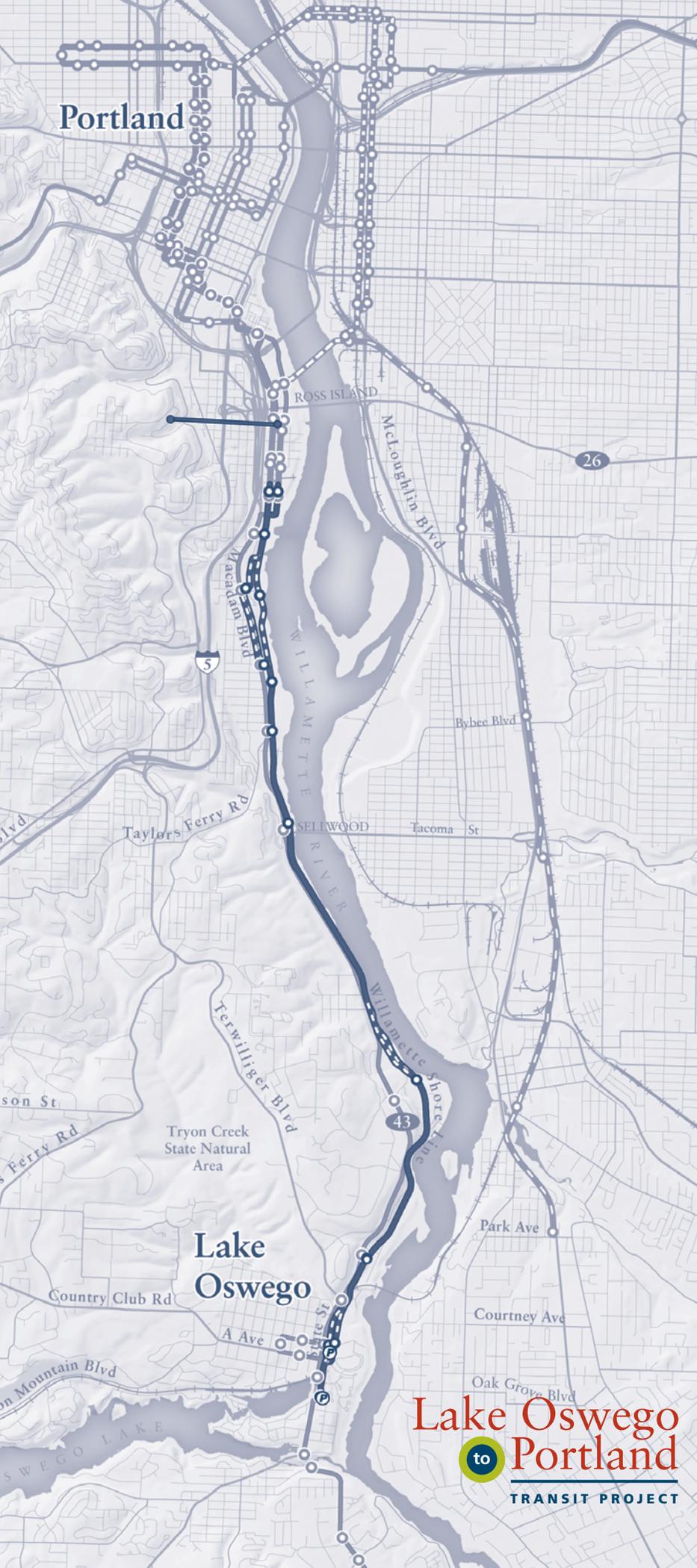


OUTREACH MATERIALS



Lake Oswego
to Portland
TRANSIT PROJECT

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



Transportation options

Community members, business people and elected officials have been thinking about the corridor between Lake Oswego and Portland and considering transit and trail alternatives in this area. Through this project, Metro and its partners seek 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 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.

A combination of alternatives will advance for further study in this phase of the project, a Draft Environmental Impact Statement. They include a no-build option, enhanced bus service on Highway 43, a streetcar on the Willamette Shore Line right of way and a streetcar partly on the Willamette Shore Line and partly on Macadam Avenue.

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 2030. This alternative is also used as a basis for comparison for the enhanced bus service and streetcar alternatives.

Enhanced bus service. Evaluation of potential bus improvements and transportation systems management techniques to benefit bus service between Portland and Lake Oswego. Creation of a completely separated right of way for bus on Highway 43 is not a reasonable option due to community impacts including the potential need to acquire private property.

Streetcar. Evaluation of single and some double track operation between Portland and Lake Oswego where the line would terminate near Albertsons. The streetcar could operate in the Willamette Shore Line right of way, on Macadam Avenue through the Johns Landing area or parts of both. Between the Sellwood Bridge and Lake Oswego, the line would operate in the Willamette Shore Line right of way as streetcar on Highway 43 was dropped from study due to safety concerns. A minimum operable segment to the Sellwood bridge is also being considered.

Through the alternatives analysis, three potential streetcar terminus options were examined in Lake Oswego: Albertsons, Safeway and the current trolley terminus. During a terminus refinement in the summer

of 2009, public input led to a steering committee determination to narrow what should be studied in the Draft Environmental Impact Statement to the terminus near the Albertsons on State Street. Under this option, the streetcar would continue south on the Willamette Shore Line right of way to Lake Oswego. The streetcar may cross under the Portland and Western Railroad and be located on the east side of the freight railroad to avoid at grade railroad crossing conflicts. The streetcar would continue south with potential park and ride facilities in the Foothills District and at the Albertsons terminus.

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.

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.

A consortium of local government agencies owns the Willamette Shore Line right of way, 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 in the corridor.

Find out more

For more information, including reports from earlier corridor studies, visit www.oregonmetro.gov/lakeoswego, call 503-797-1756 or send e-mail to trans@oregonmetro.gov.

Trail in the corridor

Funding for the alternatives analysis included a requirement to determine the feasibility of creating a continuous trail between Portland and Lake Oswego. Each transit alternative included a complimentary trail component.

Additional study is needed to determine how to advance the trail, so the trail project will continue on a parallel timeline as the transit project progresses through the Draft Environmental Impact Statement. The issues and options related to progressing a trail in this corridor will be documented in the Lake Oswego to Portland Trail Refinement Study in the fall 2009 and include:

- trail alignment and phasing (potential implementation timelines)
- public and advocacy group involvement
- identification of the lead agency for advancement
- identification of potential capital funding sources.

TOPICS TO BE COVERED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Land use and planning

Economic activity

Community impacts

Visual quality and aesthetics

Historic, archeological and cultural resources

Parklands, recreation areas, wildlife and waterfowl refuge

Geology, soils and earthquake

Ecosystems

Hydrology and water quality

Noise and vibration

Air quality

Energy

Hazardous materials

Transportation and traffic

Public safety and security

Finance

Capital costs

Operating and maintenance costs

Travel forecasting

www.oregonmetro.gov/lakeoswego



PROJECT PARTNERS

- Cities of Lake Oswego and Portland
- 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

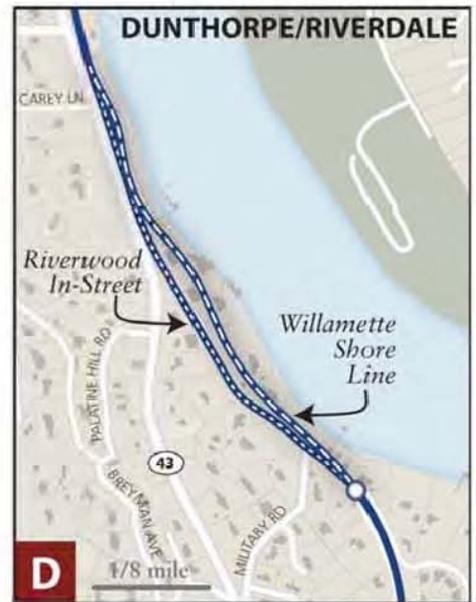
Landing Drive and Boundary and Carolina streets.

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.



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.



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.

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 Locally Preferred Alternative recommendation
Comment period begins	Community advisory committee 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.

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Lake Oswego to Portland

TRANSIT PROJECT

PROJECT PARTNERS

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Oregon Department of Transportation
Portland Streetcar Inc.
TriMet
Metro



Answers to frequently asked questions

Several questions have come up during the public involvement process for the Draft Environmental Impact Statement, which has included meetings with local neighborhood and business groups, the project's community advisory committee and outreach at farmers' markets, local grocery stores and other community events. Project partners have compiled these questions and responses to help the public begin weighing the benefits and trade-offs of the no-build, enhanced bus and streetcar alternatives. The answers to these questions will be addressed in more detail in the DEIS, to be published in early fall 2010.

Purpose and need for the project

Why is additional transit service being considered for the corridor between Lake Oswego and Portland?

The four counties of the Portland-Vancouver region are expecting an increase of 1.3 million people in the next 25 years. Eight percent of that growth is projected to occur in the Highway 43 corridor, in places like the South Waterfront area in Portland, downtown Lake Oswego and areas south of Lake Oswego. With more people and jobs, traffic congestion is also expected to increase significantly.

The Highway 43 corridor serves the growing Lake Oswego town center and Portland central business district and provides the primary north/south connection between the two centers. Existing traffic volumes on Highway 43 within the corridor currently create substantial congestion during the morning and evening commute. Peak period traffic volumes on Highway 43 are forecast to increase by approximately 40 to 99 percent, depending on location, by 2035.

How can transit help manage traffic congestion along Highway 43?

As population increases so does congestion. It isn't feasible to widen Highway 43 or otherwise improve it to accommodate more automobile traffic. Improving transit service allows for a higher percentage of travel in the corridor to occur on transit and reduces the demand for automobile travel in the corridor. Since transit can more efficiently move people through the corridor given the limited roadway space, this will minimize the span of peak congestion periods and improve the quality of life by providing better transportation choices, particularly during peak travel periods.

Has this corridor been studied before?

Numerous studies have been conducted over the years to evaluate potential options for alleviating traffic congestion in the corridor and have recommended transit and transportation demand management strategies to improve mobility. In 1988, a consortium of seven public agencies purchased the rail line paralleling Highway 43 between Lake Oswego and Portland to preserve it for future passenger rail use. A 1996 study by the Oregon Department of Transportation concluded that no broad scale expansion of Highway 43 was feasible. In 2004, Metro identified this corridor for future high capacity transit in its Regional Transportation Plan.

The Draft Environmental Impact Statement builds on these previous studies and the project's alternatives analysis, which looked at the wide array of potential solutions to the future travel demand, including reexamining Highway 43 for expansion and even river transit.

Project process

When will a decision be made about which transit alternative will move forward? When would construction begin?

Once the Draft Environmental Impact Statement is released in early fall 2010, the project will begin a 45-day public comment period. During this time, comments on the DEIS will be accepted at public hearings, by mail and electronically. At the close of the public comment period, the community advisory committee and project management group will make their recommendations about which option should move forward.

The project steering committee will consider the DEIS analysis, community advisory committee and project management group recommendations, and public comment before making its recommendation. This recommendation will be reviewed by each affected local government (the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, Oregon Department of Transportation, TriMet and Portland Streetcar

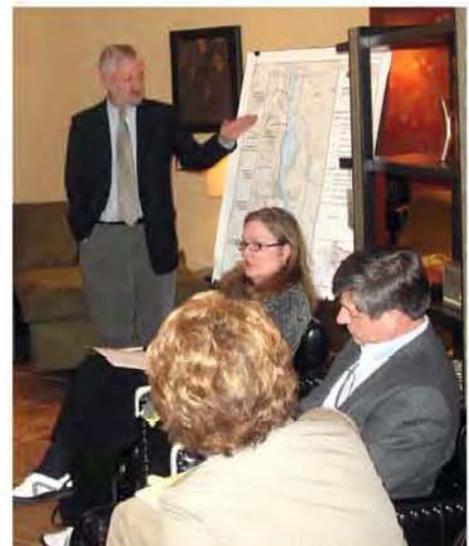
Inc.) before consideration by the Metro Council. The Locally Preferred Alternative process concludes with final adoption by the Metro Council.

If the streetcar is selected, construction could begin in 2015. The enhanced bus alternative would be implemented through TriMet after additional study of the bus system to make a final decision about the enhanced bus scheduling and routing, with operations most likely beginning in 2017.

Is public input really taken seriously?

Public input on transit projects plays an important role in the process for arriving at the best decisions possible. It provides the opportunity for residents to discuss and influence the alternatives studied in the DEIS and to make recommendations on the final decision.

Community input has already had significant influence on the alternatives and alignments being studied for this project. During the alternatives analysis, ideas provided by the community and the project advisory committee were examined and influenced the final selection of alternatives to be included in the environmental analysis. Specifically, community input influenced the development of a design option that would put the streetcar route on Macadam Avenue in the Johns Landing area and a design option that would put the streetcar route on a section of Riverwood Drive in the Dunthorpe/Riverdale area, as well as the terminus location in Lake Oswego.



Metro Councilor Liberty discusses the project with corridor business leaders

Transit operations

What would the fares be for either the streetcar or the bus?

Fares for streetcar or bus would follow the TriMet fare schedule. The current fare schedule is at www.trimet.org and is updated by the TriMet board of directors as needed. Today's rates are: Adult all zone: \$2.30 | Honored Citizen: \$0.95 | Youth/ Student \$1.50

What would the streetcars look like? How would they operate?

Streetcars that would operate between Portland and Lake Oswego are the same vehicles that operate in Portland today. Photos of the streetcar and more information about its current route can be found at www.portlandstreetcar.org.



Between South Waterfront and Lake Oswego, the streetcar would operate in different ways in different parts of the corridor. In a few short segments, the streetcar may run in the street with cars as it does in downtown Portland today. In most areas the streetcar would be in an exclusive right of way, generally using an existing rail line right of way, separate from traffic. Speeds would vary from 10 to 20 miles per hour to as fast as 40 miles per hour in places where traveling at that speed is safe.

How can I stay informed about this study?

Ask to be added to the study mailing list: Send e-mail to trans@oregonmetro.gov or call 503-797-1756. Visit Metro's website at www.oregonmetro.gov/lakeoswego.

Why is the enhanced bus route similar to the streetcar route?

The enhanced bus alternative includes a similar number and location of stops as those of the streetcar alternative in order to achieve travel time savings over the existing local bus service. The enhanced bus follows a similar route to the streetcar in downtown Portland to provide service to similar destinations to aid in comparing the two choices. If the enhanced bus is selected as the preferred alternative at the conclusion of this process, TriMet would conduct additional study of the bus system and make a final decision about the enhanced bus scheduling and routing.

How many stops would there be between Lake Oswego and downtown Portland? Can more be added? Can stops that are included be eliminated?

The streetcar and enhanced bus alternatives under study in the Draft Environmental Impact Statement include 10 stops and two optional future stops between Lake Oswego and South Waterfront. The station locations being studied in the DEIS were developed as part of previous processes that included input from the community.

Community and resident input is critical to defining station locations. After the DEIS is published, there will still be opportunities to add or eliminate stops prior to the final design of a streetcar or enhanced bus project.

Service

Travel time projections, downtown Lake Oswego to Portland State University

	No-build bus	Enhanced bus	Streetcar – Macadam in-street through Johns Landing	Streetcar – Willamette Shore Line through Johns Landing
2005	29 minutes	26 minutes	31 minutes	29 minutes
2035	42 minutes	40 minutes	33 minutes	29 minutes

What would the travel times from Lake Oswego to downtown Portland be for both streetcar and enhanced bus options? How does that compare to the existing bus?

For comparison of the three options, the analysis compares what the travel times were (for the current bus) or would have been (for the enhanced bus or streetcar) in 2005 and the travel time projections for the alternatives in 2035. The table above shows these travel times from downtown Lake Oswego to Portland State University in downtown Portland, currently the most used transit stop for riders in this corridor. Since differences in the streetcar design options through Johns Landing affect travel times, both the Macadam in-street and Willamette Shore Line options are shown.

How frequent would enhanced bus or streetcar trips be during the peak and non-peak travel times? What would the hours of operation be?

Enhanced bus. In the first year of operation, the enhanced bus would likely run every 10 to 12 minutes during the peak hours (7 to 9 a.m. and 4 to 6 p.m.) and every 15 to 20 minutes during most other times. Service frequency for the enhanced bus would decrease in the late evening and early morning. The enhanced bus would likely operate from 5 a.m. to 1 a.m. with some minor differences between weekend and weekday schedules.

Streetcar. In the first year of operation, the streetcar would likely run every 10 to 12 minutes during the peak hours (7 to 9 a.m. and 4 to 6 p.m.) and every 15 to 20 minutes at other times. Service

frequency for the streetcar would decrease in the late evening and early morning. The streetcar would be an extension of the existing streetcar route to Northwest Portland and likely follow that same hours of operation, which are similar to the bus system.

How would the enhanced bus or streetcar work for existing Line 35 bus riders that come from Oregon City and West Linn?

Enhanced bus. For the enhanced bus, service would be similar to today. Riders traveling through Lake Oswego from Oregon City or West Linn that wish to continue to downtown Portland would not need to transfer; riders that wish to continue to Beaverton would need to transfer to the Line 78 as they do today.

Streetcar. With the streetcar alternative, riders traveling through Lake Oswego that wish to continue to downtown Portland would transfer from Line 35 to the streetcar at the stop near Albertsons in Lake Oswego. Plans for bus routes to serve the streetcar in the future would be determined by TriMet during final design and construction based on market/ridership demand and costs at that time to make the best connections and eliminate transfers where possible. For instance, more riders transfer from Line 35 to Line 78 than on any other route today. If current trends continue, future transit plans could facilitate this movement, potentially allowing riders from Oregon City or West Linn that wish to continue to Beaverton to do so without a transfer.

How many transfers would be required to get from Lake Oswego to Portland State University? To Pioneer Square?

No transfers would be needed to get to either Portland State University or Pioneer Courthouse Square. Both the streetcar and enhanced bus would have a stop at Portland State University and a stop three blocks from Pioneer Courthouse Square (at the Portland Central Library); this is similar to Line 35, which stops two blocks from the square today. If someone wishes to use transit for those three blocks, he or she could transfer to the MAX Blue Line or Red Line at the Portland Central Library. Another option would be to transfer from the streetcar at the PSU Urban Center to the MAX Yellow Line or Green Line or one of six buses for a connection to Pioneer Courthouse Square with a one-block walk.

Would passengers be able to find seats on the streetcar, or would most be required to stand, as is often the case with the existing streetcar?

Each streetcar vehicle can comfortably hold about 70 to 90 people, with 30 sitting. Generally, those passengers that get on first have longer rides and are more likely to find a seat. Similarly, those that get on the streetcar closer to downtown often would have shorter trips and would find standing less inconvenient. As is the case with the current streetcar and all TriMet vehicles, the seats closest to the doors would be reserved for seniors and people with disabilities to ensure those riders have seats or wheelchair space.

Funding

How would the operations of the streetcar or enhanced bus be funded?

Transit operations are funded through TriMet's operating fund which is made up of a combination of payroll tax, farebox and advertising revenues and federal grants. It is expected that TriMet will fund the operations of whichever alternative is selected. An operations budget and funding plan for both alternatives will be included in the Draft Environmental Impact Statement.

How would construction of the enhanced bus or streetcar be funded? How much would each jurisdiction be expected to contribute?

The finance study is underway. Estimates and plans will be available in the Draft Environmental Impact Statement. Local jurisdictions have a variety of ways from which they might choose to pay for their portion, such as system development charges or creation of urban renewal districts.

The funding needs for the enhanced bus and streetcar alternatives are slightly different.

Enhanced bus. The enhanced bus would require a smaller capital investment, using a combination of federal, regional and local funds for bus purchases and other capital improvements.

Streetcar. Funding for the streetcar would come from a combination of federal and local sources. Project partners are seeking funding for 60 percent of the capital cost from federal grants. The assessed value of the existing Willamette Shore Line rail right of way would also be used as "match" against the federal money, so less capital would need to come from local or state governments.

Safety and security

What kind of budget impact does safety and security implementation have? Where does the funding come from?

The City of Portland Police Bureau provides police service and response for streetcars. During all streetcar operating hours, Portland Streetcar Inc. supervisors are present to deter unlawful behavior, support system safety and security, and respond in the event of an incident or emergency.

TriMet allocates approximately \$15 million a year to security staff for its bus, light rail and commuter rail system. This includes 58 Transit Police Division officers, a district attorney and contracted security staff. TriMet also invests about \$4 million for supervisors who check fares, provide additional presence, and support system safety and security.

What would be the difference in the crime rates for the three alternatives – no-build, enhanced bus and streetcar?

There are few reported incidents on the transit system, with less than one reported incident per 100,000 trips. Transit agencies work closely with the community to ensure the security efforts are integrated with the communities being served.

The incidence of reported crime on TriMet's system reflects that of the surrounding community. For example, when Interstate MAX opened in North Portland, crime rates along that corridor dropped as the community experienced substantial new public and private investment. New home owners were attracted to this corridor as well, in part because of the light rail service.

Are there statistics about other transit projects that tell about increases in crime or crime rates related to nearby schools?

TriMet tracks crime reported on its system as well as specifically along the MAX lines. In 2009, there were 413 reported incidents along the entire MAX system, down from 507 during 2008, a 19 percent decrease. This followed an 18 percent decrease from 2007 to 2008 (with 620 incidents in 2007). Based on national data, crime levels along rail corridors typically relate to the existing conditions that prevail in the surrounding community. For example, a study of Los Angeles' Green Line light rail revealed that inner city stations showed a decrease in crime that generally followed a decrease throughout Los Angeles County, and crime in the higher income western suburbs did not increase after the Green Line was built.

Three schools are within a four-block distance of the current streetcar system. Seventy-seven schools are within one-quarter mile of the MAX light rail system, with 155 schools within one-half mile of the system. Thousands of students use the transit system everyday throughout the region in the wide range of communities served by the system. Since transit stations reflect their communities, it is hard to isolate and quantify the relationship between

a school's proximity to transit and crime rates on transit or at the school.

Is there data about project impact on crime for areas that have not previously been visible but transit would make more public (for example on this project, the Stampher Road area)?

Since there is no streetcar station proposed along Stampher Road, streetcars would be passing through the area and not stopping at a station. The Westside MAX extension from Southwest 185th Avenue to downtown Hillsboro takes riders through areas that were previously relatively isolated from the general public. The same is true as WES Commuter Rail travels between Tualatin and Wilsonville. In both of these cases, TriMet has had no indication that criminal activity increases when a transit vehicle passes through or near locales that were not along previous transit routes.

How would streetcar/auto intersections and station access be regulated to ensure safe crossing?

Station access would be oriented to streets and sidewalks and all crossings would be clearly designated. The station and the streetcar alignment would feature warnings and physical barriers to discourage people from crossing directly across the tracks from the station or onto private properties.

The streetcar alternative and design options include segments running in the street as well as within separated right of way. Audible warnings, signing, striping, traffic controls, enforcement and education would be used to clarify these transitions and assure safe movement. After station platforms have been sited, the pedestrian network may be re-evaluated and the pedestrian crossings refined.

Thirty-five public and private roadway, railroad and pedestrian track crossings have been identified in the proposed alignment. Proposed crossing treatments 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. 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.

Other community effects

How would noise impacts be addressed?

In the summer and fall 2009, a consultant visited nearly 40 different sites in the corridor to collect measurements of existing noise and vibration. The consultant will use these existing measurements to model what noise and vibration levels would be like in the corridor with either streetcar or enhanced bus. In some cases, a noise wall or other strategies may be used to address potential impacts. These impacts will be reported in the Draft Environmental Impact Statement that will be available for public review in early fall 2010.

Are there statistics about other transit projects that tell about impact on property values?

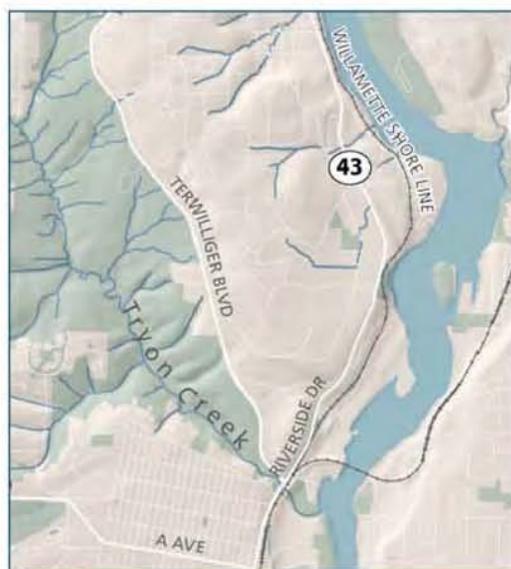
Transit, particularly rail, is known to have a positive impact on property values and development. Even during this recent deep economic recession, the media has reported that homes located closer to transit have maintained their value better than property without access to quality transit (see: <http://blog.smartgrowthamerica.org/2009/07/20/real-estate-service-finds-walkable-transit-accessible-homes/>).

Additionally, more than \$3.5 billion in development has occurred near streetcar and another \$8 billion near light rail stations since 1980 (uninflated).

Natural environment

How would environmental impacts be addressed, especially along Tryon Creek, Powers Marine Park and Stephens Creek?

The Draft Environmental Impact Statement, to be released in early fall 2010, will document impacts to the natural environment with both the streetcar and enhanced bus alternatives. The Final Environmental Impact Statement will include strategies for avoiding or minimizing impacts; it will also identify potential mitigation measures to address impacts that cannot be avoided.



Lake Oswego

Why would the streetcar terminus be located at Albertsons instead of either the Safeway or at the existing Willamette Shore Line trolley station?

In summer 2009, the project steering committee selected the terminus location after technical study and a series of public meetings to discuss the trade-offs between the possible locations. The Albertsons site offered the opportunity to intercept commuters from the south before they enter downtown Lake Oswego and the benefit of simplifying streetcar operations, as it would not require the streetcar to turn west across the existing freight rail tracks and Highway 43 to operate on A and B avenues.

Is there a park and ride included in the enhanced bus alternative?

The enhanced bus alternative includes a 300-space park and ride facility near the Lake Oswego Albertsons.

How big is a 300-space park and ride garage? Would it be above ground or below ground? How would this garage affect traffic on Leonard Street and State Street?

Both the streetcar and enhanced bus alternatives include a 300-space multi-story parking garage. Through an agreement with the property owner, the garage could include additional parking spaces – beyond the 300 stalls reserved for transit riders – to support commercial businesses. For perspective purposes, the existing parking garage at Lakeview Village in Lake Oswego has 366 parking spaces.

TriMet would work closely with the owner of the site, the City of Lake Oswego and adjacent neighborhoods to coordinate the park and ride facility with future development plans, including strategies for managing park and ride traffic to minimize the effect on State and Leonard streets.

The streetcar alternative also includes a 100-space park and ride facility in Foothills, which would similarly be coordinated with future development.

Trail

What is the status of the trail between Portland and Lake Oswego?

A trail component was part of the project's alternatives analysis. While the trail is now being analyzed separately from the transit project, Metro and the local jurisdictions are continuing to advance the trail concept. Currently, the project team is working to propose an updated trail alignment, phasing options and possible funding sources. Trail design has been advanced far enough to ensure that construction of either transit alternative would not preclude a trail in the corridor.

Willamette Shore Line

Would the Willamette Shore Line trolley continue to operate if the streetcar is built?

Under the streetcar alternative, the Oregon Electric Railway Historical Society would no longer operate the vintage excursion trolley.



What is legally allowed on the Willamette Shore Line right of way?

The right of way for the Willamette Shore Line was purchased from the Southern Pacific Railroad in 1988 by a consortium of local jurisdictions and agencies including the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation, TriMet and Metro.

There are various ownership types and easements along the 7-mile rail alignment. Some are tied to different types of uses of the Willamette Shore Line right of way. Since the right of way was formerly used as a freight and passenger rail corridor, all of the property owned by the consortium allows rail transportation. Legal review of potential uses along the Willamette Shore Line right of way will be included as part of the environmental analysis as needed as it becomes clear which design options are preferred and whether the streetcar alternative will advance.

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
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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.

Find out more at www.oregonmetro.gov/lakeoswego.

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.

www.oregonmetro.gov/lakeoswego

The future of transit in the Highway 43 corridor

What kind of transit might connect the downtown of Lake Oswego and Portland in the future? Find out the alternatives and offer your comments.

Metro, along with the cities of Portland and Lake Oswego, Multnomah and Clackamas counties, TriMet and ODOT, have studied transit alternatives to connect Lake Oswego with downtown Portland. The Draft Environmental Impact Statement (DEIS) examines potential impacts and benefits associated with an enhanced bus alternative, streetcar alternative and a no-build alternative where existing transit service is maintained. This document will be released for public review in December.

You are invited to review the DEIS and help decision-makers as they weigh trade-offs to meet future travel demand while protecting neighborhood characteristics in the corridor. Visit an open house or attend the public hearing to learn more and share your thoughts. Comments will be accepted for 60 days after the DEIS is published (between December 3, 2010 and January 31, 2011).

PROJECT PARTNERS

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



You're invited

**Open house 4-7 p.m.
Thursday Dec. 9th**
PBS Conference Center
4343 Corbett Ave., Portland

**Open house 4-7 p.m.
Thursday Dec. 16**
Lakewood Center for the Arts
368 S. State Street, Lake Oswego



FIND OUT MORE

Visit www.oregonmetro.gov/lakeoswego to learn more, comment online, find the public hearing date or final day of the public comment period, or to see other ways to get involved.

Email trans@oregonmetro.gov for reminders of these events and other project updates.

Lake Oswego to Portland TRANSIT PROJECT

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Project overview: Alternatives

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 community support. Improved transit between Portland and Lake Oswego has been a longstanding regional priority. In 1988, a consortium of seven local, state and regional governments purchased the Willamette Shore Line railroad right of way between Portland and Lake Oswego to preserve it for future transit service. This far-sighted action recognized that future growth in travel demand in this corridor could not be feasibly met under existing transportation plans by expanding roadway capacity. Within the corridor's highly constrained geography, expanded transit service is now being studied to meet future demand and maintain mobility.

The Federal Transit Administration, Metro and TriMet have published the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement, which examines the potential benefits and impacts of three alternatives – enhanced bus, streetcar and no-build – in the corridor. The DEIS also considers several design options for the streetcar alternative. This fact sheet highlights key differences between the alternatives. A project newsletter describing the alternatives and design options and the complete DEIS are available for further review at www.oregonmetro.gov/lakeoswego.

The no-build alternative includes only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2030. This alternative is also used as a basis for comparison for the enhanced bus and streetcar alternatives.

The enhanced bus alternative 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 near Albertsons in Lake Oswego.

The streetcar alternative would extend service from the southern end of the existing streetcar to downtown Lake Oswego. The streetcar would include mostly double and some single track operation and would include park and rides 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. In some places, the streetcar could leave the existing right of way and operate on or adjacent to roadways.

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, e-mail trans@oregonmetro.gov or call 503-797-1756.

Alternative comparison, key differences

The project alternatives differ in the way they meet the objectives of the Lake Oswego to Portland Transit Project, as summarized below. More information is available in the DEIS and in a newsletter on the project website.

What does the project cost?

One-time capital cost (in 2017 dollars)

No-build: Transit capital investments are not part of the no-build alternative, per federal guidelines.

Enhanced bus: \$51.1 million more than no-build

Streetcar: \$379.6 to \$458.3 million more than no-build, or \$328.5 to \$407.2 million more than enhanced bus, depending on selected design options

The local portion of capital funding would be based on an anticipated 60 percent federal share of the budget.

Local funding of the streetcar would use the value of the Willamette Shore Line right of way, which is already owned by partner governments. The value of this right of way is estimated at around \$94.5 to 97 million for the high and low capital cost range presented for the streetcar.

Annual operating cost compared to no-build (2035 service levels, expressed in 2010 dollars)

Enhanced bus: \$2.79 million more per year than no-build

Streetcar: \$1.25 million more per year than no-build, or \$1.54 million per year savings compared to enhanced bus

The streetcar would use the value of the Willamette Shore Line right of way that is already owned by partner governments as part of the local funding needed to finance streetcar capital cost. The value of this right of way is estimated at around \$94.5 to 97 million for the high and low capital cost range presented for the streetcar.

What do you get?

Travel times from Lake Oswego to Portland State University (2035)

No-build: 44 minutes

Enhanced bus: 39 minutes, five minutes faster than no-build

Streetcar: 30 to 33 minutes, or 11 to 14 minutes faster than no-build and six to nine minutes faster than enhanced bus, depending on selected design options

Note: No transfer is required at Portland State University for the enhanced bus or streetcar, but it is a common location from which to measure travel time.

Ridership and efficiency compared to no-build (2035)

Enhanced bus: 730,550 additional transit trips annually

Streetcar: 1.18 to 1.28 million additional transit trips annually, 61 to 75 percent more than enhanced bus

Land use

Enhanced bus: Land use changes would continue to occur over time consistent with comprehensive plans.

Streetcar: Development and redevelopment would occur more quickly in Johns Landing and Lake Oswego because of adjacent streetcar investment that would anchor future development at a higher intensity and in closer proximity than would be the case with bus improvements. This effect is well documented along the existing Portland Streetcar alignment. Increased development is not anticipated or encouraged in the Dunthorpe/Riverdale area.

Changes to the community and natural environment

The enhanced bus alternative would cause very few changes to the community and natural environment compared to the no-build alternative. The enhanced bus would require operational changes to existing bus service and not create a new right of way for transit except between Foothills Road and the Albertsons park and ride facility. Changes associated with the park and ride facility at the Oswego Village would be addressed with the community and property owner involvement as plans progress.

The streetcar alternative would operate in its own right of way for much of the route, depending on the design option. Besides the changes associated with the park and ride facilities, as with the enhanced bus, there may be specific and limited incidents of public and private property acquisition, noise and vibration impacts, and changes to access and signal controls.

Detailed analysis of the changes to the community and natural environment for each alternative and design option will be available in the full Draft Environmental Impact Statement.

Lake Oswego to Portland

TRANSIT PROJECT

PROJECT PARTNERS

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Clackamas and Multnomah counties
Oregon Department of Transportation
Portland Streetcar, Inc.
TriMet
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Make your voice heard!

The Federal Transit Administration, Metro and TriMet have issued a Draft Environmental Impact Statement and preliminary Section 4(f) assessment with preliminary findings of *de minimis* impacts to public parks. Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland.

Public comment period
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 at a public hearing
5 to 8 p.m. Monday, Jan. 24, 2011
Lakewood Center for the Arts
368 S. State St., Lake Oswego

Comment online
www.oregonmetro.gov/lakeoswego

E-mail comments
trans@oregonmetro.gov

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

www.oregonmetro.gov/lakeoswego



What do you think?

Join project staff at an open house to learn about the results of the Draft Environmental Impact Statement, clarifying the benefits and trade-offs of the three alternatives: no-build, enhanced bus and streetcar.

The analysis includes the future effects that each alternative would have on communities, traffic, travel options and the natural environment.

For more information or to review the Draft Environmental Impact Statement, visit www.oregonmetro.gov/lakeoswego.

For questions or to request a CD copy, e-mail trans@oregonmetro.gov or call 503-797-1756.

Written comments will be collected at all events; public testimony will be accepted at the public hearing.

In addition to helping determine the Locally Preferred Alternative, your comments also will inform the additional analysis in the Final Environmental Impact Statement for the selected transit solution.

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Join the project team for a kick-off for the project environmental analysis.

Learn about the benefits and impacts of enhanced bus or streetcar; discuss Johns Landing alignments and Lake Oswego terminus options to be studied; find out about the DEIS process.

Lake Oswego to Portland TRANSIT PROJECT

Attend project open houses

5:30 to 7:30 p.m. Thursday, May 14

Lakewood Center
368 S. State St., Lake Oswego

5:30 to 7:30 p.m. Monday, May 19

Waterfront Foursquare Church/Easter
Seals Building
5757 SW Macadam Ave., Portland

For more information, visit
www.oregonmetro.gov/lakeoswego,
send email to trans@oregonmetro.gov or
call 503-813-7535.



Lake Oswego to Portland

TRANSIT PROJECT

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Cities of Lake Oswego and Portland

Clackamas and Multnomah counties

Oregon Department of Transportation

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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.

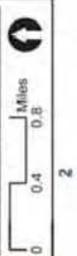
Lake Oswego to Portland TRANSIT PROJECT

Alternatives studied in the Draft Environmental Impact Statement

- ### Streetcar
- Streetcar alternative
 - Streetcar alternative design option
 - station
 - possible future
 - park-and-ride

- ### Enhanced Bus
- Enhanced Bus
 - stop
 - park-and-ride

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



Advantages, disadvantages and comparison of build-project alternatives

	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.	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 (see streetcar/alternative design options).
Ridership and travel time	<p>Advantages: 730,550 more new transit trips annually in 2035 than no-build</p> <p>A savings of five 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 11 to 14 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: 30 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-\$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>
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>Zero to 175 parking spaces removed in Johns Landing, depending on selected design option</p> <p>Advantages: Creation of 1,430 to 1,500 construction jobs and 27 long-term jobs</p> <p>Expected to encourage development and redevelopment in Johns Landing and Lake Oswego sooner than the no-build alternative (around 43 million square feet of available 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 to 11 acres of flood plain filled, depending on selected design options</p> <p>7 to 18 acres of new paved surface</p>

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

www.oregonmetro.gov/lakeoswego

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	Steering committee public hearing	Community advisory committee recommendation	Partner agency action on Locally Preferred Alternative recommendation
Comment period begins	Comment period ends	Comment report published	
Open houses		Steering committee 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	Adopt Locally Preferred Alternative	Begin preliminary engineering	Publish Final Environmental Impact Statement	Final design	Start construction	Construction	Begin transit service
Develop Locally Preferred Alternative	Develop conceptual funding plan	Begin Final Environmental Impact Statement	Confirm funding plan (<i>confirm funding sources</i>)	Full Funding Grant Agreement			
	Apply for Small/New Starts grant			Finalize funding plan (<i>secure funding sources</i>)			

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.

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December 15, 2009 2:58 PM

Environmental analysis moves forward for Lake Oswego to Portland transit

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.



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.

The project partners have just published the latest newsletter for the project, outlining the alternatives and design options being analyzed in the study. The newsletter has been mailed to residents and businesses in the corridor as well as people who have signed up to the project's interested persons list.

Download the project newsletter
Find out more about the project

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May 25, 2010 10:40 AM

Community advisory committee addresses growth projections for Lake Oswego to Portland corridor

The community advisory committee for the Lake Oswego to Portland Transit Project met last week to learn about and discuss growth projections for the next 25 years in the Highway 43 corridor. The committee is preparing to make a recommendation on transit alternatives between the two cities: enhanced bus service, streetcar or no-build. [Learn more about the committee](#)

Agencies involved in the project will consider the committee's recommendation, public comments and technical analysis before selecting a transit solution for further study later this year, carefully weighing trade-offs to make the most of public resources to meet future travel demand while protecting the character of neighborhoods in the corridor.

The presentation to the community advisory committee began with a reminder that the four-county metropolitan area is expected to increase in population by 1.3 million people over the next 25 years. In the area between Lake Oswego and Portland, the bulk of the growth is expected in downtown Portland, with Johns Landing and Lake Oswego also showing significant increases in residents and jobs. The presentation also provided an overview of the process for forecasting how many riders might use the enhanced bus and streetcar if they are built, at the time they open and in 2035. Metro works with county and local planners to review and hone the growth projections based on local zoning and plans and to review ridership projections.

Because some community members had expressed frustration at earlier meetings, process improvements were made to be sure members have an opportunity to understand and discuss presentation topics with the right balance between too much detail and not enough information. Feedback from members after the meeting indicated many appreciated the committee's dialog and look forward to more discussion next month. Ellie McPeak, the committee chair, pointed out that the discussions at previous meetings have highlighted community concerns and helped improve the analysis.

[Learn more about the Lake Oswego to Portland Transit Project](#)

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June 24, 2010 5:58 PM

Lake Oswego to Portland Transit Project: Choosing an alternative

With ever-increasing traffic, decision-makers are faced with the need to make the most of available public resources while protecting the character of neighborhoods in the Highway 43 corridor. A more effective transit solution in the corridor could offer better travel options than what is currently available, helping people save time and reduce air pollution. The Lake Oswego to Portland Transit Project is working on its Draft Environmental Impact Statement to address future travel demand between the two cities, evaluating three transit alternatives: enhanced bus, streetcar and no-build.

With the publication of the Draft Environmental Impact Statement, expected in fall 2010, project partners will ask the public to review and comment on the analysis of the benefits and trade-offs during the 45-day comment period. Comments will 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 analysis, and comment online or at public hearing.

A new fact sheet outlining the decision-making process is now available on the project website.

[Download the fact sheet \(PDF\)](#)
Find out more about the Lake Oswego to Portland Transit Project

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September 22, 2010 5:15 PM

Report: Lake Oswego bus would be cheaper, but wouldn't spur development

By Nick Christensen. This story was not subject to the approval of Metro staff or elected officials. Its content does not necessarily reflect the opinion of Metro staff or councilors.

Up front cost difference estimated to be \$37 million for the region

PORTLAND – Establishing frequent bus service to Lake Oswego could be cheaper than building a streetcar, but probably won't spark increased development along the proposed transit corridor, Metro councilors were told Tuesday.

In a worksession briefing about the Lake Oswego to Portland Transit Project in advance of the release of the project's draft environmental report, staff members presented the six councilors with projections for ridership, cost and development spurred by construction of a transit project.

[Read more about the Lake Oswego to Portland Transit Project](#)

The study comes in the wake of a 1990s-era study by the Oregon Department of Transportation, saying that it's not feasible to widen Highway 43 between inner Southwest Portland and downtown Lake Oswego.

"When we say 'not feasible,' what is meant is that there are cliffs on one side of the road, high rock walls on the other side and very expensive property on both sides," said ODOT spokesman Brad Wurfel in an e-mail Wednesday. He said that specific cost estimates were not available, but that the both the property acquisition costs and increased rock slide risks would be very high.

About 20,000 cars a day use the three-lane road near the Willamette River.

According to the environmental report, that number could grow as jobs and homes come to the corridor – downtown Lake Oswego's population could grow by a third between now and 2035, the report says.

Given the constraints of the existing roadway there seemed to be little question from Metro councilors as to whether a transit corridor was needed. The \$328 million question was whether the transit should come in the form of express buses or a streetcar.

An express bus service between southern Lake Oswego and downtown Portland would cost about \$51 million, the report estimated, versus a \$379 million low-end price tag for building a streetcar to the area. Those costs could jump as high as \$458 million depending on where specifically the streetcar is constructed.

But those increased costs are nuanced. Some of the cost includes the 1996 purchase of the Willamette Shore Line. The federal government could pick up half of the cost of the project – more, if the recent situation with the Milwaukie light rail funding proves to be the exception and not the rule. That might be small consolation to taxpayers in Iowa but will likely be a factor when local officials and stakeholders decide how to proceed.

Staff projected that an express bus would cost \$20 million locally to implement, versus \$57 million to \$83 million for the streetcar, again, depending on design.

A streetcar also costs nearly \$1 million a year less to operate, although Councilor Carl Hosticka pointed out that three centuries might be a long time to wait to recover those savings.

It was the increased development potential from streetcar that intrigued Hosticka, who represents southern Washington County.

"It costs you seven times as much to build a streetcar, but you get all this development," Hosticka said. "That's what I'm wondering."

Specifically, the transit project could open up opportunities for development in the Foothills area near downtown Lake Oswego. And the report projects construction of more than 600,000 square feet of new buildings by 2025 within a block of a transit park and ride in downtown Lake Oswego. The Johns Landing area could see 1.6 million square feet of new building space by 2025, the report says. By way of comparison, the US Bancorp Tower in downtown Portland has 1.1 million square feet of space.

Would an enhanced bus service achieve the same development goals?

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September 22, 2010 10:46 AM

Questions and answers about the Lake Oswego to Portland Transit Project

Recently, 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 the project team has compiled responses to the most common questions in advance of the DEIS.

The topics range from budget and funding to public feedback. For instance, one assertion has been that none of the alternatives reduce the congestion on Highway 43. The response addresses the fact that though no solution would eliminate congestion, the project has the opportunity to expand the capacity of the corridor, reduce the peak congestion timeframe and give people better options compared to sitting in traffic. The questions and answers are available on the project website along with responses to questions collected from community group meetings this spring and summer.

[Read the questions and answers](#)

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Carlotta Collette

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September 30, 2010 1:39 PM

Highway 43 corridor neighbors discuss potential streetcar design options

Earlier this month, Lake Oswego to Portland Transit Project Community Advisory Committee members and neighbors met with city and project staff to discuss the community effects, cost differences, and ridership and development potential for the streetcar design options in their neighborhoods. The input from these breakout sessions will help frame local preferences at the October community advisory committee meeting.

The Lake Oswego discussion explored the possibilities for supporting Foothills redevelopment to enable downtown living, different housing choices and a more walkable community that will, in turn, support all kinds of residents, including young families and seniors. One participant noted that great transit is a good fit for a progressive city like Lake Oswego, providing an opportunity for Lake Oswego to lead by example. The Dunthorpe/Riverdale meeting focused on potential impacts, with concerns expressed about local access, parking, neighborhood character and property values. The Johns Landing discussion investigated the design option that best leveraged the investment to benefit the businesses and jobs, making the neighborhood a connected extension of the downtown urban environment.

At the October meeting, the committee representing community interests in the Highway 43 corridor will begin focused deliberations on the transit alternatives in the corridor. Members will continue discussions on the benefits and trade-offs of streetcar, enhanced bus or no-build alternatives, leading to the committee's final recommendation this winter.

Find out more about the Lake Oswego to Portland Transit Project

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Carlotta Collette represents District 2, which includes the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, West Linn, a portion of Southwest Portland and unincorporated parts of Clackamas County.

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December 8, 2010 7:46 AM

You're invited to learn about the Lake Oswego to Portland Transit Project DEIS

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.

Join project staff at an open house to learn about the results of the Draft Environmental Impact Statement and preliminary Section 4(f) assessment with preliminary findings of *de minimis* impacts to public parks, clarifying the benefits and trade-offs of the three alternatives: no-build, enhanced bus and streetcar. The analysis includes the future effects that each alternative would have on communities, traffic, travel options and the natural environment.

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

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

Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland. Your comments also will inform the additional analysis in the Final Environmental Impact Statement.

[Review the Draft Environmental Impact Statement](#)
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Download the fall 2010 project newsletter, which summarizes the highpoints of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.
[Download the PDF \(5.3M\)](#)

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December 16, 2010 11:41 AM

Johns Landing residents learn about Lake Oswego to Portland transit project

Second open house takes place tonight

Last Thursday, residents met with Lake Oswego to Portland Transit Project staff to discuss the analysis in the Draft Environmental Impact Statement. The analysis examines the benefits and trade-offs of the three transit alternatives: no-build, enhanced bus and streetcar. More than 50 residents from Johns Landing and other neighborhoods in the Highway 43 corridor braved the rainstorm to attend the open house at the PBS Conference center. A second open house will take place at the Lakewood Center in Lake Oswego tonight, Thursday, Dec. 16. Public comments on the project and analysis are accepted through Jan. 31.

Staff from Metro, TriMet, the cities of Lake Oswego and Portland, and Clackamas and Multnomah counties were on hand to for conversations ranging from decisions about the alignment to potential funding opportunities and the effects on the natural environment, neighborhoods, transit ridership, travel time and travel options for corridor residents. Cost and benefits of the streetcar alternative were major topics: some say that the price tag is too high or that now is not the time for public investment, while others point out that the local cost is relatively low for the economic, development and mobility benefits that it offers. Decision-makers will seek to balance these types of trade-offs in the coming months.

You're invited

Lake Oswego to Portland Transit Project open house
4 to 7 p.m. Thursday, Dec. 16, 2010
Lakewood Center for the Arts 368 S. State St., Lake Oswego

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

Review and comment on the analysis – your comments will help decision-makers determine the best transit solution to meet future travel demand between Lake Oswego and Portland. Your comments also will inform the additional analysis in the Final Environmental Impact Statement.

[Review the Draft Environmental Impact Statement](#)
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Metro news

January 25, 2011 12:18 PM

Opinions about streetcar vary at Lake Oswego transit project hearing

By Nick Christensen. This story was not subject to the approval of Metro staff or elected officials. Its content does not necessarily reflect the opinion of Metro staff or councilors.

Local officials, faced with tough choices about a proposed transit connection between Portland and Lake Oswego, got little clarity Monday night at a packed public hearing on the project.

A surprisingly civil crowd of about 80 people was nearly evenly split between opponents and proponents of the transit project. The three-hour hearing was held at Lake Oswego's Lakewood Center for the Arts.

Metro, in coordination with several agencies, is working on an environmental study of the transit proposal. With the Oregon Department of Transportation saying a widening of Highway 43 would be prohibitively expensive, the study is focusing on enhanced bus service or a new streetcar line as the two best options to improve capacity on the corridor.

[Click here to visit Metro's website for the Lake Oswego to Portland environmental study](#)

While the hearing was formally part of the public feedback process for the environmental study of the project, many used the hearing as an opportunity to lobby the elected officials who will ultimately make the decisions about funding the project. A panel that included Metro Councilor Kathryn Harrington, Clackamas County Commissioner Ann Linger, Multnomah County Commissioner Deborah Kafoury and Lake Oswego Mayor Jack Hoffman listened to the testimony. Metro Councilor Shirley Craddick and several Lake Oswego city councilors sat in the audience.

Opponents of the project focused on its cost of the streetcar, and the impacts it would have on Lake Oswego's downtown area.

"I ride TriMet frequently. I'd love to ride ... to downtown Portland and not hit a bumpy road," said David Elton, one of about 40 people to testify against the streetcar proposal. "Am I willing to pay \$460 million for that? No. I think this is a great idea, but the time is not right. It's not effective. Not enough people would ride it."

But several of more than 35 streetcar proponents to speak said new developments along the streetcar line would benefit Lake Oswego.

"We can no longer kick the can down the road," said Lake Oswego resident Henry Kass. "We are going to have a million more people in this metropolitan area. And while not all of them are going to come to Lake Oswego, we do want to have a new, young and growing population, and we want part of those folks here with us."

Opponents question cost, new development

Many of the project's opponents focused on the wisdom of using government intervention to spur development in the Foothills area of Lake Oswego.

"The people don't want the streetcar, the Foothills development, the local improvement district or free federal money," said Art Scevola, one of the speakers at the hearing. "Let the markets speak when ready by getting government out of the way."

Tom Maginnis, a self-described advocate of public transportation who said he'd lived in Tokyo, Washington and New York City, said the conditions in Lake Oswego weren't right for high capacity transit.

"Light rail (streetcar) is mainly useful to add value to the Foothills properties, at enormous taxpayer expense," he said. "If the goal is to get Foothills connected to Portland, that could be achieved by a fraction of the cost by connecting Foothills to the existing Milwaukie line by a new train bridge."

The streetcar project is estimated to cost between \$379 and \$458 million, with local governments projected to be responsible for as much as \$83 million of that.



Nearly 80 people testified at a public hearing about the Lake Oswego transit study on Monday.

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