



**METRO**

**Agenda**

MEETING: METRO COUNCIL WORK SESSION  
DATE: October 27, 2009  
DAY: Tuesday  
TIME: 2:00 p.m.  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

<b>2:00 PM</b>	<b>1.</b>	<b>ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS</b>	
<b>2:15 PM</b>	<b>2.</b>	<b>ZAP UNO PRESENTATION</b>	Keele
<b>3:00 PM</b>	<b>3.</b>	<b>BREAK</b>	
<b>3:05 PM</b>	<b>4.</b>	<b>LAKE OSWEGO TO PORTLAND STREETCAR UPDATE</b>	Weighart
<b>3:35 PM</b>	<b>5.</b>	<b>COUNCIL BRIEFINGS/COMMUNICATION</b>	

**ADJOURN**

Agenda Item Number 2.0

**ZAP UNO PRESENTATION**

PRESENTED BY MIKE KEELE

Metro Council Work Session  
Tuesday, October 27, 2009  
Metro Council Chamber

Agenda Item Number 4.0

**LAKE OSWEGO TO PORTLAND STREETCAR  
UPDATE**

PRESENTED BY BRIDGET WEIGHART

Metro Council Work Session  
Tuesday, October 27, 2009  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: October 27, 2009 Time: 3:50 – 4:20 p.m. Length: 30 minutes

Presentation Title: Lake Oswego to Portland Transit Project Draft Environmental Impact Statement Update

Service, Office, or Center:  
Planning and Development

Presenters (include phone number/extension and alternative contact information):  
Bridget Wieghart (ext 1775), Jamie Snook (ext 1751), Karen Withrow (ext 1932)

## ISSUES & BACKGROUND

The Lake Oswego to Portland Transit 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, Oregon Department of Transportation and Portland Streetcar, Inc. (the Project Partners) are working together in the development of federally-required environmental analyses and reports, concept design and public outreach associated with the project.

The DEIS began in late summer/early fall of this year, 2009. The project's Steering Committee met on July 8, 2009 and approved the alternatives to be studied in the DEIS. At a September 23<sup>rd</sup> Steering Committee meeting, they approved several streetcar design options to be included in the DEIS. The Steering Committee includes Councilors Liberty and Colette as well as other elected and appointed officials from the corridor.

The purpose of this work session is to provide an update and highlight current project issues including:

- Narrowing of alignments and terminus, alternatives being studied
- FTA coordination and funding prospects (will be discussed during the presentation)
- Schedule and public involvement update
- Trail update including Steering Committee recommendations for how to proceed

The Metro Council was last briefed and provided input on the Refinement Phase in May 2009. Background information on the project is summarized below:

- In 1988, a Consortium of seven government agencies purchased the Willamette Shore Line right of way with the intent to preserve this right of way for future rail transit use.
- In 1996, the Metro Council adopted the 2040 Growth Concept, which sets forth a land use plan for the region which focuses growth in activity centers connected by high quality transit.

- July 2005, the Lake Oswego to Portland Transit and Trail Alternatives Analysis was initiated 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.
- 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.
- 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*.
- In December 2008, Metro and project partners initiated the Johns Landing Refinement Study to refine and potentially narrow the streetcar alignments through the Johns Landing neighborhood prior to the start of the DEIS. Potential new streetcar alignments were 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.
- In Spring 2009, as requested by the City of Lake Oswego, the project conducted a public process to narrow the range of terminus options in Lake Oswego.
- The Lake Oswego to Portland Trail Refinement Study was completed in summer 2009. The trail refinement study conclusion regarding trail alternatives, potential funding scenarios and a project development/governance proposal were approved where approved by the Steering Committee in August.

## **OPTIONS AVAILABLE**

### **Lake Oswego to Portland Transit Project Draft Environmental Impact Statement (DEIS)**

The purpose of the Lake Oswego to Portland Transit Project DEIS will compare transportation solutions in the corridor to assist in the selection of preferred route and transit mode. Once the DEIS is published, there will be a 45-day comment period to solicit input from the general public. Input from the public and recommendations from the CAC and the Project Management Group (PMG) will be forwarded to the Steering Committee to inform the Locally Preferred Alternative (LPA). The LPA will be adopted by the local jurisdictions/project partners concluding with the adoption of the LPA by Metro Council

#### ***Transit Alternatives to be studied in the DEIS***

The DEIS will include three transit alternatives between Lake Oswego and Portland for detailed study through the environmental analysis process. These include a No-Build alternative, a streetcar alternative and an enhanced bus alternative.

The no-build alternative provides a basis for comparison of the build alternatives and only includes highway, pedestrian, bicycle, and transit improvements in the corridor that would be built as identified in the Regional Transportation Plan (RTP) Financially Constrained network.

The streetcar alternative would include extension of the existing streetcar line from Downtown Portland and South Waterfront to the Lake Oswego Town Center. The streetcar improvements would end at the Albertsons terminus with bus service from Oregon City/West Linn to Lake Oswego. The streetcar alternative includes several design options:

- A. In South Waterfront, the streetcar could either be located in the Willamette Shore Line right of way or as part of the planned Moody/Bond Couplet expansion.
- B. In Johns Landing, the streetcar could: operate in the Willamette Shore Line right of way; operate in SW Macadam Avenue between SW Boundary and SW Carolina Streets in mixed traffic; or southbound streetcar operate in mixed traffic/northbound streetcar operating in a new northbound streetcar/right turn only lane in SW Macadam Avenue between SW Boundary and SW Carolina Streets.
- C. At the Sellwood Bridge, the streetcar could operate in the Willamette Shore Line or could operate as part of the Sellwood Bridge West Interchange.
- D. In the Dunthorpe/Riverdale area, the streetcar could operate either in the Willamette Shore Line or in SW Riverwood Road in mixed traffic.
- E. In Lake Oswego, the streetcar could operate in Union Pacific Railroad right of way or within the planned Foothills Road.

The enhanced bus alternative would include service improvements to the existing TriMet #35 including a park and ride in Lake Oswego and fewer bus stops. The enhanced bus alternative would be between Oregon City and downtown Portland.

### ***Transit Project Schedule***

The schedule for the DEIS is anticipating publishing the DEIS in July 2010. Key milestones include:

<b>Milestones:</b>	<b>Timeline</b>
PMG recommendation on alternatives/design options	September 9, 2009
Complete concept design for DEIS	October 9, 2009
DEIS Team Kick-Off	October 12, 2009
Complete technical analysis summaries	November 26, 2009
Complete draft DEIS chapters	February 23, 2010
Complete draft DEIS for FTA review	March 9, 2010
Publish DEIS	August 23, 2010
Public Comment Period	August 23-October 7, 2010
LPA process	July 16-December 2, 2010

### ***Citizen Advisory Committee (CAC)***

After reviewing more than 50 applications for membership, the CAC was formed and includes 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 CAC includes representatives from:

- Portland-based geographic interests including two condo owners and business owner;
- The unincorporated area including three WSL property owners;
- Lake Oswego-based geographic interests including each affected neighborhood and downtown business owners;
- West Linn;
- Commuters in the corridor by bike, auto and transit; and
- An accessible transit user.

### ***Business-Commuter Outreach***

Based on concerns from ODOT, the transit project team has agreed to provide additional outreach to Highway 43 commuters and business groups, mostly 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 summer/fall 2010
- informing project design and analysis

The outreach will include a combination of employer-based discussion groups and farmers' market outreach that would best meet the goals within the project's budget, staff and schedule constraints. Additional outreach will continue through 2010 as tourism interests have requested presentations when more DEIS analysis results and more trail project information is available.

### ***Ongoing Public Outreach***

Members of the project team engaged property owners and interested stakeholders through the corridor. Public outreach will continue through the DEIS.

## **Lake Oswego to Portland Trail Project**

In 2009, Metro convened a trail refinement process to respond to the work program defined as a result of the Lake Oswego to Portland Transit and Trail Alternatives Analysis. A working group comprised of jurisdictional transportation and park staff has met throughout the refinement to evaluate and recommend a strategy for the trail.

### ***Trail alignment and phasing***

The trail working group has identified three phases for the trail alignment. Early phases will develop the trail in the 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.

### ***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 would convene and carry 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. 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 where the two projects are closely located:

1. Lowell Street to Hamilton Street (PBOT South Portal Project area)
2. Powers Marine Park
3. Short and Long Trestles
4. Riverwood Road
5. Elk Rock Tunnel
6. UPRR railroad berm and Tryon Creek

Coordination in these specific locations 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. The 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.

### ***Public outreach***

Project staff held two open houses during the refinement phase of the project to receive trail input. Project staff also held a stakeholder meeting with trail advocates. Project staff anticipates additional outreach with neighborhood groups and bicycle and pedestrian advisory committees.

### ***Next Steps***

The Lake Oswego to Portland Trail Project should continue to coordinate with partner agencies and planned projects or improvements in the corridor as well as continue coordination with the Lake Oswego to Portland Transit Project. In addition, funding for the trail project is needed to continue to move the trail forward.

## **IMPLICATIONS AND SUGGESTIONS**

Metro Council feedback is requested on the various options under consideration and the process which will help with identifying the elements and features of a Locally Preferred Alternative.



**QUESTION(S) PRESENTED FOR CONSIDERATION**

1. Are there any concerns or issues that the Council would like the project to address in the evaluation of alternatives or the public process during the DEIS?
2. Does the Council have any comments or suggestions about the Lake Oswego to Portland Trail project or the proposed project development or governance?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION \_\_Yes X No**  
**DRAFT IS ATTACHED \_\_\_\_Yes X No**