

PROJECT PARTNERS

Cities of Lake Oswego and Portland

Clackamas and Multnomah counties

Oregon Department of Transportation

TriMet

Metro



METRO

www.metro-region.org

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.

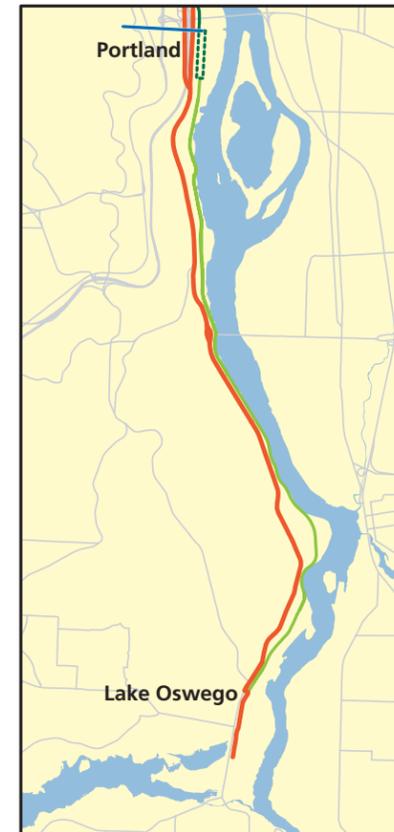
Bus Rapid Transit

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.



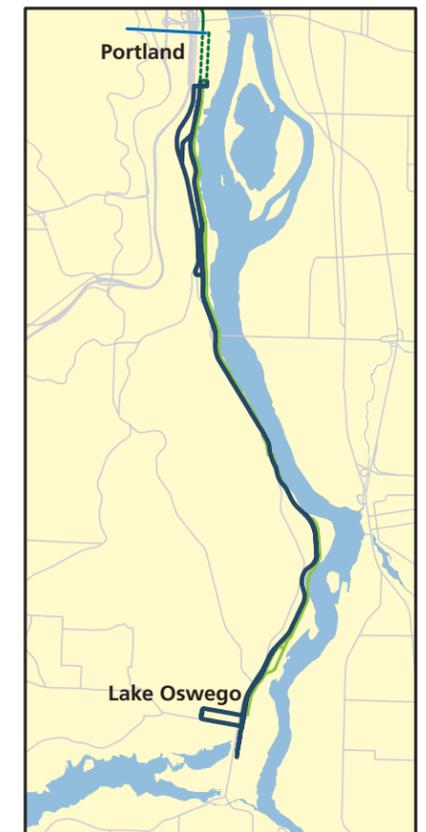
Streetcar

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 proposed 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.

Printed on recycled-content paper. 07183 5sm



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

PRESORTED
FIRST CLASS MAIL
US POSTAGE PAID
PORTLAND, OR
PERMIT NO. 681