

 **Metro** | *Agenda*

Meeting: Metro Council Work Session  
Date: Tuesday, September 21, 2010  
Time: 2 p.m.  
Place: Council Chambers

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**CALL TO ORDER AND ROLL CALL**

- 2 PM**      **1. ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**
- 2:15 PM**   **2. LAKE OSWEGO TO PORTLAND TRANSIT PROJECT - INFORMATION/DISCUSSION**      **Roberts  
Wieghart  
Snook  
Withrow**
- 3 PM**      **3. HEALTH IMPACT ASSESSMENT ON THE LAKE OSWEGO TO PORTLAND TRANSIT PROJECT - INFORMATION/DISCUSSION**      **Wieghart  
Snook  
Monberg  
Withrow**
- 3:20 PM**   **4. METRO INTERNET SURVEY PANEL - INFORMATION**      **Middaugh**
- 3:50 PM**   **5. COUNCIL BRIEFINGS/COMMUNICATION**

**ADJOURN**

Agenda Item Number 2.0

**LAKE OSWEGO TO PORTLAND  
TRANSIT PROJECT**

Metro Council Work Session  
Tuesday, Sept. 21, 2010  
Metro Council Chambers

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: September 21, 2010      Time: 2:15-3 p.m.      Length: 45 minutes

Presentation Title: Lake Oswego to Portland Transit Project

Service, Office, or Center: Planning and Development, Corridor Division

Presenters (include phone number/extension and alternative contact information):

Ross Roberts, x1752

Bridget Wieghart, x1775

Jamie Snook, x1751

Karen Withrow, x1932

Attached are maps depicting the alternatives under study (enhanced bus and streetcar).

### **ISSUE & BACKGROUND**

The Lake Oswego to Portland Transit Project is anticipating publication of a Draft Environmental Impact Statement (DEIS) in fall of 2010 with adoption of a Locally Preferred Alternative this winter. Nearly all of the DEIS analysis is complete at this point with drafts being reviewed by local, state and federal participating and cooperating agencies and the Federal Transit Administration. Upon publication, which is anticipated in mid November, a formal public comment period will be held along with project presentations, open houses, a public hearing before the project Steering Committee.

This presentation will provide an opportunity to provide a project, schedule and budget update on the project along with early DEIS analysis highlights and information about the status of plans for project funding. Analysis highlights will include information about capital and operations and maintenance costs, ridership, travel time, and environmental impacts as well as an update on public involvement activities in the corridor.

With some property owner and community concern about the project, the decision-making process to lead to selection of a project to advance to Preliminary Engineering and a Final EIS will be lively. Close coordination between project partners and good communication will continue to be paramount.

### **OPTIONS AVAILABLE**

The project team wants to receive Councilor feedback on project benefits, outreach and messaging as well as identifying any Councilor questions or concerns in time to address them in advance of the decision-making process.

### **IMPLICATIONS AND SUGGESTIONS**

The project team anticipates significant public discussion as well as interaction between elected officials in the project corridor leading to selection of a Locally Preferred Alternative for the corridor. Council liaisons to the project, as co-chairs to the Steering Committee will continue to play a key role in leading these discussions.

### **QUESTION(S) PRESENTED FOR CONSIDERATION**

1. Are key choices and tradeoffs related to the alternatives and design options becoming clearer? Are there additional ones to highlight?

2. Are there outstanding questions or things the project team should follow up on in order for the Metro Council to be prepared to see the DEIS released for public comment with movement towards a Locally Preferred Alternative?
3. What other direction or suggestions would you provide to maintain project momentum in anticipation of a Locally Preferred Alternative recommendation from the Steering Committee in late fall and request for Council action early next year?




**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_Yes \_No  
**DRAFT IS ATTACHED** \_\_\_Yes \_No

# Lake Oswego to Portland

TRANSIT PROJECT

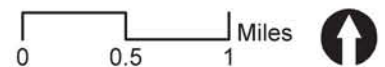
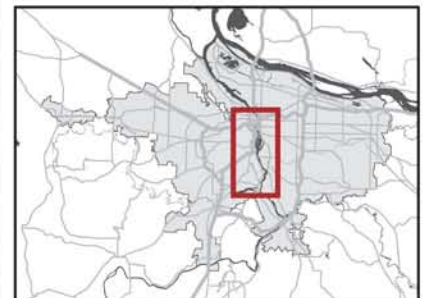
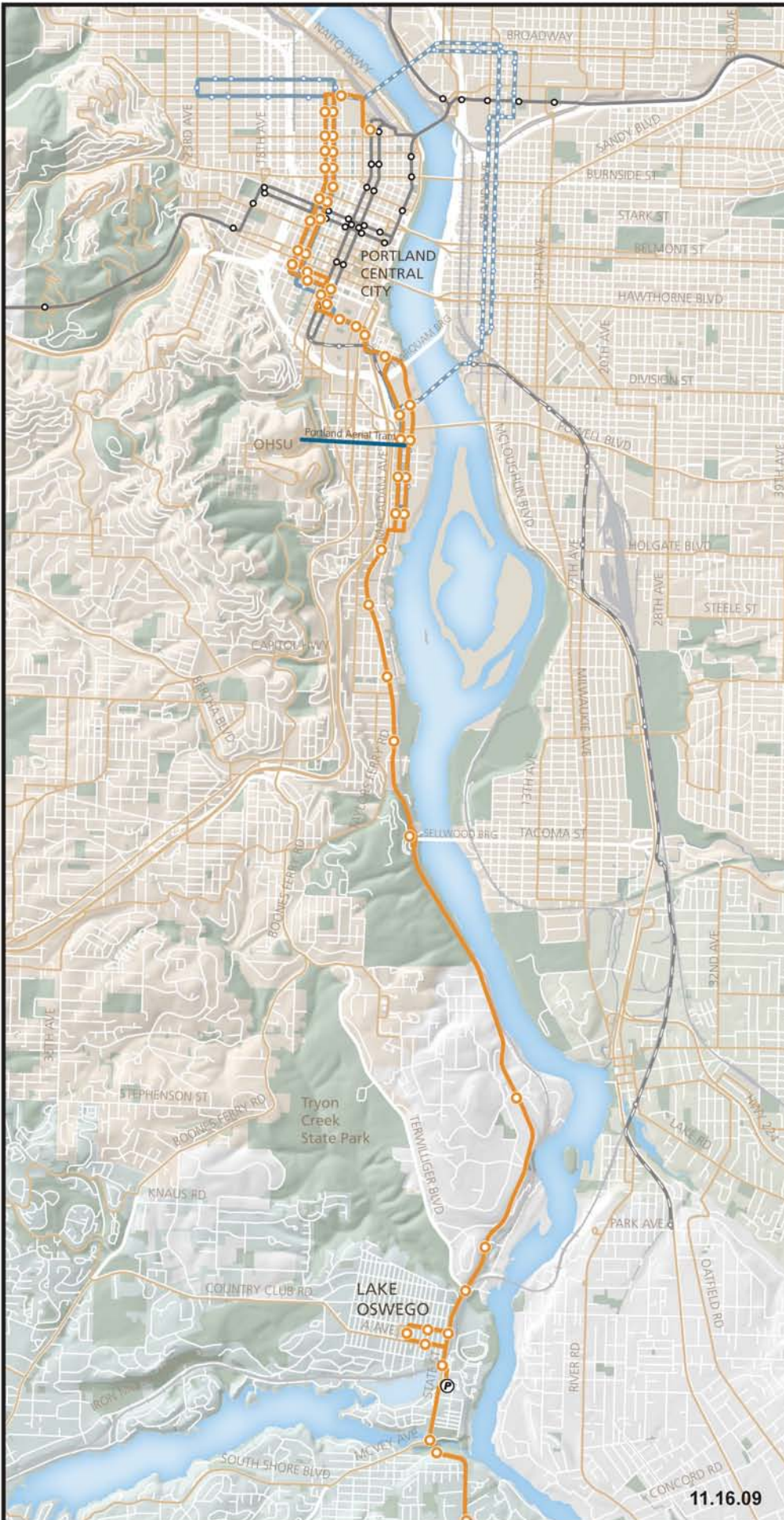
## Enhanced Bus Alternative

### Enhanced Bus

-  Enhanced Bus
-  bus stop
-  park-and-ride

### Transit: existing/planned

-  Streetcar, existing
-  Streetcar, under construction/planned
-  MAX, existing
-  MAX, planned
-  Portland Aerial Tram
-  Existing bus routes
-  Railroads



11.16.09



# Lake Oswego to Portland







TRANSIT PROJECT

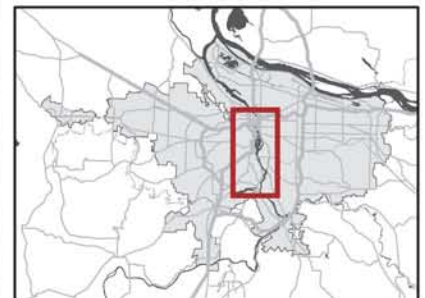
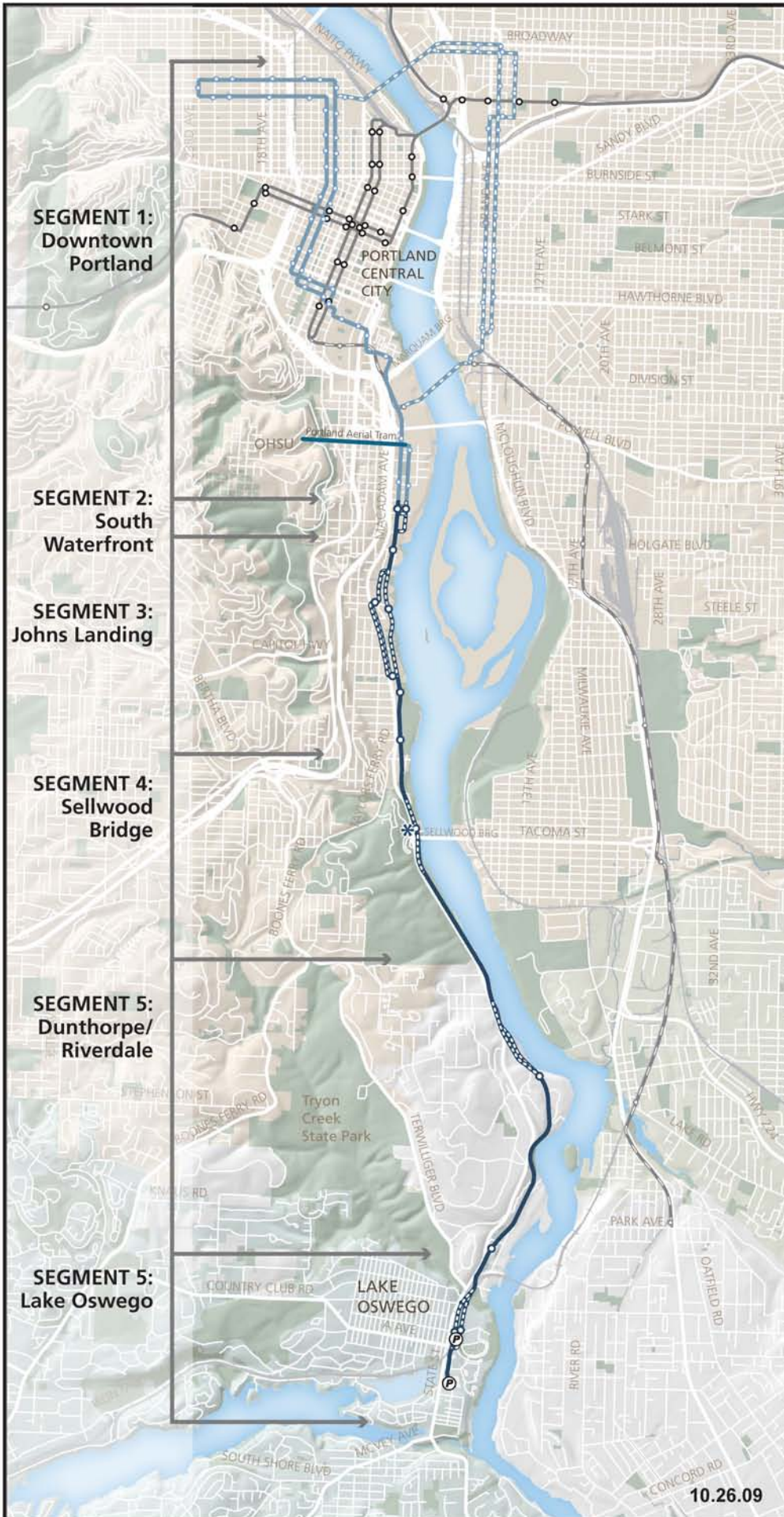
## Streetcar Alternative and Design Options

### Streetcar Alternative

-  Streetcar alternative
-  Streetcar alternative design option
-  station
-  Streetcar Minimum Operable Segment (MOS)
-  park-and-ride
- 

### Transit: existing/planned

-  Streetcar, existing
-  Streetcar, under construction/planned
-  MAX, existing
-  MAX, planned
-  Portland Aerial Tram
-  Railroads





## Streetcar Alternative Phasing and Design Options




A: South Waterfront Phasing  
- South Portal Phasing Option  
- Full-Project Construction Phasing Option

B: Johns Landing Design Options  
- Willamette Shore Line Design Option  
- Macadam In-Street Design Option  
- Macadam Additional Lane Design Option

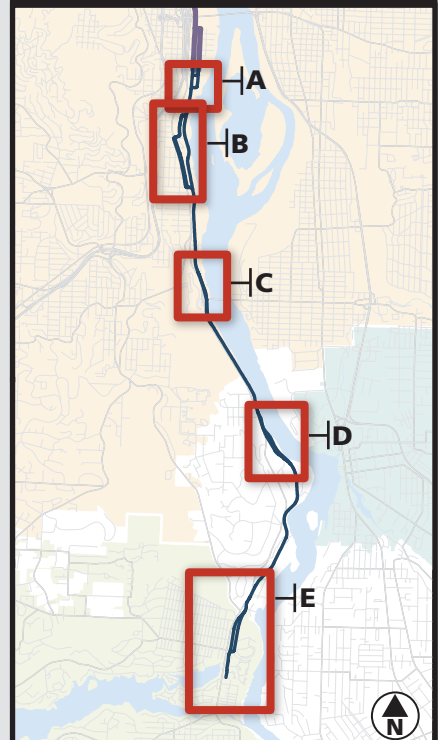
C: Sellwood Bridge Design Options  
- Willamette Shore Line Design Option  
- New Interchange Design Option

D: Dunthorpe/Riverdale Design Options  
- Willamette Shore Line Design Option  
- Riverwood In-Street Design Option

E: Lake Oswego Design Options  
- UPRR Right-of-Way Design Option  
- Foothills Design Option

-  Streetcar alignment common for all options
-  Streetcar options
-  Streetcar station park-and-ride

### Map Index



Agenda Item Number 3.0

**HEALTH IMPACT ASSESSMENT  
ON THE LAKE OSWEGO TO  
PORTLAND TRANSIT PROJECT**

Metro Council Work Session  
Tuesday, Sept. 21, 2010  
Metro Council Chambers



# **METRO COUNCIL**

## **Work Session Worksheet**

Presentation Date: September 21, 2010      Time: 3-3:20 p.m.      Length: 20 minutes

Presentation Title: Health Impact Assessment on the Lake Oswego to Portland Transit Project

Service, Office, or Center: Planning and Development, Corridor Division

Presenters (include phone number/extension and alternative contact information):

Bridget Wieghart, x1775

Jamie Snook, x1751

Brian Monberg, x1621

Karen Withrow, x1932

### **ISSUE & BACKGROUND**

Much of Metro's work directly benefits human health by encouraging walkable and bikeable communities, natural gardening and toxic reductions programs, and restoration and trail development. We have begun consciously integrating health into our planning activities, for example health is a goal of the RTP update as well as the creation of the Active Transportation Partnership. Both of these efforts recognize the role that public health plays in regional planning decisions.

A number of public health related organizations have expressed interest in working with planning organizations to integrate health into planning activities. This past spring Metro began partnering with Community Health Partnership (CHP) to identify a transportation project to conduct a Health Impact Assessment (HIA). This was a result of CHP receiving funding from the Centers for Disease Control and the National Network of Public Health Institutes to conduct some HIAs on Portland-area projects, plans, and policies related to transportation strategies for mitigating climate change. After meeting with Metro staff to screen a variety of possible projects, Metro and CHP agreed to pursue doing an HIA on the three alternative scenarios being considered in the Draft Environmental Impact Statement (DEIS) currently being prepared for the Lake Oswego to Portland Transit Project.

The Lake Oswego to Portland Transit Project was selected for several reasons.

- There is more opportunity for both staff education and replicability of analysis with other similar projects at Metro.
- Project staff is motivated and interested to incorporate this analysis into the project, understanding it will help shape future NEPA processes.
- Because results will be disseminated via the public comment period there is a defined opportunity for education and dissemination of results.
- The integration of HIAs into the NEPA documentation process is just beginning to receive attention and encouragement from federal agencies.

This HIA is the first that Metro has embarked upon and is being treated as a pilot project to explore the role that HIAs may have in future Metro work. CHP is taking the lead on conducting this HIA in consultation with Metro staff. A Memorandum of Understanding has been created to ensure roles and responsibilities are clearly defined. A project team consisting of Metro and CHP staff meets on a regular basis to track project progress as well as to discuss the development of the Health Impact Assessment. Additionally, the Climate Change Initiative Steering Committee has been engaged in this project. CHP has also formed an Advisory Committee made up of people familiar with HIAs and transportation planning to help inform the completion of the HIA.

The HIA is expected to be completed in October and will be submitted as a public comment to the DEIS. Project staff is creating a public outreach plan that will identify possible public engagement opportunities, provide assistance with the dissemination process, and provide consistency and coordination between the HIA and DEIS. The HIA will provide for some new outreach opportunities to groups who may not normally comment on transportation projects.

As mentioned above, this HIA is being treated as a pilot project and a learning opportunity for Metro staff. To that end, a series of brown bags have been taking place here at Metro and will continue through November. Topics include:

- HIA and project overview
- HIA stakeholder analysis and dissemination
- Choosing and Right sizing an HIA
- HIA draft results
- Integrating Health into Metro's work

#### **OPTIONS AVAILABLE**

The goal of this work session presentation is to provide the Council with some background on this pilot project and answer questions they have either about HIAs, this specific project, or implications for future use of HIAs at Metro.

#### **IMPLICATIONS AND SUGGESTIONS**

The project team anticipates that this pilot project offers an opportunity for Metro to explore the use of HIAs and other health measurement tools in our future work. Additionally, this pilot project also provides an opportunity to explore the use of HIAs on a project that is undergoing a DEIS. We anticipate having a number of discussions with a range of people interested in the results as well as the process we went through to complete this.

#### **QUESTION(S) PRESENTED FOR CONSIDERATION**

1. Are there questions about the use of HIAs?
2. Do you have any feedback on how the HIA should be a part of the public comment period?
3. Are there certain questions you would like to be answered throughout the life of this HIA that would be helpful for future conversations around how Metro should use HIAs and other health measurement tools?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_Yes \_\_x\_No  
**DRAFT IS ATTACHED** \_\_Yes \_\_x\_No

Agenda Item Number 4.0

**METRO INTERNET SURVEY  
PANEL**

Metro Council Work Session  
Tuesday, Sept. 21, 2010  
Metro Council Chambers

## **Metro Internet Survey Panel (working title)**

### **An opportunity to increase transparency and hear new voices**

Gathering meaningful public input requires adding new tools and techniques to our outreach and public involvement strategies. We've said it ourselves and we've heard it from the public -- we need to do a better job listening, gathering input and connecting with under-represented audiences. The recent Auditor's report (which will be presented to you later this month) adds some urgency to our need to invest in available new tools. Internet panels are becoming standard practice in the private sector but are only now being considered by public agencies.

Metro is contracting with DHM Research (Adam Davis and Su Midghall) to design and develop an internet based panel to gather regular, ongoing public comment on a variety of questions. The panel will be "Metro's"; meaning that it will be clear that people are signing up to provide information to Metro. All the demographic data and reporting will be managed by DHM Research to provide participants with confidentiality and to increase Metro's credibility in the use of this tool. We will provide transparency by making the survey results public and available directly to panel members.

DHM Research estimates that we will need 7-10,000 people to sign up for the panel to achieve a statistically valid survey sample for the region as a whole. In the meantime, we'll be collecting demographic information from all those who sign up so that we will have a good idea of who we are talking to so we can take that into account as we go along. We will invite our current email subscribers -- those who get GreenScene, Council newsletters, Nature in Neighborhoods emails, etc. -- to participate. We will broaden our invitation beyond our core audience to other parts of Metro (Oregon Zoo, Expo and PCPA email subscribers, for example) as well as work with partners to reach out to their members to join in and be heard.

Some *draft* materials are attached for your information.

### **Project outcomes:**

- Gather meaningful input and feedback from new audiences
- Demonstrate Metro's commitment to listening
- Make it easier for people to be engaged in decisions that affect the region and their neighborhoods
- Provide a new public involvement tool to support Metro Council decisions.

### **Project timeline**

The project team has set a Nov. 1, 2010 deadline to have the panel information ready to launch and to begin inviting people to sign up as panel members.



**\*questions with a (\*) should not be asked of respondents under the age of 18. For certain questions, use words in brackets [] for individuals under 18.**

1. In what county do you live? **(DROP DOWN MENU)**
2. In what city do you live? **(DROP DOWN MENU BASED ON COUNTY)**
3. What is your zip code? **(RECORD)**
4. What year were you born?  
**Group ages as:**

Response Category	
11 and under	1
12-14	2
15-17	3
18-24	4
25-34	5
35-54	6
55-64	7
65 and above	8

5. What is your gender?

Response Category	
Male	1
Female	2

6. What is the highest level of education you have had the opportunity to complete?

Response Category	
8 <sup>th</sup> grade or less	1
Some high school	2
HS graduate	3
Some college/technical/ community college/2-yr degree	4
College degree/4-yr degree	5
Post graduate	6

7. Are you of Spanish/Hispanic/Latino origin?

Response Category	N=
Yes	1
No	2

8. What is your race or ethnicity?

Response Category	N=
Asian or Pacific Islander	1
American Indian/Native	2
Black / African American	3
White / Caucasian	4
Hispanic/Latino	5
Two or more races/other	6
Refused	7

9. Just your best guess, what is your [parents] household income before taxes?

Response Category	N=
Less than \$10,000	1
\$10,000-\$14,999	2
\$15,000-\$14,999	3
\$25,000-\$34,999	4
\$35,000-\$49,999	5
\$50,000-\$74,999	6
\$75,000 - \$99,999	7
\$100,000 -\$149,999	8
\$150,000-\$199,999	9
\$200,000 or more	10

10. Do you [your parents] own or rent your primary residence?

Response Category	N=
Own	1
Rent	2
Don't know/Refused	3

11. Including yourself and any children, how many people currently live in your household?

Response Category	N=
0	1
1	2
2	3
3	4
4	5
5	6
6 or more	7
Refused	8

12. \*Do you have any children under the age of 18 living in the household?

Response Category	N=
Yes	1
No	2
Refused	3

13. **(IF YES TO Q12)** \*In what age group is your child/children? Check all that apply.

Response Category	N=
0-4	1
5-11	2
12-17	3
Refused	4

14. Is anyone in your household a current public employee, meaning they work for a city, county, regional, or federal government agency?

Response Category	N=
Yes, city	1
Yes, county	2
Yes, regional	3
Yes, federal	4
No	5
Refused	6

15. **(IF YES, REGIONAL TO Q14)** Do you or does anyone in your household work for Metro?

Response Category	N=
Yes, self	1
Yes, household	2
No	3
Refused	4

16. How involved are you in community and public affairs:

Response Category	N=
Not at all involved	1
Not very involved	2
Somewhat involved	3
Very involved	4
Other/don't know	5
Refused	6

17. How closely do you follow community and public affairs in the media?

Response Category	
Not at all closely	1
Not very closely	2
Somewhat closely	3
Very closely	4
Other/don't know	5
Refused	6

18. \*Which one of the following statements best describes your employment status?

Response Category	N=
I am unemployed because I'm retired, or for some other personal or family reason not in need of or looking for a job, and do not expect to in the future.	1
I am unemployed and in need of or am looking for a job	2
I am underemployed	3
I am employed	4
Don't know	5

19. \*Are you registered to vote?

Response Category	N=
Yes	1
No	2
Don't know	3

20. \*(IF VOTER) When it comes to politics, do you consider yourself more of a Democrat, more of a Republican, or more of an Independent or a member of another party?

Response Category	N=
More of a Democrat	1
More of a Republican	2
More of an Independent/Other party	3
Don't know/refused	4

21. \*(IF VOTER) When it comes to politics, do you consider yourself to be mostly liberal, mostly conservative, or more middle of the road/moderate?

Response Category	N=
Mostly liberal	1
Mostly conservative	2
More of a moderate/middle of the road	3
Don't know/refused	4



22. \*Are you a member of or affiliated with any community organization that has strong views about taxes, land-use, the environment, or politics?

Response Category	N=
Yes ( <b>Specify</b> )	1
No	2

23. **(IF YES TO Q24)** Would you say you are very involved, somewhat involved, or not too involved in this organization(s)?

Response Category	N=
Very involved	1
Somewhat involved	2
Not too involved	3
Don't know/refused	4

## Home Page:

Metro is an elected regional government that helps you make the region an extraordinary place to live, work and play. Metro serves more than 1.5 million residents in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland region.

Our research helps to improve communities by informing our planning through the voices of the public. We ask people questions on **issues that make a difference** – like the region's urban growth boundary, transportation planning, and the Oregon zoo, preservation of our natural areas, and recycling.

[JOIN OUR PANEL](#) today and have the opportunity to make a difference in improving our region. You will also be entered to win a \$\_\_\_ credit to the Metro Store.

Learn more about Metro at [www.oregonmetro.gov](http://www.oregonmetro.gov)

We partner with DHM Research on our research studies, a non-partisan public opinion research firm located in Portland. [www.dhmresearch.com](http://www.dhmresearch.com)

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## About the Metro Panel:

By joining Metro's panel, you as a resident of the region can have a stronger role in the regional planning decisions affecting our future.

The topics we study are important to you and your community, and your opinions are worth being heard! We often pay a cash honorarium for participation in focus groups or enter people into raffles for prizes like iPods for responding to an online survey.

**If you join our panel, you will automatically be entered into an annual raffle to win a \$5\_\_\_ credit to the Metro store.** We strive to gather opinions from everyone, and to include people of all ages, cultural and ethnic backgrounds, political opinions and ideologies, and religious beliefs in our studies.

We will never try to sell you anything. Our research is conducted by DHM Research, a non-partisan public opinion research firm located in Portland, Oregon. They act as a third party consultant and ensure your individual answers to questions in studies you participate in will be kept confidential and anonymous, in accordance with Metro's Privacy Policy [\[cite\]](#).

[JOIN OUR PANEL](#)

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## Survey Results

**News/ Stories/Links** Links chosen by Metro; updated/new links submitted to DHM by Metro once a month

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## Frequently Asked Questions

### **I lost my password. Is there a way to retrieve it?**

If you can't remember your password, select the "Forgot Password" link. This will take you to a login page where you can enter your email address. Your password will then be sent to your email address.

### **How do I update or change my contact information?**

From the home page, you can update your contact information by selecting the "Update Your Information" link.

### **How do I unsubscribe from the Metro Panel?**

If you would like to unsubscribe from our panel at any time, you may do so by going to the "Update Contact Information" link and selecting the opt-out choice.

### **What if I have other questions regarding Panel membership?**

You can click on the "Contact Us" link on the home page and we'll get back to you as quickly as possible.

### **How is my personal information used?**

Information such as age and gender are factors we use to select participants for our surveys and focus groups. Without them, we are not able to ensure our results accurately reflect the demographic make-up of the community.

We will never give your personal information to anyone outside of our firm (including our clients). The information you provide is only used for research purposes. For more information on our [privacy policy](#), click here.

[JOIN OUR PANEL](#)

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## **Join the Metro Panel**

To join our panel, we ask you to complete this short demographic profile survey. All of your information will be kept confidential. We use this information solely to assure that when we conduct studies using our panel we are reaching out to a representative cross-section of residents.

**(Each potential respondent must take demographic survey)**

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## **Privacy Policy**

Your privacy is very important to us. We will not give out or sell any personally identifiable information and will share your survey answers with our clients in an aggregate, anonymous form, which means that the shared information will not contain or be linked to any information that personally identifies you, including your name, email address, and mailing address. Instead, your answers are linked to an anonymous ID number that is used internally. For more information please click here to read our Privacy Policy. ([link to the full policy](#))

[JOIN OUR PANEL](#)

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## **Contact Us**

(use contact page similar to Metro's site, emails submitted to DHM)

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## **Rewards**

We'll have a link on the member site home page that says "**Metro Panel Rewards.**" When you click on the link it will describe the rewards and rules.



### **Panel and Survey Privacy Policy**

At Metro, we take your privacy very seriously. As a valued Metro Panel member, your participation is very important to us, and we value the information you provide. Our relationship will be one of respect and consideration.

When you use this web site (the "Site"), your survey answers will be reported to Metro in an aggregate, anonymous form. The information you provide will not contain or be linked to any information that personally identifies you, including your name, email address, or mailing address. Instead, your answers are linked to an anonymous ID number that is used internally. For more information regarding Metro's general Privacy Policy please click here:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=25437>

**This policy may be updated from time to time without prior notice, so please check back periodically. If you continue to visit our Site and use the services made available to you after such changes have been made, you hereby provide your consent to the changes.**

### **Our Commitment to Your Privacy**

- Your privacy will be respected and your answers will be maintained and used only as described in this Policy.
- Your name, address, phone number, personal information, and individual responses will only be used as described in this Policy and except as otherwise described herein, will not otherwise be disclosed to anyone without your consent.
- We will clearly represent to you what we are doing through our Site.
- Our research is not a guise to sell you something or to ask for money.
- With your consent, we will contact you via email so you will not be interrupted at inconvenient times.
- Your decision regarding participating in a study, answering specific questions, or discontinuing your participation will be respected.
- We will do our best to make your participation in a study a pleasant experience.

### **Information Collected:**

When using the Site, in order to utilize some of the services, you may be asked to provide, or you may choose to upload, certain personally identifiable information about yourself ("Personal Information"). Personal Information can include your name, email address, physical address, and telephone number.

In addition, we may also collect non-personally identifiable information, such as IP host address, pages viewed, browser type and other data, and may aggregate any Personal Information collected, such as demographic information, in a manner which does not identify any one person ("Aggregate Information"). Survey answers that are not connected to Personal Information may also constitute Aggregate Information.

### **Information Usage:**

Metro's panel and survey research is conducted by DHM Research, a non-partisan public opinion research firm located in Portland, Oregon. They act as a third party consultant and aggregate all Personal Information to ensure that your responses will be kept confidential and anonymous.

We may use your Aggregate Information to do such things as operate our Site, enhance our Site, and for market research purposes.

Unless you give consent, DHM Research will only use Personal Information for the following reasons: (1) to directly contact you regarding the service or respond to your questions sent to us; (2) to compile the Aggregate Information described above; (3) if required to release Personal Information because of a court order, government agency or by law; or (4) as otherwise permitted by this privacy policy.

Please note that DHM Research reserves the right to access and/or disclose Personal Information and Aggregate Information it gathers as required by courts or administrative agencies and to the extent required to permit the investigation of suspected fraud, harassment or other violations of any law, rule or regulation, the Site rules or policies, or the rights of third parties.

Information obtained in connection with the Site may be intermingled with and used by Metro or DHM Research in conjunction with information obtained through sources other than the Site, including both offline and online sources.

#### **Protection for Children:**

Metro is committed to protecting the online privacy of children. It is our policy to not collect Personal Information from children, who are 13 years of age or younger, except with express permission from their parent/guardian. We encourage parents/guardians of children ages 13 or younger to regularly check and monitor their children's use of email and other activities on line. If you have any questions or concerns regarding our child privacy policy or practices, please [Contact Us](#).

We may ask a survey participant who is a parent or legal guardian of a child who is 13 or younger and/or is a minor if they would permit their child to participate in our child-specific surveys. If we receive such permission, we will email the parent/guardian a link to a survey that his or her child can respond to. We will not knowingly attempt to contact any child who is 13 or younger directly to participate in our surveys. The only Personal Information that we will collect from a child 13 or younger during a survey will be the child's responses to our questions. The responses received from each survey will be reported on an aggregate, anonymous basis to our client and we will not share any personally identifiable information about the child with any third parties. When we become aware that Personal Information from a child 13 years of age or younger has been collected without such child's parent's or guardian's consent, we will delete such information from our database as soon as reasonably possible following such discovery by us.

#### **Protection for Health and Financial Information:**

Metro respects your privacy and will use best efforts to maintain the confidentiality of any personal health or financial information that you may provide to us. We will only use such personal health or financial information in the manner and to the extent we use any other Personal Information that you may provide to us, as detailed in this privacy policy.

Only authorized individuals at DHM Research will ever have access to your personal health and/or financial information. DHM Research will at all times limit the disclosure of your personal health and/or financial information to the minimum number of individuals as possible.

If at any time you wish to modify or remove any such Personal Information from our database, or have any concerns with respect to the protection of your Personal Information, please [Contact Us](#).

**Security:**

Metro is committed to using our best efforts to maintaining the security of your Personal Information. To prevent unauthorized access, maintain data accuracy, and ensure the appropriate use of information, we have put into place physical, electronic, and managerial procedures to help safeguard and secure the information we collect, including an industry-standard firewall security system. This system uses a multi-stage inspection methodology, which helps to ensure that only authenticated users can input their information into the database system and only authorized Metro market researchers and database managers are allowed to access and/or read it. Though we use our best efforts to protect the security of your Personal Information and our system, due to the inherent open nature of the Internet, no transmission via the Internet can be guaranteed to be 100% secure. As a result of this and other factors beyond our control, we cannot guarantee the security of the information that you transmit to or through our Site. Therefore, you assume that risk by using our service.

**Other Web Sites:**

Our Site may contain links to other web sites not owned or maintained by Metro. Other web sites may also reference or link to our Site. We encourage you to be aware when you leave our Site, or surf the Internet, and to read the privacy statements of each and every web site that you visit. We do not endorse, screen or approve, and are not responsible for the privacy practices or the content of, such other web sites.

**Changes to Policy; Opt Out:**

We reserve the right to change, add, or remove portions from this Privacy Policy at any time. All information posted on the Site is subject to change without notice. In addition, this Privacy Policy, including but not limited to, how we use your personal information, may be changed by us at any time without prior notice. We will make such changes by posting them here. You should check this page for such changes frequently. Your continued access of the Site after such changes are made conclusively demonstrates your acceptance of those changes. You may "opt out" of this Site, including, but not limited to, receiving communications from us and/or sharing your personal information with us, at any time. In Order to "opt out" [Unsubscribe](#).

Materials following this page were distributed at the meeting.

# Lake Oswego to Portland

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## TRANSIT PROJECT

### Project and Draft Environmental Analysis update

Metro Council work session  
Sept. 21, 2010

1



### Project purpose

- Optimize the regional transit system by improving transit within corridor
- Develop transit that
  - supports land use goals
  - maximizes regional resources
  - is environmentally sensitive
  - is fiscally responsible
  - garners public support
  - maximizes economic development potential



## Project need

- Population and employment growth
- Historic and projected traffic congestion
- Increasing transit travel times and deteriorating reliability
- Increasing transit operating expenses
- Topographic, geographic and built environment constraints
- Local and regional land use and development plans, goals and objectives

## Highway 43

- ODOT determined widening not feasible (1996)
- Long planned for transit enhancements
- Right of way purchased in 1988





## Draft EIS Alternatives and design options

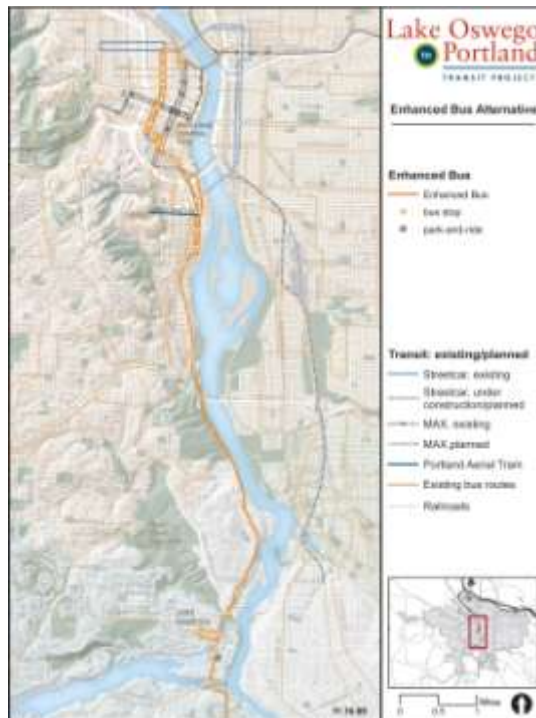
- No-build alternative
- Enhanced bus alternative
- Streetcar alternative
  - Phasing and design options

5

## Enhanced bus alternative

- Operates in mixed-traffic on existing streets
- Has fewer stops than existing bus
- Operates more frequently than the existing bus

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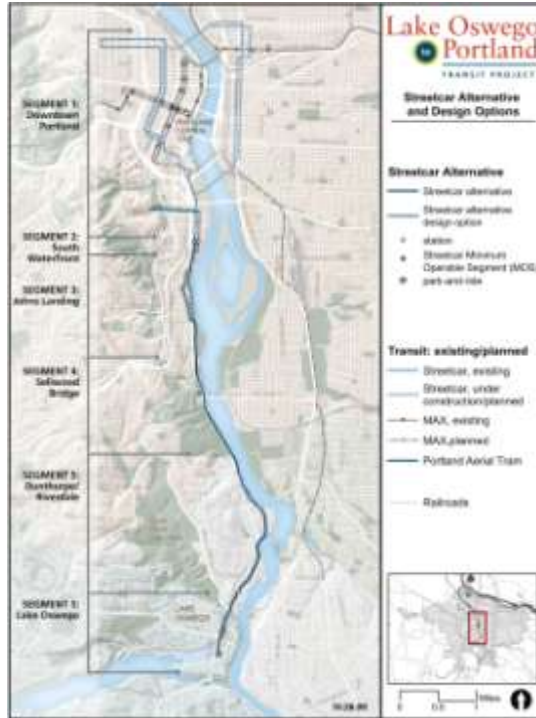




## Streetcar alternative

- Extension of existing streetcar service
- Operates almost exclusively in existing rail right of way.
- Has fewer stops and more frequency than existing bus.

7



## Streetcar phasing options— South Waterfront



- A: South Waterfront
- Willamette Shore Line phasing option
  - Moody/Bond couplet extension

- Streetcar alignment common for all options
- Streetcar options

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Streetcar phasing options—  
Sellwood Bridge

- C: Sellwood Bridge Design Options  
 - Willamette Shore Line  
 - New Interchange
-  Streetcar alignment common for all options
  -  Streetcar options



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Streetcar design options—  
Johns Landing

- B: Johns Landing Design Options  
 - Willamette Shore Line  
 - Macadam In-Street  
 - Macadam Additional Lane
-  Streetcar alignment common for all options
  -  Streetcar options



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Streetcar design options—  
Dunthorpe/Riverdale

- D: Dunthorpe/Riverdale Design Options  
 - Willamette Shore Line  
 - Riverwood In-Street
-  Streetcar alignment common for all options
  -  Streetcar options



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Streetcar design options—  
Lake Oswego  
Foothills District

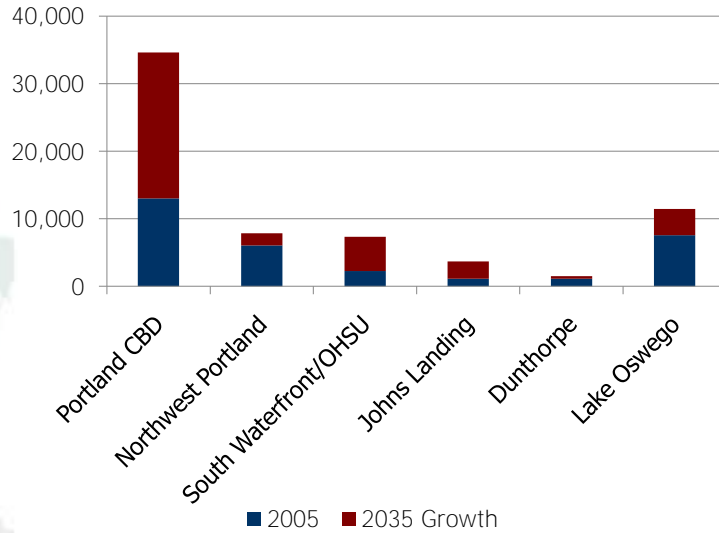
- E: Lake Oswego Design Options  
 - UPRR Right-of-Way  
 - Foothills
-  Streetcar alignment common for all options
  -  Streetcar options
  -  Streetcar station park-and-ride



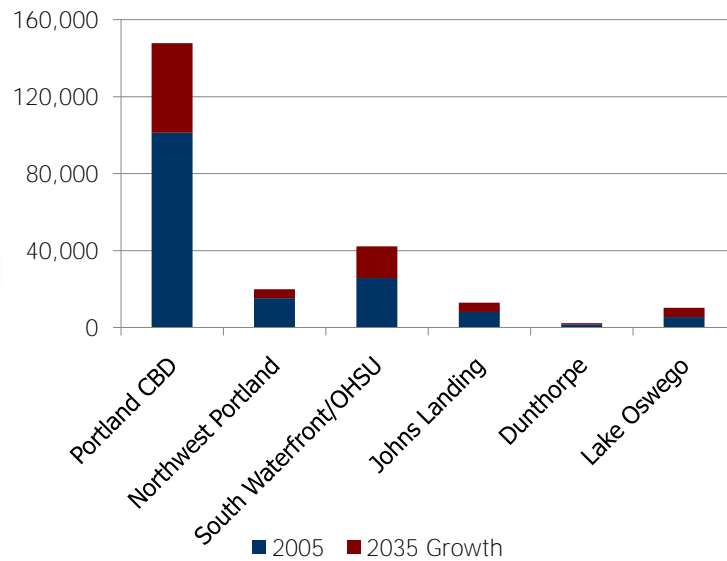
12



### Corridor households forecast, 2005 to 2035



### Corridor employment forecast, 2005 to 2035





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## Supporting Downtown and South Waterfront Growth

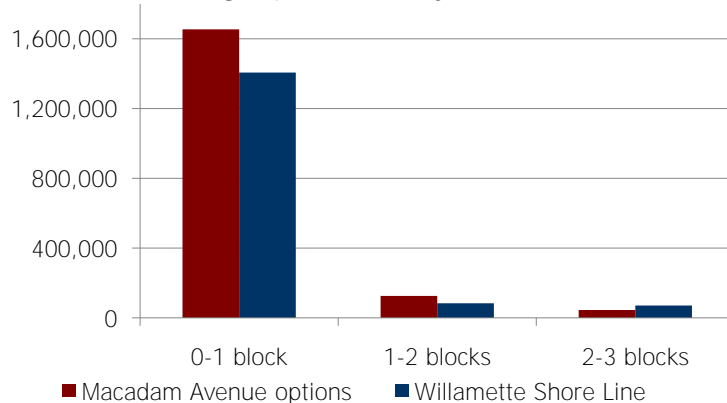
- Connections to
  - Portland-Milwaukie Light Rail
  - Streetcar Eastside Loop
  - South portal access
- Redevelopment
  - OHSU lower campus
  - Discovery Center
  - GSA building



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## Johns Landing development opportunities

Added building square feet by 2025\*



\*From an economic development analysis that uses more expansive protocols than is allowed in EIS analysis.



## Foothills District development opportunities

- 120 acres
- Urban, mixed-use neighborhood
- Connections to waterfront
- Diverse housing types
- Sustainable, pedestrian orientation
- CET grant for the Framework Plan

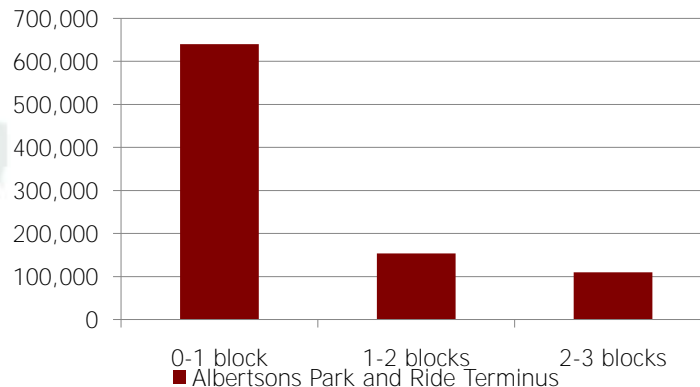
17



## Lake Oswego development opportunities

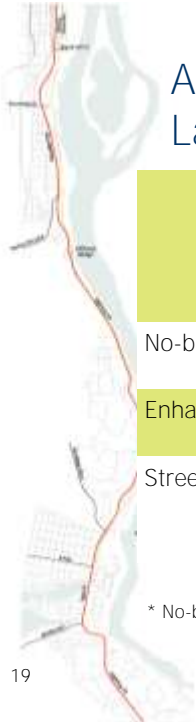
Added building square feet by 2025

### Albertsons park and ride and terminus



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\*From an economic development analysis that uses more expansive protocols than is allowed in EIS analysis.



## Average weekday ridership projections, Lake Oswego to South Waterfront

	2035 ridership	Change from no-build	Percent change from no-build
No-build*	6,920	n/a	n/a
Enhanced bus	9,810	2,890	42%
Streetcar	11,170 to 11,920	4,250 to 5,000	61% to 72%

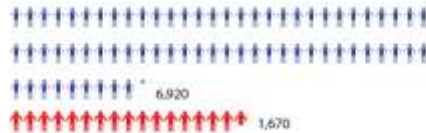
\* No-build does not meet future demand of 8,590

19

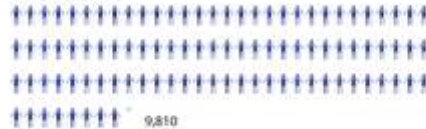


## Daily ridership (2035)

### No - Build



### Enhanced Bus



### Streetcar



= 100 PEOPLE

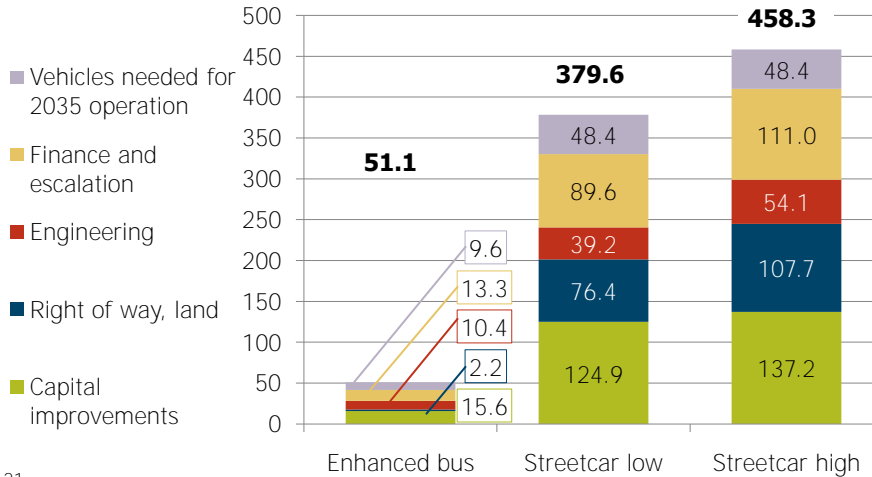
20





## Estimated capital costs

(2017 \$ in millions)

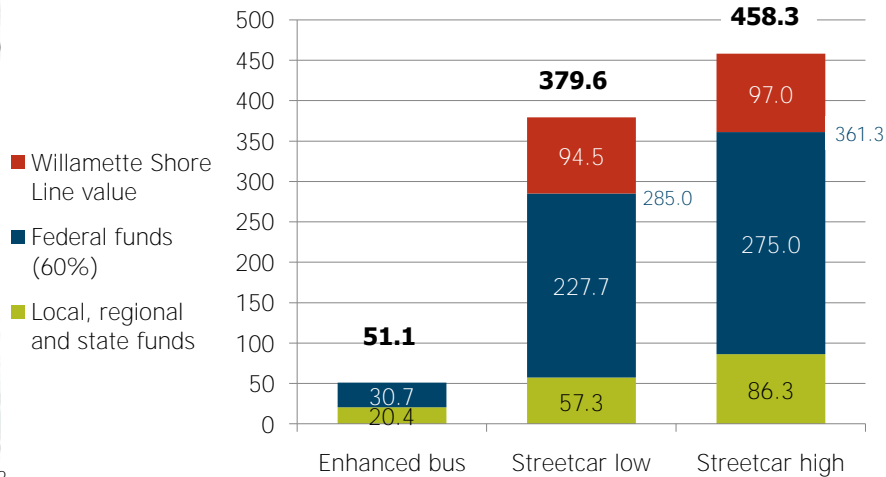


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## Capital funding concept

(2017 \$ in millions)



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## Estimated annual operations and maintenance costs, 2035

(in 2010 dollars)	Change from no-build
No-build	n/a
Enhanced bus	\$3,700,000
Streetcar	\$2,780,000

Difference between streetcar and enhanced bus: \$920,000 annually

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## Comparison of alternatives

	No-build	Enhanced bus	Streetcar
Ridership	○	◐	●
Capital cost	●	◐	○
Travel time	○	◐	●
Operating and maintenance	●	○	◐
Reliability	○	○	●
Capacity	○	◐	●

○=good | ◐=better | ●=best

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## Next steps

- Publication of DEIS
  - November
- 45-day public comment period
  - Open houses
  - Public hearing
- Locally Preferred Alternative process
  - Late February



## Discussion and questions



## Walk and trip travel time, 2035 peak hours

From Lake Oswego to:	No-Build 35	Enhanced Bus	SC- Mac	SC-WSL	Auto
PSU	42	40	33	29	28*
Pioneer Square	48	49	43	39	29*

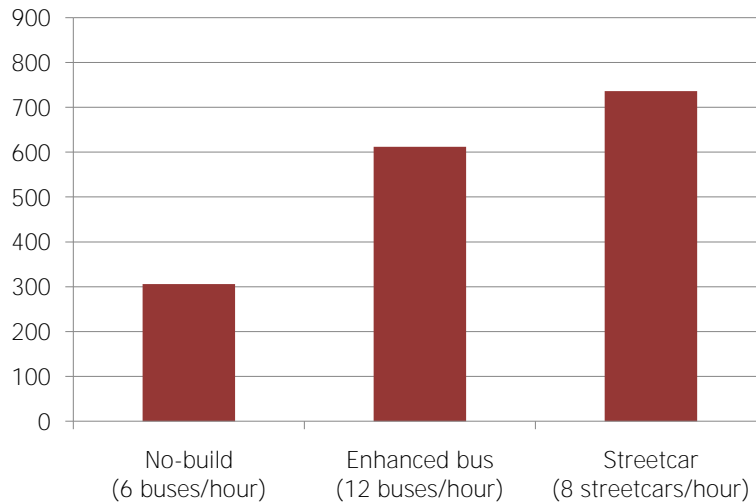


\*Does not include park and walk time, which is assumed at 5 minutes in downtown Portland

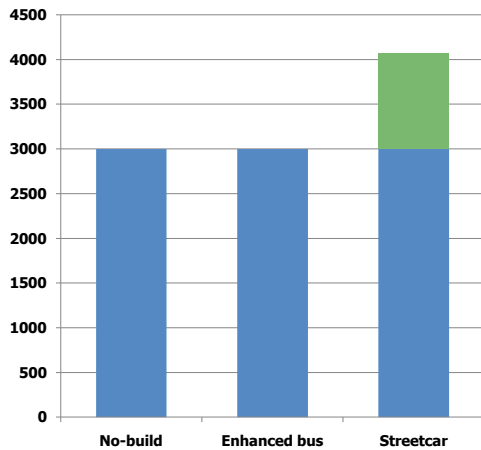
28



## Highway 43 peak hour transit capacity



## Highway 43 southbound hourly capacity



## Transit users in the region (2009)



- Of recent riders, 81% are “choice” riders who own a car or have ability to own car.
- On average, about 30% of all trips made in region included a transfer.
- 30% of regular TriMet riders have individual incomes above \$60,000.



## TriMet bus 35 and 36 riders (2008)

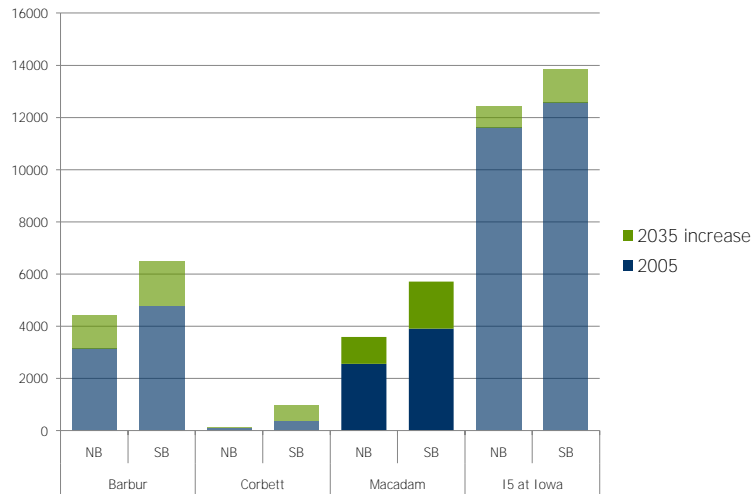


- About 30% of riders transfer to complete their trip
- **About 84% are "choice" riders**
- About 40% of riders earn \$60,000+/yr
- Average weekday riders: 2,340
- Ridership increased 23% since 2005 (compared to 7% on whole system)

32



## Traffic demand growth (evening peak 2 hours)



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# 2035 Travel markets – all modes

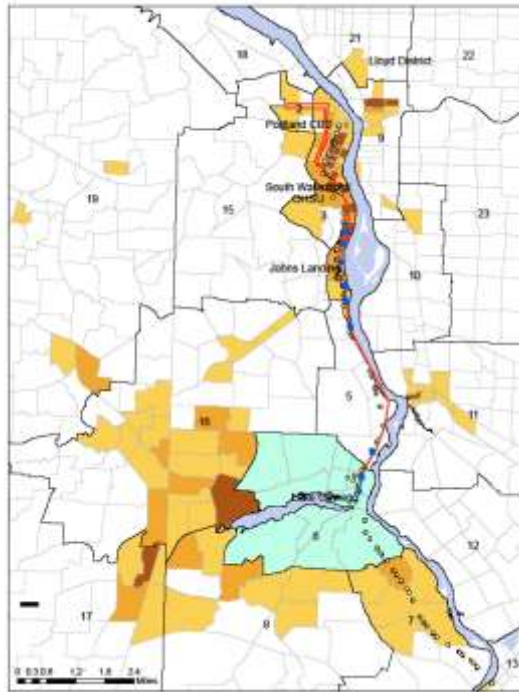
2035 total person trips between Lake Oswego and other transportation analysis zones.

Trips per acre



0 85

34



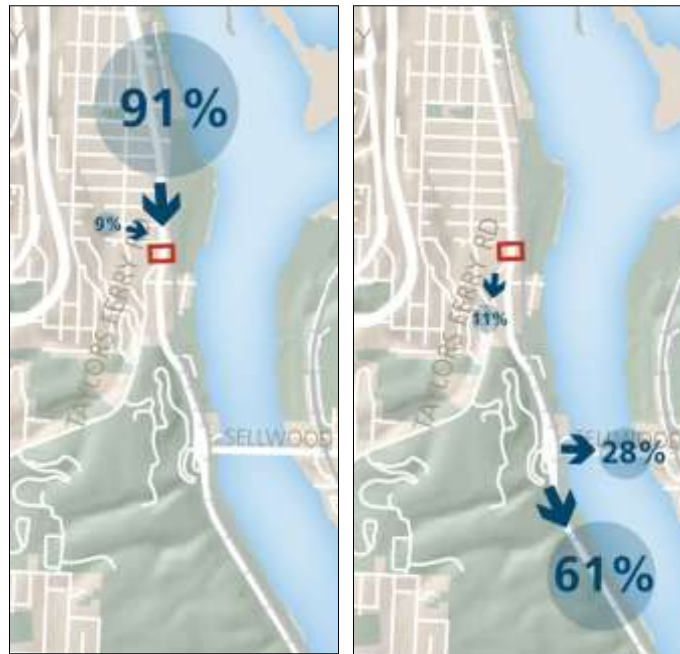
# Highway 43 2035 problem areas

35





Distribution of 2035 evening peak Highway 43 traffic north of Taylors Ferry Road



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Distribution of 2035 evening peak Highway 43 traffic in Lake Oswego



37

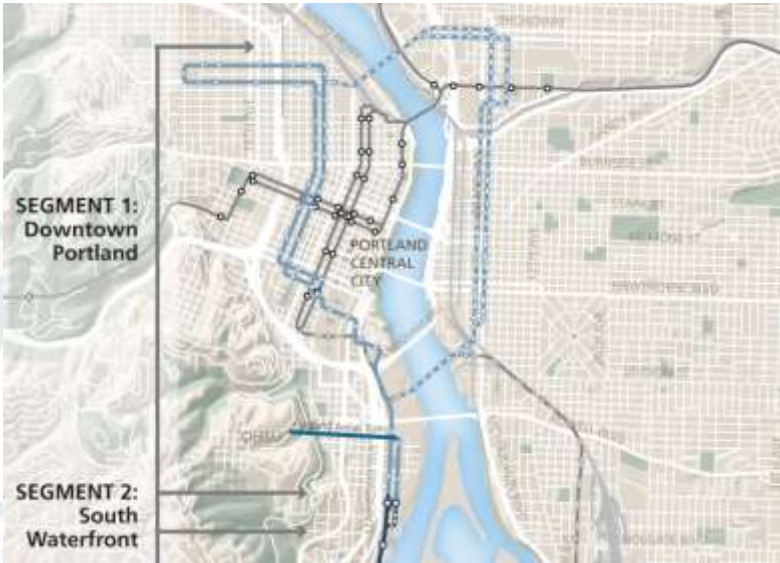
# Downtown Portland walk distance comparisons



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# Service duplication



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## Traffic issues or changes related to transit alternatives

**Streetcar/Enhanced bus**



**Streetcar**



**Streetcar Macadam options**



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## Traffic analysis conclusions

- All transit improvements would slightly reduce future year traffic
  - Streetcar would reduce traffic more than enhanced bus
- No major traffic impacts associated with transit alternatives
 

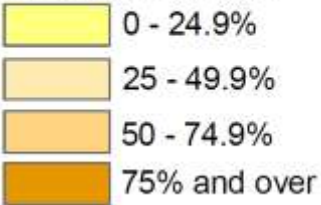
Minor impacts include:

  - Slight increase in traffic accessing park and ride lots
  - Signal modifications with Macadam design options would result in slight increase in delay for Macadam
- Mitigation measures/design adjustments to address minor impacts

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# FAR Analysis

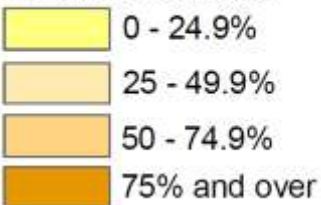
Percentage of Allowed Floor Area Unused



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# FAR Analysis

Percentage of Allowed Floor Area Unused

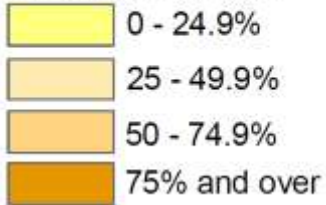


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# FAR Analysis

Percentage of Allowed Floor Area Unused



44

# FAR Analysis

Percentage of Allowed Floor Area Unused



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