

 Metro | Agenda

REVISED

Meeting: Lake Oswego to Portland Transit Project Community Advisory Committee #3
Date: Wednesday, Jan. 20, 2010
Time: 5 to 7 p.m.
Place: Lakewood Center, 368 S. State St., Lake Oswego
Purpose: Respond to questions from previous meetings and provide update on trail status
Outcomes: Resolution of questions and understanding of trail status

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|-----------|---|--------------|
| 5 p.m. | Welcome <ul style="list-style-type: none">• Review agenda• Comments on November meeting summary• Comments on December trolley tour | McPeak |
| 5:15 p.m. | Public comment | |
| 5:20 p.m. | Response to questions from November meeting/December tour <ul style="list-style-type: none">• Status of Sellwood Bridge project and coordination• Status of the “forgotten bridge” between Lake Oswego and Milwaukie• Right of way width map• Johns Landing options• Station location process | Snook/Obletz |
| 6:10 p.m. | Trail update | Monberg |
| 6:35 p.m. | February meeting topic/process <ul style="list-style-type: none">• Introduction and discussion: Community impacts• Introduction and discussion: Safety and security issues | Hull |
| 6:45 p.m. | Southwest Charter School student podcast update <ul style="list-style-type: none">• First student podcast available | Higgins |
| 6:50 p.m. | Public comment | |
| 7 p.m. | Adjourn Reminder: February meeting will be on Feb. 17 due to Presidents’ Day | |

Please note: Public comment will be welcomed at all Community Advisory Committee meetings. Individuals are asked to limit comments to two minutes at each meeting.



Lake Oswego to Portland Transit Project Community Advisory Committee (CAC) # 2
Monday, November 16, 2009
5:00 p.m. to 7:00 p.m.
Waterfront Foursquare Church/Easter Seals Building, 5757 SW Macadam Ave., Portland, OR

Committee Members Present

| | |
|---------------------|--|
| Ellie McPeak, Chair | Old Town Neighborhood Association |
| Ed Abrahamson | Bicycle Transportation Alliance representative |
| Beverly Bookin | Johns Landing Owners' Association |
| Matt Brown | Foothills owner representative |
| Heather Chrisman | Lakewood Neighborhood Association |
| Mary Beth Coffey | Foothills resident |
| Andrew Franklin | Riverdale CPO |
| Paul Graham | LO Downtown retail business owner |
| Dave Jorling | First Addition Neighborhood Association |
| Beth Kieres | Willamette Neighborhood Association |
| Bryce Linton | Birdshill CPO Chair |
| Ken Love | South Portland Neighborhood Association |
| Eli Morgan | Riverdale CPO |
| Pascal Pascuzzi | South Waterfront property owner |
| Vern Rifer | Portland Streetcar Inc. CAC representative |
| Bob Sack | Old Town Neighborhood Association |
| Katherine Schultz | Fielding Road resident |
| Jeremy Solly | South Waterfront resident, South Portland NA |
| Joy Strull | Evergreen Neighborhood Association |

Committee Members Excused

| | |
|--------------|--|
| John Betts | McVey South Shore Neighborhood Association |
| Lydia Lipman | Stampher Road/WSL Property owner |
| Tom Moisan | Johns Landing business owner |
| Mike Sisavic | South Portland Neighborhood Association |

Alternate Members Present

John Ohman (for Lydia Lipman)
Caryanne Conner (for Mike Sisavick)

Metro Staff

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|------------------|-------------------------------|
| Bridget Wieghart | Project Manager |
| Karen Withrow | Public Involvement Manager |
| Cliff Higgins | Public Involvement Specialist |

Additional Project Staff

Kristin Hull, CH2M Hill, facilitator
Doug Oblatz, Shiels, Oblatz and Johnsen, project manager
Barbara Smolak, Multnomah County
Brant Williams, City of Lake Oswego
Tom Markgraf, Markgraf and Associates
Ann Becklund, TriMet
Patrick Sweeney, City of Portland
Ralph Drewfs, ODOT

I. WELCOME

Chair Ellie McPeak began the meeting at 5:04 p.m.

Chair McPeak reviewed the agenda, brought attention to the meeting summary and reiterated the role of the committee to make a recommendation. She also reiterated the agreement on the definition of consensus and committee agreement on less than consensus protocols.

Chair McPeak notified the committee that Dave Jorling has agreed to act as alternate chair.

II. PUBLIC COMMENT

Ms. Kristin Hull opened up public comment at 5:11 p.m.

Mr. R.A. Fontes discussed traffic across the Sellwood Bridge and the traffic counts in the corridor, saying that Lake Oswego to Portland traffic is declining due to aging population. He said that with Milwaukie MAX line, Oregon City commuters will decline in the corridor in favor of that option. He distributed an article that he had written with traffic information to the committee (attached).

Mr. Kerry Chipman noted two issues that he wants addressed in the next few months: the ability to tweak the streetcar alignment (more on Macadam, saving trees in Willamette Park) and the MOS option.

Mr. Bruce Brown, City of Lake Oswego on behalf of the Sustainability Advisory Board expressed strong support for the extension of the streetcar to Lake Oswego, citing environmental, economic vitality of eastern Lake Oswego and a coalescence of the proposed connected neighborhoods. His comments as submitted are attached.

With no other comments at this time, Ms. Hull closed public comment at 5:17

III. NATIONAL ENVIRONMENT POLICY ACT (NEPA) OVERVIEW

Ms. Bridget Wieghart introduced herself at 5:18 p.m. and presented a summary of NEPA and the purpose and process of the law. Her presentation focused on the packet sheet addressing the DEIS topics.

Mr. Dave Jorling asked for clarification as to what happens with the DEIS when it is sent to the federal government. Ms. Wieghart explained the coordination with federal agencies to ensure that the document is addressing the necessary issues. She then explained the federal review and approval process and the publication notification and comment period.

Ms. Hull emphasized that the DEIS is not a decision-making document; Ms. Wieghart emphasized that rather it is used to ensure that the process has given full examination and disclosure to inform the decision-making process which occurs through the project committee process.

Ms. Katherine Shultz asked about presentations including the methods of study. Ms. Wieghart said that the presentations could include any level of detail that the committee desires.

Mr. Vern Rifer clarified that there is not a weighting to or comparative score for the alternatives to determine the final chosen option. Ms. Hull confirmed that the DEIS will inform, but it does not give a final score that gives the final answer.

Ms. Hull addressed and provided time for the “dot” exercise which allowed the committee members three “votes” to prioritize the DEIS topics to be addressed/expanded on in future meetings.

IV. PUBLIC INVOLVEMENT PLAN

Ms. Karen Withrow introduced herself at 5:47 p.m. to give an overview of the public involvement for the DEIS process (this committee, business groups, community groups, etc.) in the corridor as well as West Linn and the Sellwood community. Public meetings, a 45-day public comment period and at least one public hearing will occur after the DEIS is published to share results solicit feedback. She emphasized the CAC’s role in the process, saying that the committee will receive more detailed information and can listen for opportunities to share information with interested groups. Hopefully, CAC members will attend and participate in those presentations when part of those community groups and provide feedback to the public involvement team about what they are hearing from the larger communities.

Ms. Withrow also gave an overview of the SW Charter School podcast partnership, which will have a class from the school research, write and publish four podcasts to be hosted on the project web site.

Mr. Ken Love asked about the proposals evaluated during the alternatives analysis. Ms. Hull directed the committee to the information on the project web site for information on the alternatives analysis.

V. PROJECT ALTERNATIVES

At 6:00 p.m., Ms. Wieghart began the project alternatives presentation based on the packet sheet addressing DEIS alternatives.

Mr. Rifer asked for clarification on whether the no-build option actually means no action. Ms. Wieghart clarified that that it would include only the processes, improvements and projects that would be typical under standard regional or local traffic/transit programs that are in place.

Mr. Pascuzzi asked if the enhanced bus would be mostly an express bus and whether local bus service would also be offered in the corridor. Ms. Weighart said that would be an operations question if and once the enhanced bus moved forward.

Mr. Eli Morgan asked if other connections (Terwilliger and I-5) were explored. Ms. Wieghart emphasized the importance of connecting to South Waterfront, specifically to OHSU employment. Ms. Withrow stated that both of those bus options were looked at and rejected during the alternatives analysis.

Chair McPeak asked if it is possible that some streetcars would end at South Waterfront. Ms. Wieghart stated that it is a possibility, but would be an operations question if and once the streetcar were chosen to go forward.

Mr. Matt Brown asked if the assumption was six streetcars per hour. Ms. Wieghart stated that that would be clarified with the model data, to be presented to the committee at a future meeting.

Ms. Shultz asked for the logic of the couplet extension. Ms. Wieghart stated that it would be preferred for the traffic patterns if Moody and Bond are extended for auto traffic due to the one way traffic on both.

Mr. Love asked about an additional alternative through Johns Landing, the full Macadam option. Mr. Obletz stated that it was not forwarded out of the refinement phase.

Mr. Rifer asked about the alignment of the Macadam options south of Hamilton Court. Mr. Obletz clarified the location.

Mr. Morgan asked about whether there will be data on the number of residents and crossings during the tour next month. Ms. Hull said that the project team will pull together what it can by then or share it later as it is part of the DEIS process to gather that information.

Mr. Love asked about the full Macadam Avenue option. Ms. Hull asked that Mr. Obletz follow up with Mr. Love to discuss why the full Macadam option did not move forward from the refinement phase.

Ms. Caryanne Connor followed up asking if the north and south ends of the Macadam options are "locked in." Ms. Wieghart stated that it was for the DEIS process, but did not have to be for the LPA and if there is a lot of interest still for that option, then to let the project team know.

Ms. Hull stated that the project team will bring back to the committee information about the refinement phase and why the full Macadam option did not proceed forward. She further said that the project team would check in with the members from South Portland about that decision from the steering committee.

Chair McPeak asked about whether the new interchange option in the Sellwood Bridge area would have additional property impacts. Ms. Wieghart confirmed that it would have different impacts.

Mr. Franklin suggested that the future maps of the Sellwood area options include a current view of the Sellwood Bridge west end access and the Sellwood Bridge Project planned west end access.

Mr. Brown and Mr. Linton questioned the minimum operable segment, what happens south of that and what function it would serve in the meantime if seen as a temporary terminus. Ms. Hull said those were good questions that the committee would be able to consider during the discussion on ridership.

Mr. Morgan asked if it is possible to double track through the tunnel. Ms. Wieghart stated that the DEIS is examining single track through the tunnel.

Mr. Oblatz emphasized that the corridor has challenges and how the existence of the Willamette Shore Line and its local match potential added to the interest for this project as a regional priority. Mr. Graham clarified that if the streetcar alignment left the Willamette Shore Line through the design options, that portion of the Willamette Shore Line value would also go with it. Mr. Oblatz confirmed Mr. Graham's statement.

Ms. Hull asked how many of the committee members were interested in a more detailed presentation on the trail. Most members raised hands to that.

VI. PUBLIC COMMENTS

At 6:58, Ms. Hull asked for public comment.

Ms. Teri Larson from Johns Landing commented that the Union Pacific concern about the use of their right of way and the need for 25 feet of clearance was odd when considering the Willamette Shore Line option through Johns Landing where she lives is 12 feet from the tracks.

Mr. Chipman said that the full Macadam would have been a preference during the committee process in the refinement phase, but he was told was removed by steering committee.

Ms. Anita Madison from Johns Landing would like to see a win-win where there is a maximization of economic development and reliable, sustainable transportation to Lake Oswego. She is concerned about streetcar "whizzing" through the Johns Landing condo area. Ms. Sandy Stewart, Johns Landing, would like to have the buy-in of the associations in Johns Landing, stating that they will have to give up something, but a solution that has their buy-in would benefit the project.

Mr. Jim Field asked about the responsibility of law enforcement for the Riverwood Road design option and Dunthorpe area, considering the area is unincorporated Multnomah County. Ms. Wieghart and Ms. Hull stated that that would be covered in the in the safety and security chapter of the DEIS.

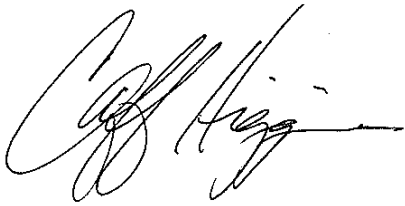
VII. NEXT STEPS

Ms. Withrow asked for a show of hands to schedule the timing of the December 14 trolley tour which will replace the next CAC meeting.

VIII. ADJOURN

Given the lateness of the hour and with no urgent business raised, Ms. Hull adjourned the meeting at 7:06 p.m.

Meeting summary respectfully submitted by:

A handwritten signature in black ink, appearing to read "Cliff Higgins". The signature is written in a cursive style with a horizontal line extending to the right.

Cliff Higgins

Attachments to the Record:

| Item | Topic | Document Date | Description | Document Number |
|------|-------------------------------|---------------|--|-----------------|
| 1 | Agenda | 11/16/09 | October 22, 2009 Meeting Agenda | 111609cac-01 |
| 2 | Meeting summary | 11/16/09 | Lake Oswego to Portland Transit Project Transportation Options Fact Sheet | 111609cac-02 |
| 3 | Charge and Protocols | 10/23/09 | Draft – Community Advisory Committee Charge and Protocols | 111609cac-03 |
| 4 | DEIS topics | 11/4/09 | Meeting Sign-in Sheet | 111609cac-04 |
| 5 | History and timeline | 10/23/09 | Project history and timeline | 111609cac-05 |
| 6 | Steering Committee membership | 9/22/09 | Steering Committee membership | 111609cac-06 |
| 7 | Map | 11/16/09 | Draft map of alignment alternatives and design options | 111609cac-07 |
| 8 | DEIS alternatives | 11/12/09 | Description of Draft Environmental Impact Statement alternatives and design options. | 111609cac-08 |
| 9 | Sign-in | 10/22/09 | Meeting sign-in sheet. | 111609cac-09 |

Questions from Community Advisory Committee tour Dec. 14, 2009

Answers were expanded and verified after the tour.

Q: What is the width of the right of way through Briarwood?

A: This will be answered more fully with a right of way width map at the Jan. 20 community meeting, but in general, it is about 60 feet in this area.

Q: What is the width needed for double track?

A: About 26 feet for the two tracks and the catenary pole.

Q: What is the necessary offset from freight tracks?

A: In practice, a 50-foot offset is being required by Union Pacific Railroad for passenger rail within their property. Final design is subject to negotiation with the railroad.

Q: How long is the tunnel?

A: Approximately 1400 feet.

Q: How will kids be kept out of the tunnel?

A: Signs, more frequent trains, educational campaign at schools and other outreach. Additionally, the tunnel will be lit 24-7 to increase visibility and safety and deter undesirable activity.

Q: How will tracks fit within the narrow areas that have a berm on one side and a drop off on the other?

A: There would be retaining walls and structures on the hillside (mostly west side, sometimes east side).

Q: Is the fence at the north end of tunnel on the east side of the tracks part of the right of way?

A: Most likely, but that would have to be confirmed by a licensed surveyor. The entire alignment would be surveyed before construction begins.

Q: With single track through the tunnel, would trains have to wait?

A: The streetcar schedule would be designed to eliminate delays due to single-track sections. A preliminary schedule was prepared to understand the effects of single-track sections on delay and

found that the schedule could accommodate frequencies of 7.5 minutes in each direction without delays. Minor delays could still result if streetcars fall behind schedule due to delays elsewhere along the route such as traffic or accidents where streetcars operate in the roadway.

Q: What would the speed of the streetcar be through the area north of the tunnel?

A: It depends on location. Narrower areas and at-grade crossings would require slower operations, especially where visibility is limited, leading to maximum speeds of 20 to 25 miles per hour, while other areas may accommodate speeds up to 35 miles per hour.

Q: What are the earthquake impacts in this area?

A: The geology, soils and earthquakes section of the DEIS will evaluate the existing conditions, potential impacts and potential mitigation.

Q: Would the grade on Riverwood Road be a problem?

A: No.

Q: What about noise at crossings?

A: Details of crossing areas will be determined during Final Environmental Impact Statement and Preliminary Engineering, if streetcar alternative is selected for advancement.

Q: Is there a difference in double track availability in the Willamette Shore Line and Riverwood options?

A: Both design options call for double track.

Q: Who decides on station at Briarwood? Would there be a Riverwood Road station? Can a station be put in between Sellwood and Riverwood near south end of Powers Marine and or at the Lewis and Clark boat dock?

A: A number of factors go into decisions of how many stations are provided on the route and their locations. Community input will help guide these decisions; other factors include transit travel time, transit access and coverage, and ridership potential.

Q: What is the width of the streetcar, will it fit in the [areas with a] 17-foot right of way?

A: Yes, a single-track streetcar can fit within the 17-foot right of way. A streetcar can operate within a normal lane of traffic, which is approximately 10 to 12 feet wide. However, associated facilities such as catenary wires, poles, drainage would likely use the remainder of 17-foot right of way.

Q: Why not double track even where the project may need to acquire more right of way?

A: Project policy is to minimize impacts.

Q: What about the trail?

A: The trail project is now a separate project from the transit project. Much work has gone into developing potential trail alignments to ensure that a transit project does not preclude the ability to develop a trail either concurrently or in the future. While there is no specific design right now, there is still a desire for a safe and convenient bike and pedestrian connection between Lake Oswego and Portland.

Q: What is the timing of the Sellwood bridge decision and funding?

A: The Final Environmental Impact Statement has been submitted, and they are awaiting Federal Highway Administration review. The Sellwood Bridge Project is expecting a Record of Decision sometime this year, which will allow construction of the new bridge to begin. The west interchange was included as part of project in their FEIS but may not be constructed concurrently with the bridge. It is unclear when a decision will be made on the construction of the west interchange.

Q: Would the minimum operable segment have a park and ride facility?

A: No.

Q: How many trees would have to be removed near Willamette Park?

A: It is too early to tell, but that would be part of the Final Environmental Impact Statement.

Q: Would the construction harm other trees?

A: Not likely, construction would be conducted to minimize impacts to the surrounding area.

Q: Will access to Willamette Park and the river be affected?

A: Access to the streetcar tracks could be restricted and controlled by fencing, low walls or landscaping, where appropriate. However, the intention of the project design is to maintain current access points into Willamette Park.

Q: What is the impact to Johns Landing condos?

A: Potential impacts will be analyzed and documented as part of the DEIS process to help the public and decision makers understand the trade-offs between project alternatives and various design options. The FEIS will further the analysis and develop a mitigation plan for impacts born by the Locally Preferred Alternative.

Q: What specifically does the design call for at the Willamette Shores condos?

A: The project is in the conceptual design phase to understand and weigh the trade-offs between alternatives. Specific designs have yet to be developed and would be done in close consultation with adjacent property owners.

Q: Will the Willamette Shore Line be fenced?

A: The streetcar design is intended to be context sensitive. In some locations, landscaping could be utilized to deter loitering on streetcar tracks; in others, the tracks could be integrated into a plaza setting, coupled with lower speeds. Fencing could be utilized in some secluded segments of the alignment to discourage public access to the trackway.

Q: Given the areas of single track and the areas where the streetcar would have to slow down, what is the travel time?

A: It would be in the 18 to 22 minute range, including stops, from Bancroft Street to Albertsons. Single-track sections can affect vehicle frequencies, but do not necessarily effect travel times. However, refined travel times are being developed currently.

Q: What's the travel time difference between the Willamette Shore Line and Macadam Avenue design options?

A: Preliminary results show that it would be about two minutes slower on Macadam Avenue. Travel times are being refined.

Q: What's the cost difference between the Willamette Shore Line and Macadam Avenue design options?

A: That is being calculated as part of the DEIS.

Q: What are the plans for the Jones trestle in Johns Landing?

A: The current design removes the trestle, drops the tracks about 3 to 4 feet and accommodates an at-grade bike and pedestrian crossing. The tracks would still be located outside of the floodplain.



Date: Wednesday, Jan. 13, 2010
To: Lake Oswego to Portland Transit Project Community Advisory Committee
From: Karen Withrow, Metro
Subject: Sellwood Bridge Project

During the Nov. 16 Community Advisory Committee meeting, members inquired about the coordination between the Lake Oswego to Portland Transit Project and the Sellwood Bridge Project. This memo is intended to give an overview of the charges of the two projects, the general status of the bridge project and the coordination of the two projects.

Lake Oswego to Portland Transit Project charge

The purpose of the project is to optimize the regional transit system by improving transit within the Lake Oswego to Portland transit corridor, while being fiscally responsive and by supporting regional and local land use goals. The project should maximize, to the extent possible, regional resources, economic development and garner broad public support. The project should build on previous corridor transit studies, analyses and conclusions and should be environmentally sensitive.

Sellwood Bridge Project charge

The purpose of the Sellwood Bridge Project is to rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs.

Sellwood Bridge Project status

Multnomah County, in partnership with the Oregon Department of Transportation, City of Portland, and Metro, studied potential bridge solutions through an alternatives development and evaluation process that will be complete when the Final Environmental Impact Statement is approved by the Federal Highway Administration. The FEIS has been submitted to the Federal Highway Administration, and approval is expected in 2010.

Decision-makers for the project identified a locally preferred alternative that would best meet the community's short- and long-term needs. The Locally Preferred Alternative includes a new, wider bridge in the existing location, with a traffic signal on the west end and a bike/pedestrian activated signal on the east end. The bridge would be approximately 64 feet, with two traffic lanes and sidewalks and bike lanes on each side.

The project anticipates three phases for construction. The first two phases include construction of the new bridge and demolition of the current bridge. The third phase would construct the west interchange. Funding discussions are ongoing.

Coordination

Multnomah is the lead agency on the Sellwood Bridge Project as well as a project partner on the Lake Oswego to Portland Transit Project. Since the beginning of the Lake Oswego to Portland Transit and Trail Alternatives Analysis process in summer 2005, Metro and Multnomah County have been collaborating on the design, environmental issues and other concerns.

Many of the project partners, from the elected and appointed officials on the steering committees to project management and technical staff levels, have been extensively involved in both projects. Transit project partners Metro, City of Portland and Oregon Department of Transportation served with Multnomah County on the bridge project's Project Management Group. Technical staff from Multnomah and Clackamas counties, TriMet, Oregon Department of Transportation, Metro and City of Portland serve on working groups for the bridge project. This coordination has been invaluable in keeping consistency through both processes.

A design option for the transit project Draft Environmental Impact Statement was developed based on the rail right of way ownership and the uncertainty of the Sellwood Bridge west interchange funding and timing. The Sellwood Bridge Project FEIS identifies the need to relocate the future streetcar project to build the west interchange portion of the project. The FEIS has identified the necessary cost associated with this scenario and has included the streetcar project in their overall project footprint.

Conclusion

Ongoing coordination between the two projects has led to a better Sellwood Bridge design that incorporates a variety of different modes to coexist in the same space. Additionally, coordination has led to a design that can accommodate a potential streetcar over the Sellwood Bridge in the future. Streetcar expansion across the Sellwood Bridge would be guided by the City of Portland Streetcar System Plan.

By analyzing the two design options for the streetcar alternative in the Lake Oswego to Portland Draft Environmental Impact Statement, the project team and decision-makers will have a clear understanding on the various costs, impacts and trade-offs between the two options.

Metro | Memo

Date: Thursday, Jan. 14, 2010
To: Lake Oswego to Portland Transit Project Community Advisory Committee
From: Karen Withrow, Metro
Subject: Forgotten bridge transit connection

During the Nov. 16 Community Advisory Committee meeting, members inquired about the possibility of a light rail connection between Lake Oswego and Milwaukie using the Lake Oswego Railroad Bridge and connecting to the planned Portland-Milwaukie light rail line. This memo is intended to give an overview of previous study, discussion and decisions on this topic.

Alignment

An analysis was conducted for TriMet in June 2007 on the feasibility of extending the Portland-Milwaukie light rail line across the river to Lake Oswego mostly using the existing railroad bridge and freight tracks but using new tracks in two segments due to routing and available track configuration. The intent of the analysis was to determine if a light rail extension would result in a lower cost and higher ridership alignment compared to a Lake Oswego to Portland streetcar alignment.

Issues: cost, ridership and meeting project purpose and need

The study identified two kinds of cost impacts for the proposal:

1. Because some track segments are in poor condition, sharing existing tracks would require significant improvements, some of them being characterized as very costly engineering challenges. This would affect the capital cost of a light rail extension.
2. Because the tracks are currently used by Portland and Western Railroad freight operations, freight rail operator conditions would have to be met. This would include a requirement to purchase railroad right of way, separate use of freight service and light rail service in time or build a new bridge, which affects light rail scheduling and insurance costs. Based on past experience with transit and freight rail interactions, additional insurance cost could result in a significant addition to annual operating costs.

Projected ridership of a light rail extension from the planned Portland-Milwaukie line was estimated at about 25 percent less than the projected ridership of a Lake Oswego to Portland streetcar extension.

Four elements of the purpose and need of the Lake Oswego transit project would not be met with the light rail extension. A Lake Oswego to Milwaukie connection does not address mobility and accessibility issues or provide additional travel options between Lake Oswego and Portland. Nor does it support enhanced neighborhood viability or potential transit-oriented development in the Johns Landing area.

Conclusion

After being briefed on the draft report and issues related to cost, ridership and purpose and need, the Portland to Lake Oswego Project Management Group rejected the concept of further evaluation

of a Milwaukie to Lake Oswego light rail connection as part of the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

Related Studies

Since the 2007 feasibility study, Metro has conducted a high capacity transit study which found that an east-west high capacity transit line between the Clackamas regional center and Washington Square, using either the freight bridge or a new bridge between Milwaukie and Lake Oswego or the corridor in the vicinity of I-205 south, could be provide a very important and well-used connection in the future. These corridors have been determined to “next phase regional priority corridors” under the Regional High Capacity Transit System Plan and are expected to be evaluated concurrently in the future to compare ridership, cost and environmental impacts.

With state requests currently pending for high-speed rail funds recently identified by the federal government, a number of high speed rail corridors are being considered for future study. The corridor between Lake Oswego and Milwaukie is one that could potentially be studied as a high-speed rail corridor. Further study on high-speed rail in the region, including public dialog about the options, is awaiting more information about funding allocations.

Metro | Memo

Date: Wednesday, January 13, 2010
To: Lake Oswego to Portland Transit Project Community Advisory Committee
From: Karen Withrow, Metro
Subject: Johns Landing refinement process narrowing of options

During the Nov. 16 Community Advisory Committee meeting, members inquired about the process to eliminate the “full Macadam” option for the streetcar alignment through Johns Landing ahead of the Draft Environmental Impact Statement. This decision was made at the conclusion of the 2009 Johns Landing Refinement Study.

The purpose of the Johns Landing Refinement Study was to develop and analyze new streetcar alignments using a hybrid combination of the Willamette Shore Line right of way and surface streets, including Southwest Macadam Avenue.

Community stakeholders from Johns Landing participated in four meetings as part of this process. The first three meetings were held before the project Steering Committee’s provisional action on June 1, 2009:

- The first meeting provided background and an opportunity to learn about and comment on two new hybrid options for the streetcar alternative: one operating in mixed traffic north and southbound and one in an exclusive lane on the east side of Macadam.
- The second meeting discussed and further developed a new hybrid option that was generated from comments from the first meeting. This option would have the streetcar operate in mixed traffic southbound and in an exclusive lane northbound.
- The third meeting focused on reviewing tradeoffs between the three new hybrid options. The committee expressed the most concern about the east side exclusive option and, by comparison, favored the other two.

Two open houses were held to share information and gather input about the alternatives to be studied in the Draft Environmental Impact Statement and design options being considered. The open houses also addressed the project timeline, opportunities for involvement and the status of the trail.

On June 1, 2009, the project Steering Committee took provisional action on which alignments to advance to the DEIS, allowing time for further feedback on the Johns Landing streetcar design options.

The fourth community stakeholder meeting reintroduced the options originally studied in the Alternatives Analysis process: continuous operation on the Willamette Shore Line right of way and operation along Macadam Avenue from Bancroft Street south to Nevada Street. These options were considered along with the hybrid options and tradeoffs were discussed. The community members expressed the following preferences for the options:

- They most favorable towards operations on Macadam Avenue in mixed traffic northbound and southbound.

- They were open to considering operations on Macadam Avenue in mixed traffic southbound and a new northbound lane for streetcar and right turn only for autos.
- The Willamette Shore Line option was not favored by residents, but they understood that it may need to be evaluated in the DEIS to satisfy federal requirements, because it is a lower-cost option and because there are concerns about operating on Macadam Avenue (a state highway).
- The full Macadam option of Bancroft Street to Nevada Street was of interest to residents, but they understood that it is significantly less financially feasible and has high operating costs, slower travel time and impacts to traffic.
- The option that called for operations in an exclusive lane on the east side of Macadam was never favored by the stakeholders.

This feedback was shared with the Project Management Group and resulted in the July 8, 2009, selection of three design options for the streetcar alignment to be studied in the DEIS:

- Macadam Avenue in mixed traffic northbound and southbound
- Macadam Avenue in mixed traffic southbound and in a new northbound lane for streetcar and right turn only for autos
- Willamette Shore Line option.

In response to concerns about the process raised at the Nov. 16 Community Advisory Committee meeting, project manager Doug Oblatz agreed to convene a meeting with members and alternates from the Johns Landing area, along with project partner staff, to discuss the above process address concerns.

At the Jan. 6, 2010, meeting, it became clear that the community desire was not to further study the “full Macadam option” as described above (operation along Macadam Avenue from Bancroft Street south to Nevada Street), but rather a hybrid that would have streetcar operation from Richardson Court or Boundary Street to Nevada Street. Committee members expressed that they understood the constraints for operation from Bancroft Street to Nevada Street, but felt that operation from Richardson Court or Boundary Street to Nevada Street could be a viable option that wasn’t addressed during the Johns Landing Refinement Study.

Mr. Oblatz agreed to assess the project budget and schedule to determine what funds could be allocated to an assessment of economic development potential for the area between Carolina Street and Nevada Street that is not already being evaluated in the DEIS. Further information about the resources for, progress of and results from this study will be reported to the Community Advisory Committee as it progresses.

Date: Wednesday, September 23, 2009
To: Lake Oswego to Portland Transit Project Steering Committee
From: Metro staff, with input from the Lake Oswego to Portland Trail Refinement Working Group and the Lake Oswego to Portland Transit Project Management Group (PMG)
Subject: Lake Oswego to Portland Trail Project Recommendation

This memo recommends a strategy to develop a trail connection from Lake Oswego to downtown Portland.

Background

From 2005-2007 an Alternatives Analysis study of transit options in the corridor included a trail component for each transit option. In 2007, the Lake Oswego to Portland Transit Steering Committee adoption of the Locally Preferred Alternative (LPA) directed the project to provide further refinement on the trail concept for the corridor. Specifically, the work program included:

- Development of a trail alignment with lower capital costs, as well as a phasing strategy
- Identification of a trail sponsor for the corridor to further project development for the trail
- Consideration of funding opportunities for the trail project

In 2009, Metro convened a trail refinement process to respond to the work program defined in the LPA document. A working group comprised of jurisdictional transportation and park staff has met throughout the refinement to evaluate and recommend a strategy responding to the work program. The trail refinement recommendation is described below.

Policy

This project has been identified in state, regional, and local comprehensive plans. Refer to Attachment C of this memo for more information.

Trail alignment and phasing

The trail working group has identified three phases for the trail alignment. Early phases will develop the trail in north section (Johns Landing) and extend the trail system in the south section (downtown Lake Oswego). Later phases will complete design and construction of the central section. Refer to Attachment A and the map set included with this memo for a description of the alignment. For more information on phasing, refer to table in Attachment B of this memo.

Project development

The trail working group recommends a multi-party partnership with Metro and others, including Portland Bureau of Transportation, Portland Parks, Clackamas County, City of Lake Oswego, TriMet and ODOT. Metro should convene the regional corridor vision, continue to pursue funding opportunities, and support the decision making body. Partner agencies, including Metro, would continue project development in their jurisdiction per the work plan outlined in Attachment A. This arrangement is dependent on the availability of resources among the partner agencies still to be identified.

Project governance and decision-making

The trail working group recommends a Trail Committee that is separate from the Lake Oswego to Portland Transit Project Steering Committee. Because of their shared history and interests, the two committees would have some overlap in membership and would keep updated on each other's work. In addition, if convenient, they might meet on the same dates but would convene and adjourn immediately following each other. Finally, there are six locations (listed at the end of this memo) where the two projects are closely located. Coordination is occurring and is recommended to continue through the planning and design phases.

Funding for the trail

The trail working group has identified several potential funding sources. Most promising opportunities include funding in conjunction with other capital projects underway as well as the Active Transportation partnership. Other funding sources could include the State Transportation Improvement Program and the Highway Safety Improvement Program. More details on funding are included in the trail final report. This project is listed in the 2035 Regional Transportation Plan Financially Constrained list as project ID 10087, nominated by the City of Lake Oswego.

Public outreach

Project staff held two open houses during the refinement phase of the project to receive trail input. Project staff also held stakeholder meetings with advocacy groups. Project staff is preparing additional outreach with neighborhood groups and bicycle and pedestrian advisory committees.

Next Steps

The work program for the trail project is summarized in Attachment A. As further detailed in Attachment A, the Lake Oswego to Portland Trail Project should continue to coordinate with partner agencies and project development in the following areas:

Coordination with Lake Oswego to Portland Transit Project:

- Lowell Street to Hamilton Street (PBOT South Portal Project area)
- Powers Marine Park
- Short and Long Trestles
- Riverwood Road
- Elk Rock Tunnel
- UPRR railroad berm and Tryon Creek

The objective of this coordination will be to assure that the transit project does not preclude concurrent or future construction of the trail.

Coordination with Oregon Department of Transportation (ODOT):

- Macadam Avenue (OR 43) between Julia Street and Carolina Street
- OR 43 at the Sellwood Bridge interchange and south of Sellwood Bridge

Coordination with Multnomah County:

- Sellwood Bridge Interchange Area

Coordination with City of Portland:

- Lowell Street to Hamilton Street (PBOT South Portal Project area)
- Willamette Park
- Sellwood Bridge Interchange Area
- Powers Marine Park

Coordination with City of Lake Oswego:

- Pedestrian bridge over the mouth of Tryon Creek
- Foothills District Planning

ATTACHMENT A: Lake Oswego to Portland Trail Project Alignment

This section outlines the alignment identified for the trail and key actions for implementation. The corridor includes three sections; a *North Section* from South Waterfront to the Sellwood Bridge; a *Central Section* from the Sellwood Bridge to Terwilliger Boulevard; a *South Section* in downtown Lake Oswego and Foothills District. Refer to the Lake Oswego to Portland Trail Project maps for a geographical overview of these areas.

North Section (Between South Waterfront and Sellwood Bridge)

The north section of the trail can be developed in conjunction with other concurrent transportation projects. This section has four areas, divided by street names:

- Lowell Street to Julia Street: Trail will be developed in conjunction with the City of Portland South Portal project¹. South Portal Project includes extending bike lanes from on Moody/Bond south to Hamilton Street and has an opportunity to fill in gap in the current waterfront trail.
Considerations: South Portal Project is not yet funded. Design considerations for the trail should be resolved as part of concept design. Trail design should be coordinated with local property owners to ensure vehicle access and parking in the area.
Action:
 1. City of Portland South Portal Project will include sidewalks and bike lanes on the street network. South Portal Project should secure right-of-way to close trail gap on existing greenway.
 2. Should the Lake Oswego to Portland Transit Project precede the South Portal Project, the transit project will assure that the existing trail connection between Bancroft and Hamilton streets is maintained.

- Julia Street to Carolina Street:
 - If a transit project locally preferred alternative selects alignment for streetcar on Macadam Avenue, project will consider developing the Willamette Shore Line in this section for a trail.
Considerations: Trail project needs to secure public easement for trail use on Shore Line. Many adjacent homeowners to-date support a trail on the Shore Line, if a streetcar is located on Macadam Avenue. The trail working group identified the Willamette Shore Line as the preferred trail location in this section. However, ODOT has concerns about the operation of streetcar on Macadam Avenue. Trail project will need to secure funds for trail construction, maintenance, and operations in this segment.
Action:
 1. Lake Oswego to Portland Trail Project should pursue public easement for trail along Willamette Shore Line right-of-way. Trail project should coordinate with transit project through the selection of a preferred alternative and engineering.
 - If a locally preferred alternative selects alignment for streetcar on the Willamette Shore Line, trail project should consider improvements to existing greenway in this section.
Considerations: Trail in this section is narrow and sensitive to environmental constraints.
Action:
 1. Lake Oswego to Portland Trail Project will develop trail improvements along existing greenway.

- Carolina Street to Miles Street: Trail will be located on Beaver Avenue and within Willamette Park.
Considerations: On Beaver Avenue, collaboration is needed with streetcar project and Willamette Sailing Club to maintain access and parking for sailing club. In Willamette Park, collaboration with Portland Parks is needed to finalize trail alignment in park that minimizes conflicts with vehicles accessing park and preserves natural resources, including oak trees.
Action:
 1. Lake Oswego to Portland Trail Project should work with transit project to include bicycle and pedestrian connections on Beaver Avenue.
 2. Lake Oswego to Portland Trail Project should work with Portland Parks to improve bicycle and pedestrian connections through the park, including new trail improvements located on western boundary of park.

¹ See Portland Bureau of Transportation *South Waterfront District Street Plan*, October 2007

- Miles Street to Sellwood Bridge: There is an existing trail connection on Miles Place and a trail in Butterfly Park. Project will develop a new trail connection adjacent to Willamette Shore Line in conjunction with Sellwood Bridge Project.
Considerations: Trail project should work with Portland Parks to minimize natural resources impact on Butterfly Park and Willamette Moorage Park. Trail project should work with Macadam Bay property owners to minimize impacts to parking. Trail project should work with Sellwood Bridge Project through final design to coordinate trail development, including connections to bridge and north-south through movement.
Action:
1. Lake Oswego to Portland Trail Project should continue to work with Multnomah County Sellwood Bridge Project and City of Portland to develop a trail connection between Miles and the Sellwood Bridge. This trail is currently defined in the Sellwood Bridge Interchange Access Management Plan (IAMP).

Central Section (Between Sellwood Bridge and Terwilliger Boulevard)

This section has significant design challenges. Trail project is still considering potential designs adjacent to OR 43 or adjacent to the Willamette Shore Line right-of-way. There are three areas in this section.

- Powers Marine Park: Trail to be developed in Powers Marine Park and/or adjacent to Willamette Shore Line right-of-way, transitioning to OR 43 right-of-way.
Considerations: Trail project should work with Sellwood Bridge Project to ensure connections to trail. Trail project should work with Portland Parks to determine final route and design of trail. Portland Parks has identified Powers Marine as a passive use park, and has concerns about increasing public use of the park. Elevation changes between eastern end of park and OR 43 must be considered to site best location for trail. Much of park is located in the flood plain. Project should work with ODOT on potential connections between trail and OR 43.
Action:
1. Trail Project should work with Sellwood Bridge Project to ensure connections to trail.
2. Trail Project should work with Portland Parks to determine final route and design of trail.
3. Transit Project should not preclude a future trail between the Willamette Shore Line and OR 43 right-of-way.
- End of Powers Marine Park to Riverwood Road: Trail connection to be adjacent to OR 43. OR 43 is three lanes in this section. A two-way separated path on the east and west side of the roadway has been studied in this section. Trail project will need to confirm preferred alignment in this section.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. A significant portion of OR 43 in this section is on structure.
Action:
1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to OR 43.
2. Trail Project should collaborate with ODOT to create most appropriate trail connection in this section.
- Riverwood Road to Terwilliger Boulevard: Trail needs additional design work to determine a preferred route on either: OR 43 to downtown Lake Oswego; or adjacent to Willamette Shore Line (Riverwood Road to Elk Rock Tunnel and Fielding Road to downtown Lake Oswego).
 - If a trail is adjacent OR 43: Project must finalize trail design adjacent to OR 43.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. A significant portion of OR 43 in this section is on structure.
Action:
1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to OR 43.

2. Trail Project should collaborate with ODOT to create most appropriate trail connection in this section.
- If a trail is considered adjacent to Willamette Shore Line: Trail would have bicycle boulevard treatments on Riverwood Road, a possible connection to new multi-use path through Elk Rock tunnel (or an alternative alignment to be determined), and bicycle boulevard treatments on Fielding Road. A new connection will be created from Fielding Road to Stampher Road and the Foothills District.
Considerations: Trail project must address design constraints, feasibility and user comfort through Elk Rock Tunnel. To date, there is not a similar shared rail transit/multi-use path through a tunnel of this length in the United States. Trail project must include additional public outreach to local property owners for trail in this section. Trail project will coordinate with transit project for trail location in relation to Union Pacific RR right-of-way and existing railroad berm and Tryon Creek.

Action:

1. If the existing “short” and “long” trestles are not used for the transit project, trail project should consider them for future trail use.
2. If the existing “short” and “long” trestles are reconstructed for the transit project, the transit project should assure that future trail use is not precluded. If feasible, funding/cost-sharing between the projects should be considered.
3. Trail project should develop bicycle boulevard treatments on Riverwood Road. Transit project design options using Riverwood Road should not preclude bicycle and pedestrian connections.
4. Transit project design options including single track streetcar should not preclude pedestrian/bicycle connection through the tunnel. Transit design options including double track streetcar and widening of the tunnel should not preclude a future trail connection via Elk Rock tunnel, if feasible and funding/cost-sharing is available.
5. Trail project should study connections to the north and south entrances of Elk Rock Tunnel.

South Section (Downtown Lake Oswego and Foothills District)

- Terwilliger Boulevard to Downtown Lake Oswego and Foothills District:

- Fielding/Stampher to Foothills Park: Trail project will develop a connection via a bicycle boulevard on Fielding and Stampher Road. A pedestrian bridge over the mouth of Tryon Creek will be developed through the existing City of Lake Oswego project.

Considerations: Trail project will work with transit project for trail location in relation to Union Pacific RR right-of-way, the existing railroad berm and Tryon Creek. Foothills District planning is still underway, and the trail project could enhance existing bicycle and pedestrian facilities in the district, including connections to the riverfront and downtown Lake Oswego.

Action:

1. Trail project should work with City of Lake Oswego to construct pedestrian bridge over the mouth of Tryon Creek.
 2. Trail project should study connections to Fielding Road and Stampher Road to the existing trail connections in Foothills Park.
 3. If transit project builds a connection through the UPRR railroad berm to Foothills District, the connection should not preclude a bicycle/pedestrian connection. If transit project builds structure over Tryon Creek, it should not preclude a bicycle/pedestrian connection, if feasible and funding/cost-sharing is available.
- OR 43/State Street between Terwilliger Boulevard and Foothills Road: Project must finalize design adjacent to OR 43.
Considerations: ODOT has concerns about trail in this area due to physical constraints (narrow right-of-way, residences and driveways), environmental constraints (storm water, drainage, geotechnical), structural constraints, and vehicle capacity on OR 43. Trail final design is still to be determined. Project must coordinate adjacency to residences and driveways. Trail connections identified to Tryon Creek State Park would greatly enhance trail project. State Street has narrow right-of-way in downtown Lake Oswego.

Action:

1. A Highway 43 study should be initiated to study bicycle and pedestrian connections adjacent to State Street (OR 43).
2. Highway 43 study should consider incorporating the concept design for Tryon Creek as identified in the Tryon Creek @ HWY 43 Culvert Alternatives Analysis.

ATTACHMENT B: Lake Oswego to Portland Trail Project Phasing

| | Phase 1 | Phase 2 | Phase 3 |
|--|--|---|---|
| North Section (South Waterfront to Sellwood Bridge) | <p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> •Finalize trail alignment in conjunction with Portland Bureau of Transportation South Portal project •Finalize trail alignment in Sellwood Bridge Project Area with Multnomah County •Finalize trail improvements in Willamette Park with Portland Parks •Finalize trail improvements between Julia and Carolina Streets(area with streetcar design options) <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> •Construct trail improvements in Willamette Park •Construct trail improvements between Julia St. and Carolina St. (area with streetcar design options) | <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> •Construct trail alignment in conjunction with Portland Bureau of Transportation South Portal project •Construct trail improvements alignment in Sellwood Bridge Project Area with Multnomah County <p>SECTION COMPLETE IN PHASE 2</p> | SECTION COMPLETE IN PHASE 2 |
| Central Section (Sellwood Bridge to Lake Oswego) | <p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> •Finalize trail alignment in Powers Marine Park vicinity with Portland Parks | <p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> • Complete design work along OR 43 to develop a bicycle and pedestrian connection. •Complete design work for Elk Rock Tunnel and connections adjacent to Willamette Shore Line <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> •Construct trail alignment in Powers Marine Park vicinity with Portland Parks | <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> •If feasible, construct a facility adjacent to OR 43 •If feasible, construct a multi-use tunnel through Elk Rock and associated improvements adjacent to the Willamette Shore Line to Fielding <p>SECTION COMPLETE IN PHASE 3</p> |
| South Section (Downtown Lake Oswego) | <p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> •Finalize trail improvements as part of Foothills District Master Plan <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> • Construct the bridge over the mouth of Tryon Creek • Acquire or secure easement and develop the four parcels along the Willamette River between Roehr Park and George Rogers Park | <p><u>Planning and Development:</u></p> <ul style="list-style-type: none"> • Complete designs for a tunnel located under the UPRR existing railroad berm. • Complete design work along OR 43 to develop a bicycle and pedestrian connection. • Complete designs for bicycle and pedestrian improvements along State Street in Lake Oswego <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> • Construct a continuation of the Foothills Waterfront Park Trail and the Bicycle Boulevard improvements on Stampher. | <p><u>Construction/Implementation:</u></p> <ul style="list-style-type: none"> • Construct bicycle and pedestrian improvements along State Street in Lake Oswego • Complete designs for a tunnel located under the UPRR existing railroad berm. • If feasible, construct a facility adjacent to OR 43 to Lake Oswego. <p>SECTION COMPLETE IN PHASE 3</p> |

ATTACHMENT C: Policy Background

Comprehensive Plans

The Lake Oswego to Portland Trail is found in the following state, regional, and local plans:

- State Goal 15: Willamette River Greenway
- Regional Transportation Plan 2035 Financially Constrained System
- Regional Trails System
- Clackamas County Comprehensive Plan
- Multnomah County Bicycle Master Plan
- Portland Bicycle Master Plan (2009 Public Draft)
- Portland Recreational Trails Strategy
- Lake Oswego Trails and Parkways Master Plan
- Lake Oswego Transportation System Plan
- Trail is part of the original 40-Mile Loop vision for the Portland Metropolitan Region.

Lake Oswego to Portland Transit Project

The Purpose and Need of the Lake Oswego to Portland Transit Project identifies the need to work with regional and local plans. The Goals and Objectives explicitly include the Lake Oswego to Portland Trail Project.

Purpose and Need:

- Support regional and local land use goals
- Build on previous corridor transit studies
- Sensitive to the natural, built, and social environments
- Local and regional land use and development plans, goals, and objectives that target the corridor for residential, commercial, retail, and mixed-use development to help accommodate forecast regional population and employment growth

Goals and objectives:

GOAL 4A. Be sensitive to the built and social environments
6. Promote safe operations for bicycles and motorcycles

GOAL 4B Sustain existing neighborhoods
7. Minimize impacts to the Lake Oswego to Portland Trail

GOAL 6A Garner Broad Public Support
1. Maximize public support for the project

1. Demonstration Project Description

Introduction

The Lake Oswego to Portland Trail is an opportunity like no other in the Portland Region. This project follows the Willamette River, a natural treasure of statewide significance, and connects neighborhood redevelopment projects in downtown Lake Oswego's Foothills District and Portland's South Waterfront and Johns Landing districts. Both the City of Portland and the City of Lake Oswego have extensive trail systems, and this Active Transportation Corridor provides the critical regional connection between them. It passes Tryon Creek State Park and several local parks with recreational and natural restoration opportunities. Perhaps most significantly, there is no existing bicycle and pedestrian facility along much of the corridor. This project can implement much needed safety improvements and provide additional travel options along the constrained Highway 43 corridor. With three significant transportation projects currently under development in the corridor, including a new gateway into the South Waterfront District, a new Sellwood Bridge, and a streetcar transit connection, ***the time is right to build this trail.***

The Need for this Active Transportation Corridor

- **Safety:** There is no existing bicycle and pedestrian facility along the Highway 43 corridor south of the Sellwood Bridge. This state highway has a posted 45-mph speed limit, few sidewalks, and substandard, inadequate shoulders.
- **Leverage future transit:** With a potential streetcar extension along this corridor, this project will provide essential bicycle and pedestrian connections to stop locations.
- **Economic Development:** Current planning efforts in Portland's South Waterfront and Johns Landing districts and Lake Oswego's Foothills District will be greatly enhanced with improved bicycle and pedestrian facilities.
- **Recreational Opportunities:** This trail would be part of the interconnected system of parks and trails along the Willamette River. Willamette Park, Powers-Marine Park, and Tryon Creek State Park are all along the corridor and provide access to the river and natural resources.
- **Transportation Options:** Over 30,000 vehicles per day travel along the Highway 43 corridor. This trail provides an additional transportation choice for commuters between Lake Oswego and Portland.
- **Regional Connections:** This section is a critical gap along the Willamette River. To the north, there are trail connections to Portland Central City. To the south, there is a trail system to West Linn and Oregon City. This trail can connect to east-west projects spanning the region – from Boring to Beaverton.

Regional Consensus

This project has been identified as a key improvement at the local, regional and state level. Transportation and parks advocates continue to lobby for this critical corridor. Consider:

- **The Bicycle Transportation Alliance’s “Blueprint for Better Cycling” identified this project as one of the top 10 projects for the region.**
- **Portland Parks and Recreation’s Recreational Trails Strategy (2006) has identified this project as the second highest trail priority for the city.**
- **Highway 43 is included in the Clackamas County Comprehensive Plan as a “Proposed Bikeway” on the Planned Bike Network – urban.**
- **Part of the City of Lake Oswego Trails and Parkways Master Plan.**
- **Part of the City of Portland Bicycle Master Plan.**
- **Part of the Metro “Great Eight Trails” and a priority area for the 2006 Bond Measure.**
- **Part of the 20 Metro “Connecting Green” trail packages in 2008.**
- **Part of the original 40-Mile Loop vision for the Portland Metropolitan Region.**
- **Within the Statewide Planning Goal Willamette River Greenway area.**



In the north, the trail leads to South Waterfront, connecting to OHSU via the aerial tram



This corridor provides outstanding views along the Willamette River in Johns Landing



Highway 43 north of Lake Oswego has no existing facility for bicycles and pedestrians (*Google Streetview*)



In Lake Oswego, Foothills Park features sweeping views of the Willamette River, a timber and stone picnic pavilion with a stone fireplace, pathways, and a grass amphitheater

The proposed Lake Oswego to Portland Trail has the opportunity to provide numerous connections to trail systems and the existing bicycle-pedestrian network in Portland and Lake Oswego. The trail’s north end links to the existing regional Willamette Greenway Trail, with connections to downtown Portland and Tom McCall Waterfront Park. Within the South Waterfront District, the aerial tram provides a direct connection to the Oregon Health and Science University (OHSU), the largest employer in the City of Portland. Future connections include a new Willamette River Transit Bridge, a transit/bicycle/pedestrian bridge that connects to Oregon Museum of Science and Industry (OMSI); and the Gibbs Street Bridge, which will provide access across Interstate 5 to the South Portland neighborhood. In Johns Landing, Willamette Park includes connections to the Southwest Portland trails system.

Located near the middle of the proposed trail, the Sellwood Bridge is currently under redevelopment and will provide connections to the Sellwood neighborhood and Southeast Portland. Westbound from the Sellwood Bridge is the Riverview Cemetery, a popular bicycling route to Taylor’s Ferry Road, the South Burlingame neighborhood, and Southwest Portland. The corridor will also provide improved connections to Lewis & Clark College.

Table 1: Connections and Destinations in the Northern Section

| Connection | Destinations |
|--|--|
| The Willamette Greenway Trail & bike lanes on Moody/Bond Streets | South Waterfront neighborhood, Tom McCall Waterfront Park, and Downtown Portland |
| Planned Gibbs Street Bridge over Interstate-5 | Lair-Hill neighborhood (now South Portland neighborhood) |
| Portland Aerial Tram | Oregon Health and Science University |
| Willamette River Transit Bridge | Eastbank Esplanade and Central Eastside |
| Willamette Park | 26 acre park on the river with boat dock, picnic tables, soccer fields, tennis courts, and playground. |
| Sellwood Bridge | Sellwood neighborhood and Southeast Portland |
| Bike route through Riverview Cemetery | South Burlingame neighborhood and Southwest Portland |

In the southern section of the corridor, the trail would link to downtown Lake Oswego and Foothills Park, a riverfront park completed in 2005. Tryon Creek State Park is located on Terwilliger Boulevard just north of downtown. Completing a trail connection on the Willamette River just north of George Rogers Park will extend the corridor south to Marylhurst University and as far as West Linn and Oregon City. A proposed trail bridge across the Willamette River at the existing railroad bridge will connect Lake Oswego to the Trolley Trail and the City of Milwaukie.

Because of the steep terrain and proximity to the Willamette River, there are few options in this corridor to provide an easy, direct, and intuitive route between Lake Oswego and Portland. This project will provide for an attractive route along the river.

Table 2: Connections and Destinations in the Southern Section

| Connection | Destinations |
|--|--|
| Tryon Creek State Park Trail | Tryon Creek and Southwest Portland |
| Foothills Waterfront Trail | Foothills Waterfront Park and the Foothills District |
| B Street designated bicycle route | Downtown Lake Oswego |
| Proposed bike/ped bridge adjacent to existing railroad bridge from Foothills Park on the west bank of the Willamette | River villa Park and the east side of the Willamette River |
| South Willamette Greenway | West Linn and Oregon City |
| Trolley Trail (under construction in 2010) | Milwaukie, Southeast Portland, Gladstone to Oregon City |

This project will serve a large employment and population area. OHSU is Portland’s largest employer, with more than 12,400 employees. OMSI attracts over 900,000 visitors annually. Lewis & Clark College has a student body of approximately 3,500 students. The City of Lake Oswego has a population over 36,000 and nearly 7,000 students enrolled in public schools.¹ Within the entire corridor, households are anticipated to increase by 58% between 2005 and 2025 (26,538 new households).² Additionally, employment is anticipated to increase by 30% between 2005 and 2025 (41,965 new jobs). Growth in the corridor is expected to occur in the more densely populated portions of the corridor such as Lake Oswego, South Waterfront and Johns Landing.

This project also has the potential to provide additional transportation options in a congested corridor. With connections to the Portland Central City, a future Sellwood Bridge, and the Springwater Corridor, there will be significant demand for bicycle trips along the corridor. The Regional Transportation Plan designates Highway 43 as a Multi-Modal Major Arterial connecting the Lake Oswego Town Center and the Portland Central City. It is identified by ODOT as a Special Transportation Area (STA) in Lake Oswego and Portland. Importantly, this project will provide the much needed bicycle and pedestrian connection that does not exist. According to ODOT’s Project Safety Management System, the Highway 43 corridor is a Category 4 Safety Improvement Program (SIP) segment, and has areas in the top 5% of the Safety Priority Index System (SPIS).³

Because of the critical suburban connection of Lake Oswego to Portland Central City and the opportunity to connect to transit improvements, this is a **Suburban demonstration project**. However, this corridor has components of both an Urban and an Urban-to-Nature project. In the Johns Landing

¹ The City of Lake Oswego, *Adopted Budget 2007-09 Biennium*

² Information from the *Lake Oswego to Portland Transit and Trail Study, Evaluation Summary* (Metro, 2007)

³ See: http://www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml#SPIS_SIP_Maps For more information on the ODOT Highway Safety Program, see http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/ODOT_Safety_Program_Guide_2007.pdf

area this project will provide for a much improved bicycle and pedestrian grid in a densely populated commercial district near the central city. This project is also one of the few in the region that supports Statewide Planning Goal 15: Willamette River and connects to a state park (the 645-acre Tryon Creek State Park). There are ample opportunities for access and connections to natural areas (e.g. Willamette Park, Powers Marine Park, and the Peter Kerr Property in Portland; Tryon Cove Park, Foothills Park and George Rogers Park in Lake Oswego).

Table 3: Active Transportation Principles

| | |
|---|--|
| <i>User experience is seamless</i> | <ul style="list-style-type: none"> • Currently, there is no active transportation connection in this corridor – pedestrians bicyclists have significant barriers • Connects to Portland Central City, South Waterfront District, Johns Landing District, Downtown Lake Oswego and Foothills District • Connects to future streetcar stops along the corridor |
| <i>Routes are direct and accessible</i> | <ul style="list-style-type: none"> • Currently, there is no active transportation connection in this corridor – pedestrians and bikers have steep routes and out of direction travel • Corridor is the only direct route between Lake Oswego and Portland Central City • Connects to trail systems in Portland Central City, Southwest Trails, Springwater Corridor, Lake Oswego, and South Willamette Greenway |
| <i>Travel is safe</i> | <ul style="list-style-type: none"> • Currently, no active transportation connection in this corridor; Highway 43 has inadequate shoulders and few sidewalks • Facility will provide separation from bikers and walkers in Johns Landing, and bikers, walkers and auto traffic along Highway 43 |
| <i>Routes are intuitive</i> | <ul style="list-style-type: none"> • Facility will provide intuitive connection along the only north-south route in the corridor • Adjacency to Highway 43 and the Willamette River provides for high legibility |
| <i>Routes are easy to use</i> | <ul style="list-style-type: none"> • This Active Transportation project provides for the only relatively flat connection between Lake Oswego and Portland • Bicycle Boulevard treatments and trail amenities will provide way finding along the corridor |
| <i>Routes are attractive and travel is enjoyable</i> | <ul style="list-style-type: none"> • Adjacent to the Willamette River with several viewpoints • Several connections to and through parks along the river • Connects to downtown Lake Oswego, Johns Landing, South Waterfront, and Portland Central City. • Opportunities to promote route for tourism – extends the Willamette River Greenway |
| <i>System is designed with nature</i> | <ul style="list-style-type: none"> • Several connections to and through parks • Opportunity to relieve strain on current trail in Johns Landing and provide restoration along riverbank • Opportunity to minimize use of current trail in Willamette Park and place bicycle facility adjacent to rail right-of-way and road • Opportunity to narrow current trail in Willamette Moorage Park and provide bicycle trail further set back from river |
| <i>System is designed to supplement and relieve strain on other transportation systems</i> | <ul style="list-style-type: none"> • Over 30,000 daily vehicle trips along the Highway 43 Corridor • Provides for a bicycle and pedestrian option where one does not currently exist |

The project provides for critical connections to future transit infrastructure. In the first phase, this project will connect to future transit stops on the northern and southern end of the corridor. In the north, the project will connect to streetcar stop locations in Johns Landing as well as Willamette Park. In the south, the project will provide for the future streetcar stops in the redeveloping Foothills District, as well as Foothills Park. The second and third phases of the project will provide for a bicycle and pedestrian facility that will parallel Highway 43 and the streetcar from Lake Oswego to Portland. The complete active transportation corridor between Lake Oswego and Portland will provide a critical transportation option on the constrained highway corridor and create a safe, intuitive route along the Willamette River.

2. Location of Project

This 5.7-mile long corridor connects Portland Central City with the Lake Oswego Town Center as shown in Figure 1. The corridor contains two main public rights-of-way, Highway 43, and the Willamette Shore Line Railway alignment. The highway is constrained by steep topography to the east and to the west. There is currently a transit project underway that will provide a streetcar connection between Lake Oswego and the Portland Central City.

There are three subsections in the corridor (see attached maps): a North Segment spanning from the South Waterfront District to the Sellwood Bridge, a Central Segment spanning from the Sellwood Bridge to the City of Lake Oswego, and a South Segment in the City of Lake Oswego, including the downtown and Foothills Park.



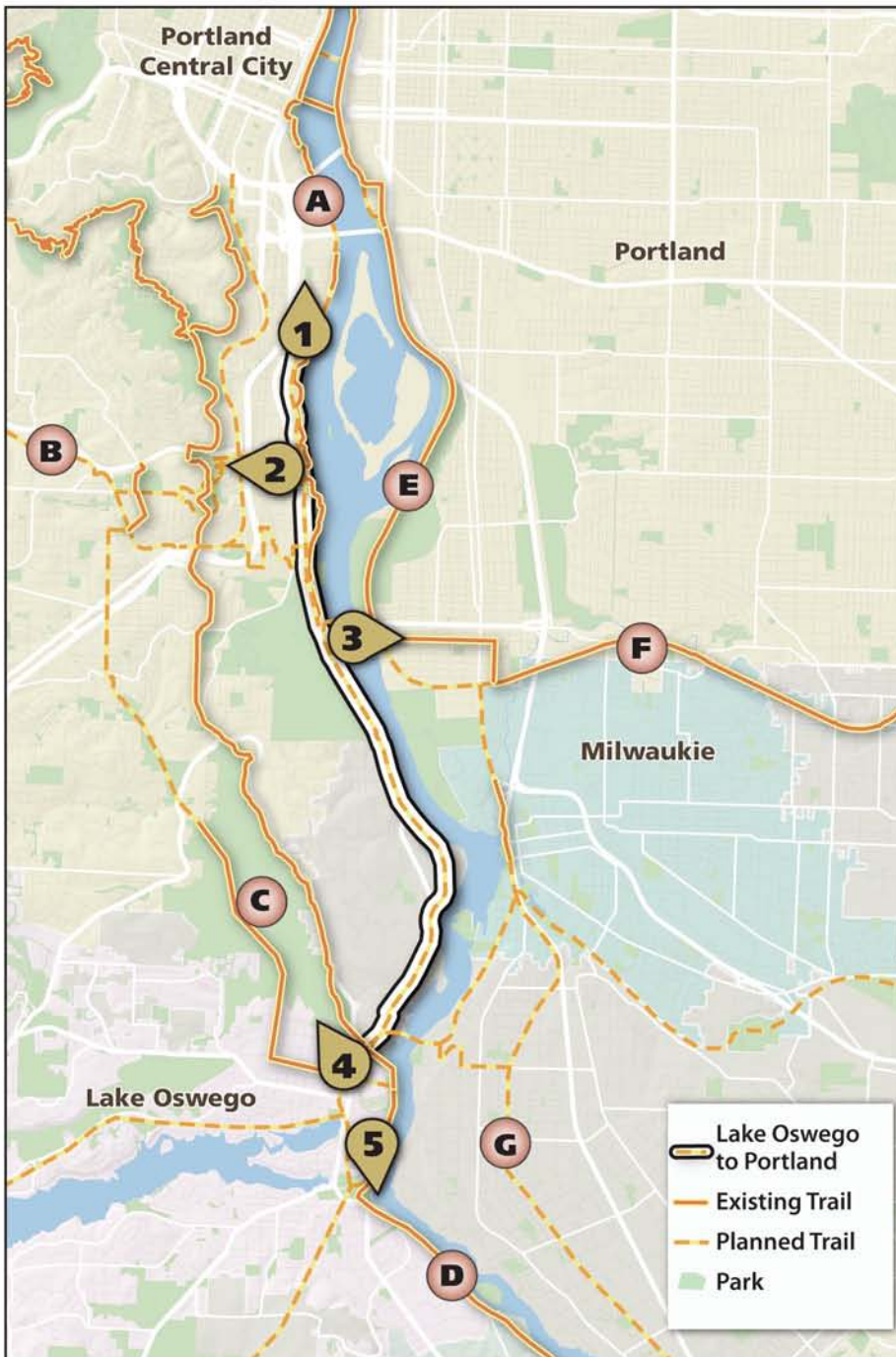
Portland's Johns Landing District



Lake Oswego's Foothills District

Figure 1: Project Location

Lake Oswego to Portland Trail Connections



The 5.7 mile *Lake Oswego to Portland Trail* is the most significant trail gap on the South Willamette Greenway in the Portland metro region.

This critical link provides recreational opportunities along the Willamette River and a safe bicycle and pedestrian connection along the narrow highway 43 corridor.

CONNECTIONS

- 1** **Portland Central City and trails:** North end of corridor connects to the Portland Central City.
- 2** **Southwest Trails:** Connections to the trail system in Southwest Portland, including a future Red Electric Trail extending 16 miles to the Fanno Creek System in Washington County.
- 3** **Sellwood Bridge and Springwater Corridor:** A new Sellwood Bridge will connect to over 5 miles of trails on the Willamette River, and the 14 mile Springwater Corridor extending east to Boring, OR.
- 4** **Tryon Creek State Park:** A 645-acre park with over 15 miles of trails and loops.
- 5** **South Willamette Greenway:** Over 5 mile multi-use path and street connection to downtown West Linn, the Willamette River, and Oregon City.

TRAILS

- A** Portland Central City and trails: north end of trail connects to the Portland Central City and Tom McCall Waterfront Park.
- B** SW Trail System includes future connections to the Fanno Creek Trail, over 16 miles of connections between the Willamette and Tualatin Rivers.
- C** Tryon Creek State Park includes over 15 miles of soft surface loops and biking paths.
- D** South Willamette Greenway provides connections to Mary Young State Recreation Area, downtown West Linn and Oregon City.
- E** Combined with the Eastbank Esplanade, there are over 5 miles of trail along the eastside of the Willamette River.
- F** Springwater Corridor provides over 14 miles of trail through Gresham to Boring, OR.
- G** Trolley Trail begins construction in 2010 on a 6 mile connection between Milwaukie and Gladstone.

3. Cost Estimate and General Timeline

This project is proposed to be completed in three phases. Table 4 provides a detailed description of the project work to be completed in each phase. The project seeks to leverage projects already underway in Johns Landing and Lake Oswego to complete portions of the trail in early phases. The opportunity to complete these sections provides important connections in the most traveled sections of the corridor, and will build support for completing the central section in the third phase.

Phase I: Connections in Johns Landing and Lake Oswego (1-3 years)

Planning level cost estimate: 4.5 million

This phase will leverage future investment in transit stops at the northern and southern ends of the corridor. In the north, improvements in Johns Landing will provide connections from South Waterfront to the Sellwood Bridge. In the south, current projects underway will provide new connections to the Foothills District and Foothills Park, critical locations along the Willamette River.

Phase II: Complete Johns Landing; Central, South Engineering and Development (3-5 years)

Planning level cost estimate: \$7.8 million

The second phase of the project would complete the connection between South Waterfront and the Sellwood Bridge. With its proximity to the Portland Central City and connections to existing trails, this key connection will increase bicycle and walk trips significantly, and is recommended to build public support for the project to secure funding for the most expensive sections of the corridor. In addition, Phase II would involve additional design work to be conducted along the Highway 43 corridor. Phase II trail segments provide scenic recreational rides, increase the distance trail users could travel along the route, and connect to streetcar stops. This phase will also fill in key gaps in the Foothills District and connect Tryon Cove Park to areas north.

Phase III: Complete Central and South Sections (5-10 years)

Planning level cost estimate: \$34 million

The final Phase of the Lake Oswego to Portland Trail will complete the corridor connection from Lake Oswego to Portland. This phase includes completing the gap in the central section, with either a facility adjacent to Riverwood Road and the Willamette Shore Line (including a tunnel through Elk Rock) or a facility adjacent to Highway 43.

Table 4: Project Timeline and Phasing

| | Phase 1 | Phase 2 | Phase 3 |
|---|---|---|--|
| <p>North Section (South Waterfront to Sellwood Bridge)</p> | <p>Planning and Development:</p> <ul style="list-style-type: none"> Finalize trail alignment in conjunction with Portland Bureau of Transportation South Portal project Finalize trail alignment in Sellwood Bridge Project Area with Multnomah County Finalize trail improvements in Willamette Park with Portland Parks Finalize trail improvements between Julia and Carolina Streets (area with streetcar design options) <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct trail improvements in Willamette Park Construct trail improvements between Julia St. and Carolina St. (area with streetcar design options) | <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct trail alignment in conjunction with Portland Bureau of Transportation South Portal project Construct trail improvements alignment in Sellwood Bridge Project Area with Multnomah County <p>SECTION COMPLETE IN PHASE 2</p> | <p>SECTION COMPLETE IN PHASE 2</p> |
| <p>Central Section (Sellwood Bridge to Lake Oswego)</p> | <p>Planning and Development:</p> <ul style="list-style-type: none"> Finalize trail alignment in Powers Marine Park vicinity with Portland Parks | <p>Planning and Development:</p> <ul style="list-style-type: none"> Complete design work along OR 43 to develop a bicycle and pedestrian connection. Complete design work for Elk Rock Tunnel and connections adjacent to Willamette Shore Line <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct trail alignment in Powers Marine Park vicinity with Portland Parks | <p>Construction/Implementation:</p> <ul style="list-style-type: none"> If feasible, construct a facility adjacent to Highway 43 If feasible, construct a multi-use tunnel through Elk Rock and associated improvements adjacent to the Willamette Shore Line to Fielding |
| <p>South Section (Downtown Lake Oswego)</p> | <p>Planning and Development:</p> <ul style="list-style-type: none"> Finalize trail improvements as part of Foothills District Master Plan <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct the bridge over the mouth of Tryon Creek Acquire or secure easement and develop the four parcels along the Willamette River between Roehr Park and George Rogers Park | <p>Planning and Development:</p> <ul style="list-style-type: none"> Complete designs for a tunnel located under the UPRR existing railroad berm. Complete design work along OR 43 to develop a bicycle and pedestrian connection. Complete designs for bicycle and pedestrian improvements along State Street in Lake Oswego <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct a continuation of the Foothills Waterfront Park Trail and the Bicycle Boulevard improvements on Stampher. | <p>Construction/Implementation:</p> <ul style="list-style-type: none"> Construct bicycle and pedestrian improvements along State Street in Lake Oswego Complete designs for a tunnel located under the UPRR existing railroad berm. If feasible, construct a facility adjacent to Highway 43 to Lake Oswego. |

4. Partnership

There is a long history of agency involvement in this corridor, and those partnerships will continue with the development of the Active Transportation Demonstration Project.

The Lake Oswego to Portland Transit and Trail Alternatives Analysis (LOAA) was initiated in July 2005 by Metro and the cities of Lake Oswego and Portland, Clackamas and Multnomah Counties, TriMet and the Oregon Department of Transportation (ODOT). The project was funded by Federal Transit Administration (FTA) grants and local matching funds. This relationship has continued through the Lake Oswego to Portland Trail Refinement Study conducted in 2009. The City of Lake Oswego has nominated this corridor for inclusion in the Regional Transportation Plan.

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