

Lake Oswego to Portland

TRANSIT AND TRAIL STUDY



The Lake Oswego to Portland Transit and Trail Alternatives Analysis is a federally and locally funded study that will develop and evaluate transit and trail alternatives in the Lake Oswego to Portland corridor and select one or two preferred alternatives to advance into the federal environmental analysis process. Metro is leading the study with Metro Councilors Rex Burkholder and Brian Newman serving as co-chairs of the project Steering Committee. The cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation and TriMet are partners with Metro in this study.

The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study, including a no-build option. An upcoming community workshop and small group discussions will provide an opportunity for community members to suggest options and comment on proposed alternatives to be included in the analysis. Once scoping is complete, staff will analyze options and provide the public and decision-makers with information to help narrow the wide range of alternatives to a few that best address needs in the corridor. Eventually, a locally preferred option will be chosen.

NO-BUILD OPTION

The no-build alternative serves as a reference point to gauge the benefits, costs and impacts of the build alternatives. The no-build alternative includes existing transit services and facilities and only those transit and highway improvements that are part of the financially constrained Regional Transportation Plan, improvements that are deemed achievable within financially constrained resources by the year 2025. Selection of no-build as the preferred alternative for the Lake Oswego to Portland corridor would mean that additional transit service would not be studied further.



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Project Advisory Committee

To begin identifying critical issues and effective opportunities for engaging stakeholders in the study area, 32 interviews were conducted with stakeholders and interest groups. The interviews used open-ended questions to identify community concerns and solicit potential solutions from residents and business owners in the study area.

Following these meetings, a project advisory committee was formed. The committee includes some people who participated in the interviews along with other community members and interest group representatives.

Dave Jorling, a resident of the First Addition neighborhood and member of the Lake Oswego Downtown Transit Alternatives Advisory Com-

mittee was elected chair of the project advisory committee by the members.

Three vice chairs were also chosen from the 20-member project advisory committee. They will represent the views of and provide vital liaison roles to their respective geographical areas as defined below:

John's Landing – vice chair is **Vern Rifer**, a member of the John's Landing Condominium Association

Clackamas and Multnomah counties' unincorporated areas – **David Reinhart**, a Willamette Shoreline right-of-way resident

Lake Oswego – **Rick Saito**, Foothills property owner and Chair of the North Macadam Urban Renewal Advisory Committee

Other members include:
Don Baack, Southwest Trails
Jack Caldwell, Mary's Woods resident

Jim Condon, Macadam business property owner
Neale Creamer, Riverdale resident, Water District committee, transit user
Bill Danneman, Corbett Terwilliger Lair Hill neighborhood association transportation chair
Bob Duehmig, OHSU Office of Government Relations
Sam Galbreath, Macadam Bay Homeowner's Association
Roger Hennigan, Friends of the Trolley
Colleen Labbe, Oswego Pointe Condo Association
Brian Lantow, Riverdale neighborhood
Ken Love, Corbett Terwilliger Lair Hill neighborhood association president
Jessica Roberts, Bicycle Transportation Alliance
Chris Schetky, Foothills resident
Debbie Stellway, right of way resident
Sandy Stallcup, right of way resident
Bill Washburn, John's Landing Condo Association

Background

In the Lake Oswego to Portland corridor, Highway 43 serves as the primary north/south route for cars, busses and trucks between Lake Oswego and Portland.

Existing traffic volumes on Highway 43 within the corridor create substantial congestion in the peak hours of travel. Forecasts of future traffic volumes in the corridor suggest congestion will continue to increase in the future. Substantial roadway improvements and tolling for Highway 43 have been ruled out in earlier studies. However, multiple studies have recommended consideration of transit along the existing Willamette Shoreline right-of-way. Given the public ownership the railroad right-of-way within the corridor, transit alternatives, including, but not limited to streetcar service, are being studied.

The Willamette River Greenway has been designated along the river between Portland and the Multnomah County line. The Willamette Greenway Plan identifies a continuous trail to extend the full length along the river.

In 1988, a consortium of local government agencies including the cities of Portland and Lake Oswego, Clackamas and Multnomah counties, the Oregon Department of Transportation, TriMet and Metro purchased the Willamette Shoreline railway, located between Highway 43 and the Willamette River. The Consortium manages and maintains the rail right-of-way and the Oregon Electric Railroad Society operates an excursion trolley service between Lake Oswego and Portland.

Purpose and need statement

In October 2005 the Project Advisory Committee adopted a purpose and need statement for the study and evaluation criteria. These tools will be used to measure the relative performance of each alternative and to distinguish which alternatives should be studied further and which should be dropped from consideration.

Evaluation and development of the pedestrian and bicycle trail portion of the analysis will proceed independently from the transit portion, because it is not part of the federal transit alternative analysis process. Bike and pedestrian trail options will be carried forward based on how they would be constructed together with the preferred transit alternative. Once a preferred transit alternative has been selected, a complementary trail option will be further developed as part of a local planning process.

Purpose of the transit study

The purpose is to develop a community-supported transit project that meets future travel demand in the Lake Oswego to Portland corridor and supports local and regional land use plans.

Specifically, this means that the project will accomplish several objectives:

- Provide improved transportation access to and connectivity among significant destinations and activity centers
- Minimize traffic and parking-related impacts to neighborhoods
- Support and enhance existing neighborhood character in an environmentally sensitive manner.
- Leverage investment in the existing transit system to cost-effectively increase riders in the corridor and across the system.
- Support transit-oriented economic development in Portland and Lake Oswego.
- Support community goals related to transportation, land use and development.
- Increase mobility
- Provide additional transportation choices in the corridor
- Provide access for persons with disabilities
- Be part of an integrated multi-modal transportation system
- Anticipate future needs and impacts and not preclude future expansion opportunities

For a variety of reasons, past studies have determined that widening Highway 43 is not feasible:

- Physical constraints including steep slopes on one or both sides of the highway, inadequate space for surface water drainage facilities associated with more lanes and other environmental issues create significant engineering challenges.
- Highway modernization projects are required to meet certain standards with regard to number and width of lanes, left turn refuge lanes, center medians or a median barrier, bike paths, sidewalks, shoulders, and access for road and driveways. Meeting these standards in the current right of way would be very difficult and would likely require acquiring substantial additional right of way from a number of adjacent properties.
- Widening would adversely impact neighborhoods. The widened highway would create a perception, and likely the reality, of increased traffic while significantly limiting or eliminating access to existing driveways and roads.
- In 1996 and 1999, Oregon Department of Transportation studies ruled out substantial highway improvements on Highway 43. Additionally, in order to widen a highway, the project must be listed in the State Transportation Improvement Plan and must be funded. Widening of Highway 43 is neither listed in the plan nor funded. The first opportunity to be added to the state plan is in 2008 and funding a highway widening project could take many years under current financial constraints.

Purpose of the bicycle and pedestrian trail

The purpose of the pedestrian and bicycle trail is to provide a connection between the Willamette River Greenway trail at the north end and the Lake Oswego Town Center at the south which will:

- Significantly improve the access, safety and quality of experience for cyclists, pedestrians and persons with disabilities
- Create a connected, high-quality facility that is compatible with the transit alternative and which makes bicycling and walking a viable transportation and recreation choice.
- Enhance the value of the existing transportation system by successfully integrating the bicycle and pedestrian trail
- Be compatible with and serve the needs of surrounding neighborhoods
- Connect and improve access to important pedestrian and bicycle destinations in the corridor

Background report

The background report provides context for the study by compiling, summarizing and analyzing past, present and future transportation and land use plans and policies. The report will be used to assist with the development and narrowing of potential alternatives. It will assist in pinpointing issues that have been put to rest and identify issues that need further development. The Alternatives Analysis will be able to build upon the previous work done and avoid “re-inventing the wheel.”

Public Involvement

Community involvement in the study begins with the scoping process where transit and trail alternatives are identified and refined. Ultimately, the goal is to reach a mutually agreed upon recommendation for transit and trail improvements in the corridor.

The process is designed to ensure that community concerns and issues are identified early and addressed in the analysis process. Different levels and types of participation will be used throughout the project to ensure adequate opportunity for full participation.

Visit www.metro-region.org/transportation to read or download project reports such as the purpose and need statement and the background report.

Community design workshop

**5:30 to 8:30 p.m.
Tuesday, May 30, 2006**

Riverdale Elementary School
11733 SW Breyman Ave.
Portland

Draft locations for a bus line, rail line, trail and river transit that were developed by the 20-member, citizen Project Advisory Committee will be presented along with information about the project timeline, possible mitigation measures and future public involvement opportunities. Participants will have an opportunity to comment, provide ideas and share concerns and identify issues regarding potential transit and trail alternatives.

To be added to the project mailing list, send an e-mail request to trans@metro.dst.or.us or call (503) 797-1756.

2006 PROJECT TIMELINE

April – June

Define and refine potential transit and trail alternatives. Hold a community design workshop and small group discussions throughout the corridor

July – August

Continue small group discussions and refine alternatives before measuring each one against the evaluation criteria developed by the project advisory committee in the purpose and need statement

September – October

Share evaluation results with the public and ask for preferences, draft a locally preferred alternative recommendation, submit the recommendation to project partners for consideration

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PROJECT PARTNERS

Cities of Lake Oswego and Portland

Clackamas and Multnomah counties

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Imagine

Transportation options in your community

Imagine the corridor between Lake Oswego and Portland as it might look in 20 years. Is it the same as today? How do people get around? Do they have more transit, roadway, bike and pedestrian choices than they have today?

Community members, business people and elected officials have been thinking about this area and considering transit and trail alternatives that should be recommended as a result of the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

The process, led by Metro in conjunction with partner jurisdictions, began with a wide range of transit and trail alternatives including bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After discussion with the community-based project advisory committee and the public in addition to some technical analysis, the list of alternatives was narrowed to include only those that best addressed the needs in the corridor. In this case, two alternatives were evaluated in more detail: Bus Rapid Transit (BRT) and streetcar.

This newsletter provides an overview of the evaluation results currently being shared with project participants, decision-makers and the public. One or a combination of alternatives will advance for further study in the next phase of the project, a Draft Environmental Impact Statement. They include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both.

In July 2007, we expect the project advisory committee to recommend alternatives to advance for further study. Their recommendation, along with one from the project management group, will advance to the elected officials and executives on the Steering Committee for consideration.

After a public hearing, the Steering Committee, co-chaired by Metro Councilors Rex Burkholder and Brian Newman, will forward its recommendation for alternatives to be advanced into an environmental analysis to the project partners for local actions in September. A final vote by the Metro Council will take place after city, county, TriMet and Oregon Department of Transportation actions in the fall of 2007.

Background

- Highway 43 serves as the primary north/south route for vehicles, transit and freight between Lake Oswego and Portland. Existing traffic volumes create substantial congestion in the peak hours of travel. Traffic volume forecasts for 2025 suggest greater congestion on Highway 43 in the future.
- Funding for Metro’s transit study included a provision that a trail connection be evaluated to determine the feasibility of creating a continuous trail between Portland and Lake Oswego. All the transit alternatives include a complimentary trail component.
- A consortium of local government agencies owns the Willamette Shoreline right of way, located between Highway 43 and the Willamette River. The Consortium manages and maintains the rail right-of-way. The Oregon Electric Railroad Society operates an excursion trolley service between Lake Oswego and Portland.
- Significant roadway improvements and tolling along Highway 43 have been ruled out due to the physical constraints of the corridor. Current and previous studies have concluded that transit, bicycle and pedestrian improvements are more suitable for this corridor as a means of addressing the existing and future travel needs, especially given the public ownership of the railroad right of way along the river.

To view the project Purpose and Need Statement or Background report, visit www.metro-region.org/lakeoswego.

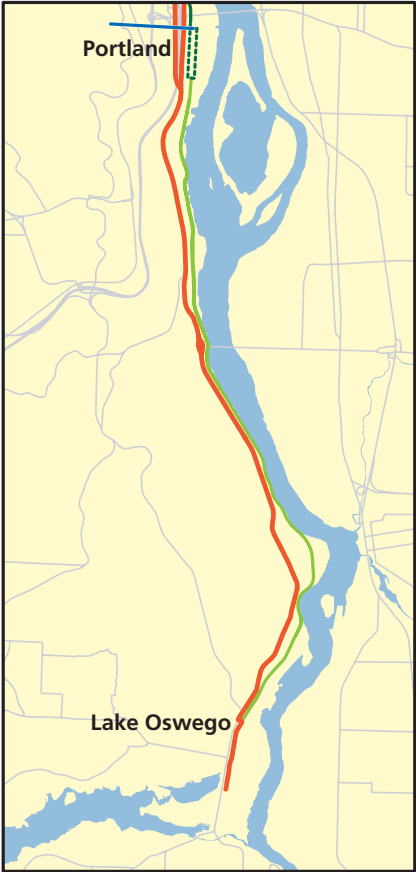
Bus Rapid Transit

Eight intersection improvements were evaluated to speed bus service between Portland and Lake Oswego where the line would terminate at a potential redevelopment site at Albertson’s. Intersections were evaluated for improvements because creation of a completely separated right of way on Highway 43 is not possible. BRT stations are proposed at

- Southwest Bancroft Street
- Southwest Boundary Street
- Southwest Nebraska Street
- Southwest Nevada Street
- Near the Sellwood Bridge
- Southwest Military Road
- Southwest Briarwood Road
- E Avenue
- Between A and B avenues

Bus Rapid Transit with trail

This combination includes bus improvements along Highway 43 and a paved trail in the existing Willamette Shoreline right of way.



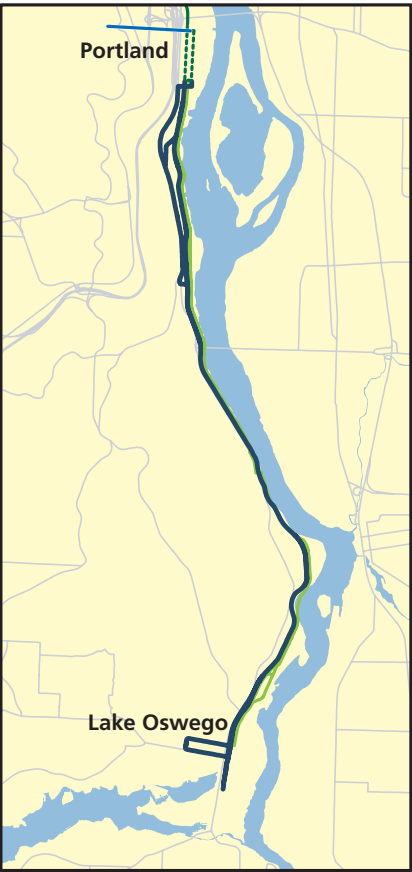
Streetcar

Streetcar was evaluated operating on single and some double track between Portland and Lake Oswego where the line would terminate at potential redevelopment sites near the current trolley barn, Albertson’s or Safeway. The streetcar could operate solely on the Willamette Shoreline right of way, on Macadam Avenue through the John’s Landing area or parts of both. Between the Sellwood Bridge and Lake Oswego, the line would operate only in the Willamette Shoreline right of way as streetcar on Highway 43 was dropped from study due to safety concerns. Stations are propsoed at

- Southwest Hamilton Court
- Southwest Boundary Street
- Southwest Nebraska Street
- Southwest Nevada Street
- Near the Sellwood Bridge
- Southwest Riverwood Road
- Southwest Briarwood Road
- E Avenue
- A Avenue and Fourth Street, if a Safeway terminus is selected.

Streetcar with trail

This combination includes streetcar with a paved trail on the Willamette Shoreline right of way next to or instead of the streetcar (if the streetcar runs on Macadam Avenue) and on surface streets where adequate right of way is not available on the Willamette Shoreline right of way. Where the Willamette Shoreline right of way is narrow, the trail will operate on Riverwood, Riverside (Highway 43) and Fielding roads.



* More detailed information is available in the full evaluation report and at open house displays.

Evaluation results*	BUS RAPID TRANSIT	STREETCAR	NO-BUILD
Travel time (Lake Oswego to Portland State University in 2025)	9 minutes faster than no-build bus, 6 minutes slower than auto	18 minutes faster than no-build bus, 3 minutes faster than auto	Trip expected to take 42 minutes by bus or 27 by auto
Ridership in 2025	8,700	10,900	6,780 (1,870 today)
Annual operating and maintenance cost	\$7.5 million	\$3-4 million depending on alignment location in John’s Landing and location of terminus in Lake Oswego.	No change
Capital cost (transit only/transit with trail)	\$50 million/\$57.3 million	\$131-149 million/\$199-233 million	Minimal improvements
Annual transit operating cost per rider	\$2.52	\$0.83	No change
Total transit cost per rider	\$3.82	\$3.66	No change
Development potential	Status quo	Approximately 3 million square feet of development and redevelopment potential in John’s Landing and Lake Oswego.	Status quo
Neighborhood compatibility	- Level of service and type of vehicle are similar to current bus and fit with neighborhood. - Trail on Willamette Shoreline right of way in close proximity to some homes.	- Streetcar on Willamette Shoreline right of way in close proximity to some homes but electric propulsion limits noise and size of vehicle should fit neighborhood. - Streetcar and trail on Willamette Shoreline right of way are a tight fit in several places and create design challenges in close proximity to some homes.	No impact
Viable transportation and recreation trail	The trail proposed in combination with Bus Rapid Transit is 12-14 feet wide, has 15 at-grade intersections and operates in an exclusive trail right of way along the Willamette Shoreline right of way.	The trail proposed in combination with streetcar is 12-14 feet wide and has 16 at-grade intersections. It operates in an exclusive trail right of way north of the Sellwood Bridge, on some shared street right of way and on a trail overpass on Highway 43.	Existing, non-continuous trails

No-build option

Existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2025.

This alternative is used as a basis for comparison for the Bus Rapid Transit and streetcar alternatives.

Get involved

Should a rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

These and other questions will be considered at open houses in late June. The public is invited to review the analysis results of alternatives identified to improve transportation in the corridor. Information will also be available on the project timeline and public involvement opportunities.

The open houses will follow a flexible, drop-in format so residents can arrive at any time and spend as much time as necessary talking with staff or reviewing maps and materials. A feedback form will allow Metro to capture written comments.

Open houses

Wednesday, June 27, 6 to 8 p.m.

US Bank Building
120 N State St., Lake Oswego
Parking at the US Bank lot or across State Street in the city-owned lot

Thursday, June 28, 5 to 7 p.m.

David Evans and Associates
2100 SW River Pkwy., Portland
Parking at the lot just southeast of the Marriott Residence Inn under the Marquam Bridge

A 45-day public comment period for the project will open June 27 and continue through August 31. During this time anyone can submit comments by:

- Attending an open house
- Sending e-mail comments to trans@metro.dst.or.us
- Recording comments on Metro's transportation hotline at 503-797-1900, option 3
- Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

PROJECT ADVISORY COMMITTEE

The project advisory committee includes members from the John's Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle and pedestrian community and OHSU. The committee meets monthly.



600 NE Grand Ave.
Portland, OR 97232

Metro representatives

Metro Council President –
David Bragdon

Metro Councilors – Rex Burkholder,
Kathryn Harrington, Carl Hosticka,
Robert Liberty, Brian Newman,
Rod Park

Auditor – Suzanne Flynn

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Lake Oswego to Portland TRANSIT PROJECT

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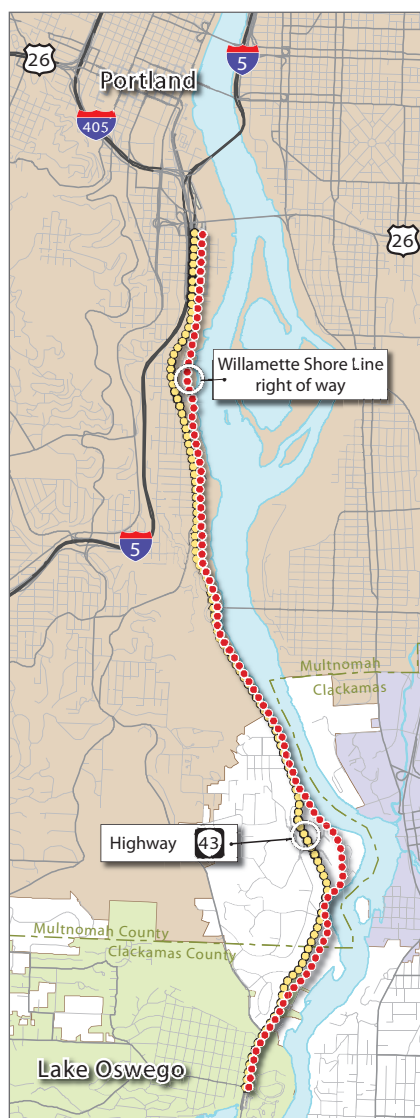
Clackamas and Multnomah counties

Oregon Department of Transportation

Portland Streetcar Inc.

TriMet

Metro



Environmental analysis moves forward

Metro and its partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support. The transit project is now preparing a Draft Environmental Impact Statement, studying the potential benefits and impacts of three alternatives in the corridor. The DEIS analyzes the direct and indirect effects of the alternatives. The DEIS is expected to be published for public review in summer 2010.

Alternatives

No-build option. The study examines existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2035. This alternative is also used as a basis for comparison for the enhanced bus and streetcar alternatives.

Enhanced bus. The study includes an evaluation of potential bus improvements to benefit bus service between Portland and Lake Oswego. The enhanced bus alternative would include frequent bus service between Oregon City and downtown Portland along Highway 43 with connections to the Lake Oswego transit center located on Southwest Fourth Avenue between A and B streets. The enhanced bus would have fewer stops than a normal local bus – similar in number to the streetcar alternative. It would also have more frequent service than the current TriMet Line 35 and a 300-space park and ride facility near the Lake Oswego Albertsons.

During the alternatives analysis for the corridor, more intensive capital improvements for a version of bus rapid transit, such as queue jump lanes at intersections, were evaluated for the corridor. These improvements are not a reasonable option due to community access impacts and the potential need to acquire private property.

Streetcar. The study evaluates streetcar operation between Portland and Lake Oswego, where the line would terminate near Albertsons. Park and ride facilities would be located at the terminus (300 spaces) and in Foothills (100 spaces). The streetcar analysis would consider potential operation in the Willamette Shore Line right of way and design options where it may leave the right of way in the areas described below.

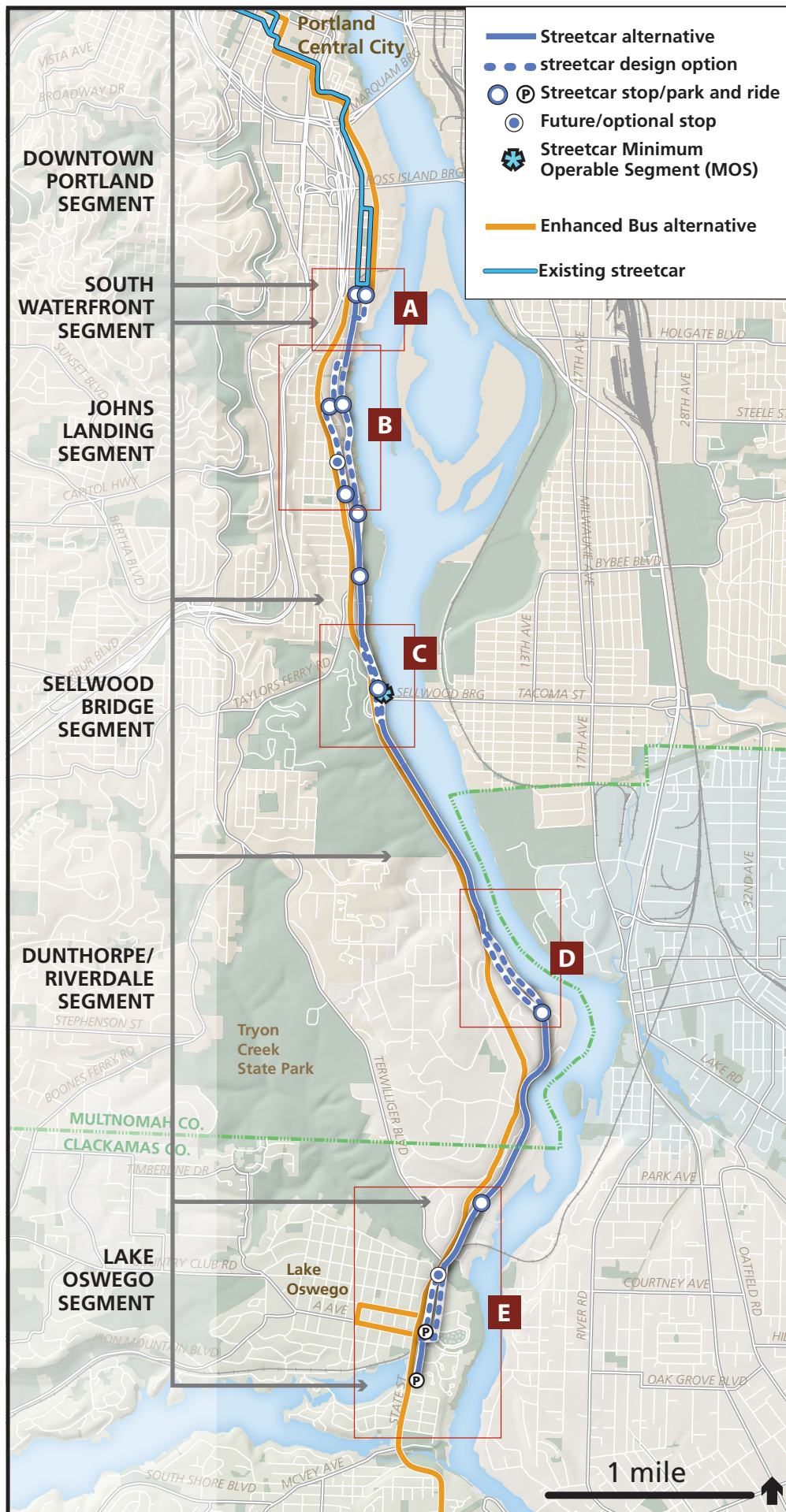
During the alternatives analysis, streetcar running entirely on Highway 43 was dropped from study due to safety concerns. A minimum operable segment, or construction phase, to the Sellwood Bridge is also being considered.

Potential timeline

A transit solution could open by the end of 2017*.

2010	2011	2012	2013	2014	2015	2016	2017
Complete Draft Environmental Statement and develop Locally Preferred Alternative	Begin preliminary engineering and Final Environmental Statement			Final design	Begin construction		Open enhanced bus or streetcar service

* updated projection, July 2010



Streetcar design options

There are five design option areas in the corridor that are included for further analysis in the DEIS:

A South Waterfront
(Willamette Shore Line, Moody/Bond couplet extension)



For this area, the streetcar would connect to the existing Portland streetcar service on Southwest Moody and Bond avenues, extending the southbound Moody Avenue tracks to the Willamette Shore Line at Southwest Bancroft Street. The planned Moody/Bond couplet extension would extend the Bond Avenue tracks south of Bancroft Street before turning to connect to and continue on the Willamette Shore Line. If the streetcar alternative is decided on, final design for this area would depend on coordination with the City of Portland's South Waterfront South Portal Project.

The Willamette Shore Line option is a potential phasing option, if the streetcar alternative is decided on and built prior to the south portal roadway improvements. This option extends the northbound Bond Avenue tracks only onto Bancroft Street to connect to and continue on the Willamette Shore Line.

B Johns Landing
(Willamette Shore Line, Macadam in-street, Macadam additional lane)

The Willamette Shore Line option would continue through Johns Landing via the existing right of way. There are two Macadam Avenue options (in-street and additional lane), wherein the streetcar would leave the right of way south of Hamilton Court to run on Landing Drive to Boundary Street, where it would connect to and run on Macadam Avenue/Highway 43 before returning to the Willamette Shore Line via Carolina Street. The streetcar would run with auto traffic on

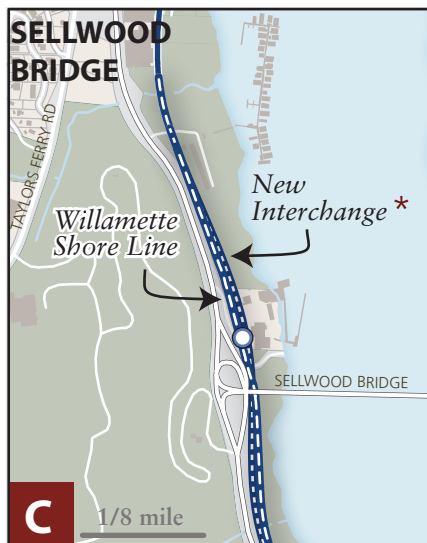
Landing Drive and Boundary and Carolina streets.

Under the Macadam in-street option, the streetcar would run with auto traffic on Macadam Avenue in its current configuration both southbound and northbound. Under the Macadam additional lane option, the streetcar would run on Macadam Avenue in its current configuration southbound, but a new lane would be added northbound for streetcar and right turn only access for autos.



C Sellwood Bridge (Willamette Shore Line, new interchange)

The Willamette Shore Line option follows the existing right of way. The new interchange option considers the latest designs for the Sellwood Bridge/Highway 43 interchange associated with the Sellwood Bridge reconstruction project. If the streetcar alternative is decided on, final design for this area would depend on coordination with Multnomah County's Sellwood Bridge Project.

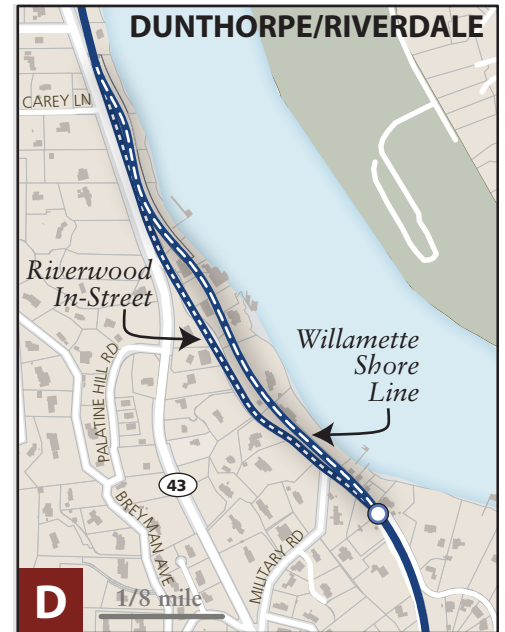


Connecting streetcar across a reconstructed Sellwood Bridge is not within the scope of this transit project, but a future expansion in coordination with the City of Portland's Streetcar System Concept Plan is not precluded. The streetcar or enhanced bus alternatives would be easily accessible by buses, bikes or pedestrians from Sellwood under current Sellwood Bridge Project plans.

*The new interchange design option will analyze a streetcar alignment as defined by the Sellwood Bridge West Interchange Project but not the proposed interchange itself.

D Dunthorpe/Riverdale (Willamette Shore Line, Riverwood in-street)

Under the Willamette Shore Line option, the streetcar would continue in the existing right of way through this area. Under the Riverwood in-street option, the streetcar would run with auto traffic on Riverwood Road beginning at the northern end of Riverwood Road, returning to the Willamette Shore Line right of way where it meets and crosses Riverwood Road south of Military Road.



E Lake Oswego (Union Pacific Railroad right of way, Foothills)

In both design options, the streetcar would be configured to cross under the freight tracks north of Stampher Road. The Union Pacific Railroad right of way option would then follow the railroad right of way past the Foothills area. Under the Foothills option, the streetcar would run on a future Foothills Road extension through the Foothills area. If the streetcar alternative and the Foothills option are decided on, final design for this area would depend on coordination with the City of Lake Oswego's development plans for the Foothills area.



Public participation in the process

DEIS outreach activities so far have included booths at farmers' markets and presentations at institutions and to community and business groups. After the DEIS publication, anticipated for summer 2010, public events will offer an opportunity to share information and solicit comments about the no-build, enhanced bus and streetcar alternatives and design options based on a comparison of potential benefits and impacts. The project steering committee will rely on public input and the analysis results to select a Locally Preferred Alternative in fall 2010.

During the alternatives analysis process from 2005 to fall 2007, community members provided input on which transit alternatives they preferred to advance for further study in an Environmental Impact Statement. Activities for the alternatives analysis included a community advisory committee, a design workshop, open houses, small group meetings, a survey of bus riders on TriMet Line 35, public hearings and presentations to community groups, business organizations and local governments.

During the project scoping period in spring and summer 2008, further input was gathered on the alternatives as well as on the Purpose and Need for the project and specific environmental or community impacts that need to be addressed in the DEIS. During the project refinement period in summer 2009, special attention was paid to defining streetcar design options and focusing on a preferred terminus option in Lake Oswego in a series of small group meetings and two open houses.

Community advisory committee

The community advisory committee includes members from the Johns Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle, pedestrian and transit-dependant communities. The committee meets monthly, usually the third Monday of the month. Meeting materials are posted on the project web site.

FIND OUT MORE

Stay informed about the DEIS and other project developments. For more information, visit www.oregonmetro.gov/lakeoswego. For questions or to sign up for the project e-mail list, send e-mail to trans@oregonmetro.gov or call 503-797-1756.

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Choosing an alternative

Project partners have been working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support.

The process began with a wide range of alternatives that included bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After discussion with the community-based project advisory committee and the public, in addition to technical analysis, the list of alternatives was narrowed to three alternatives: no-build, enhanced bus and rapid streetcar.

For the past few months, project partners have been completing a detailed analysis of the benefits and trade-offs of the three alternatives as well as different design options for the streetcar alternative. This analysis will soon be published for review and comment as the Draft Environmental Impact Statement. The publication occurs ahead of the determination of the Locally Preferred Alternative.

What do you think?

Which mix of benefits and trade-offs from the no-build, enhanced bus and streetcar alternatives offers the best transit option to meet the transportation needs for the corridor?

With the publication of the DEIS expected in fall 2010, project partners will ask the public to review and comment on the analysis results during the 45-day comment period to help decision-makers choose a Locally Preferred Alternative.

You'll have a chance to visit open houses and the project website for details about the project and the DEIS analysis, and comment online or at public hearing.

Decision-making timeline*

November	November-January	January-February
DEIS published	Open houses and public hearing	Partner agency action on
Comment period begins	Community advisory committee recommendation	Locally Preferred Alternative recommendation
	Comment period ends	
	Comment report published	

*Updated Sept. 28, 2010

Locally Preferred Alternative

The Draft Environmental Impact Statement analysis allows the public and decision-makers to thoroughly evaluate the alternatives (no-build, enhanced bus or rapid streetcar) and design (route) options that provide the best solutions to transportation needs in the corridor. The DEIS analyzes benefits and trade-offs of the physical characteristics, operating plans, ridership, revenues and social and environmental impacts.

The favored solution is identified as the Locally Preferred Alternative, which will advance to preliminary engineering and is further analyzed in a Final Environmental Impact Statement. The FEIS will respond to the substantive comments received from the public and other government agencies during the DEIS comment period. The FEIS will also define and commit the project to mitigation of impacts as identified in preliminary engineering.

Determining the Locally Preferred Alternative

The project steering committee will consider public comments, the DEIS analysis and recommendations from the community advisory committee and project management group to develop a Locally Preferred Alternative recommendation. The steering committee recommendation will be considered by the Lake Oswego and Portland planning commissions and city councils as well as elected or appointed officials at Clackamas and Multnomah counties, Portland Streetcar Inc., TriMet and Oregon Department of Transportation.

Once confirmed by partner agencies, the recommendation will be forwarded to the Joint Policy Advisory Committee on Transportation, a 17-member committee of elected officials and agency representatives that make recommendations to the Metro Council on transportation needs in the region. The JPACT recommendation will advance to the Metro Council for final adoption.

Find out more

Learn more about the project, process and previous analyses at www.oregonmetro.gov/lakeoswego. To sign up for e-mail updates and notifications, send e-mail to trans@oregonmetro.gov or call 503-797-1756.

Community advisory committee

The committee has been meeting monthly since fall 2009 to learn about the topics covered in the DEIS, provide feedback on the analysis, discuss the emerging themes from the data and, ultimately, provide a recommendation to the project steering committee on a Locally Preferred Alternative.

The community advisory committee includes members from the Johns Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle, pedestrian and transit-dependant communities.

Community advisory committee meetings are open to the public, and meeting information is available on the project website.

Lake Oswego to Portland TRANSIT PROJECT

PROJECT PARTNERS

Cities of Lake Oswego and Portland
Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Quick answers to your project questions

Questions have been raised and assertions have been made by advocacy groups regarding the project alternatives, specifically regarding the project need as well as the cost and viability of the streetcar alternative. The Draft Environmental Impact Statement will detail the results of the analysis of the alternatives but in order to address any confusion around the information available in advance of the DEIS, the project team has compiled responses to the most pertinent questions.

Is a new streetcar line going to be built between Lake Oswego and Portland?

The Lake Oswego to Portland Transit Project is currently studying three alternatives, including streetcar, to meet future travel demand between Lake Oswego and downtown Portland:

- **No-build** This alternative would make only those transit and highway improvements possible with projected financial resources by the year 2035.
- **Enhanced bus service** The enhanced bus service alternative would have more frequent service and fewer stops than regular local bus service along Highway 43 and a 300-space park and ride facility near the Lake Oswego Albertsons.
- **Streetcar** This option would create streetcar service with a Lake Oswego terminus at Albertsons on State Street. Park and ride facilities would be located at this location (300 spaces) and in Foothills (100 spaces).

Project partners have been preparing a detailed analysis of the benefits and trade-offs of the three alternatives. This analysis will soon be published for review and comment. The project steering committee will rely on public input and the analysis results to select one of the options, making it the official Locally Preferred Alternative in late 2010.

What is the project budget?

The range of streetcar design and construction costs is \$380 to \$460 million in future dollars (2017), which includes the estimated \$100 million value of the Willamette Shore Line right of way owned by the region. The value of the right of way can be matched by federal funds.

The project budget varies from \$51 to \$460 million, depending on the alternative selected. Enhanced bus service has the lowest one-time design and construction costs, but has higher annual operating costs. Streetcar has higher design and construction costs, but lower annual operating costs. The streetcar will cost about \$1 million less annually to operate and maintain than enhanced bus service.

What feedback has the community provided about this project?

Local communities along this corridor have been involved in project planning and refinement of the options. The project's community advisory committee includes local residents, business leaders and representatives from public institutions and community groups. The committee considers information and provides input and guidance to the project management group and steering committee.

A 2010 poll of Lake Oswego residents found that 67 percent of respondents favor streetcar service to Portland in the corridor.

Will the streetcar reduce congestion on Highway 43?

Currently, commuters experience substantial congestion on Highway 43 during the morning and evening commute. By 2035, traffic volumes during peak hours are forecast to increase by approximately 40 to 99 percent, depending on location.

We cannot build our way out of this congestion, but we can give people better options to sitting in traffic. Existing development and geography along the highway corridor make it impractical to widen the highway to accommodate more vehicle traffic.

Streetcar service would offer a transit alternative to Highway 43; most of the streetcar line would be separate from traffic. By 2035, travel times between Portland State University and Lake Oswego are forecast to be 28 minutes by car, and 29 to 33 minutes by streetcar. Enhanced bus service travel time is forecast at 40 minutes.

Streetcar would allow more drivers to drive at more convenient times – times that were previously too congested. Streetcar would reduce vehicle miles traveled in the Highway 43 corridor by up to 68,000

miles per weekday and decrease vehicle hours of delay by an estimated 400 hours each weekday.

What are the benefits of streetcar?

In 2035, the streetcar alternative between Lake Oswego and Bancroft Street at the southern border of South Waterfront is projected to have ridership of up to 11,900, while the ridership forecast rises to more than 23,000 between Lake Oswego and Portland State University. Connecting Lake Oswego via streetcar to planned development in South Waterfront, educational opportunities at Oregon Health and Sciences University and PSU, and the employment and cultural center of downtown Portland is forecast to attract 15,000 more streetcar riders than the enhanced bus service alternative.

More people can move more efficiently, and produce less greenhouse gases, than by driving alone in cars. Streetcar will provide an opportunity to avoid Highway 43 congestion by offering a transit option in a dedicated right of way, allowing economic activity to grow and thrive in the corridor despite the long bus and auto travel times caused by growing congestion.

How much will the region need to contribute toward this project?

Current estimates put regional contributions at anywhere from \$20.4 to \$86.3 million (including finance costs) in future year dollars (2017), depending on the option selected. The project is currently identifying potential funding sources, which could include system development charges, payroll tax revenues and other funding sources.

The project will seek a 60 percent contribution from the federal government. While the remaining local match would likely be 40 percent, much of that comes with the value of the Willamette Shore Line right of way that would be used for most of the project length.

Approximately \$25 million is needed to complete the environmental work and project design and engineering over the next five years if a streetcar alternative is selected. The remaining local contribution would be needed during construction of the project, scheduled between 2015 and 2017.

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Comment on the benefits and trade-offs

Project partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners community support.

Highway 43 faces historic and projected increases in traffic congestion due to increases in regional and corridor population and employment. There are limited options for transportation improvements in the corridor due to topographic, geographic and built environment constraints that limit the ability to expand the highway and other roads. More efficient and reliable transit service would offer residents another option to meet expanding travel needs.

Improving transit in the Highway 43 corridor is an investment in the region's long-term future. Transit investments direct growth and redevelopment where we want it to be – in downtowns and along main streets – and often encourage neighborhood redevelopment that helps build vibrant, active communities – places where seniors can age-in-place and areas with essential services and cultural opportunities close by. Transit, particularly rail, is known to have a positive impact on development and property values. For instance, more than \$3.5 billion in development has occurred near streetcar since 1997 and more than \$8 billion in light rail stations areas since 1986.

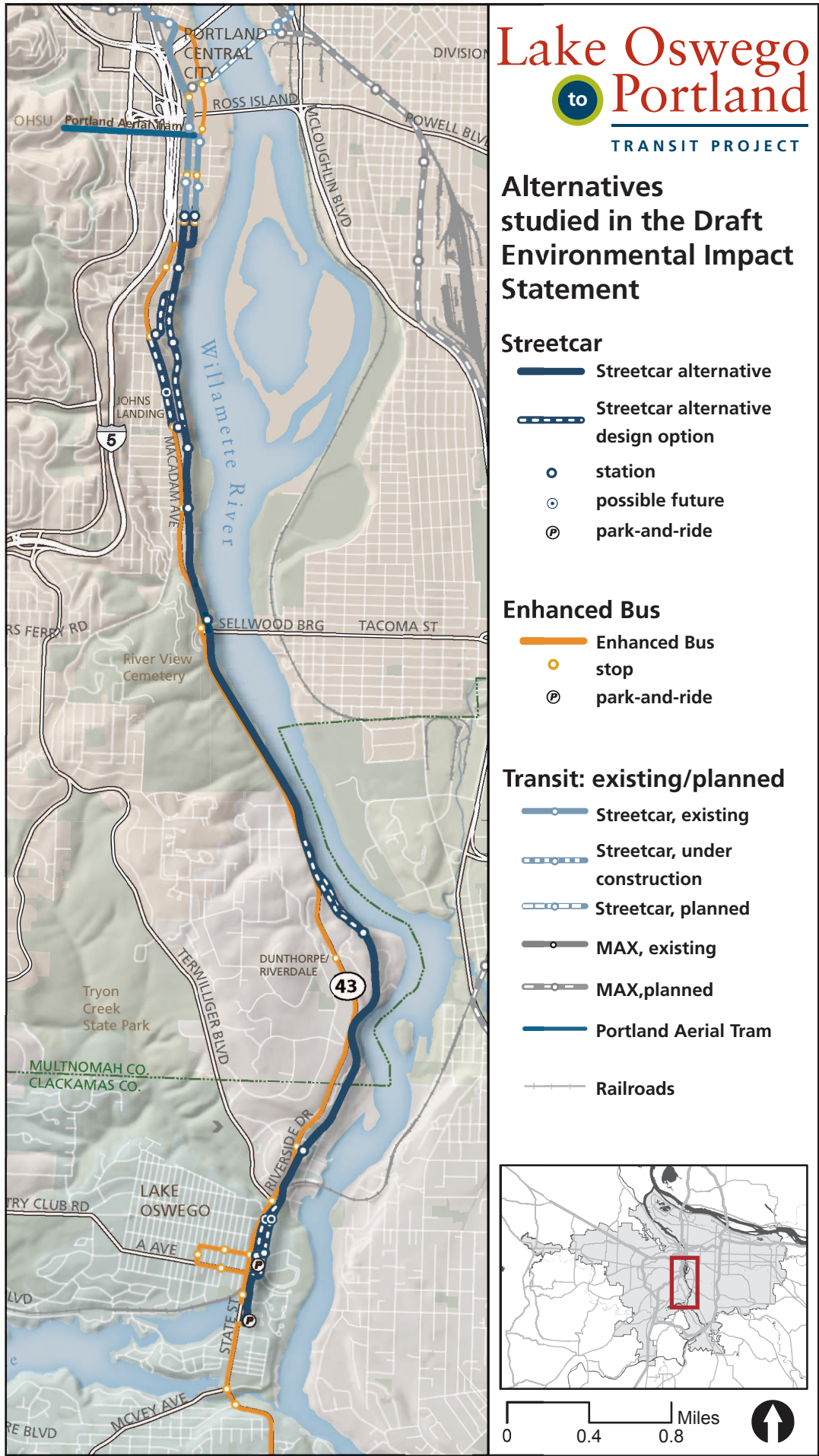
Improved transit will provide people with choices about how they get around – to work, when travelling, to the symphony, to shop or visiting friends. By expanding the current transit system, we leverage past investments and make the most of what we have.

The process began with a wide range of alternatives that included bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After review with the community-based project advisory committee and the public, in addition to technical analysis, the list of ideas was narrowed to three alternatives: no-build, enhanced bus and streetcar. For the past few months, project partners have been completing a detailed analysis of the benefits and trade-offs of the three alternatives as well as different design options for the streetcar alternative. This analysis is published by the Federal Transit Administration, Metro and TriMet for review and comment as the Draft Environmental Impact Statement.

Public comment period Dec. 3, 2010, to Jan. 31, 2011

Which of the alternatives offers the best mix of benefits and trade-offs that meet the transportation needs for the corridor? Your comments will help decision-makers select a Locally Preferred Alternative to advance for further study.

Visit www.oregonmetro.gov/lakeoswego to review the DEIS. Attend an open house, testify before the project steering committee at the public hearing, mail, e-mail or submit online comments.



Advantages, disadvantages and comparison of build-project alternatives

	<p>Enhanced bus would enhance the existing TriMet Line 35 with a bus line with fewer stops and more frequent service between Portland and Lake Oswego and would include a park and ride lot near Albertsons in Lake Oswego.</p>	<p>Streetcar would extend service from the southern end of the existing streetcar, connecting downtown Lake Oswego to downtown and Northwest Portland. The streetcar would include mostly double and some single track operation and include park and ride lots in the Foothills area and near Albertsons in Lake Oswego. For most of the route, the streetcar would operate within the existing Willamette Shore Line right of way (<i>see streetcar alternative design options</i>).</p>
Ridership and travel time	<p>Advantages: 730,550 more new transit trips annually in 2035 than no-build</p> <p>A savings of three minutes* in transit travel time from Lake Oswego to Portland State University compared to the no-build; total travel time: 39 minutes</p>	<p>Advantages: 1.18 to 1.28 million more new transit trips annually in 2035 than the no-build, 450,00 to 547,350 more than enhanced bus</p> <p>A savings of 9 to 13 minutes* in transit travel time from Lake Oswego to Portland State University compared to the no-build, eight to nine minute savings compared to the enhanced bus; total travel time: 29 to 33 minutes*</p>
Costs and financing	<p>Advantage: Capital investment (in 2017 dollars) of \$51.1 million, \$328.5 to \$407.2 million less than streetcar; local funding responsibility: \$20.4 million</p> <p>Disadvantages: Annual operating cost (in 2010 dollars) of \$2.79 million more than the no-build alternative in 2035, \$1.54 million more than streetcar</p> <p>Does not use the value of the Willamette Shore Line right of way for local share of project funding</p>	<p>Advantages: Annual operating cost (in 2010 dollars) of \$1.25 million more than the no-build alternative in 2035, \$1.54 million less than enhanced bus</p> <p>Uses the value of the Willamette Shore Line right of way to contribute to local share of project funding (between \$94.5 and \$97 million in 2017 dollars for the high and low streetcar cost range), reducing other local funding responsibility to \$57.3 to \$86.3 million, depending on selected design options</p> <p>Disadvantage: Capital investment (in 2017 dollars) between \$379.6 and \$458.3 million, \$328.5 to \$407.2 million more than enhanced bus, depending on selected design options</p>
Traffic	<p>Advantages: Savings of 200 hours of “vehicle hours of delay” per day in 2035 compared to the no-build</p> <p>Disadvantages: No reduction of vehicles on Highway 43 at the peak hour (rush hour) in 2035 compared to the no-build</p> <p>Continues to operate transit on Highway 43 where buses will, at times, get stuck in traffic</p> <p>Three new congested intersections</p>	<p>Advantages: Savings of 400 “vehicle hours of delay” per day in 2035 compared to the no-build, 200 more than enhanced bus</p> <p>Reduction of 100 vehicles on Highway 43 at the peak hour (rush hour) in 2035 compared to the no-build and enhanced bus alternatives</p> <p>Transit travel would be in all or mostly exclusive right of way that would be significantly less affected by traffic congestion on Highway 43</p> <p>Disadvantage: Two to four new congested intersections, depending on selected design options</p> <p>Zero to 175 parking spaces removed in Johns Landing, depending on selected design option</p>
Redevelopment and economy	<p>Advantage: Creation of 240 construction jobs and 28 long-term jobs</p> <p>Disadvantage: Would not encourage development or redevelopment to occur sooner than the no-build alternative</p>	<p>Advantages: Creation of 1,430 to 1,500 construction jobs and 13 long-term jobs*</p> <p>Expected to encourage development and redevelopment in Johns Landing and Lake Oswego sooner than the no-build alternative (up to 25 million square feet* of allowed new floor area for retail or offices in the station areas)</p>
Community environment	<p>Advantages: No impacts to historic resources beyond potential indirect effects to the Red Electric Eastside Rail Line (generally, the Willamette Shore Line right of way)</p> <p>No impacts to parks or recreation facilities</p> <p>No noise and vibration impacts</p> <p>No potential displacements</p>	<p>Advantage: No impacts to historic resources beyond effects to the Red Electric Eastside Rail Line (generally, the Willamette Shore Line right of way)</p> <p>Disadvantages: Between 0.7 and 1 acre of parkland used for streetcar, depending on selected design options</p> <p>23 to 28 vibration impacts that would require mitigation</p> <p>One possible severe noise impact that would require mitigation, depending on the selected design option</p> <p>Up to one residential and six business displacements, depending on selected design options</p>
Natural environment	<p>Advantages: A daily reduction of 25 tons of carbon dioxide released by vehicles compared to the no-build alternative</p> <p>No wetlands filled</p> <p>Disadvantages: 1.3 acres of flood plain filled</p> <p>Less than 1 acre of new paved surface</p>	<p>Advantages: An daily reduction of between 41 and 42 tons of carbon dioxide released by vehicles compared to no-build, 16 to 17 tons more than the enhanced bus alternative</p> <p>Disadvantages: Less than 0.1 acre of wetland filled, depending on selected design options</p> <p>6.5 to 10.1 acres* of flood plain filled, depending on selected design options</p> <p>7 to 18 acres of new paved surface</p>

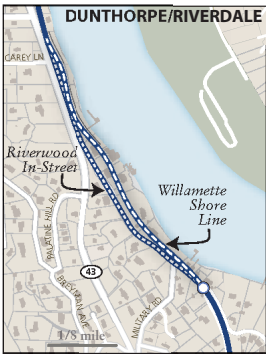
* corrected, Jan. 24, 2011

Streetcar alternative design options

In three areas of the corridor, the streetcar alternative has two or more design options.



Lake Oswego In both design options, the streetcar would be configured to cross under the freight tracks north of Stampher Road. The Union Pacific Railroad right of way option would then follow the railroad right of way past the Foothills area. Under the Foothills option, the streetcar would run on a future Foothills Road extension. If the streetcar alternative and the Foothills option are decided on, final design for this area would depend on coordination with the City of Lake Oswego’s development plans for the Foothills area.



Dunthorpe/Riverdale Under the Willamette Shore Line option, the streetcar would continue in the existing right of way through this area. Under the Riverwood in-street option, the streetcar would run with auto traffic on Riverwood Road beginning at the northern end of Riverwood Road and returning to the Willamette Shore Line right of way where it meets and crosses Riverwood Road south of Military Road.



Johns Landing The Willamette Shore Line option would continue through Johns Landing via the existing right of way. There are two Southwest Macadam Avenue options (in-street and additional lane), wherein the streetcar would leave the right of way south of Hamilton Court to run on Landing Drive to Boundary Street, where it would connect to and run on Macadam Avenue/Highway 43 before returning to the Willamette Shore Line via Carolina Street. The streetcar would run with auto traffic on Landing Drive and Boundary and Carolina streets. Under the Macadam in-street option, the streetcar would run with auto traffic on Macadam Avenue both southbound and northbound. Under the Macadam additional lane option, the streetcar would run on Macadam Avenue southbound, but a new lane would be added northbound for streetcar and right-turn-only access for autos.

In addition to the design options, there are phasing options in South Waterfront, at the west end of the Sellwood Bridge and in the Lake Oswego Foothills District. The phasing options would depend on, and coordinate with, the timing of other capital projects in those areas.

Quick comparison of alternatives

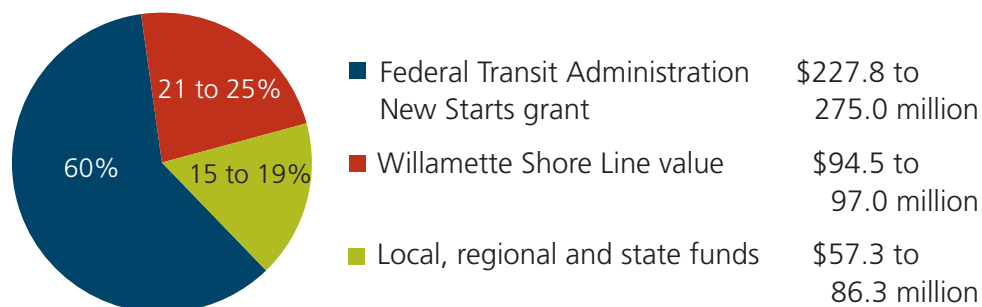
	No-build	Enhanced bus	Streetcar
Ridership	○	◐	●
Travel time	○	◐	●
Capital cost	●	◐	○
Operation and Maintenance	●	○	◐
Reliability	○	○	●
Additional corridor capacity	○	◐	●

○=good | ◐=better | ●=best

Estimated funding sources, 2017 dollars

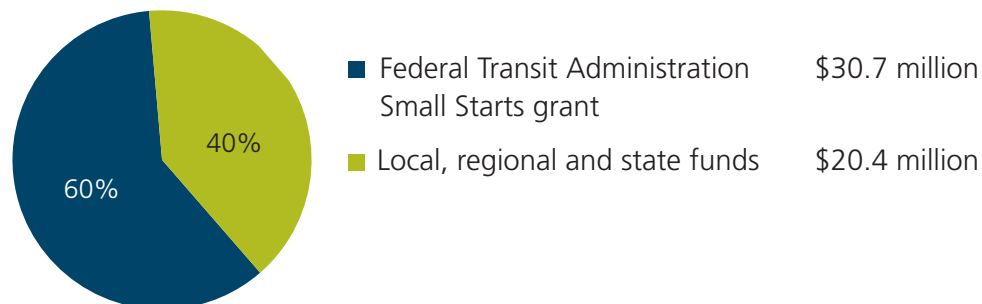
Funding sources under either the streetcar or enhanced bus alternative would be confirmed in 2013. The local portion of capital funding is based on an anticipated 60 percent federal share of the budget. 2017 dollars are used based on the projected date of completed construction.

Potential funding sources, streetcar alternative:



The cost of the streetcar alternative depends on the alignment options selected. The low to high range of streetcar funding is presented here.

Potential funding sources, enhanced bus alternative:



Willamette Shore Line right of way value

The value of the Willamette Shore Line right of way is both a cost and a funding source for the streetcar alternative. The rail line has been in service since 1887, as commuter trolley service, freight service or a combination of the two. In 1988, a consortium of local governments purchased the right of way for approximately \$2 million.

Under the streetcar alternative, the real estate value of the right of way can be used to meet part of the local funding needed to match federal funds. Current estimates of the local funding value are based on a 2008 appraisal, the current real estate market and economic trends. The value of the right of way would not apply to the enhanced bus alternative.

Provide comment Dec. 3, 2010, to Jan. 31, 2011

Attend an open house

4 to 7 p.m. Thursday, Dec. 9, 2010 | PBS Conference Center, 4343 SW Corbett Ave., Portland

4 to 7 p.m. Thursday, Dec. 16, 2010 | Lakewood Center for the Arts, 368 S. State St., Lake Oswego

Give testimony before the project steering committee at the public hearing

5 to 8 p.m. Monday, Jan. 24, 2011 | Lakewood Center for the Arts, 368 S. State St., Lake Oswego

Comment online at www.oregonmetro.gov/lakeoswego.

E-mail comments to trans@oregonmetro.gov.

Send written comments to Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232.

www.oregonmetro.gov/lakeoswego

Projected Locally Preferred Alternative decision-making timeline

December 2010	January 2011	February 2011	March 2011
DEIS publication Comment period begins Open houses	Steering committee public hearing Comment period ends	Community advisory committee recommendation Comment report published Steering committee recommendation Partner agency action on Locally Preferred Alternative recommendation	Partner agency action on Locally Preferred Alternative recommendation

Potential project development timeline

New transit service could open by the end of 2017.

2010	2011	2012	2013	2014	2015	2016	2017
Publish DEIS Develop Locally Preferred Alternative	Adopt Locally Preferred Alternative Develop conceptual funding plan Apply for Small/New Starts grant	Begin preliminary engineering Begin Final Environmental Impact Statement	Publish Final Environmental Impact Statement Confirm funding plan (<i>confirm funding sources</i>)	Final design Full Funding Grant Agreement Finalize funding plan (<i>secure funding sources</i>)	Start construction	Construction	Begin transit service

What's next?

The Draft Environmental Impact Statement is one phase of project development. The next phases are meant to refine the analysis in the DEIS, further developing community and environmental topics, including those below.

Operation. Portland Streetcar Inc. and TriMet would determine what responsibility each agency will have if the streetcar is selected as the Locally Preferred Alternative after selection. TriMet will be responsible if enhanced bus is selected.

Station locations and design. Proposals to add or remove stations for streetcar or stops for enhanced bus can be made during the Locally Preferred Alternative decision-making process. Final station design, and any changes suggested in the Locally Preferred Alternative, would be evaluated and planned during preliminary engineering and the Final Environmental Impact Statement.

Safety and security. Best practices for safe and secure public places would be integrated into streetcar station area design. Local jurisdictions would coordinate safety and security plans for on and around any new transit service. On average about three incidents are reported per day for the entire transit system, which carries about 12,000 streetcar rides per day and about 324,000 rides on TriMet bus, light rail and commuter rail.

Rail crossings. Thirty-five public and private roadway, railroad and pedestrian track crossings have been identified in the proposed streetcar alignment. Where there are private crossings, most typically a driveway or access road, appropriate private crossing treatments would be developed in conjunction with individual property owners. Safe crossing treatments could include closure or relocation, grade separation, stop signs, gates, traffic signals and pedestrian Z-crossings. Treatment selection criteria include sightlines, traffic volumes and speeds, transit vehicle speed, proximity and suitability of alternative routes, and convenience for pedestrians and transit patrons.

Informal access to Willamette Park. Current use of informal park access from Highway 43 would be addressed during preliminary engineering and further refined during final design under the streetcar alternative. The decision will be made in collaboration with project partners, including Portland Parks and Recreation.