

Lake Oswego to Portland Alternatives Analysis Purpose and Need LOPAC Adopted Version October 11, 2005

Rationale for the Lake Oswego to Portland Transit Alternatives Analysis

This federal Alternatives Analysis has its roots in several prior government actions and planning efforts that reached some conclusions about future transportation solutions for the Corridor. Based on these previous studies and recent funding allocations, substantial roadway improvements for Highway 43 have been ruled out. Given the public ownership of a railroad right-of-way within the corridor, transit alternatives are being studied to assess how current and future transportation needs might be met in the Lake Oswego to Portland corridor.

- In 1988, the Jefferson Street Branch Rail Line is purchased by a consortium of local governments (Lake Oswego, Portland, Clackamas County, Multnomah County, TriMet and Metro) for the purpose of preserving the corridor for public rail mass transit. Lake Oswego leases right of way to provide interim trolley service on the line, but no feasibility study of long term transit use of the right of way is available.
- In 1995, the Interim Regional Transportation Plan designates Highway 43 as a Multi-modal Major Arterial.
- In 1996, the ODOT Highway 43 Corridor Plan concludes that no broad scale expansion in highway capacity from Portland to Oregon City should occur. Rather, transportation system management and other management strategies will be relied upon to address forecast increases in housing, jobs and trips in and through the corridor.
- In 1999, the Metro Traffic Relief Options Study concludes that tolling on Highway 43 is not recommended because it would have to price all lanes of existing roadway, which is not consistent with public preference of tolling only new capacity as well as concerns with traffic diversion in the corridor.
- In 2003, the Metro Council approved the FY 04-07 Metropolitan Transportation Improvement Plan which included \$340,000 for the study of transit and bicycle and pedestrian trail alternatives in the Corridor.
- In 2005, the Metro Council approved the FY 06-09 Metropolitan Transportation Improvement Plan which added \$688,000 in funding to complete the Alternatives Analysis and begin environmental impact studies in the Corridor.

Purpose of the Transit Project

The purpose of the Portland to Lake Oswego Transit Project is to develop a transit project that meets future travel demand and supports local and regional land use plans, which garners public acceptance and community support and will:

- ❑ Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting from the Portland Central City through the Lake Oswego Town Center.
- ❑ Minimize traffic and parking-related impacts to neighborhoods.
- ❑ Support and enhance existing neighborhood character in an environmentally sensitive manner.
- ❑ Leverage investment in the transit system to cost-effectively increase Corridor and systemwide transit ridership.
- ❑ Support transit-oriented economic development in Portland and Lake Oswego.
- ❑ Support community transportation, land use and development goals.
- ❑ Provide improved transportation access to and connectivity among significant destinations and activity centers including Downtown Portland, South Waterfront, Oregon Health & Sciences University, Tom McCall Waterfront Park, Willamette Park, Foothills and Downtown Lake Oswego.
- ❑ Provide additional transportation choices in the corridor and access for persons with disabilities
- ❑ Be part of an integrated multi-modal transportation system
- ❑ Anticipate future needs and impacts and not preclude future expansion opportunities.

□ ***Purpose of the Bicycle and Pedestrian Trail***

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

- Significantly improve the access, safety and quality of experience for cyclists and pedestrians in the corridor as well as persons with disabilities
- Create a connected, high-quality facility that is compatible with the transit alternatives and which makes bicycling and walking viable transportation and recreation choices.
- Enhance the value of the existing transportation system by successfully integrating the bicycle/pedestrian trail into the system
- Be compatible with and serve the needs of surrounding neighborhoods
- Connect and improve access to important pedestrian and bicycle destinations in the corridor such as the Willamette River, South Waterfront, Willamette Park, Sellwood Bridge, Lake Oswego Town Center, Urban Trails, Riverview Cemetery and the OHSU Tram.