

Advantages and Disadvantages

BUS RAPID TRANSIT		Advantages	Disadvantages	Issues	BUS RAPID TRANSIT	
		Strong ridership - 8,700 daily riders on BRT line	Ridership may not be achievable with transit priority measures assumed in the analysis - future congestion makes intersection queues longer	Queue jump lanes may need to double in length to achieve ridership and travel times, potentially doubling the capital cost and increasing property impacts		
		Low initial capital cost of \$50 million (2007 dollars). Could be funded through federal Small Starts Program	High ongoing local TriMet operating and maintenance costs of \$8.0 million per year for the BRT line	Operating in mixed traffic reduces reliability of service and adds cost over time, creating a cumulative operating cost impact on TriMet's budget		
		Could allow Willamette Shoreline to be used as a trail with minimal improvements for a cost of \$7.3 million	Value of Willamette Shoreline right-of-way could be lost as local match to leverage federal funds for a transit project	Willamette Shoreline right-of-way can be used for rail transit, but legal status of trail use either alone or with rail is less clear		
		Property impacts limited to eight intersections where some travel time advantage could be gained through queue jumps and signal priority	Highway 43 operating environment is too constrained to allow for an exclusive bus lane that would maximize speed and reliability	Property impacts and costs could increase if queue jump lane lengths are doubled to bypass future congestion		
		Operational flexibility allows for future expansion and different operating scenarios to adapt to future conditions	Future reliability is a function of traffic congestion and the ability to maintain schedules	Further development of this alternative will need to address the effects of congestion on the capital facilities in the corridor		
STREETCAR		Advantages	Disadvantages	Issues	STREETCAR	
		Strongest ridership, with 11,000 rides on the Streetcar line	Single track sections will limit number of trains per hour in the long term	Further study should look at vehicle type and operating plan to maximize future capacity		
		Operation in exclusive right of way yields higher reliability and faster travel time	Proximity to residences - John's Landing Condos, Dunthorpe, other parcels - creates vehicle speed concerns	Need to make sure that operating speeds are attainable and that mitigation of residential impacts is considered in DEIS		
		Lower ongoing TriMet operation and maintenance costs - \$2.25 million per year	Higher capital cost, up to \$149 million	Trade-off between one-time only federal funding (New Starts) and ongoing local TriMet operating costs		
		Design work shows that a continuous trail can be created along with the Streetcar	Trail adds \$69.2 to \$83.3 million to cost of Streetcar	Very expensive to create continuous trail, may need to consider alternatives like putting bikes on Streetcar through the pinch points		
		Value of Willamette Shoreline right-of-way has potential to reduce local cash contribution to project	Value of Willamette Shoreline right-of-way for local match is partially lost if Macadam design option (or BRT) is chosen	Finance Plan will address different funding scenarios and local funding mechanisms		
		Potential for 3.3 million square feet of total new development in John's Landing and Lake Oswego by 2025				
TRAIL		Advantages	Disadvantages	Issues	TRAIL	
		Continuous trail is technically possible	Legal uncertainty exists about using the Willamette Shoreline right of way for anything except rail	Need to develop alternatives for trail connections such as the Portland and Western railroad bridge connection to Milwaukie and downtown		
		Could meet latent demand of up to 4,000 trips per day	Very costly to use Willamette Shoreline right of way for a trail due to design issues and possible property impacts	May need to develop short segments rather than the entire trail to avoid high costs and potential property impacts		
		Strong public support expressed through project meetings	Using the Willamette Shoreline right of way for a trail prevents its use as local match against federal transit dollars	No identified funding source or lead agency for the next phase of planning and development		
		Documented economic benefits such as avoided auto and parking costs, health benefits, support for trail-related retail sales and tourism, increased property values				