

Lake Oswego Portland

Transit Project

Draft Environmental Impact Statement

Public Scoping Meeting

April 21, 2008

Welcome!

- Metro and the Federal Transit Administration are seeking your input on:
 - Purpose and Need
 - Alternatives Proposed for DEIS
 - Environmental or Community Impacts to be Evaluated



Welcome!

- Lake Oswego to Portland Transit Project public scoping meeting
- Our Agenda:
 - We'll review the results of the recent alternatives analysis and status of the project
 - Questions and Answers
 - Time to review project information and provide written and oral comments

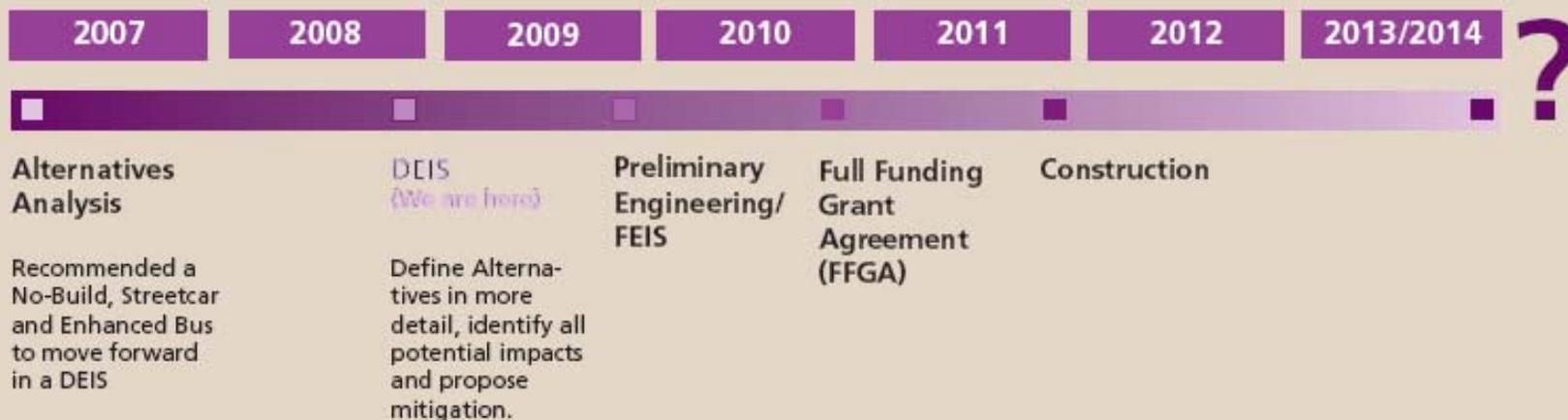


What's a DEIS?

- Draft Environmental Impact Statement
- Required for any project that uses federal transportation dollars
- Required as part of the National Environmental Policy Act of 1969 (NEPA)



Draft Project Schedule



Status of Project

- Completed an FTA Alternatives Analysis in December 2007
- Next phase is the DEIS
- Scoping is the first step in DEIS





Background

Origin of the Project

- Part of an integrated land use and transportation plan for the region:
 - Region 2040 Growth Concept
 - Regional Transportation Plan (2004)



Origin of the Project

- Willamette Shore Line railroad right-of-way purchased in 1988 by a consortium of local governments to preserve it for future rail transit use



Project Partners

- Federal Transit Administration
- Metro
- TriMet
- Lake Oswego
- Portland
- Clackamas County
- Multnomah County
- ODOT





Public Involvement

Extensive Involvement 2005 - 2007



Public Involvement to Date – over 1,200 citizen contacts

- Monthly LOPAC meetings (26)
- Community Design Workshop
- Neighborhood Group Meetings
- Small Group Discussions
- Bus Rider Survey
- Lake Oswego Open House
- Portland Open House
- Property Owner Meetings



Other Outreach

- Project newsletters
- Postcard announcement of events
- E-mail meeting notices and “newsletters”
- Newspaper advertising
- Canvassing of neighborhoods
- Presentations to community groups





Purpose and Need

Purpose and Need for the Transit Project

...is to develop transit that meets future travel demand, supports local and regional land use plans, and garners public acceptance and public support; and which will:

- Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting the Portland Central City through the Lake Oswego Town Center;
- Minimize traffic-related and parking impacts to neighborhoods;
- Support and enhance existing neighborhood character in an environmentally sensitive manner;
- Cost-effectively increase corridor and system-wide transit ridership;



Purpose & Need for the Transit Project

(continued)

- Support transit-oriented economic development in Portland and Lake Oswego;
- Improve transportation access to and connectivity among significant destinations and activity centers;
- Increase transportation choices in the corridor, and access for persons with disabilities;
- Integrate effectively with other transportation modes;
- Anticipate future needs and impacts and will not preclude future expansion opportunities.



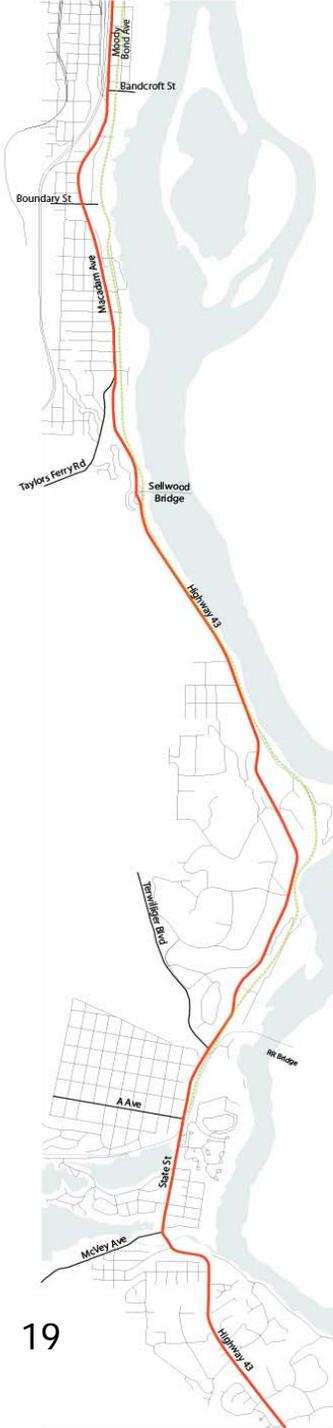


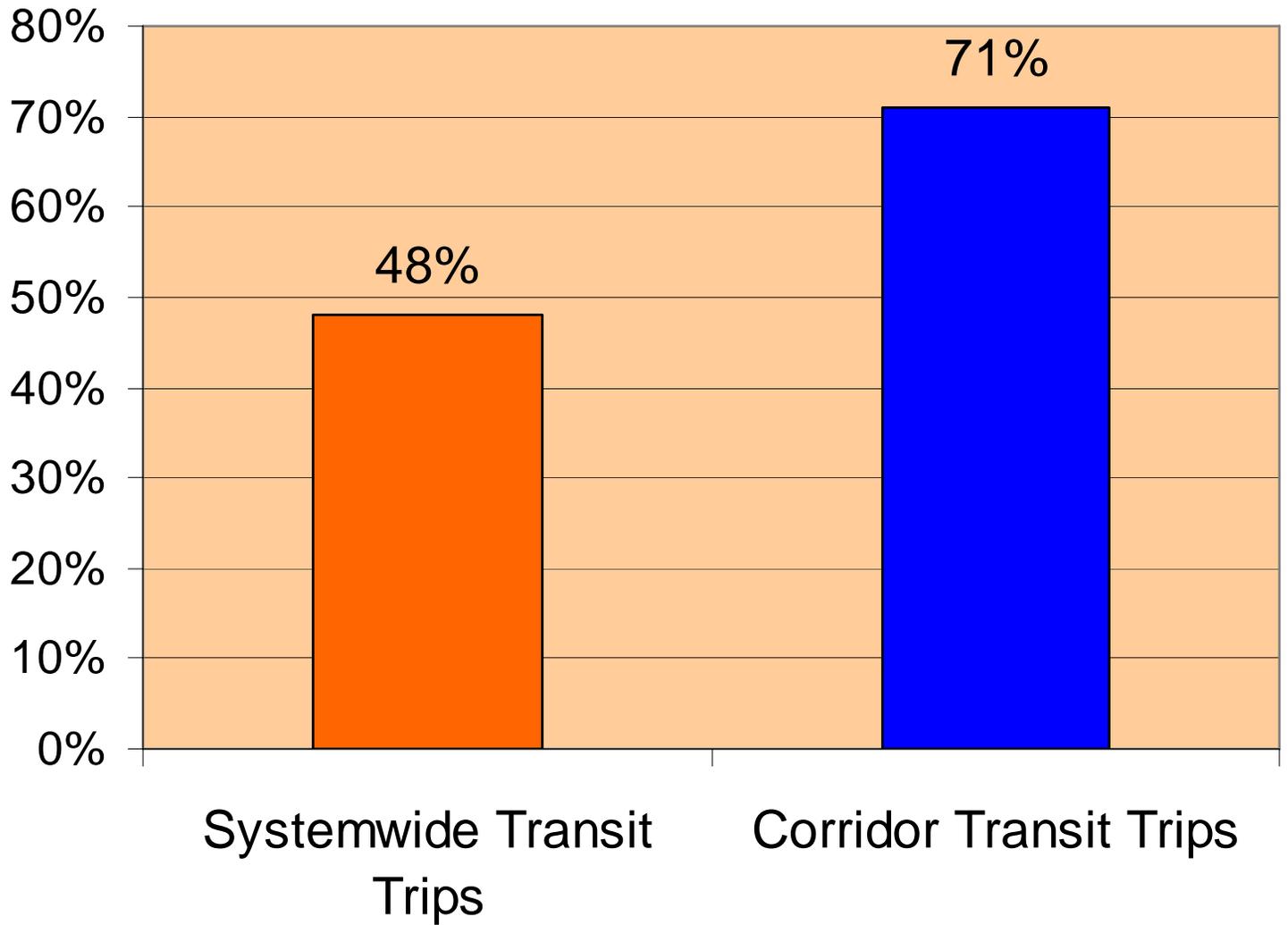
Figure 8: Demand to Capacity along the Highway 43 Corridor



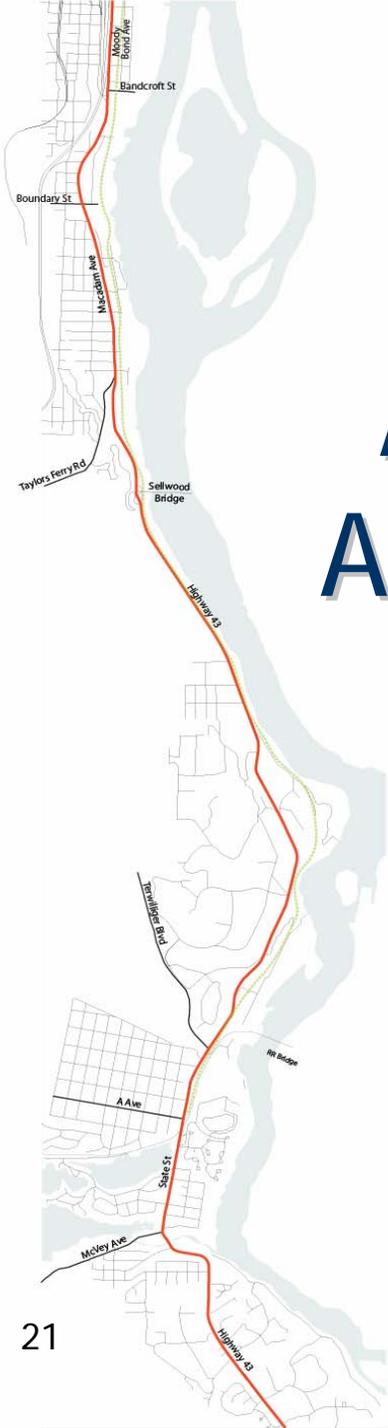
Future Projections for Congestion 2005 to 2025



Increase in Transit Trips, 2005 - 2025



Alternatives Analysis: Alternatives Considered



Transit and Trails – a note

- The Project to date has included consideration of both transit and trail improvements.
- For the purposes of this Federal Transit Administration sponsored NEPA process, transit will be the focus, though transit/trail connections will be included as appropriate.
- Metro is exploring ways to advance a continuous trail along this corridor.



Initial Range of Alternatives

- No-Build
- Bus Rapid Transit
- Streetcar
- River Transit
- Reversible Lane
- Highway 43 Widening



Alternatives - Screening Results

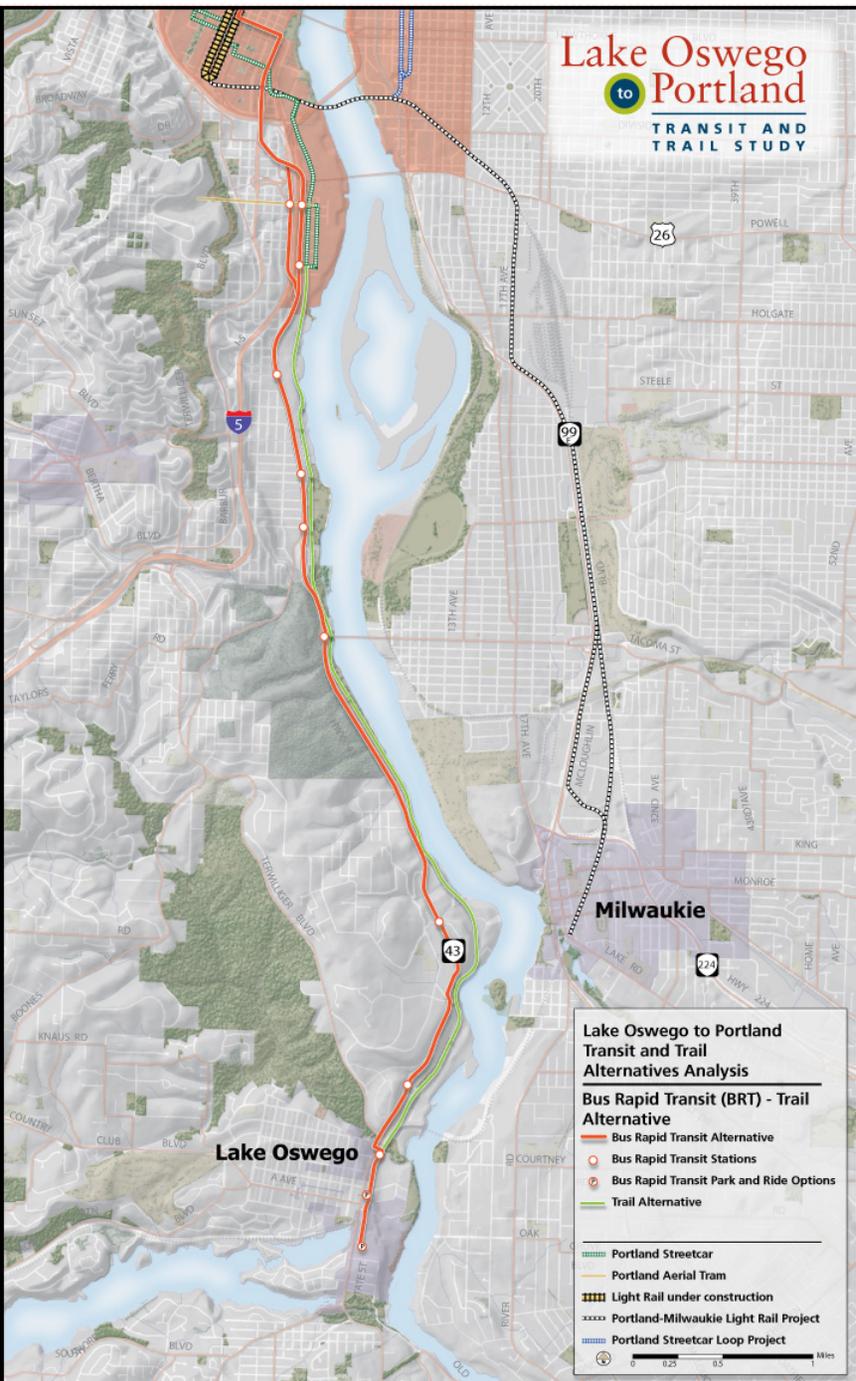
- No-Build
- Bus Rapid Transit
- Streetcar
- ~~River Transit~~
- ~~Reversible Lane~~
- ~~Highway 43 Widening~~



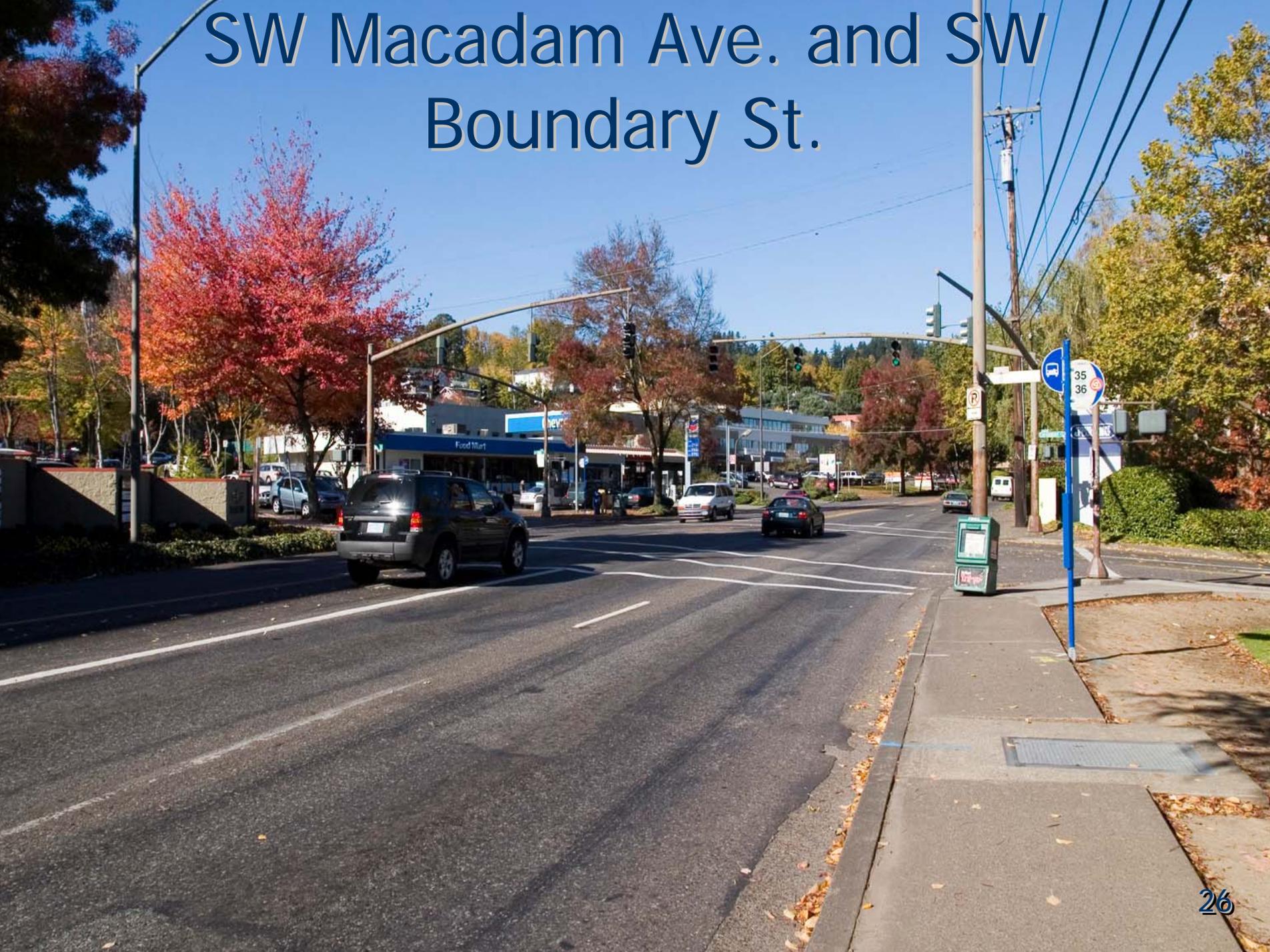
Bus Rapid Transit

Purpose – physical and service improvements intended to speed transit

- Improved headways to 12 min. peak, 15 min. off-peak
- 8 intersection on SW Macadam Avenue with worst traffic congestion
 - Queue Bypass Lanes
 - Signal Priority treatment
 - Higher Quality Shelters and amenities
 - Bus pullouts
- Safety improvements along Highway 43
- 400 park and ride spaces



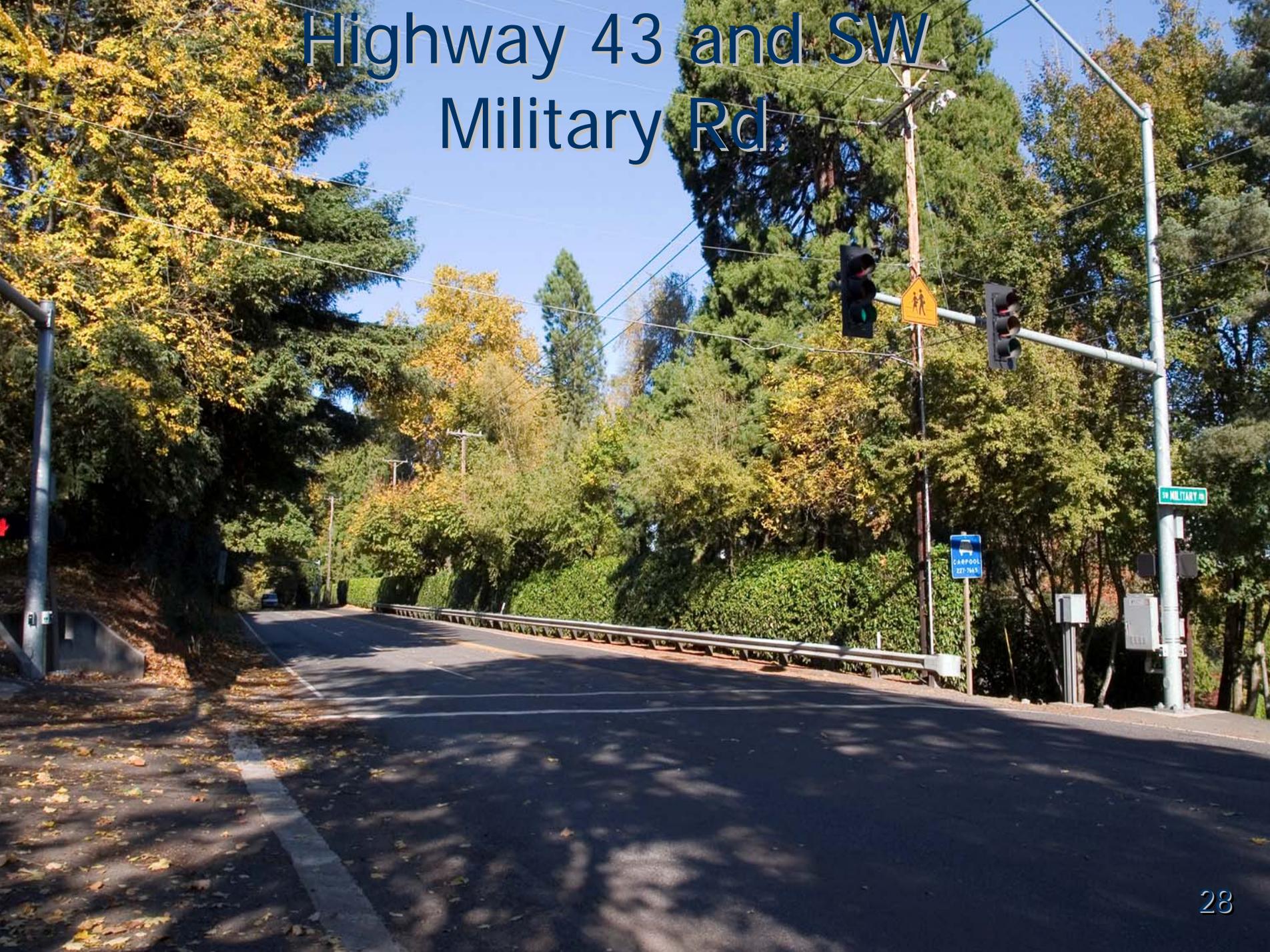
SW Macadam Ave. and SW Boundary St.



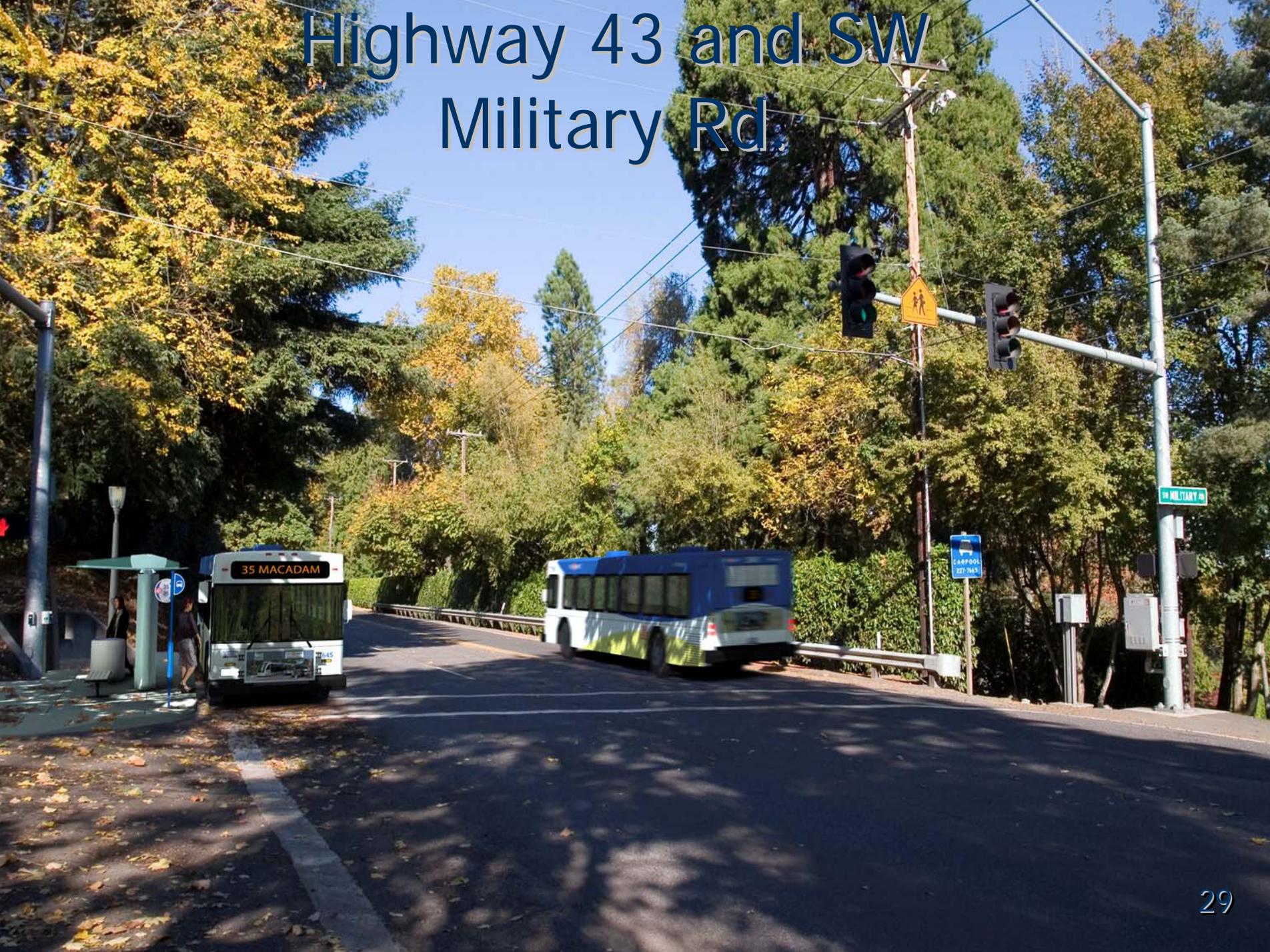
SW Macadam Ave. and SW Boundary St.



Highway 43 and SW Military Rd.



Highway 43 and SW Military Rd.



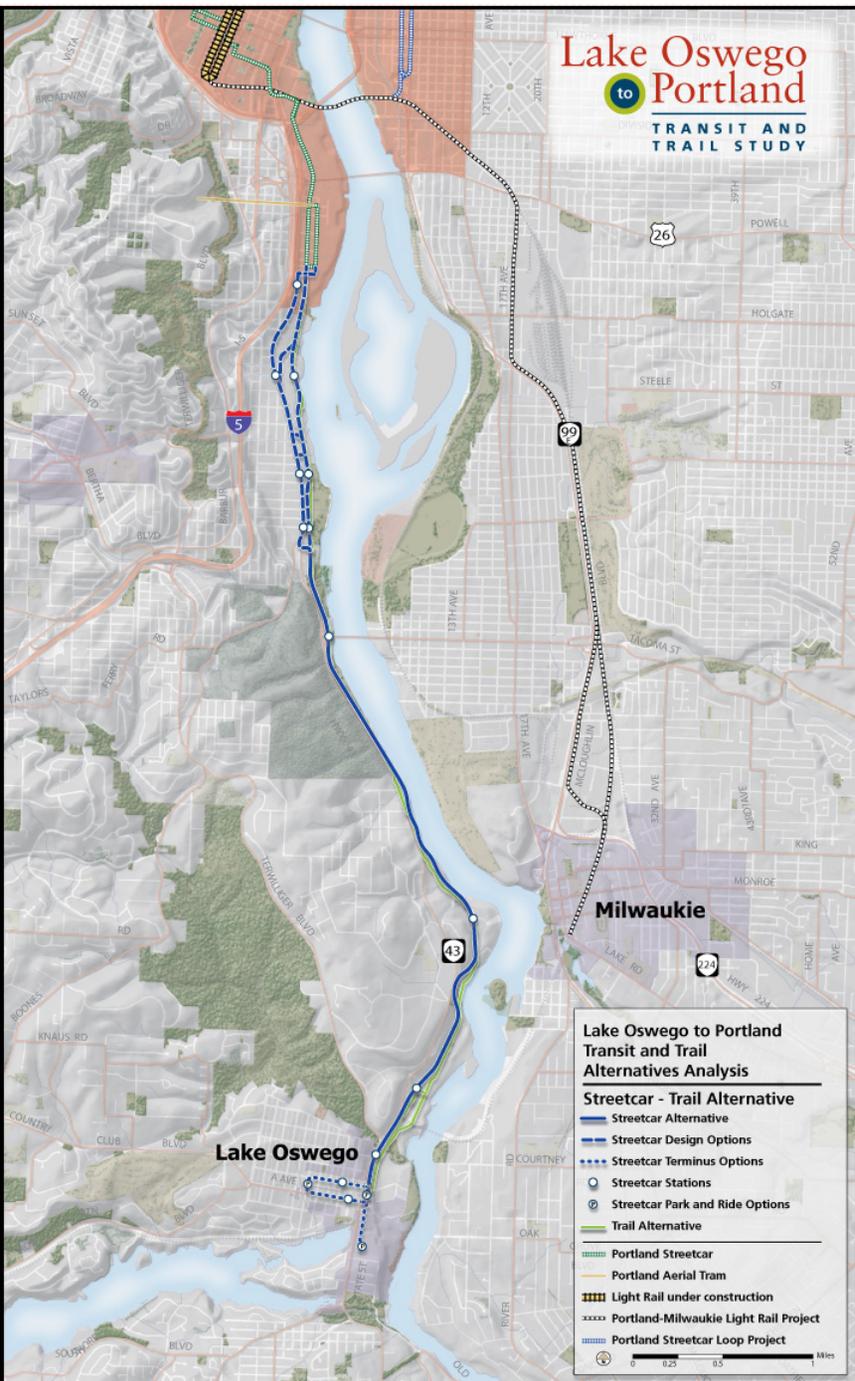
Bus Rapid Transit Findings

- 200' queue jump lanes would not bypass 1,000' long traffic queues
- Travel times not achievable
- Costs and impacts of improvements underestimated – costs could double
- Operating cost significantly higher than Streetcar
- Need to develop a less-capital intensive and reduced impact “enhanced bus” alternative for DEIS



Streetcar

- 12 minute peak, 15 minute off-peak
- SW Macadam Alignment
- Willamette Shoreline R-O-W
- Lake Oswego Terminus Options
 - Trolley Terminus
 - Albertson Terminus
 - Safeway Terminus
- Willamette Shore Line analyzed as representative alignment



Willamette Shore Line near SW Richardson St.



Willamette Shore Line near SW Richardson St.



Willamette Shore Line near SW Richardson St.



SW Macadam Ave. and SW Boundary St.



SW Macadam Ave. and SW Boundary St.



SW Riverwood Rd.



SW Riverwood Rd.



Trolley Terminus



Albertson Terminus



Albertson's Terminus



Safeway Terminus



A Avenue & First Street

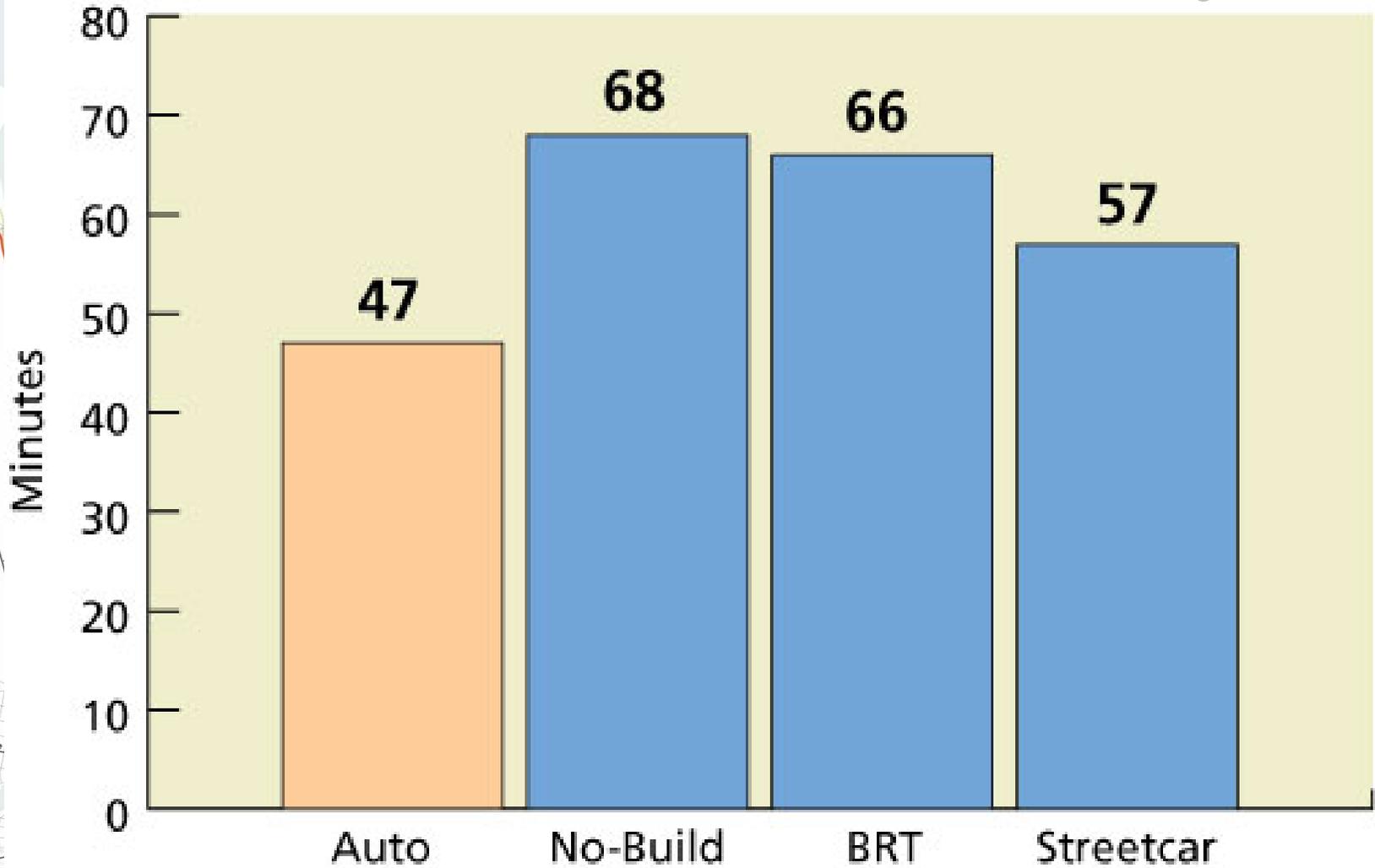




Alternatives Analysis: Evaluation of Alternatives

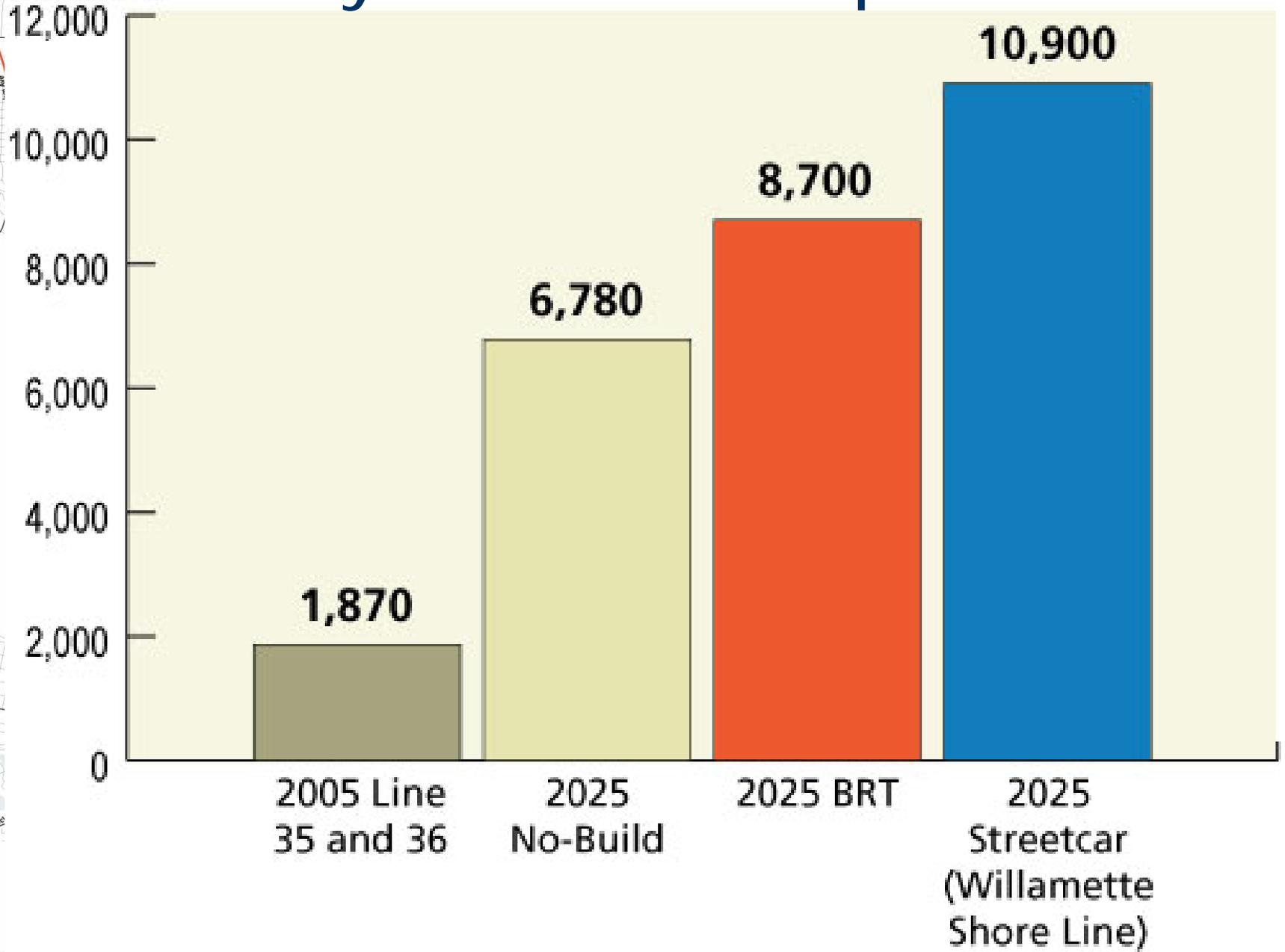
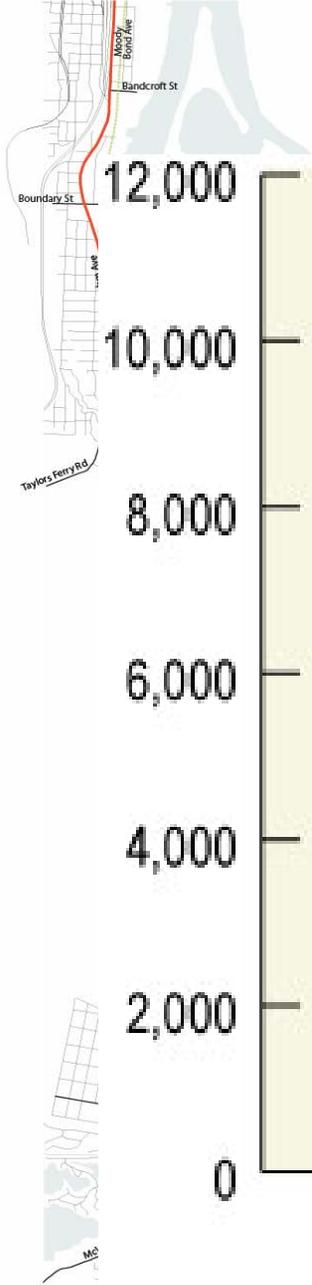
2025 Total Travel Time

Between West Linn and Portland State University (PSU)



* Total Travel Times include in-vehicle travel time plus walk time, initial wait time and transfers. Total Travel Time for BRT and Streetcar to West Linn include transfer and bus travel time from Lake Oswego.

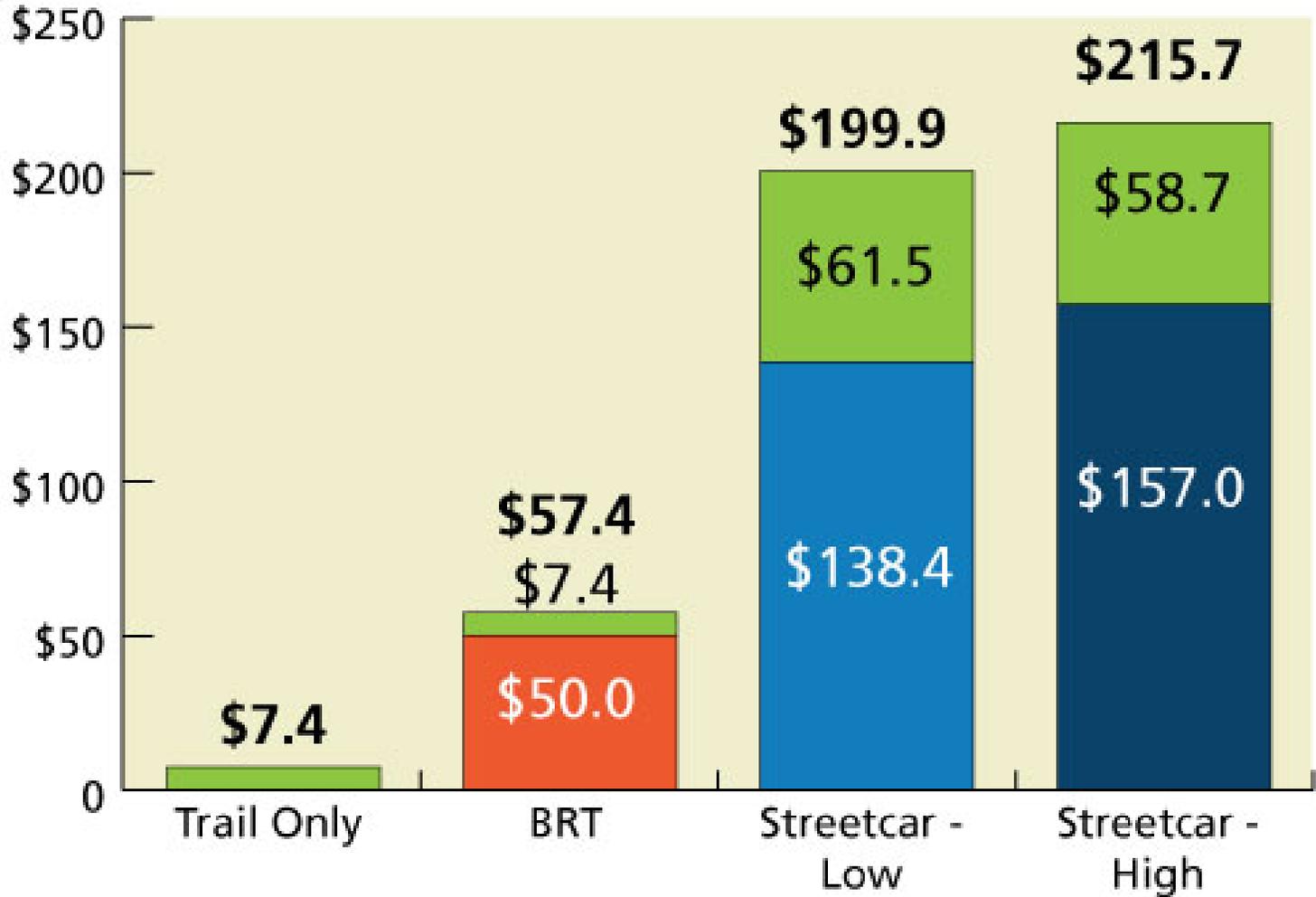
Daily Line Ridership



Capital Costs



2007 \$ in Millions

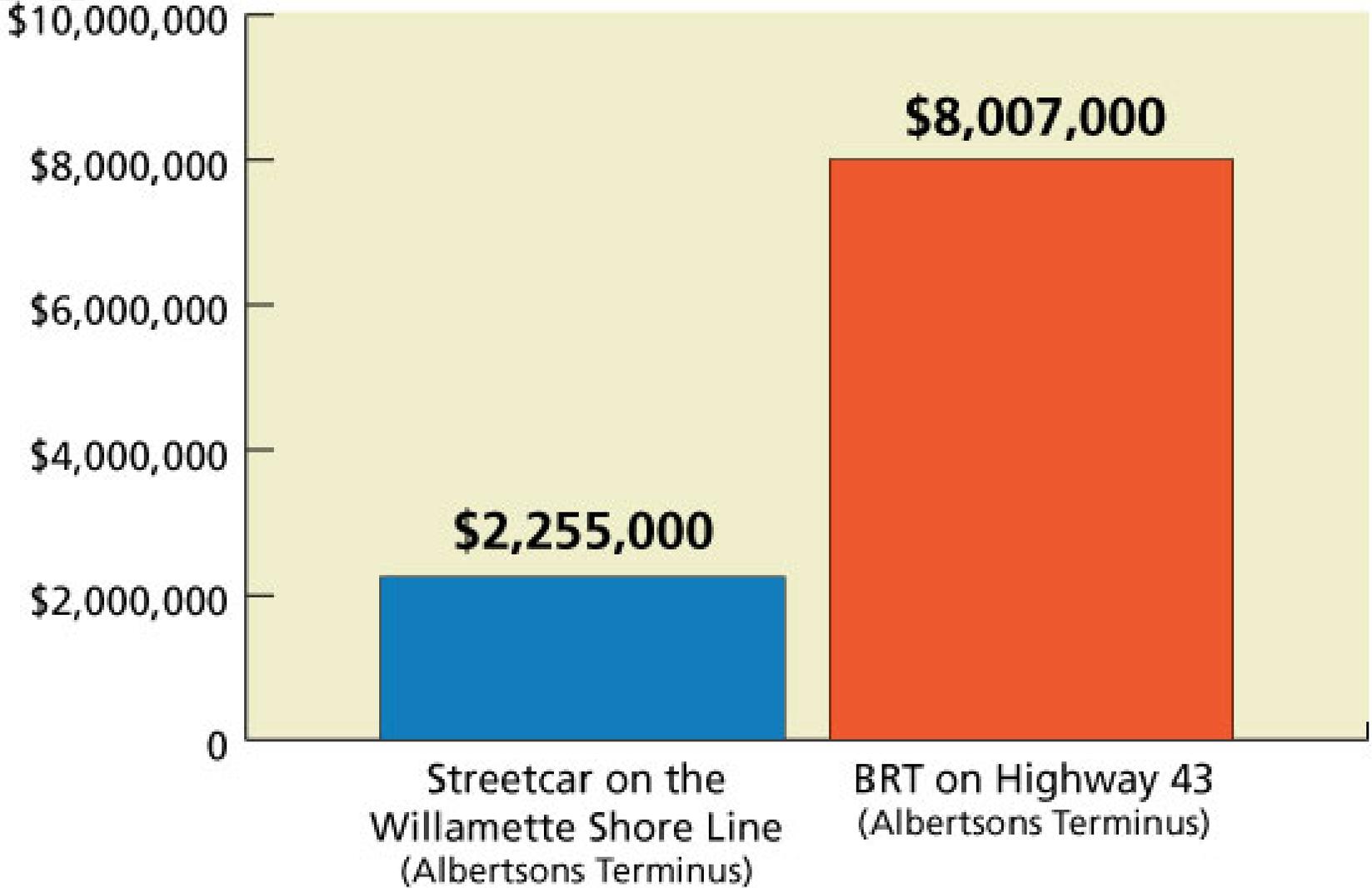


47 Costs are in 2007 Dollars

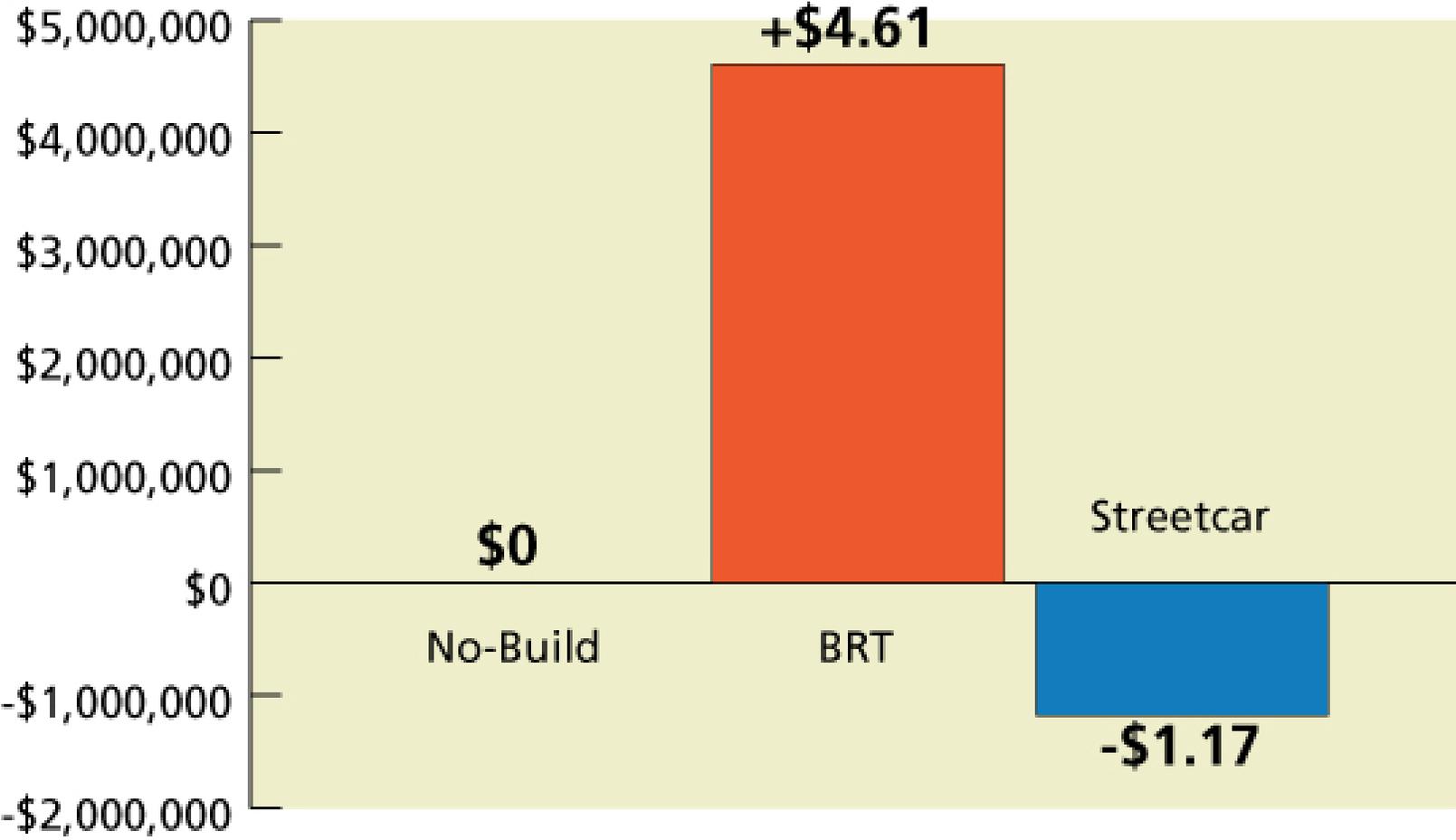
System Operating and Maintenance Costs



Millions of 2007 dollars



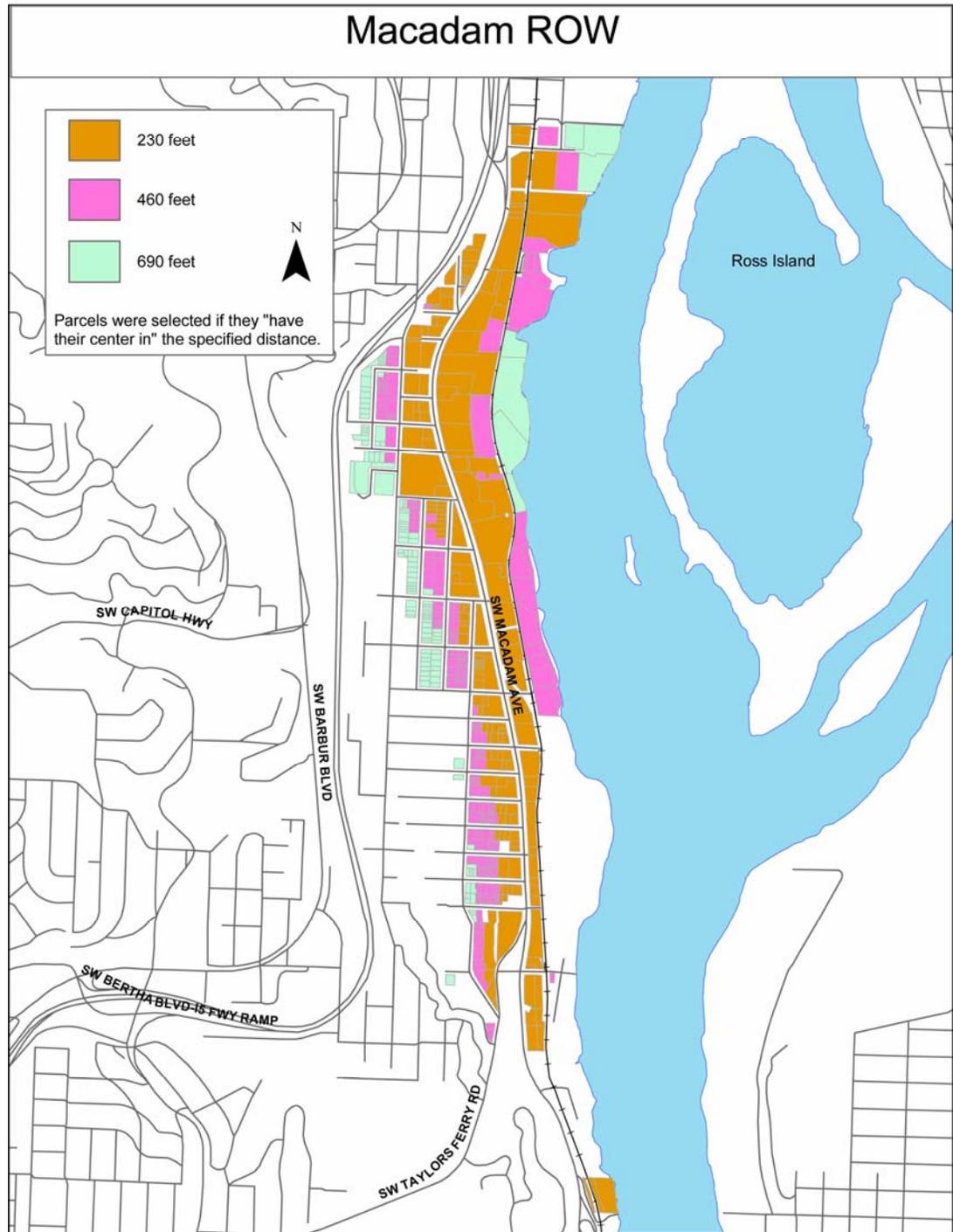
Net Operating and Maintenance Costs



Johns Landing Development Potential



Macadam ROW



John's Landing Results

Development Potential

(Square feet of development by 2025)



2,500,000

2,000,000

1,500,000

1,000,000

500,000

0



1 Block

2 Block

3 Block

2,006,000

1,631,000

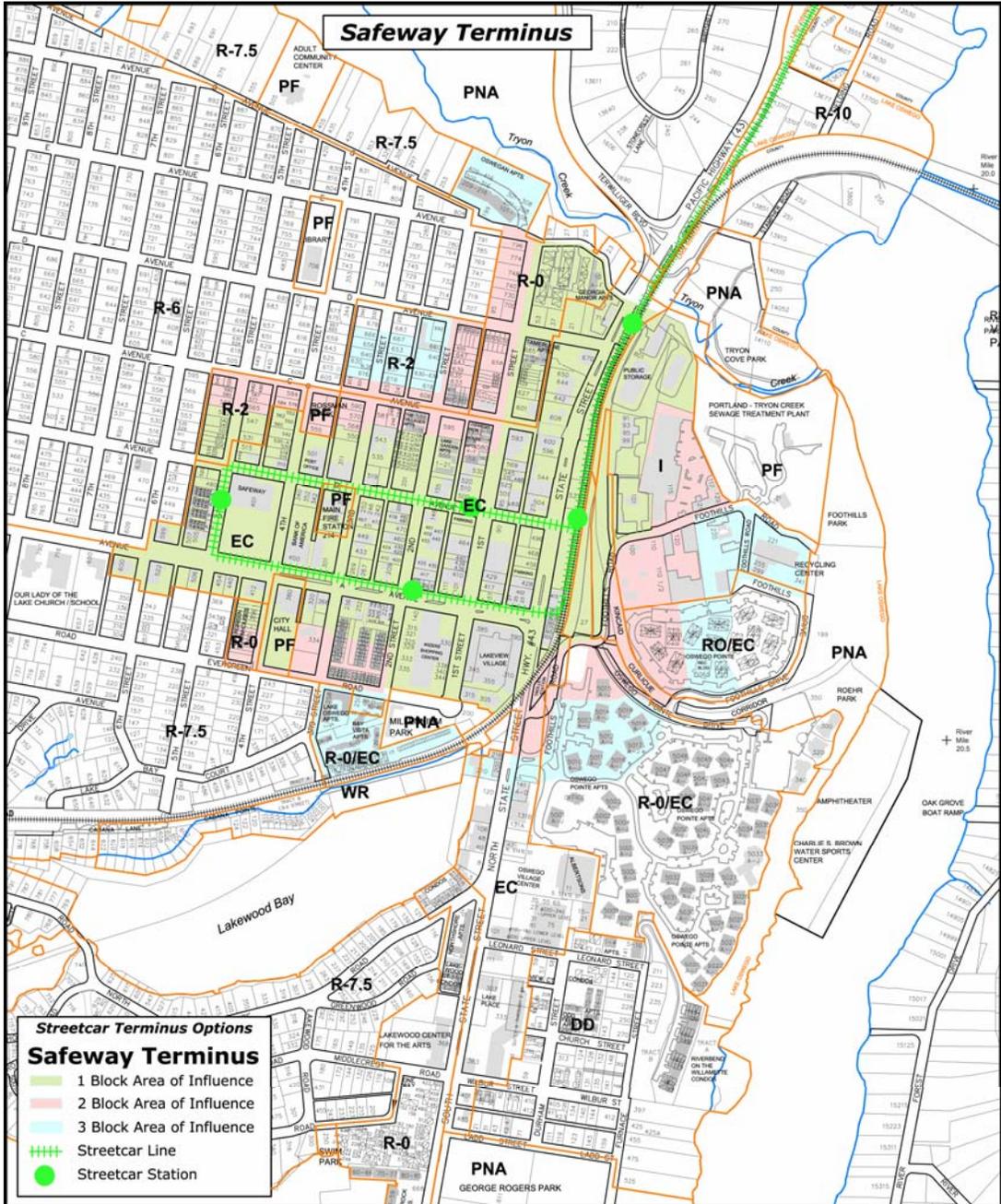
166,000

131,000

32,000

73,000

Lake Oswego Development Potential





Lake Oswego Development Potential

(Square feet of development by 2025)

1,000,000

800,000

600,000

400,000

200,000

0



1 Block

2 Block

3 Block

927,000

640,000

431,000

98,000

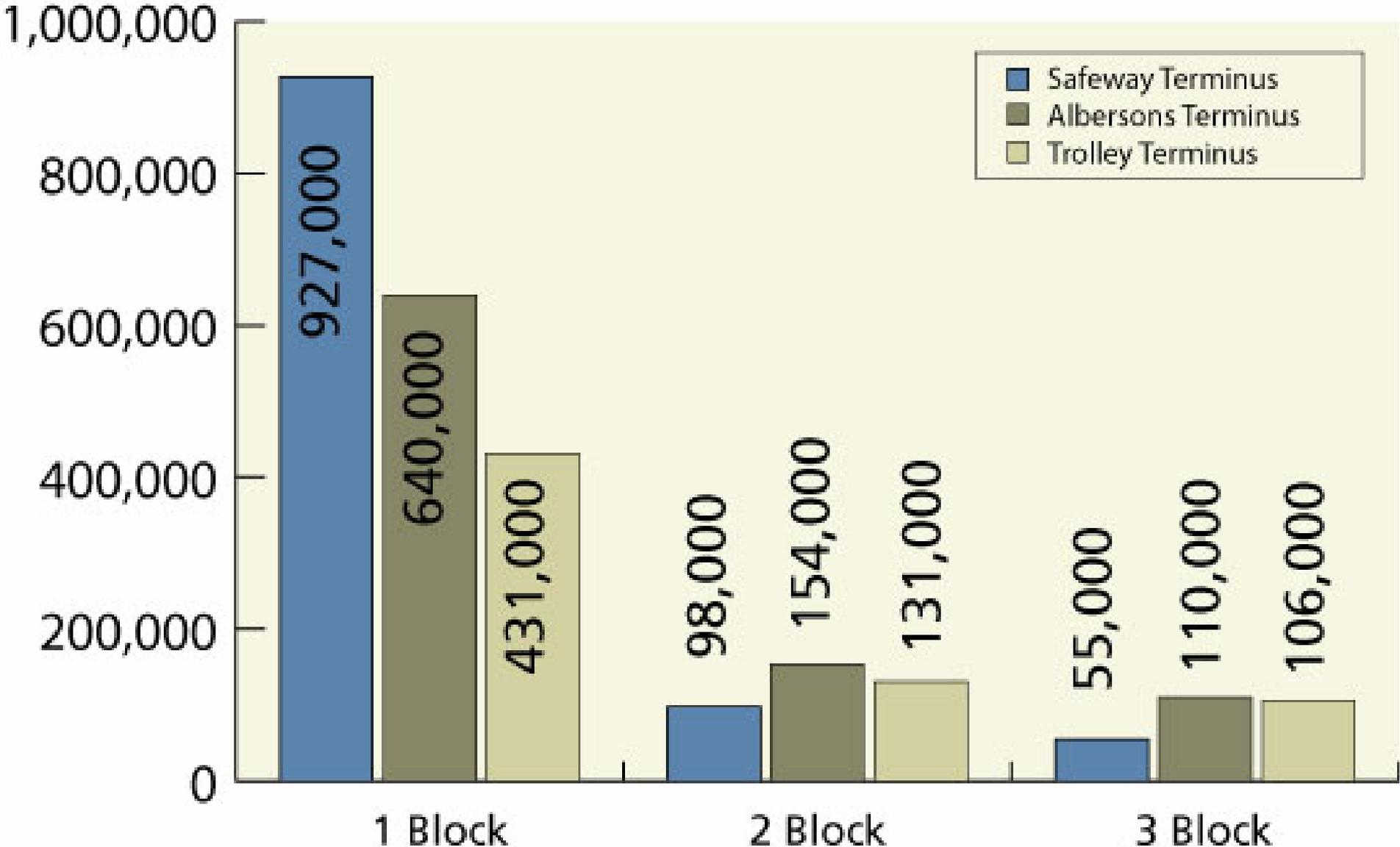
154,000

131,000

55,000

110,000

106,000



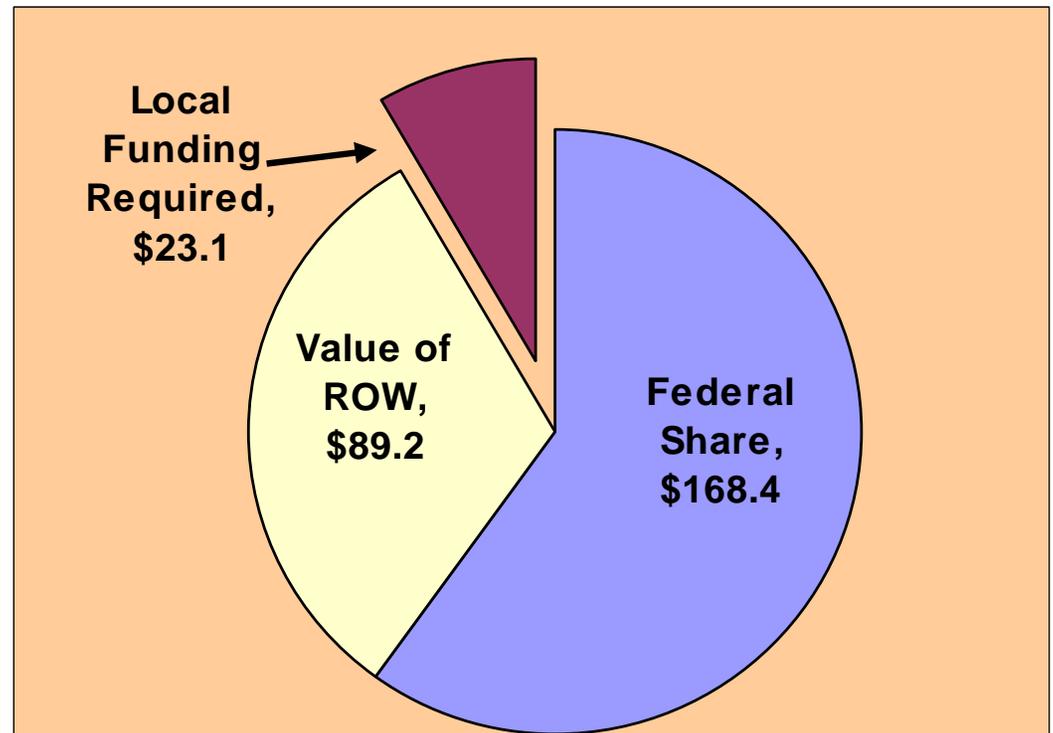
Financial Analysis

- Value of the Willamette Shore Line right-of-way is a key element of funding strategy – detailed assessment underway
- Reduces local “cash” contribution
- Leverages up to 60% federal funding under New Starts



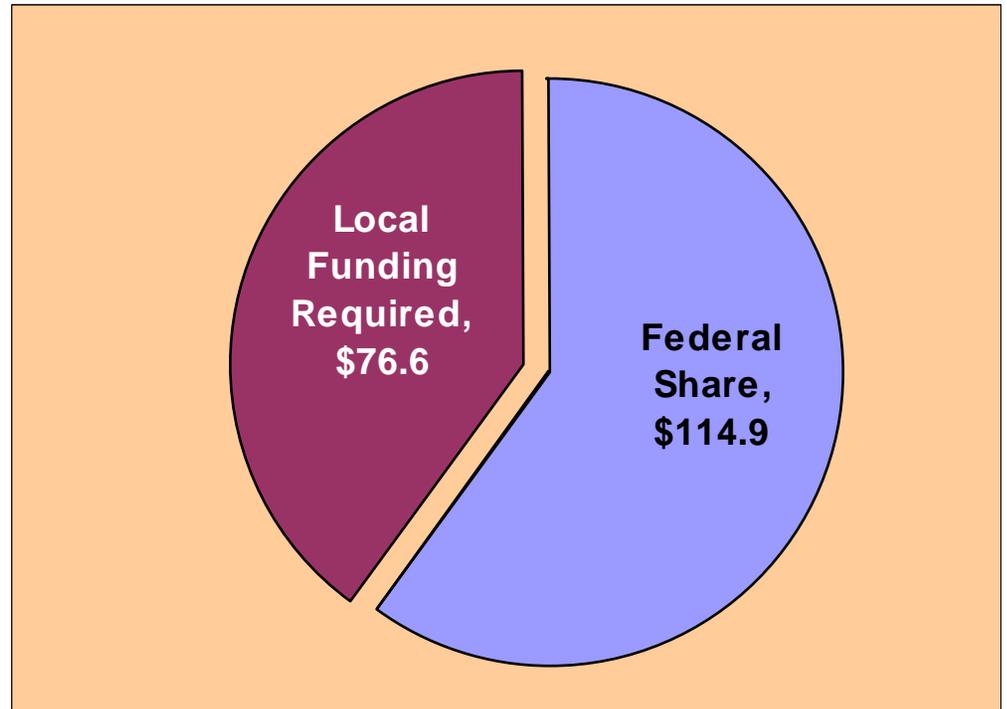
Willamette Shore Line ROW

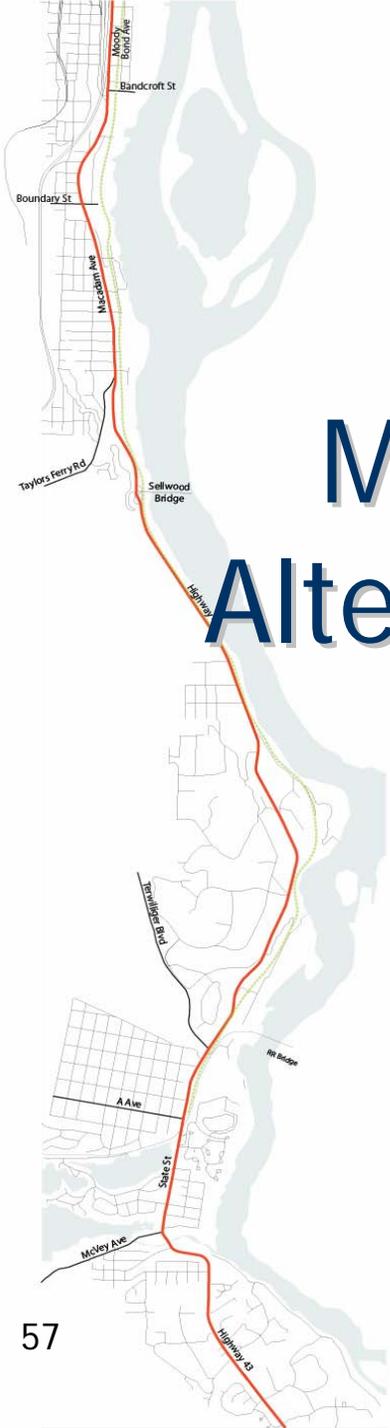
- **Included** as project cost and revenue (millions):



Willamette Shore Line ROW

- **Not included** as project cost and revenue (millions):



A map showing a route along a waterway, likely a river or canal. The route is highlighted in red and orange. Key locations and streets labeled include: Boundary St, Macdonald Ave, Taylors Ferry Rd, Sellwood Bridge, Highway 43, R/B Bridge, A Ave, Stone St, Moley Ave, and Highway 43. The map also shows a grid of streets and a large body of water.

Metro Council Decision: Alternatives to Advance into the DEIS

December 13, 2007



Metro Council Decision

- Based on technical analysis and recommendations from:
 - Steering Committee
 - LOPAC citizen committee

Alternatives to be Advanced into the DEIS

1) No-Build

2) Streetcar Alternative

Johns Landing

Macadam Avenue Alignment

Willamette Shore Line Alignment

Combinations of the above or new alignments

Lake Oswego Terminus

Albertsons

Safeway

Permanent Johns Landing Terminus (Nevada St.)

Temporary Johns Landing Terminus (Nevada St.)

3) Enhanced Bus Alternative



Work Plan Considerations

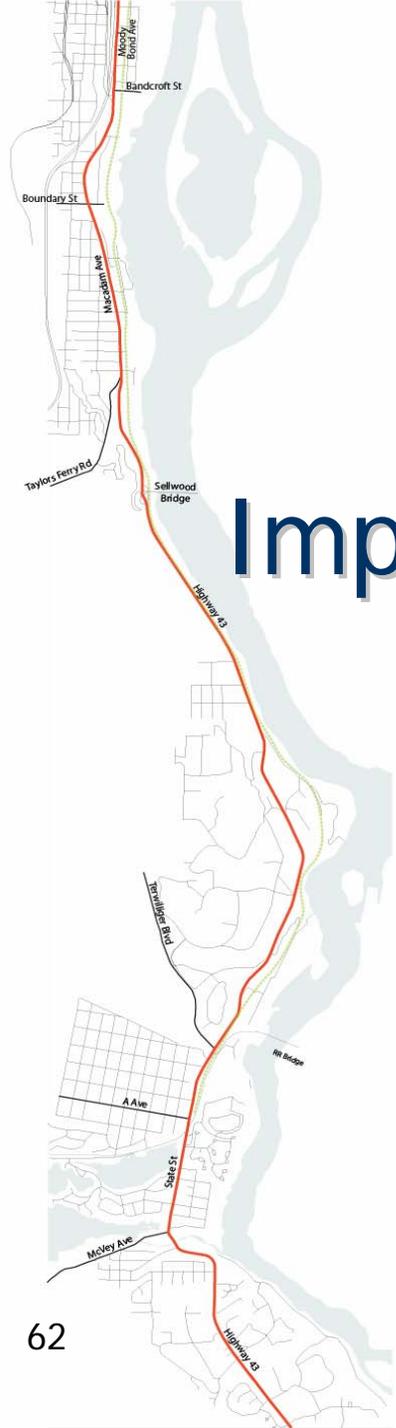
- Develop scope, schedule and budget for DEIS
- Secure funding for DEIS
- Develop local government actions or conditions required to ensure cost-effectiveness
- Work to resolve technical issues
- Continue to refine trail design



DEIS Funding and Timing

- Would follow initiation of the Final EIS for the Milwaukie LRT Project
- Start-up of DEIS anticipated in early 2009
- FTA and local funding needs to be secured for DEIS





Impacts to be Disclosed in the DEIS

DEIS Topic Areas

SECTION: Social, Economic and Environmental

Land Use and Economic Activity

This analysis evaluates the potential impacts to land use and economic activity. Includes overview of past land use and transportation planning and expectations for future planning.

Displacements and Relocation

This analysis assesses the impacts to residences and businesses of displacement due to partial or full property acquisitions that may be needed for the project.

Community Impact Assessment (including Environmental Justice)

This analysis identifies and evaluates impacts to neighborhood character, cohesion and livability that could result from project generated impacts. This assessment includes an environmental justice analysis to ensure that there are not disproportionate adverse impacts to minority or low-income populations.

Visual Quality and Aesthetic Impacts

This analysis assesses the visual and aesthetic environment of the project and to evaluate adverse and beneficial impacts.

Historic Resources

This analysis examines the potential project impacts to historic districts, sites, buildings, structures, objects, listed on, or eligible for inclusion in the National Register of Historic Places.

Archaeological and Cultural Resources

This analysis examines the potential project impacts to archaeological sites.

Parklands, Recreation Areas, Wildlife and Waterfowl Refuges (Section 4(f))

This analysis examines the potential impacts to publicly owned parklands for the project.

Geology, Soils and Earthquake Impacts

This analysis identifies potential hazardous conditions in the study area due to soil types, geologic conditions, and potential seismic events.



DEIS Topic Areas

SECTION: Financial

Capital Costs

This is the analysis of developing the estimates of how much the project is expected to cost. These estimates are based on engineering (plan and profile drawings) and operations. TriMet prepares these estimates based on a breakdown of the project into smaller units. These units are priced based on recent bids from the Interstate MAX, I-205 MAX, Portland Mall, Streetcar and Commuter rail projects. Estimates include contingencies to reflect 5% to 15% level of engineering, the cost of design and administration. Finally, costs are adjusted to the projected year of expenditure in order to account for inflation.

Operation and Maintenance Costs

This is the analysis of developing the estimates for how much the project will cost to operate and maintain annually. These estimates take into consideration the train operators, security, cleaners, dispatchers, maintenance workers, and administrators. Estimates are based on past experience from the existing light rail projects.

Financial Analysis

This is the analysis that assesses the fiscal feasibility of construction and operations. Analysis considers project capital costs and system operation and maintenance costs. Current available revenues are then compared to the costs. Shortfalls over a 20-year period are also identified. A financial plan is developed to fill projected shortfalls with additional revenues from local, regional, state, and federal sources.

Cost Effectiveness

This is the analysis that calculates various cost-effectiveness measures using several methods including operating cost and operating subsidy per originating ride, annual boarding rides per revenue hour, and incremental cost per new ride.



DEIS Topic Areas

SECTION: Transportation

Transportation Impacts (traffic and transit)

This is the analysis that assesses regional and local transit and roadway impacts associated with the transit project. Includes motorized and non-motorized vehicles impact such as pedestrians and bicycles. Estimates and summarizes future traffic and transit ridership projections for the year 2030.



Public Input Requested

- Do you have comments about:
 - Purpose and Need?
 - Alternatives to be advanced?
 - Potential project impacts needing special attention?
- Comment period open today through July 18, 2008



Thank you for your interest

- Learn more at www.metro-region.org/lakeoswego
- Send email comments to trans@metro.dst.or.us
- Mail comments to: Lake Oswego to Portland Transit Project, Metro, 600 NE Grand Ave., Portland, OR 97232

