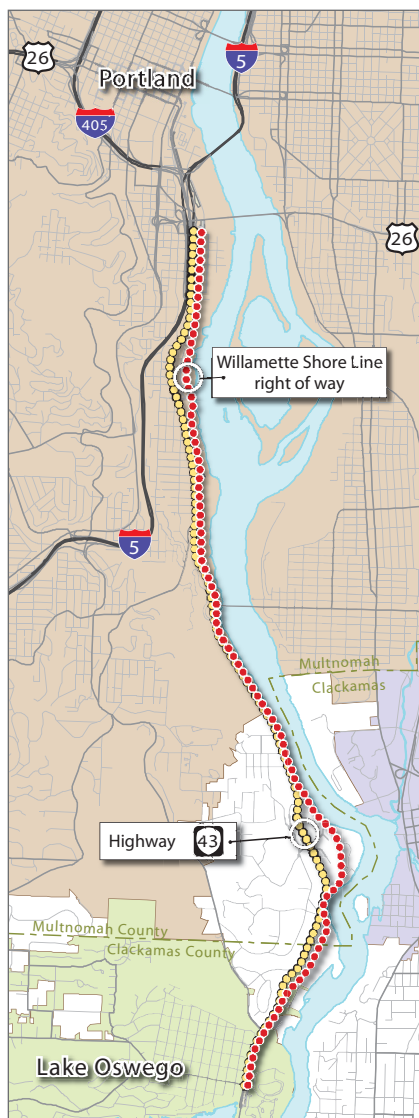


PROJECT PARTNERS

- Cities of Lake Oswego and Portland
- Clackamas and Multnomah counties
- Oregon Department of Transportation
- Portland Streetcar Inc.
- TriMet
- Metro



Environmental analysis moves forward

Metro and its partners are working to develop a transit project that meets future travel demand between Lake Oswego and Portland, supports local and regional land use plans, and garners public acceptance and community support. The transit project is now preparing a Draft Environmental Impact Statement, studying the potential benefits and impacts of three alternatives in the corridor. The DEIS analyzes the direct and indirect effects of the alternatives. The DEIS is expected to be published for public review in summer 2010.

Alternatives

No-build option. The study examines existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2035. This alternative is also used as a basis for comparison for the enhanced bus and streetcar alternatives.

Enhanced bus. The study includes an evaluation of potential bus improvements to benefit bus service between Portland and Lake Oswego. The enhanced bus alternative would include frequent bus service between Oregon City and downtown Portland along Highway 43 with connections to the Lake Oswego transit center located on Southwest Fourth Avenue between A and B streets. The enhanced bus would have fewer stops than a normal local bus – similar in number to the streetcar alternative. It would also have more frequent service than the current TriMet Line 35 and a 300-space park and ride facility near the Lake Oswego Albertsons.

During the alternatives analysis for the corridor, more intensive capital improvements for a version of bus rapid transit, such as queue jump lanes at intersections, were evaluated for the corridor. These improvements are not a reasonable option due to community access impacts and the potential need to acquire private property.

Streetcar. The study evaluates streetcar operation between Portland and Lake Oswego, where the line would terminate near Albertsons. Park and ride facilities would be located at the terminus (300 spaces) and in Foothills (100 spaces). The streetcar analysis would consider potential operation in the Willamette Shore Line right of way and design options where it may leave the right of way in the areas described below.

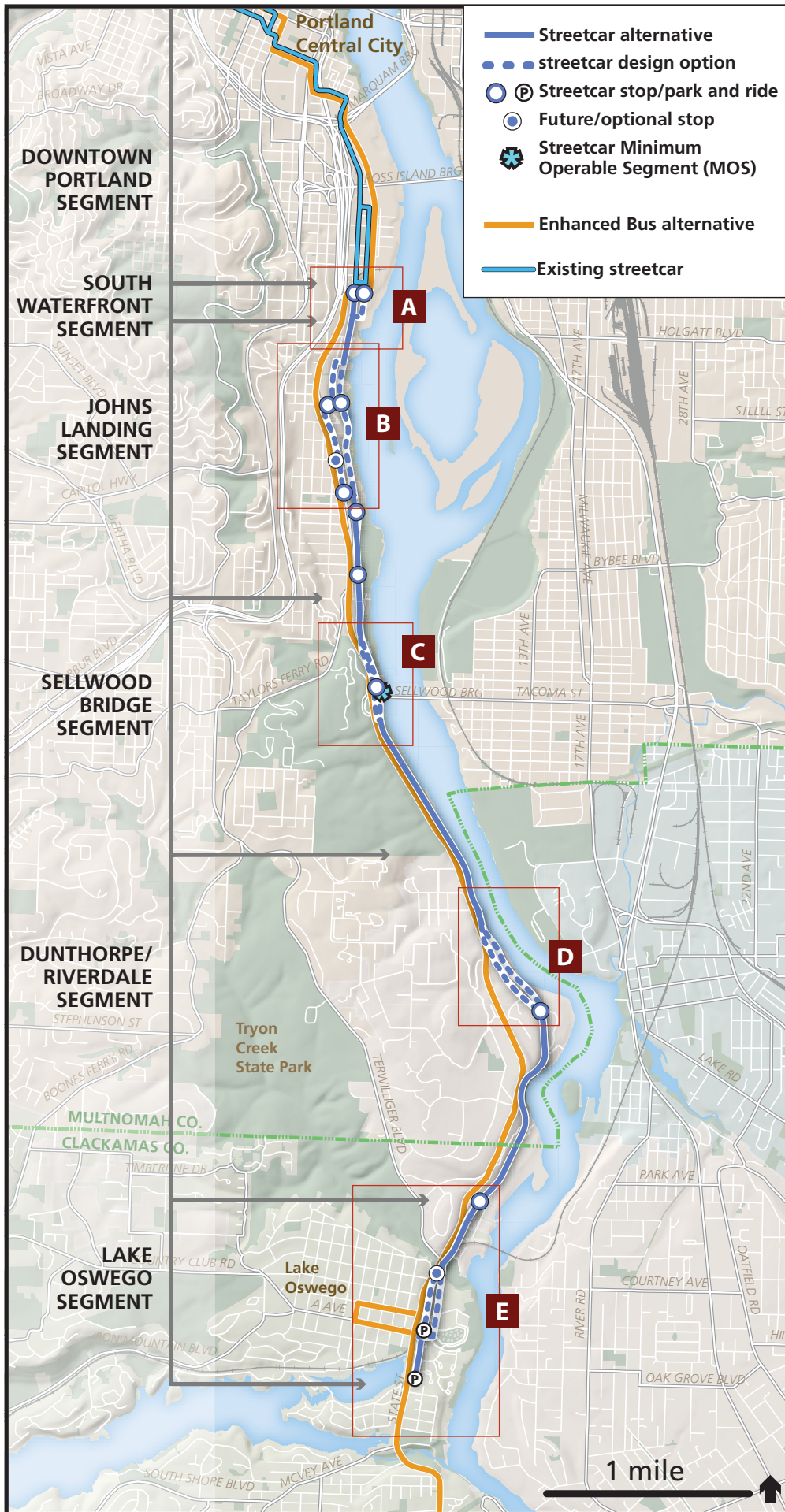
During the alternatives analysis, streetcar running entirely on Highway 43 was dropped from study due to safety concerns. A minimum operable segment, or construction phase, to the Sellwood Bridge is also being considered.

Potential timeline

A transit solution could open by the end of 2017*.

2010	2011	2012	2013	2014	2015	2016	2017
Complete Draft Environmental Statement and develop Locally Preferred Alternative	Begin preliminary engineering and Final Environmental Statement			Final design	Begin construction		Open enhanced bus or streetcar service

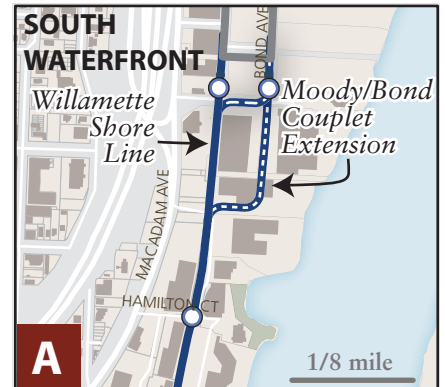
* updated projection, July 2010



Streetcar design options

There are five design option areas in the corridor that are included for further analysis in the DEIS:

A **South Waterfront**
(*Willamette Shore Line, Moody/Bond couplet extension*)



For this area, the streetcar would connect to the existing Portland streetcar service on Southwest Moody and Bond avenues, extending the southbound Moody Avenue tracks to the Willamette Shore Line at Southwest Bancroft Street. The planned Moody/Bond couplet extension would extend the Bond Avenue tracks south of Bancroft Street before turning to connect to and continue on the Willamette Shore Line. If the streetcar alternative is decided on, final design for this area would depend on coordination with the City of Portland's South Waterfront South Portal Project.

The Willamette Shore Line option is a potential phasing option, if the streetcar alternative is decided on and built prior to the south portal roadway improvements. This option extends the northbound Bond Avenue tracks only onto Bancroft Street to connect to and continue on the Willamette Shore Line.

B **Johns Landing**
(*Willamette Shore Line, Macadam in-street, Macadam additional lane*)

The Willamette Shore Line option would continue through Johns Landing via the existing right of way. There are two Macadam Avenue options (in-street and additional lane), wherein the streetcar would leave the right of way south of Hamilton Court to run on Landing Drive to Boundary Street, where it would connect to and run on Macadam Avenue/Highway 43 before returning to the Willamette Shore Line via Carolina Street. The streetcar would run with auto traffic on

Landing Drive and Boundary and Carolina streets.

Under the Macadam in-street option, the streetcar would run with auto traffic on Macadam Avenue in its current configuration both southbound and northbound. Under the Macadam additional lane option, the streetcar would run on Macadam Avenue in its current configuration southbound, but a new lane would be added northbound for streetcar and right turn only access for autos.



C **Sellwood Bridge**
(Willamette Shore Line, new interchange)

The Willamette Shore Line option follows the existing right of way. The new interchange option considers the latest designs for the Sellwood Bridge/Highway 43 interchange associated with the Sellwood Bridge reconstruction project. If the streetcar alternative is decided on, final design for this area would depend on coordination with Multnomah County's Sellwood Bridge Project.

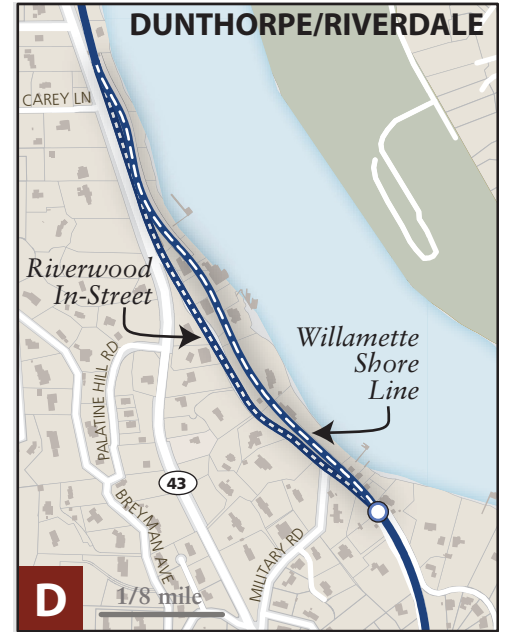


Connecting streetcar across a reconstructed Sellwood Bridge is not within the scope of this transit project, but a future expansion in coordination with the City of Portland's Streetcar System Concept Plan is not precluded. The streetcar or enhanced bus alternatives would be easily accessible by buses, bikes or pedestrians from Sellwood under current Sellwood Bridge Project plans.

*The new interchange design option will analyze a streetcar alignment as defined by the Sellwood Bridge West Interchange Project but not the proposed interchange itself.

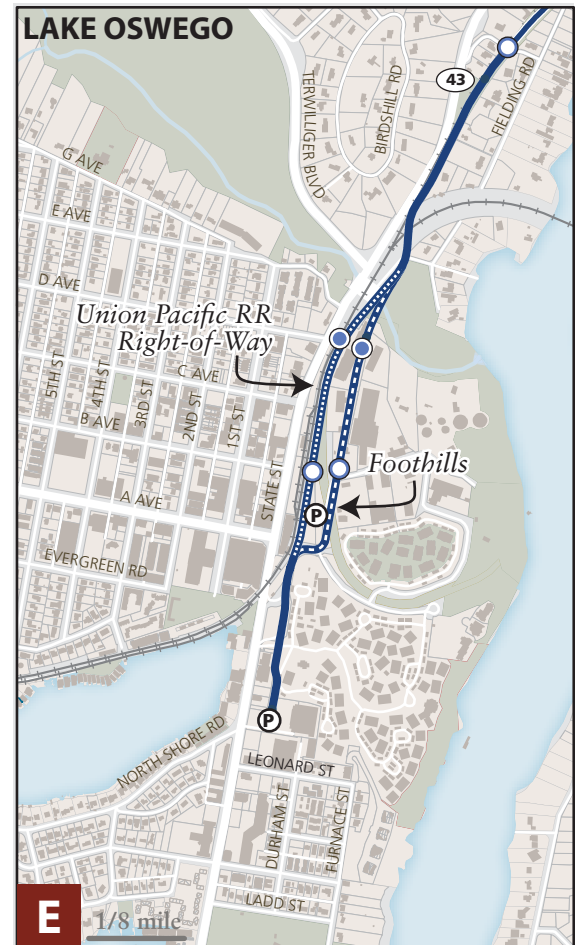
D **Dunthorpe/Riverdale**
(Willamette Shore Line, Riverwood in-street)

Under the Willamette Shore Line option, the streetcar would continue in the existing right of way through this area. Under the Riverwood in-street option, the streetcar would run with auto traffic on Riverwood Road beginning at the northern end of Riverwood Road, returning to the Willamette Shore Line right of way where it meets and crosses Riverwood Road south of Military Road.



E **Lake Oswego**
(Union Pacific Railroad right of way, Foothills)

In both design options, the streetcar would be configured to cross under the freight tracks north of Stampher Road. The Union Pacific Railroad right of way option would then follow the railroad right of way past the Foothills area. Under the Foothills option, the streetcar would run on a future Foothills Road extension through the Foothills area. If the streetcar alternative and the Foothills option are decided on, final design for this area would depend on coordination with the City of Lake Oswego's development plans for the Foothills area.



Public participation in the process

DEIS outreach activities so far have included booths at farmers' markets and presentations at institutions and to community and business groups. After the DEIS publication, anticipated for summer 2010, public events will offer an opportunity to share information and solicit comments about the no-build, enhanced bus and streetcar alternatives and design options based on a comparison of potential benefits and impacts. The project steering committee will rely on public input and the analysis results to select a Locally Preferred Alternative in fall 2010.

During the alternatives analysis process from 2005 to fall 2007, community members provided input on which transit alternatives they preferred to advance for further study in an Environmental Impact Statement. Activities for the alternatives analysis included a community advisory committee, a design workshop, open houses, small group meetings, a survey of bus riders on TriMet Line 35, public hearings and presentations to community groups, business organizations and local governments.

During the project scoping period in spring and summer 2008, further input was gathered on the alternatives as well as on the Purpose and Need for the project and specific environmental or community impacts that need to be addressed in the DEIS. During the project refinement period in summer 2009, special attention was paid to defining streetcar design options and focusing on a preferred terminus option in Lake Oswego in a series of small group meetings and two open houses.

Community advisory committee

The community advisory committee includes members from the Johns Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle, pedestrian and transit-dependant communities. The committee meets monthly, usually the third Monday of the month. Meeting materials are posted on the project web site.

FIND OUT MORE

Stay informed about the DEIS and other project developments. For more information, visit www.oregonmetro.gov/lakeoswego. For questions or to sign up for the project e-mail list, send e-mail to trans@oregonmetro.gov or call 503-797-1756.