm.
- Complete design work along OR 43 to develop a bicycle and pedestrian connection.
- Complete designs for bicycle and pedestrian improvements along State Street in Lake Oswego.

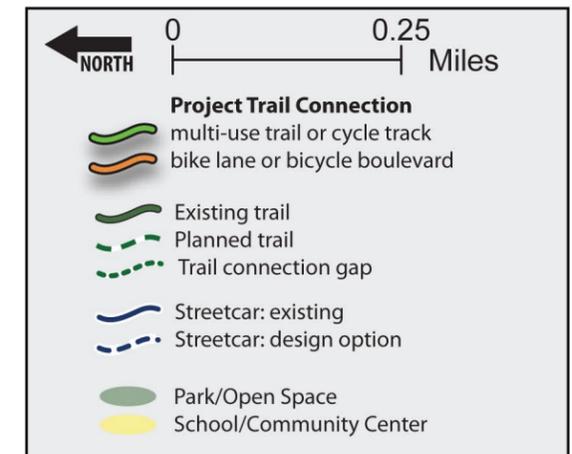
Construction/Implementation:

- Construct a continuation of the Foothills Waterfront Park Trail and the Bicycle Boulevard improvements on Stampher Road.

Phase III South Section Improvements:

Construction/Implementation:

- Construct bicycle and pedestrian improvements along State Street in Lake Oswego.
- Complete designs for a tunnel located under the UPRR existing railroad berm.
- If feasible, construct a facility adjacent to OR 43 to Lake Oswego.



 Metro | Memo

Date: Friday, Sept. 4, 2009
To: Project Management Group
From: Karen Withrow, Metro
Subject: Commuter outreach options

Based on discussions to date, below is a recommendation for reaching out to Highway 43 commuters as part of the Lake Oswego to Portland Transit Project. This outreach is expected to be conducted between September and November 2009 with the intent of:

- raising awareness about the project in preparation for a discussion of the locally preferred alternative in spring 2010
- informing project design and analysis

After discussion of a wide range of outreach options, we agreed that a combination of employer-based discussion groups and farmers' market outreach would best meet the goals within the project's budget, staff and schedule constraints.

Employer-based discussion groups

The employer-based discussion groups would be held in two formats: 1) with key business groups to bring them up to speed on the project, ask for feedback and revisit them as appropriate and 2) with the assistance of large employers recruiting their employees to participate in lunchtime discussions. Discussions will happen fall 2009.

Business groups:

- Portland Business Alliance Transportation Committee
- Lake Oswego Chamber of Commerce
- Portland Freight Committee (Oct.)
- Clackamas County Economic Alliance

Employee/student/resident discussion groups:

- OHSU (with employees)
- PSU (with employees)
- Marylhurst/Mary's Woods (potential location)
- Lewis and Clark College

For the lunchtime discussions, the project team would provide lunch (pizza) as an incentive to participate. While such discussions do not provide formal market research-style results, we will learn a great deal about participants' values about transportation choices and have the opportunity to introduce new participants to the project, people we will contact again when the DEIS is published and LPA recommendations are in progress.

Both types of discussion groups would begin with a brief history and overview of the corridor and options to be studied in the DEIS. The introduction would provide context about the wide range of alternatives originally considered in the Alternatives Analysis. Then, participants would be asked for their feedback on several topics, like:

- What are the biggest concerns/issues you see in the Highway 43 corridor today?
- How do you commute? What influences your decision about how to commute?
- What factors could change your commute mode?
- When you decide how to commute, how big a factor is travel time? What about reliability?
- Do you support additional travel choices in the corridor? If yes, what would you think if that additional travel choice results in longer travel times for people in cars?

The discussion groups would be facilitated by a member of the consultant team and meeting summaries would be prepared by Metro staff. Staff members from ODOT, Metro and other jurisdictions could observe discussions. These discussion groups would most likely be held at the employers facility, so all observers would be in the room with participants.

Farmers' markets

The project team will host a booth at West Linn (9/22), Lake Oswego (10/10), Milwaukie (10/18), Hillsdale (early Oct.) farmer's markets and in front of Albertson's (10/9) in Lake Oswego to raise awareness about the project. The project team can ask each visitor several questions about commuting. For this venue, the questions would be on a feedback with choices provided so that people can fill it out very quickly and move on through the event or to their grocery shopping. People will also have the option to share their thoughts in an open-ended question. The following questions would be included on the form:

- Do you commute on Highway 43? How often? How (by car, transit, etc.)? For what purpose (work, recreation, etc.)?
- If you commute on Highway 43, where do you live? Where do you work?
- On this list of things that may affect your choices on how to commute, which are relevant for you (check all that apply)?
- What do you think of the possibility of streetcar between Lake Oswego and Portland? Would you consider riding it?
- What do you think about the possibility of streetcar on Highway 43 between Willamette Park and downtown Portland?
- Is there anything else you'd like to tell the project team?

The project team would summarize the results from each booth event for review by the PMG.

Responsibilities

Employer-based discussion groups

- Facilitation, materials, meetings summaries, lunch – Metro/consultants
- Identify and coordinate employer locations and participants – ODOT/Metro

Farmers' Markets

- Schedule, materials and majority staffing – Metro
- Additional staffing – ODOT

Cost

Consultant support for identifying locations and making contacts, preparing discussion questions, facilitating five one-hour discussions and reviewing summaries prepared by Metro will be about \$6,000. The PMG will need to approve this from project contingency funding.