

Lake Oswego to Portland TRANSIT PROJECT

PROJECT UPDATE

West Linn
Jan. 4, 2011



Project purpose

- Optimize the regional transit system by improving transit within corridor
- Develop transit that:
 - Supports land use goals
 - Maximizes regional resources
 - Is environmentally sensitive
 - Is fiscally responsible
 - Garner public support
 - Maximizes economic development potential



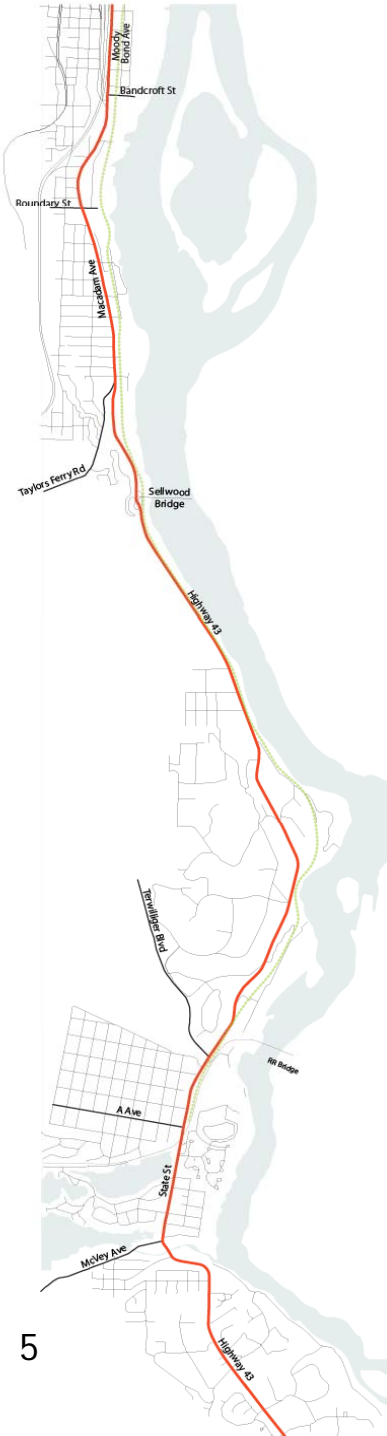
Project need

- Population and employment growth
- Historic and projected traffic congestion
- Increasing transit travel times and deteriorating reliability
- Increasing transit operating expenses
- Topographic, geographic and built environment constraints
- Local and regional land use and development plans, goals and objectives

Highway 43

- ODOT determined widening not feasible (1996)
- Long planned for transit enhancements
- Right of way purchased in 1988





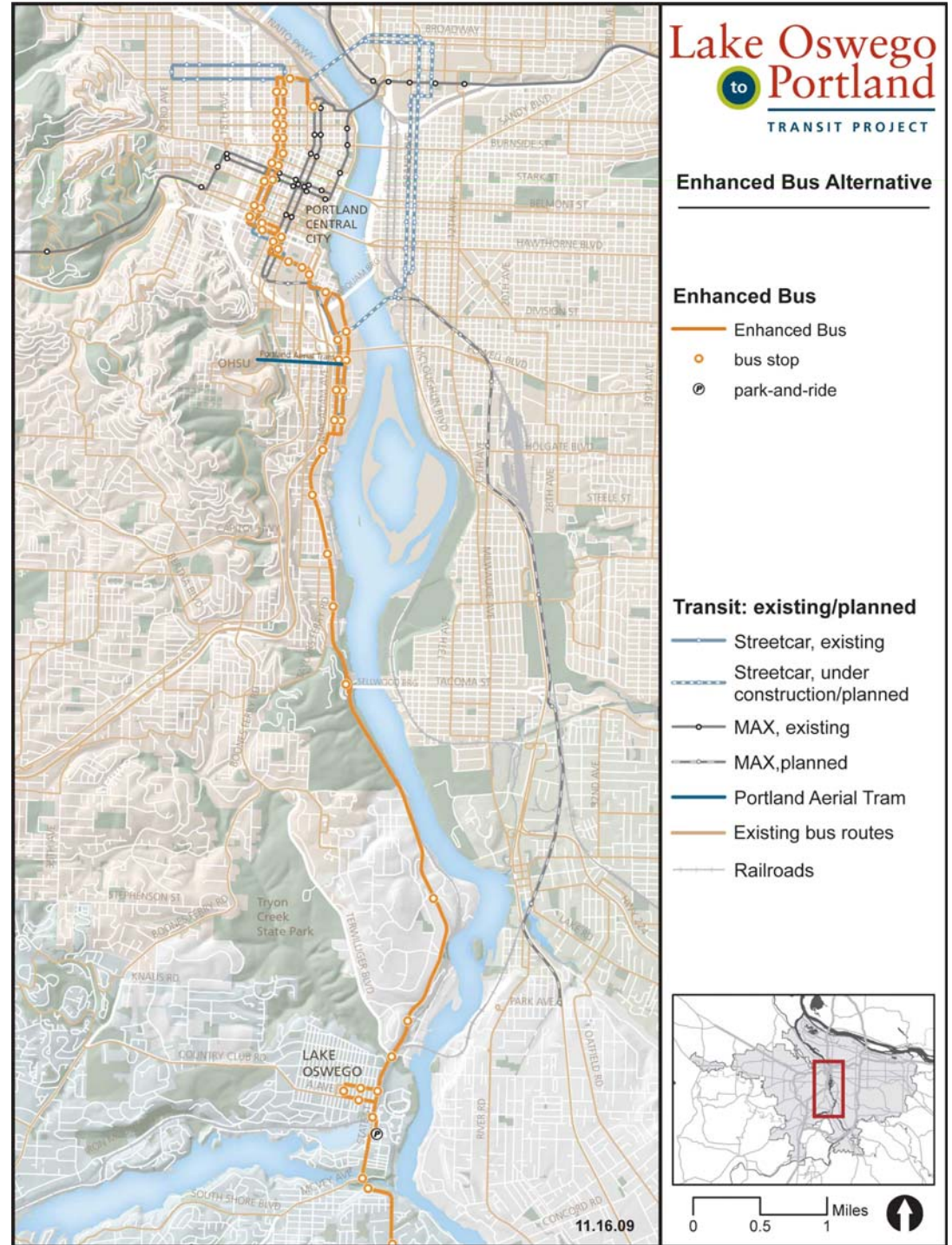
Draft EIS

Alternatives and design options

- No-build alternative
- Enhanced bus alternative
- Streetcar alternative
 - Phasing and design options

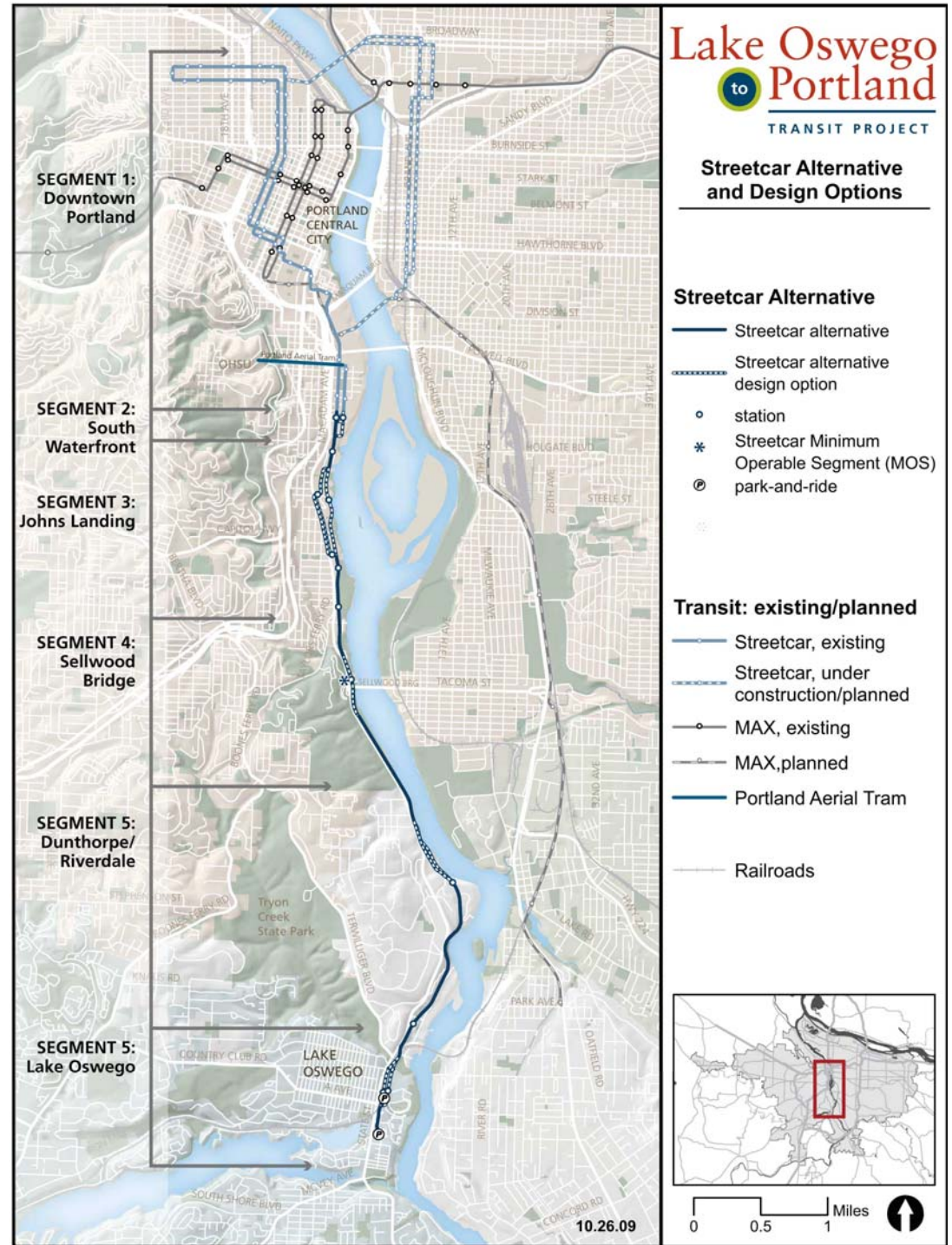
Enhanced bus alternative

- Operates in mixed-traffic on existing streets
- Has fewer stops than existing bus
- Operates more frequently than the existing bus



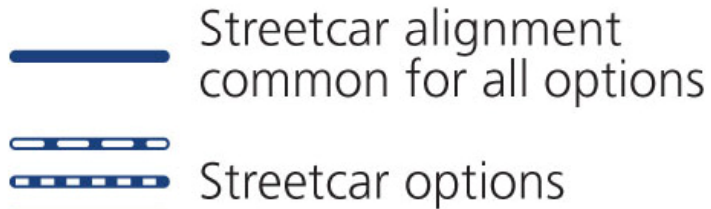
Streetcar alternative

- Extension of existing streetcar service
- Operates almost exclusively in existing rail right of way.
- Has fewer stops and more frequency than existing bus.





Streetcar design options— Johns Landing

- B:Johns Landing Design Options
- Willamette Shore Line
 - Macadam In-Street
 - Macadam Additional Lane



Streetcar design options— Dunthorpe/Riverdale

D: Dunthorpe/Riverdale Design Options
- Willamette Shore Line
- Riverwood In-Street

-  Streetcar alignment common for all options
-  Streetcar options



Streetcar design options— Lake Oswego Foothills District

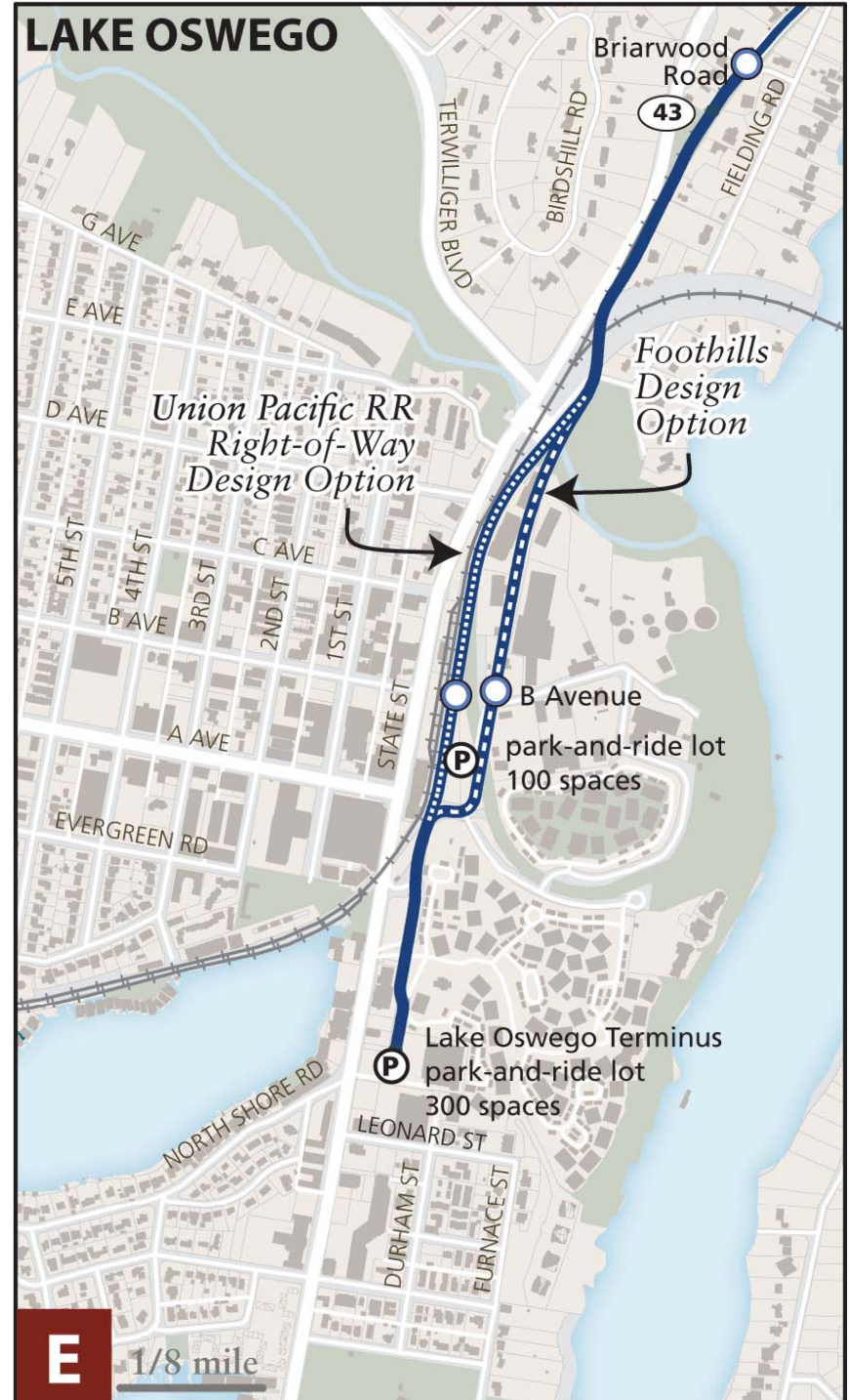
E: Lake Oswego Design Options
 - UPRR Right-of-Way
 - Foothills

 Streetcar alignment common for all options



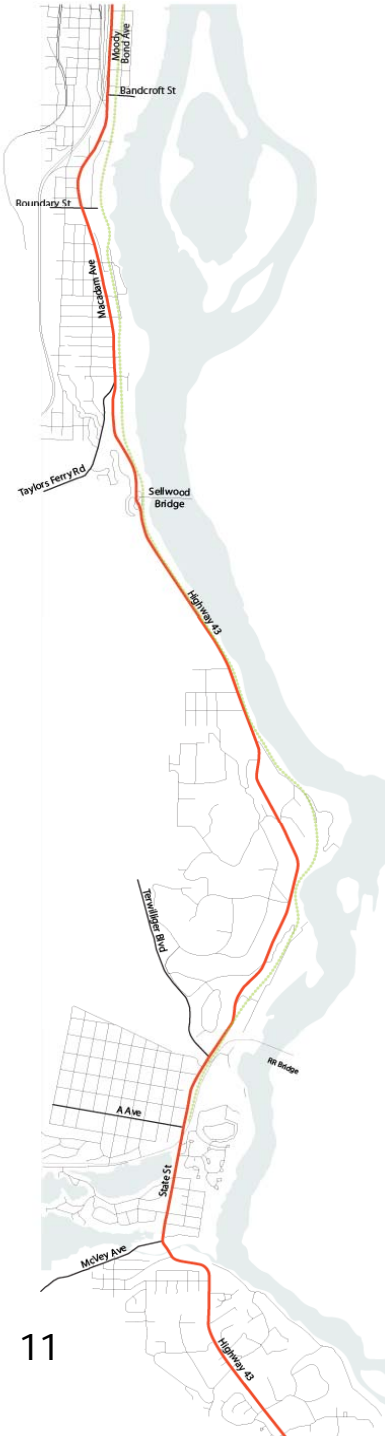
 Streetcar options

  Streetcar station
 park-and-ride

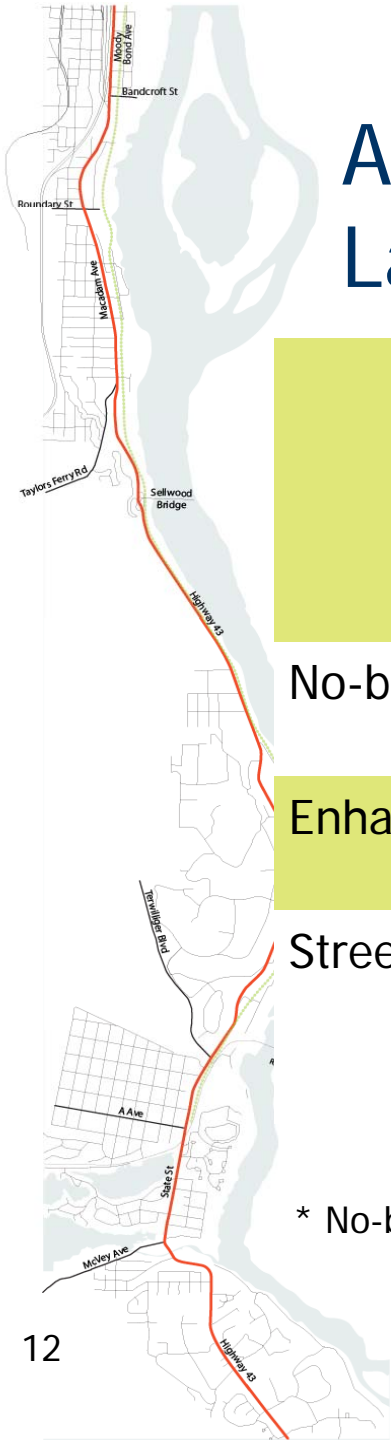


Foothills District development opportunities

- 107 acres
- Urban, mixed-use neighborhood
- Connections to waterfront
- Diverse housing types
- Sustainable, pedestrian orientation
- Master planning underway



Average weekday ridership projections, Lake Oswego to South Waterfront



	2035 ridership	Change from no-build	Percent change from no-build
No-build*	6,920	n/a	n/a
Enhanced bus	9,810	2,890	42%
Streetcar	11,170 to 11,920	4,250 to 5,000	61% to 72%

* No-build does not meet future demand of 8,590

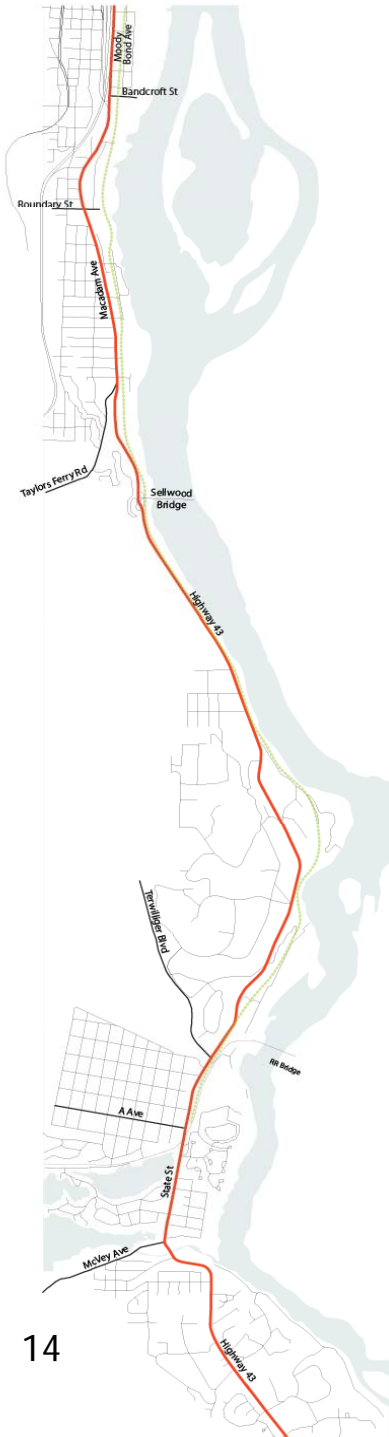
Estimated annual operations and maintenance costs, 2035

(in 2010 dollars)	Corridor streetcar	Corridor bus	Total corridor transit	Change from no-build
No-build	n/a	\$26,710,000	\$26,710,000	n/a
Enhanced bus	n/a	\$29,500,000	\$29,500,000	\$2,790,000
Streetcar	\$3,780,000	\$24,180,000	\$27,960,000	\$1,250,000

Difference between streetcar and enhanced bus: \$1,540,000 annually

Streetcar costs reflect service between Lowell Street in Portland (the current streetcar terminus) and Lake Oswego as well as increased service on the existing alignment to support greater passenger loads resulting from the extension to Lake Oswego.

Corridor bus costs include all buses operating within a geographic travel shed between Portland and Lake Oswego, both in a north-south orientation and an east-west orientation.



Potential implications for West Linn

- Service to Lake Oswego, Portland and Washington Co.
- Park-and-ride access
- Reliability
- Streetcar increases achieved development/destinations
- Travel times
- Lake Oswego Transit Center

Travel times between West Linn and PSU (2035)

Mode	Transit in-vehicle	Auto in-vehicle	Wait and walk	Total
Auto (Highway 43)		47 min		47 min
No-build bus	70 min		11 min	81 min
Enhanced bus	65 min		11 min	76 min
Bus to streetcar	52 min		14 min	66 min
Streetcar park and ride	29 min	17 min	5 min	51 min
Bus to Milwaukie light rail	54 min		23 min (2 transfers)	77 min
Milwaukie light rail park and ride	22 min	21 min	7 min	50 min



Lake Oswego Transit Center

Currently:

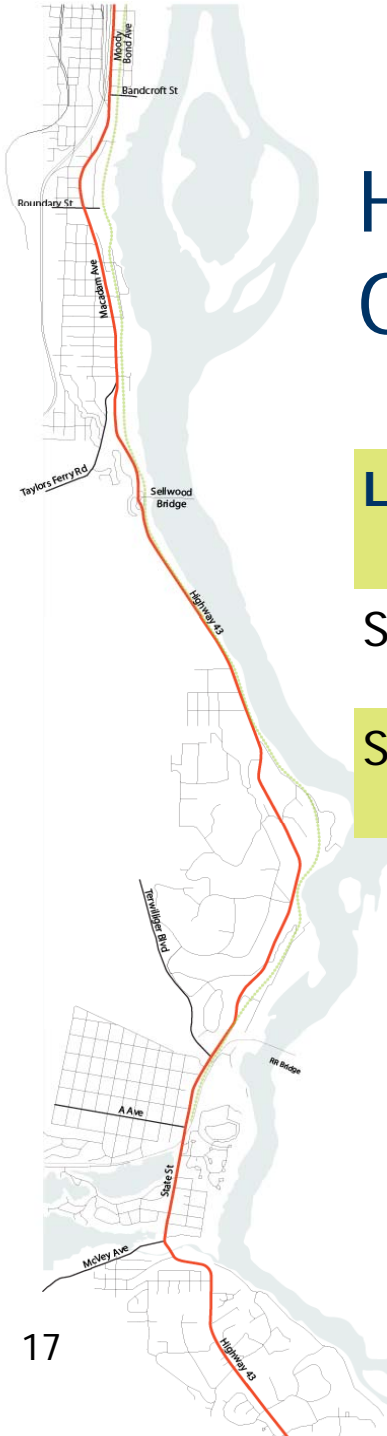
- sidewalk next to Safeway
- lines 35, 36, 37 and 78

Streetcar alternative:

- redeveloped Albertsons location
- streetcar terminus and lines 35, 36, 37 and 78



Highway 43 traffic south of Lake Oswego (2035 2-hour evening peak)



Location	No-build	Streetcar	Difference
South of McVey Avenue	4,394 cars	4,407 cars	13 cars
South of Arbor Drive	4,074 cars	4,090 cars	16 cars



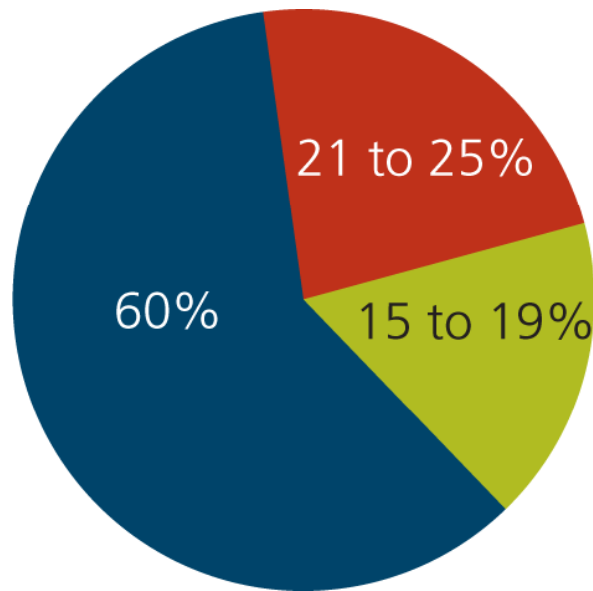
Estimated funding sources

Est. Projects Costs (2010\$): \$288.9M to \$347.4M

Est. Projects Costs (2017\$): \$379.6M to \$458.3M

Potential funding sources:

FTA News Starts (60%)	\$227.8M to \$275.0M
Willamette Shore Line ROW	\$94.5M to \$97.0M
Other regional sources (state, region, cities)	\$45.8M to \$69.0M



- Federal Transit Administration New Starts grant
- Willamette Shore Line value
- Local, regional and state funds



Comparison of alternatives

	No-build	Enhanced bus	Streetcar
Ridership	○	◐	●
Capital cost	●	◐	○
Travel time	○	◐	●
Operating and maintenance	●	○	◐
Reliability	○	○	●
Capacity	○	◐	●

○=good | ◐=better | ●=best



Next steps

- 60-day public comment period
 - Public hearing, Jan. 24
 - Ends Jan. 31
- Locally Preferred Alternative (LPA) process
 - February/March 2011

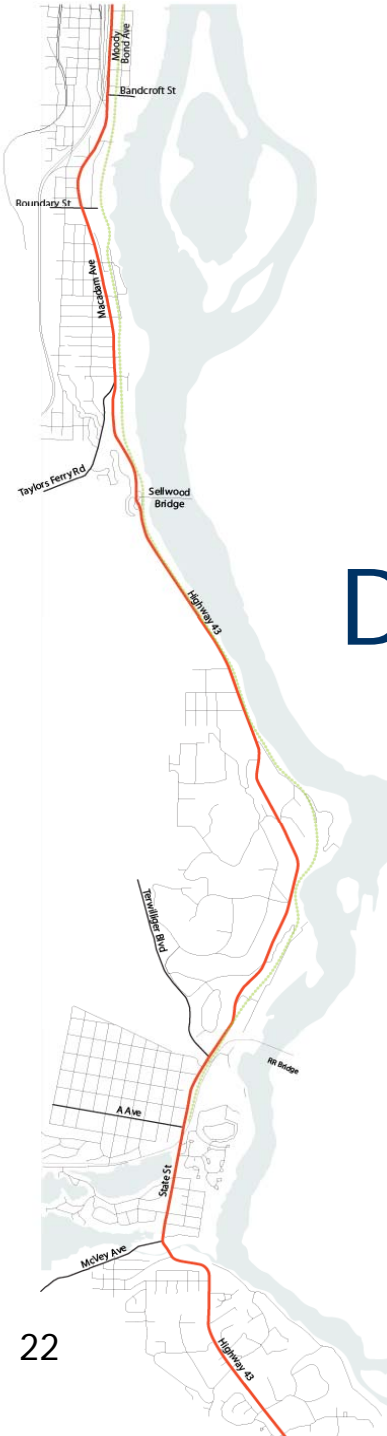


Project Timeline



2010	2011	2012	2013	2014	2015	2016	2017
<ul style="list-style-type: none"> • Publish DEIS • Develop LPA 	<ul style="list-style-type: none"> • Adopt LPA • Develop Conceptual funding plan • Apply for Small/New Starts 	<ul style="list-style-type: none"> • Begin Preliminary Engineering • Begin FEIS 	<ul style="list-style-type: none"> • Publish FEIS • Confirm funding plan <i>(confirm funding sources)</i> 	<ul style="list-style-type: none"> • Final Design • Full Funding Grant Agreement (FFGA) • Finalize funding plan <i>(secure funding sources)</i> 	<ul style="list-style-type: none"> • Start Construction 	<ul style="list-style-type: none"> • Construction 	<ul style="list-style-type: none"> • Begin revenue service





Discussion and questions