

Metro | Agenda

Meeting: Lake Oswego to Portland Transit Project CAC #6
Date: Monday May 17, 2010
Time: 5 to 7 p.m.
Place: Waterfront Four Square Church/Easter Seals Building
5757 SW Macadam Ave., Portland
Purpose: Discuss CAC process improvements, discuss DEIS evaluation framework, introduce growth assumptions that inform traffic and travel demand forecasting
Outcome: Improved CAC process, understanding of growth assumptions

5 p.m.	Welcome <ul style="list-style-type: none">• Review agenda• Comments on meeting summary	McPeak
5:10 p.m.	CAC process improvement roundtable <ul style="list-style-type: none">• Group input on improvements/success to date• Proposed changes to CAC meetings	McPeak
5:55 p.m.	Project development update <ul style="list-style-type: none">• Design process and level of detail• Enhanced bus alternative and analysis• Discussion	Obletz
6:10 p.m.	travel demand forecasting introduction <ul style="list-style-type: none">• Growth assumptions• Implications for traffic analysis and ridership• Discussion	Cullerton
6:50 p.m.	Public comment	
7 p.m.	Adjourn	

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



Lake Oswego Community Advisory Committee #5
Monday April 19, 2010
5:00 p.m. to 7:00 p.m.
Lakewood Center, 368 S. State St., Lake Oswego

Committee Members Present

Ellie McPeak, Chair
Ed Abrahamson
Matt Brown
Heather Chrisman
Mary Beth Coffey
Andrew Franklin
Dave Jorling
Beth Kieres
Bryce Linton
Lydia Lipman
Eli Morgan
Pascal Pascuzzi
Vern Rifer
Bob Sack
Mike Sisavic
Jeremy Solly
Joy Strull

Old Town Neighborhood Association
Bicycle Transportation Alliance representative
Foothills owner representative
Lakewood Neighborhood Association
Foothills resident
Riverdale CPO
First Addition Neighborhood Association
Willamette Neighborhood Association
Birdshill CPO Chair
Stampher Road/WSL Property owner
Riverdale CPO
South Waterfront property owner
Portland Streetcar Inc. CAC representative
Old Town Neighborhood Association
South Portland Neighborhood Association
South Waterfront resident – South Portland NA
Evergreen Neighborhood Association

Committee Members Excused

John Betts
Paul Graham
Tom Moisan
Katherine Schultz
Beverly Bookin
Ken Love

McVey South Shore Neighborhood Association
LO Downtown retail business owner
Johns Landing business owner
Fielding Road resident
Johns Landing Owners' Association
South Portland Neighborhood Association

Alternate Members Present

Bill Chalmers for Beverly Bookin
Kerry Chipman for Ken Love

Metro Staff

Karen Withrow, Cliff Higgins, Crista Gardner, Brian Monberg, Jamie Snook, Jenny Dempsey Stein

Additional Project Staff

Kristin Hull	CH2M Hill, facilitator
Doug Oblatz	Shiels, Oblatz and Johnsen, project manager
Brant Williams	City of Lake Oswego
Tom Markgraf	Markgraf and Associates
Mauricio LeClerc	City of Portland
Nancy Gronowski	Portland Parks and Recreation
Ralph Drewfs	Oregon Department of Transportation
Patrick Sweeney	City of Portland
Barbara Smolak	Clackamas County
Christine Kirk	City of Lake Oswego

I. WELCOME

Chair Elli McPeak summarized the agenda with discussions of project development, parks and recreational resources, economic activities and visual quality, historical, archeological and cultural resources and hazardous materials. She stated that committee input, though sometimes personal and narrow, is real and will contribute to a better Draft Environmental Impact Statement. The March meeting featured an introduction to community impact assessments, parks and land use and summary comments were requested. Mr. Michael Sisavic asked about TriMet’s safety report (sent out after March meeting) that indicated safer conditions after transit improvements. He had asked for a baseline comparison crime situation. Ms. Kristin Hull confirmed that this question came up during the last meeting; staff responded by email and would follow up.

Chair McPeak stated that the May meeting would feature evaluation and DEIS criteria and June would feature noise and vibration, a complete DEIS and questions posed at previous meetings. Mr. Bryce Linton asked about data timeliness and completion. Ms. Hull noted if there were further unexpected technical delays, the overall schedule would be adjusted, but the committee would not move forward with incomplete data. Chair McPeak added that data was still being gathered for the ridership figures and financial analysis to be presented in July. Capital costs, operations and maintenance cost effectiveness would be considered. Members would then use an evaluation matrix to discuss the Locally Preferred Alternative recommendation. In August, the committee will provide a preliminary LPA recommendation to the steering committee. The recommendation will be finalized in September. Members introduced themselves around the table.

II. PUBLIC COMMENT

Mr. Pete Nickerson, a Riverwood Road resident for 10 years and parent of four children, is opposed to light rail [streetcar] because it disturbs his family’s neighborhood and would disturb the area on the current roadside or on Riverwood Road. He thanked the committee for their efforts.

Mr. Skip Ormsby of the Birdshill area, referred to a Metro South Corridor document that has enabled security features and the disk cannot be copied. He recommended that the committee ensure that the DEIS document for this project does not have security features enabled.

Ms. Sandy Mack from Johns Landing spoke against light rail [streetcar], but if it must be built it should be diverted to Macadam Avenue so as not to disturb condo dwellers.

Ms. Hull pointed out that the two alternatives were streetcar and enhanced bus, not light rail.

Mr. Suresh Paranjhe, a local resident, stated he sees empty buses on Highway 43 most of the time and questioned the plan's expense.

Ms. Nancy Keights asked the committee to prioritize a bike path before light rail [streetcar], and noted that Macadam Avenue doesn't have a problem with traffic congestion.

III. PROJECT DEVELOPMENT UPDATE

Mr. Doug Oblatz referred to DEIS preparation, the LPA process and a chart hand out. A 95 percent full draft was submitted in early April to the Federal Transit Administration and will undergo three FTA reviews and summer public review. Technical consultants are finishing up reports that support the DEIS analysis in the next 30 to 45 days. The DEIS document belongs to FTA and will be distributed with their permission. The completed draft does not include a completed financial plan, potential funding sources or analysis of capital and maintenance costs with projections to 2014, the estimated construction date. TriMet is conducting an operating costs analysis by early May. All of these sections will be included in the next submittal and on schedule. The level of detail provided in this feasibility study is relative to its availability. He referred to the matrix showing a current 2 to 5 percent level of design with project detail and certainty increasing over time through the different project phases; more detailed information will become available in the FEIS and during preliminary engineering.

Ms. Hull referred to a large poster depicting emerging issues that have been or will be addressed in meetings or individually. For example, final station locations and access to Powers Marine Park are topics for later discussion. This updated matrix will keep staff accountable and can be included in packet materials.

Mr. Sisavic asked about enhanced bus design and timing of the mode decision. Ms. Jamie Snook replied that design work for the park and ride is at the same level as streetcar, but mostly involves analysis of operations more than capital improvements. More information about bus stops would become available if that alternative is chosen. Mr. Oblatz added that the LPA mode draft recommendation would be made at the August meeting, with him making the final recommendation by early October. Metro Council will make a final decision in later November.

Mr. Linton asked about member comfort in decision-making and accurately determining costs with only five percent of the information. Mr. Oblatz referred to the extensive depth of environmental analysis and engineering that would identify the LPA preferred approach, federal funding application process and next level of design and analysis in the FEIS. Cost estimating would be based on contemporary projects including the Eastside Loop, but applied to in-street and comparable situations, and projected to the construction midpoint with included contingencies. Ms. Hull added that the first 5 percent contained big answers and after 60 percent of design, not many noticeable changes are left. She cited very detailed electrical work as an example of what would still need to be designed after the 60 percent point.

Mr. Vern Rifer stated that this project has significant geotechnical issues, though likely no required drilling, and asked how these costs would be covered. Mr. Oblatz replied that staff would use their best engineering judgment to assess the range of risks and develop a cost estimate with adequate varying contingencies that might be 10 to 15 percent for in-street areas up to a conservative 50 percent contingency in the other areas. Information is readily available from other projects including ODOT's data on Macadam Avenue. The Willamette Shore Line trestles, tunnel and Sellwood Bridge have all been analyzed.

Ms. Joy Strull commented on the difficulty of making a fair recommendation without knowing full details and she referred to Portland's tram project costing three times more than estimated. Mr. Oblatz replied that the tram had unique design constraints, but this engineering team has a strong level of confidence and experience in building cost estimates while comparing against other projects, finding money to cover costs and building regional consensus around a project. There are many other DEIS issues, especially critical LPA segment decisions at Johns Landing, within the Willamette Shore Line or in Macadam Avenue and on the Sellwood bridge, that the committee needs to help make.

Ms. Lydia Lipman observed that insufficient time has been given to non-streetcar alternatives and members have not heard about special bus lanes, different routes or comparative safety and noise information. She proposed that a third of each meeting be dedicated to each alternative. Ms. Karen Withrow replied that bus service types including bypass and queue jump lanes and signal priority systems were studied during the alternatives analysis but deemed infeasible or not cost effective. She said that enhanced bus is always a part of the presentations, but since that alternative shows fewer potential impacts, most of the focus is placed on the streetcar alternative and design options. The enhanced bus has less capital infrastructure and fewer traffic impacts, but there would be significant changes associated with the streetcar. Five streetcar design options, with capital improvement implications, need to be discussed, whereas the enhanced bus would operate in the existing roadway between Johns Landing and Lake Oswego with a new small roadway segment and park and ride facility at the Albertson's terminus. Ms. Hull added that more comparisons would be made in the ridership and cost presentation and in the evaluation matrix.

Mr. Oblatz added that the DEIS process requires that all options be evaluated with the same criteria and be presented equally, and these criteria will be introduced at the May 17 meeting. Ms. Beth Kieres concurred that it would be valuable to have a clearer comparison of enhanced bus air pollution, traffic, noise and neighborhood safety impacts in relationship to streetcar.

IV. PARKS AND RECREATIONAL RESOURCES KEY THEMES

Mr. Brian Monberg provided a park resources survey and introduction to DEIS methodology at the last meeting. He spoke to potential project effects on park resources. The conceptual design foot print assesses resource impacts which may be avoided, minimized and/or mitigated where unavoidable. In the last few months, staff has been meeting with City of Portland and Lake Oswego staff about parks in their jurisdictions. The first DEIS step is to survey these resources and then evaluate direct impacts on park owned lands and the indirect impacts of noise and visual effects. The specified federal process section 4(f) will also be included in the preliminary DEIS assessment of parks. The streetcar design alternatives have various impacts to four parks resources. The no build and enhanced bus alternatives have no direct impacts.

At Willamette Park in Johns Landing the streetcar would run within the right of way along the western boundary, impacting nearby properties with sidewalk improvements and station platform enhancements, including at Nevada Street. Mr. Sisavic asked whether there would be changes to the Willamette Park master plan in the next ten years. Mr. Monberg replied that staff is coordinating with Portland Parks and Recreation regarding the Willamette River embankment area improvements, which is outside the project's area of influence. Both entities have been reviewing concept designs for the streetcar alternatives. Mr. Andrew Franklin asked how many points of pedestrian access there would be between the two stations since the railway line along the west side of the park and/or a new fence along the right of way would be barriers. Mr. Monberg replied that pedestrian access on the trail at Beaver Avenue from the north end to south would remain constant, but access could be increased at a Nevada Street station area. The project would not reduce permitted access points where they currently exist. Ms. Nancy Gronowski, senior planner with Portland Parks and Recreation, added that Nebraska and Nevada streets are the only primary access points since larger businesses exist in this area and no major effect on informal access points was anticipated.

Mr. Franklin asked whether many informal access points along Macadam Avenue in Powers Marine Park would be cut off completely. Mr. Monberg noted that the park extended from south of the Sellwood Bridge down to the southern end of Portland's boundary. Primary access is at the north end. The streetcar would be in the Willamette Shore Line right of way and not directly impact park property except for a small segment at the north end in association with the new western interchange. Midway through the park there would be a pedestrian overpass connecting an informal parking area off Highway 43 to the park. Current access would be maintained. Oregon Department of Transportation, Metro and Portland Parks and Recreation staff have studied concept designs in order to right-size this access. Several other un-permitted, informal parking areas have 'no parking' signs, including at the Lewis and Clark College property.

Mr. Monberg noted that the current level of concept design included pedestrian access at the southern end, but not across the railroad tracks. Mr. Ed Abrahamson asked how enhanced bus would improve park access. Mr. Monberg replied that capital improvements would include stop area upgrades but not a new pedestrian overpass or crosswalks. Ms. Snook stated that the enhanced bus option located stops similar to streetcar, at Military Road and the Sellwood Bridge. A third stop could be added at Riverdale, which already has a signalized intersection and safer pedestrian crossing than at the southern end of the park.

Ms. Lipman pointed out the challenge of providing safe access to Willamette Park for diverse users across a streetcar line. She has seen many cars with large boat trailers line up at the ramp and back up traffic on Macadam Avenue. Mr. Monberg replied that the transportation analysis done with Portland Bureau of Transportation, ODOT and Portland Parks and Recreation recognizes necessary capital improvements to accommodate universal park access. Ms. Hull added this issue to the matrix for future discussion. Ms. Kieres asked for an assessment of current parks usage and future impacts. Mr. Kerry Chipman asked for an evaluation of actual usage versus official usage. Mr. Monberg replied that the DEIS is looking at official usage.

Mr. Chipman asked about mature tree preservation along the rail line in Willamette Park, especially on the southern end. He recalled that many trees have been taken out over the years due to parks development. Mr. Monberg replied that staff has been discussing the presence of historic trees including Oregon oaks, but that there would be minimal direct impact on them as

long as the streetcar remained within the right of way. Ms. Hull suggested this topic be more fully addressed at a later meeting.

Mr. Monberg described how the streetcar alternative would skirt the western edge of Tryon Cove Park in Lake Oswego adjacent to Tryon Creek, and also the Union Pacific alignment, so impacts would need to be minimized. Two alignments at the right of way and at Foothills Road would have a slight impact on park lands. Metro has been coordinating with both the City of Lake Oswego and Portland Bureau of Environmental Services on several creek restoration projects.

The Kincaid Curlicue trails corridor connects Foothills Park to State Street. Two station design options would impact the trail location and staff is looking at opportunities to integrate both functions. Mr. Monberg clarified that station locations in both Willamette and Foothills parks would provide additional access. A federal mandated section 4(f) study would measure maximum impacts on park resources and then staff would use advanced engineering and design to avoid, minimize and mitigate impacts where necessary.

V. ECONOMIC ACTIVITY INTRODUCTION AND KEY THEMES

Mr. Oblatz stated the first draft report of the economic impact of moving the line onto Macadam was complete, and a brief update would be presented at the next meeting. Ms. Crista Gardner discussed the DEIS section on project economic benefits, including construction jobs, changes in personal income and demographics, prevalent industries, redevelopment potential and floor area ratios. She compared this corridor to the rest of the region, and noted that 30-year growth was 100 percent in jobs and 60 percent in households. There was more employment and less household growth in the city of Portland, but less employment and more households in this area. The corridor contains 15 percent of regional employment and 4 percent of households.

Ms. Gardner displayed a map depicting the employment growth rate for the next 25 years which would be two thirds of the regional average, under current transit conditions. Areas of growth concentrated in Lake Oswego, OHSU and Johns Landing. Household growth was expected to be double the regional average with a 113 percent growth rate including in the South Waterfront area and entire corridor average of 115. This figure included a comparison of transit analysis zones (TAZ). The two statistics are not correlated. Ms. Hull offered to send out these data sources.

Mr. Linton asked where housing growth would occur in restricted areas, under allowable zoning if it was already built out and if zoning would be changed. He asked for indicators of an area that is built out. Ms. Gardner replied that the map was based on transportation analysis with existing zoning. Chair McPeak added that growth projections show that Lake Oswego is not a built out city. Mr. David Jorling asked about development at OHSU and Ms. Gardner confirmed that the database was correct in showing growth both on the hill and along South Waterfront.

The analysis shows 230 short-term construction jobs created with enhanced bus and up to 2,400 jobs created with streetcar. This is correlated with increases in personal income. Under current zoning, three potential growth areas could have vacant lands developed with enhanced bus: Johns Landing-Macadam Avenue, the Johns Landing Willamette Shore Line alignment and Lake Oswego. According to mapping of vacant parcels within certain proximity the largest

opportunity is in the right of way. More detail can be provided in the DEIS, although the maps have not been prepared yet. Vacant lots have nothing built on them and could be a parking lot. Ms. Gardner offered to bring maps showing the exact geography of the corridors, which are not exactly 800 feet across, but are comparable in size for each alternative.

Ms. Gardner noted the number of vacant parcels was about the same in each alternative, but the parcels were larger in the right of way area. She referred to maps showing redevelopment potential and floor area ratios discussed at April's meeting. They indicate potential capacity of building a three-story structure in place of a smaller building with current zoning but do not factor in the value of existing buildings. Mr. Rifer mentioned the value of existing properties, especially one-story warehouses in Johns Landing. Ms. Hull added the map shows potential for increased density but does not reflect the value of existing property versus the land itself.

Ms. Gardner clarified that if a smaller building functioned well and has a high market value then a developer would not tear it down, so the market doesn't completely follow the FAR analysis. There is potential for growth in the Boundary, Carolina, Nebraska and Nevada station areas, with most redevelopment potential along Macadam Avenue.

Another map displayed the final Lake Oswego terminus and Foothills growth capacity. Mr. Linton noted that the map was misleading as it included all of First Addition and Forest Hills as part of the riverfront property which is not correct. He asked what this information means to the overall project. Ms. Gardner replied that while this report is not completely done, it shows that Lake Oswego, downtown and Johns Landing are expected to grow but these projects are not assumed in future ridership numbers. Ms. Lipman asked why the committee was then looking at the economic analysis. Ms. Gardner replied that the DEIS looked at project benefits and negative impacts, so that planners can change course or select options with most benefits.

Ms. Snook stated that these employment and household projections are constant with any alternative, but the economic activity section looks at different factors. Streetcar projects help enhance community plans more quickly than other transit modes. DEIS analyses always look at the economic impacts, though there could be bigger trade-offs for another type of project; for instance, a big light rail project might remove manufacturing buildings and cause significant job losses or gains, so the economic activity section is more significant. This DEIS doesn't have as dramatic of a contrast between the alternatives in the economic activity section, since we are dealing with an existing rail corridor. Ms. Lipman commented that it is difficult to see what is realistically underdeveloped and the true project potential. Ms. Gardner replied that the committee could look at improved value versus land value in another presentation.

Ms. Elizabeth English proposed that highlighting economic potential enhances the likelihood of receiving federal transportation funds, which are linked to economic development. She thought that demonstrating increased density is favorable to streetcar proponents. Mr. Oblatz replied that many regions have tried to convince the Federal Transit Administration of economic development benefits of transit projects, but ridership numbers have been more highly valued among other things. Federal policy is moving toward recognizing economic development.

Ms. Withrow clarified that ridership numbers do not include potential development and they are not evaluated as part of the DEIS process. Staff will provide information on economic activity, traffic, noise, but the FTA will not weigh this information equally. Mr. Sisavic

commented that several members and he are nervous about attempts to justify this project so the numbers need to be as accurate as possible. Ms. English noted the map segments did not include where she lives. Ms. Gardner replied that maps showed existing zoning, but this was not expected to change in Dunthorpe and other areas. Ms. Hull added that they were reviewed at the last meeting and emailed out to the committee.

VI. VISUAL QUALITY AND AESTHETICS; INTRO AND KEY THEMES

Ms. Snook described the visual impacts analysis that looks at changes to neighborhood character, dominant features like the Willamette River, structures, residences, travelers on roadways, commercial districts and shoppers. Factors vary by length of exposure and sensitivity. Conditions are dependent on the alternative type. She showed before and after draft visual simulations of Macadam Avenue in-street and additional lane options. At Landing Drive, a private street with condo and office buildings, the in-street option would feature the streetcar in outside lanes. The additional lane option would maintain the Zupan's parking lot but narrow the landscaped sidewalk area. The design would keep or add necessary fenced in areas, with chains or bollards and ropes, but other areas would be open courtyards with a plaza feel, as seen in the downtown Portland streetcar and Europe. Ms. Strull asked whether the streetcar would have a horn and Ms. Snook replied no, but it would have a "streetcar beep" like in downtown.

Mr. Sisavic asked whether it had been decided if the design would have overhead catenaries. Ms. Snook replied yes they would. In Willamette Park, the roadway would feature a double track design and two trains going different ways. Mr. Jeremy Solly asked about a fence. Ms. Snook replied that there would be a short retaining wall in the hillside area, but there was no need for a barrier. Ms. Withrow stated that there were only a few completed visual simulations because staff thought they'd do more with station area planning during the DEIS and have more design illustrations particularly from the Foothills area. Riverwood Road designs done by a design firm will be brought forward when they are completed. Station area planning images of southern areas will hopefully be included in the next phase budget. No costly visual simulation was produced for the enhanced bus because it would be similar to TriMet's line 35 on Macadam Avenue.

Ms. Snook noted that visual simulations analyze viewer sensitivity, degree of change and overall impact, but they do not look at individual properties, only different segments that are similar to each other. The analysis characterizes high, moderate and low impacts, and whether transit blocks significant scenic features like the Willamette River. Mr. Abrahamson asked how catenaries would be rated visually. Ms. Snook replied it depended on the size of the wires and locations.

Ms. Snook explained the no build alternative would only include changes already planned in the 2035 Regional Transportation Plan, with funding and/or National Environmental Policy Act (NEPA) review in place. Changes to potential visual resources would be gradual and localized. The enhanced bus would require several improvements including a new parking structure and roadway connection to the Foothills district and limiting bus stops along the highway.

More visual changes are associated with the streetcar. In downtown a small turnaround near PSU would have low visual impact. New stations would be at Bancroft, Hamilton and in South Waterfront but have a low impact in the urban setting. New stations and another track would be built in Johns Landing. Existing parking would be modified and the Jones Trestle and nearby

vegetation would be removed to make way for pedestrian access over the highway. There would be moderate impact to the segment between South Waterfront and the Sellwood Bridge. There is more of a moderate to high impact to the area in front of condos and commercial buildings in Johns Landing, depending on the design option.

In Johns Landing there would be new in-street stations at Macadam Avenue and Landing Drive, modification to parking lots and vegetation, realignment of Boundary, a new signal at Carolina Street and pedestrian improvements. Impacts would be low at Macadam and moderate to high at Landing Drive, a private street being made more public with an additional lane. Streetcar in the Sellwood Bridge area within the Willamette Shore Line would require a new station, track, catenaries and pedestrian overpass and have a low to moderate impact. Overall the entire interchange would have a low to moderate impact.

At Dunthorpe and Riverdale, the streetcar would require new stations, catenaries and track, a new structure at Briarwood, vegetation removal and replacement of an existing trestle. Along the Willamette Shore Line right of way there would be moderate visual impact. A station at Riverwood Road would include track, catenaries and a new long trestle replacing two trestles. Extensive road changes would create moderate to high impacts. In Lake Oswego, streetcar in the Union Pacific right of way option with a parking structure at Albertsons, regrading and new Foothills Road connections would have moderate impacts.

In the Foothills district a new undercrossing, roadway and in-street track, surface lots, regrading and vegetation would create a moderate impact. This will be further reviewed in the community effects section of the DEIS. Wise project design can help make this project consistent with neighborhood scale and patterns and encourage usage. The goal is to improve visual character of the neighborhood, enhance community assets and sidewalk connections, eliminate or buffer eyesores and maintain view corridors to the Willamette River. Planners can identify and minimize impacts with good design and landscaping, fencing and vegetation restoration. The project should fit within neighborhood plans and turn vacant lands into a community asset.

Ms. Lipman expressed surprised to see designs of the new streetcar track near residences, with a berm, road and tunnel in the isolated and private Stampher Road area. It looks crowded with a huge bridge crossing into the Foothills, and she stated disapproval of mixing these two areas during the analysis. Mr. Franklin asked for clarification regarding the two alternatives at Riverwood Road. Ms. Snook added that the ratings identified level of community impacts, which could be mitigated. They are a decision-making DEIS tool in recommending where alternatives can go.

Ms. Mary Beth Coffey acknowledged that members may have a personal agenda based on where they live. She recognized staff professionalism and their knowledge of what works in other cities and countries. Portland's streetcar has won many awards. She lives at the two-story Oswego Point condominiums and she asserted that developers would not try to expand this property because they would have to deal with 119 homeowners. Reality may not be reflected in this DEIS completely, but it is still a conceptual design and there has to be an element of trust. Parks professionals are trained to value community parks and old growth trees. This project might bring some real community benefits.

Ms. English asked for the distance from Sellwood Bridge to the train track and about consideration of connecting transit to the other bridge. Staff replied this was previously discussed. Ms. Kieres noted she doesn't use impacted parks along the corridor but drives by often. She'd like to see a baseline assessment of how many and how people use these parks. Ms. Withrow replied that more parks information would be in the DEIS.

Mr. Linton asserted that Metro does have a bias and it is the committee's job to ensure that Metro is asking the difficult questions.

VII. HISTORIC, ARCHAEOLOGICAL AND CULTURAL RESOURCES AND HAZARDOUS MATERIALS HANDOUTS

Ms. Withrow referred to the Historic, Archeological and Cultural Resources and Hazardous Materials handouts in the meeting packet, stating that the committee did not rate these topics as of high importance, but the handouts were created to offer a familiarity with the topics for the committee's review of the DEIS.

VIII. PUBLIC COMMENT

Mr. John Charles responded to a comment heard at the last meeting regarding the relationship between transportation, land use and zoning. He distributed 25 copies of Appendix 2 to the Full Funding Grant Agreement for the Westside light rail. It's difficult to know how the plan will come together until the financial plan comes together.

Ms. Hull noted other handouts were distributed. She added that historic designation doesn't change during this process; it only changes if landowner initiates the change. Oregon state law states that a property owner can refuse a historic designation.

VI. ADJOURN

There being no further business, Ms. Hull adjourned the meeting at 7:09 p.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Jenny Dempsey Stein

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	4/19/10	April 2010 Meeting Agenda	041910cac-01
2	Schedule	4/19/10	CAC Proposed schedule (revised 4-15-10)	041910cac-02
3	Minutes	4/19/10	March 2010 CAC Meeting minutes	041910cac-03
4	Packet – four one pagers	4/19/10	Economic Activity, Visual Quality & Aesthetics, Historic, Archeological and Cultural Resources, Hazardous Materials	041910cac-04
5	Chart	4/16/10	Topic matrix for review	041910cac-05
6	Public comment	1/4/95	Appendix 2 Full Funding Grant Agreement for Hillsboro extension to the Westside Project between FTA and Tri-Met	041910cac-06

Lake Oswego to Portland Transit Project CAC issue tracking

Issue/question	Follow up						
	Off-line discussion	CAC meeting	DEIS	FEIS/ preliminary engineering	Final design	Operational issue	Policy issue
Who will operate streetcar -- PSI or TriMet?		Aug or Sept	x				
How are ridership numbers generated		May	x	x			
How will access to Powers Marine Park be provided? This was discussed at April meeting but not resolved.		April	x				
How will the final station locations be determined?		Sept	x	x			
Are there stats about other transit project that tell about impact on property values? About increases in crime? About crime rates related to nearby schools?	x						
Can we add a station at Radcliffe?	x						
What happened to the full Macadam option? (Specifically, streetcar on Macadam from Richardson Court or Boundary to Nevada)	x	January					
Why aren't we considering an option via Milwaukie and the "forgotten bridge?"	x	January					
What has the coordination been with the Sellwood Bridge Project?		January					
What kind of budget impact does safety and security implementation have? Where does the money come from?	x						
Is there data about project impact on areas where transit makes public an area that has not been visible in the past (on this project – Stampher Rd. area)?	x						

What will be the difference in the crime rates for the different alternatives – no-build, enhanced bus and streetcar?	x					
Is the number of stations defined in Riverdale/Dunthorpe? Does this affect safety and security?	x					
Where do low income people live in Johns Landing?	x					
Is there enough right-of-way for the streetcar?		January				
What is park usage like today?	x			x		
	x					
Address questions about tree removal and boat/trailer access at Willamette Park (explain these are addressed later in process)						
Where is growth expected to occur in LO and Johns Landing that was shown on maps?		May				
What does the enhanced bus option include? Why is so little time spent on the benefits and impacts of it?		May				
Will the tracks be fenced in Willamette Park in a way that will prevent people from reaching the park via informal accesses?	x			x		
Explain value of parcels related to redevelopment	x					
Why more square feet of vacant land with WSL design option	x					
Report on 6-block economic study	x	June				
Provide stopping distance for streetcar	x					
Share Riverwood visuals	x	June (?)				
Respond to request for isolation of Stampher Road impacts as new track will be nearer, not further from homes	x					



Metro transportation modeling

Transportation modeling is an essential component of planning for regional infrastructure improvements, such as highway and transit projects. The process of travel demand forecasting uses what we know about the existing world to predict what conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The transportation modeling used in the Portland metro region is peer-reviewed and validated against observed data. Past model performance on project forecasts is another relevant indicator for model validation.

To understand how people will make trips, modelers look at the reasons why people travel. The model takes into consideration the real choices made by residents in our region. This information is collected from rigorous surveys. Metro's last survey--the Household Travel Behavior Study--tracked 6,000 households to understand how factors such as age, income, children, car ownership, and transportation infrastructure characteristics affect travel choices.

Data input into the transportation model includes population and employment, both existing conditions and forecast, in a way that is consistent with local comprehensive plans as well as roadway and transit routes.

In the model, our region is divided into over 2,000 discrete geographic areas called transportation analysis zones. Census data, land characteristics, economic factors and accessibility measurements feed into land use models that project the number of households and jobs located in each zone.

Metro uses a standard four-step modeling process for travel demand forecasting. This four-step process consists of the following parts:

1. Trip generation
2. Trip distribution
3. Mode choice
4. Trip assignment

Trip generation:

Do I want or need to take a trip?

The first step in the modeling process forecasts the number and types of trips generated from each transportation analysis zone. The projection is based on the number and demographic profiles of households and employment in each zone.

Households are separated into 64 profiles stratified by size, income and age. Employment is categorized into nine types, ranging from service sector and retail, to finance and agriculture. Using behaviors identified in the Household Travel Behavior Study, the model forecasts the likelihood of households to make certain types of trips based on household type and employment mixes in each zone. Trip types are classified as work, shopping, recreation, college, school, and other.

Trip distribution:

Where do I want to go?

Next, the model predicts where the trips produced in the first step are destined. Each zone's availability of attractions—work, shopping, recreation and other opportunities—and the accessibility (access to auto networks and transit) from the zones where trips are produced determines where trips are likely to go.

continued

For more information on transportation modeling in the Portland Metro region, contact the Metro Research Center at 503-797-1915.



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Mode choice:

How will I get there?

As in the real world, travelers in the model have many transportation choices, including walking, biking, driving alone or with others, and walking or driving to transit. For the model to forecast travel demand with a reasonable degree of confidence, it must account for why people make those decisions.

The model considers the following factors when determining mode choice:

- **Cost** - What are the expenses of operating and maintaining a car? Are there parking expenses? How much does transit cost? Are there tolls?
- **Travel time** - Is it faster to drive, take transit, walk or bike?
- **Auto availability** - Do I have access to a car?
- **Transit access** - Can I get to transit easily?
- **Urban design** - Am I in a high-density, mixed-use area where I'm more likely to walk or bike?
- **Socio-economic relationships** - What is my household income? Are there as many cars as employed people in my household?

Trip assignment:

What route should I take?

The model uses data from the previous three steps to simulate the way people will travel. For auto trips, the model assigns traffic to streets in specified time periods. The model assumes the availability of multiple routes between origins and destinations, accounting for congestion.

The base year assignment of vehicle trips is validated against actual traffic counts to ensure that the model is performing well. To forecast the transit trips route, the model considers the time segments of the journey, including walk time, wait time and time in vehicle. Again, the results of a model run are validated to actual transit boarding counts.

Model review

Transportation modeling plays a crucial role in funding and implementing transit projects. Therefore, the Federal Highway Administration and Federal Transit Administration require regular reviews of the travel demand model to ensure that it meets federal guidelines. Metro's transportation model and its outputs are regularly peer-reviewed by modeling professionals from academia, consulting firms, and metropolitan planning organizations, as well as the Federal Transit Administration.

For more information on transportation modeling, visit Metro's Transportation Research and Modeling Services program:

www.oregonmetro.gov/transportationmodeling




Materials following this page were distributed at the meeting.

Lake Oswego to Portland








TRANSIT PROJECT

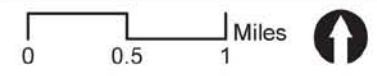
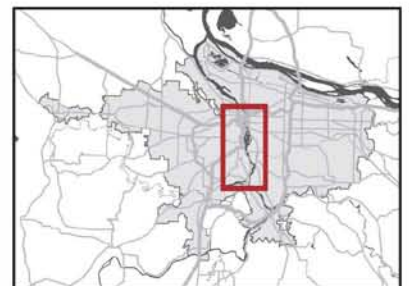
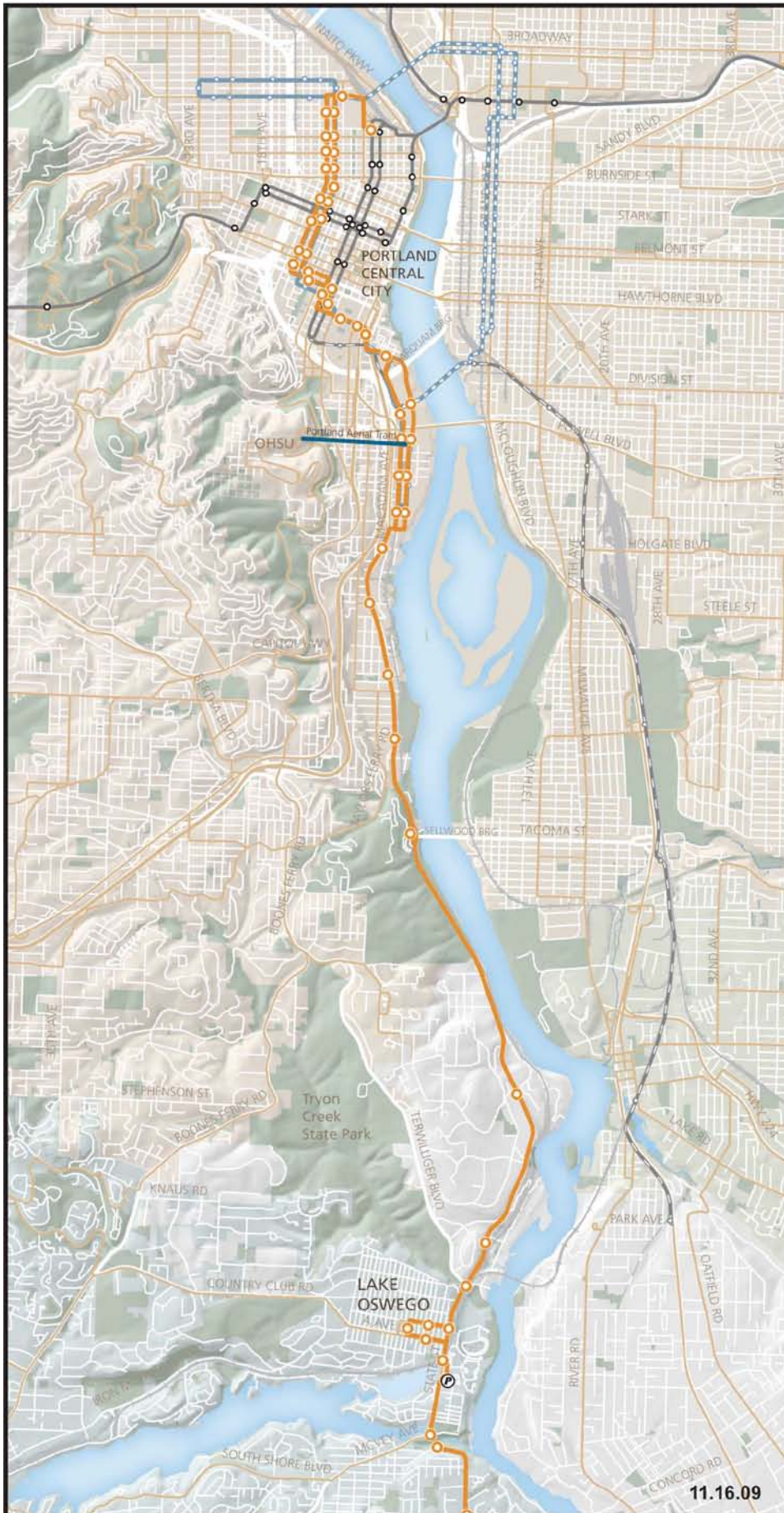
Enhanced Bus Alternative

Enhanced Bus

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

Transit: existing/planned

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



11.16.09

Enhanced bus alternative overview

- Operates in mixed-traffic on existing streets (no widening or changes)
- No change in vehicle from today
- Has fewer stops than existing bus
- Operates more frequently than the existing bus

DEIS topics with significant trade-offs to consider by alternative

No-build

- Traffic
- Ridership
- Capital costs
- Operations cost
- Cost effectiveness

Enhanced bus

- Visual quality and aesthetics (specific to park and ride)
- Traffic
- Ridership
- Capital costs
- Operations cost
- Cost effectiveness

Streetcar

- Land use and planning
- Economic activity
- Community impact (including environmental justice)
- Visual quality and aesthetic
- Historic, archeological and cultural resources
- Parks and recreational resources
- Geology, soils and earthquake
- Ecosystems
- Hydrology and water quality
- Noise and vibration
- Air quality
- Energy
- Hazardous materials
- Safety and security
- Utilities
- Traffic
- Ridership
- Capital costs
- Operations cost
- Cost effectiveness

Who Else Loses From the Lake Oswego Streetcar Extension?

R A Fontes rfontes@q.com

Boosters have been fairly successful in pigeonholing all those with concerns about the streetcar extension as a tiny group of selfish Dunthorpe residents who like things pretty much just as they are, and are totally unwilling to help alleviate Highway 43 traffic congestion. The truth is that a lot of people will get hurt by the project.


Transit Users:


Riders face longer trips, less convenience, and higher costs. At a recent Council meeting, Lake Oswego Mayor Hoffman commented that a future LO mayor could be able to use streetcar to meet with his or her counterpart at Portland's City Hall. Let's compare the current bus with the proposed streetcar for such a hypothetical trip:


Current bus trip from TriMet's trip planner at trimet.org:

From Lake Oswego City Hall in Lake Oswego to Portland City Hall in Portland


When	Arrive by 10:00 am Tuesday, May 18, 2010
Preferences	Quickest trip with a maximum walk of 1/2 mile
Time	29 minutes (including 6 minutes walking)
Transfers	None
Fare	Adult All Zone (\$2.30), Youth/Student (\$1.50) or Honored Citizen (\$0.95)

 Start at Lake Oswego City Hall in Lake Oswego

 Walk north from Lake Oswego City Hall (380 A Ave) to Lake Oswego Transit Center
Stop ID 8207

 **9:30am** Board 35 Macadam/Greeley to University of Portland via City Ctr
9:53am Get off at SW 6th & Columbia
Stop ID 11486

 Walk 0.2 mile northeast to Portland City Hall (1220 SW 5th Ave)

 End at Portland City Hall in Portland

Projected streetcar trip:

Walk from LO City Hall to Foothills stop - **7 minutes** + streetcar time Foothills to PSU - **32 minutes** (midpoint of 30 to 34 minutes based on 18 - 22 minute LO to Bancroft staff estimate in January + 12 minutes current time between PSU and Lowell) + walking time PSU to City Hall - **8 minutes** = **47 minutes total or 18 minutes more than by bus**. The return trip by bus would be only 14 minutes faster than streetcar, mainly because of extra time on bus through the South Waterfront. **The round trip by bus would be 32 minutes faster than by streetcar**. It's not just the longer in-vehicle times that slowdown streetcar trips; it's also the longer walking distances because of alignment limitations.

It costs about 50% more to operate a streetcar than to operate a bus. Even so, streetcars can save money if the ridership is high enough. In this case, we would be going from two buses to five streetcars per hour increasing annual operating costs by about \$2.5 million dollars including frequent bus service between Lake Oswego and Oregon City. TriMet has only two choices to meet increased operating costs: increase fares or reduce service.

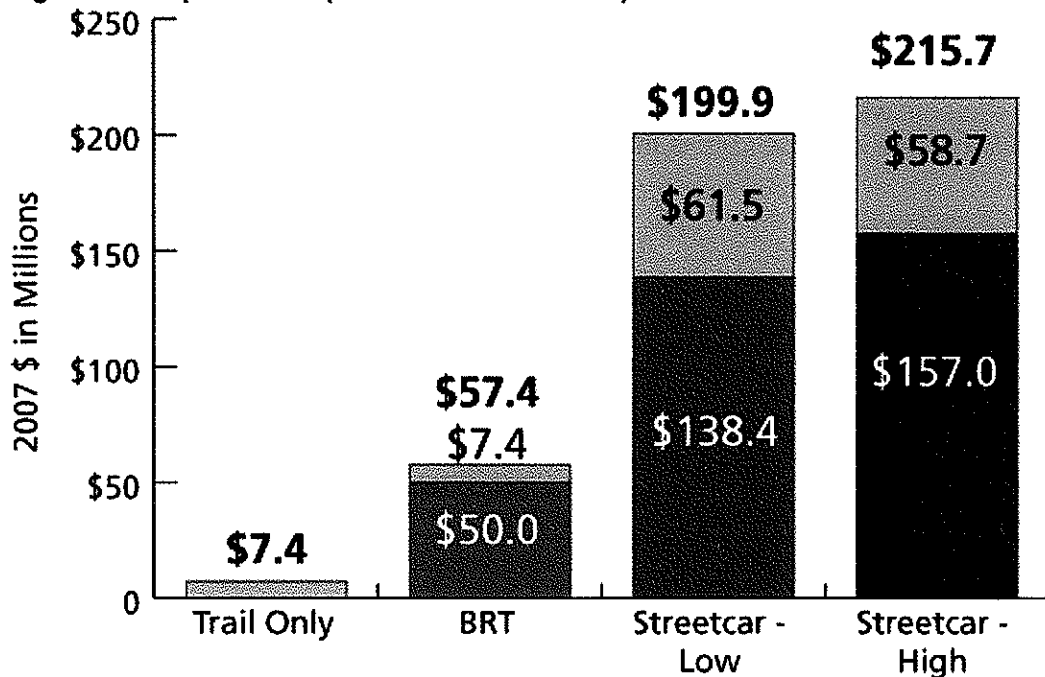
Park Users:

Recreationalists will lose informal access to Willamette and, especially, to Powers Marine park which has a series of pullouts along Hwy 43 where visitors can legally park during daytime hours. The park could effectively be reduced to a parkway with a trail sandwiched between fencing along the streetcar line and the Willamette River.

Cyclists and Pedestrians:

There is no safe direct pedestrian or bicycle route between Lake Oswego and Johns Landing. It's not just a matter of having a "world class" trail; it's a real matter of safety and utility. The Willamette Shoreline [WSL] right of way offers what appears to be the lowest cost way to fill this need. The chart on the reverse is from this project's Alternatives Analysis Evaluation Summary:

Figure 5-6. Capital Costs (Millions of 2007 dollars)



Source: URS, Metro, 2007

While the lowest trail cost with streetcar was shown as \$58.7 million in the report, the project team has been trying to identify lower cost alternatives. Trail construction costs w/o streetcar remain around \$7 million. Sources within the team talk of w/streetcar trail costs possibly in the area of \$35 to \$40 million, perhaps using part of the existing Hwy 43 right of way. They hope to have a report available before the Citizens Advisory Committee decides on its recommendations. Without any identified funding for a trail project, every additional dollar in capital costs makes it just that much more unlikely that we'll ever get a safe walking/cycling route if streetcar takes over the available WSL right of way.

Motorists:

Congestion relief? Not with this project. For starters, about 70% of all corridor traffic is Sellwood Bridge traffic. The Lake Oswego to Johns Landing flow is just a sideshow. Even if drivers did migrate from their cars to streetcars, it would barely affect congestion. With its longer trip times and more inconvenient alignment, it's likely that streetcar won't even meet ridership projections anyway, especially with daily riders. What's worse is that in passing higher operating cost to riders through higher fares and cutbacks, TriMet may force existing riders to abandon public transit and get back into their cars.

Citizens:

TriMet has received a lot of black eyes over the last few years, and not all are of its own making. One of the real problems that the new management team will have to face is breadth of all the major financial commitments it has made compared with its needs to provide basic transit services. We are in the middle of a string of big projects of which only one - the Green Line to Clackamas Town Center - has any likelihood of being a cost effective addition to our transportation system in the short to medium term. Whether it's personal safety, traffic safety, transit service, or by any measure of effectiveness and efficiency, we need to feel that our transit system is working for us, and not out of control. The last thing we need is a major transit project which not only has no chance of meeting projections but would be unique in actually making things worse for most users.