Lake Oswego to Portland

TRANSIT PROJECT

Project and Draft Environmental Analysis overview

Portland Planning and Sustainability Commission

October 26, 2010

Today's Briefing

- Where we are on the Lake Oswego to Portland Transit Project
- Why are we doing this project
- Alternatives being considered
- Analysis highlights
- Next steps

WHERE WE ARE ON THE LAKE OSWEGO TO PORTLAND TRANSIT PROJECT?

Project Timeline

2010	2011	2012	2013	2014	2015	2016	2017
•Publish DEIS •Develop LPA	•Adopt LPA •Apply for Small/New Starts	•Begin Preliminary Engineering •Begin FEIS	•Publish FEIS	•Final Design	•Start Construction		•Open Enhanced Bus or Streetcar

Decision-Making Timeline

November

- DEIS published
- 45 day comment period begins

November-January

- Open houses & public hearing
- CAC recommendation
- 45 day comment period ends
- Comment report published

January-February

- Partner agency action on Locally Preferred Alternative (LPA) recommendation

WHY ARE WE DOING THIS PROJECT?






Outcomes for a successful future

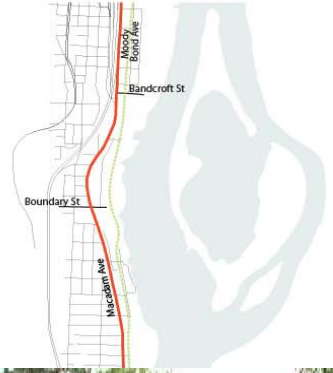
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Vibrant, walkable communities
- Minimal contributions to global warming
- Clean air, clean water and healthy ecosystems
- Benefits and burdens of growth shared throughout the region

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
  - garners public support
  - maximizes economic development potential

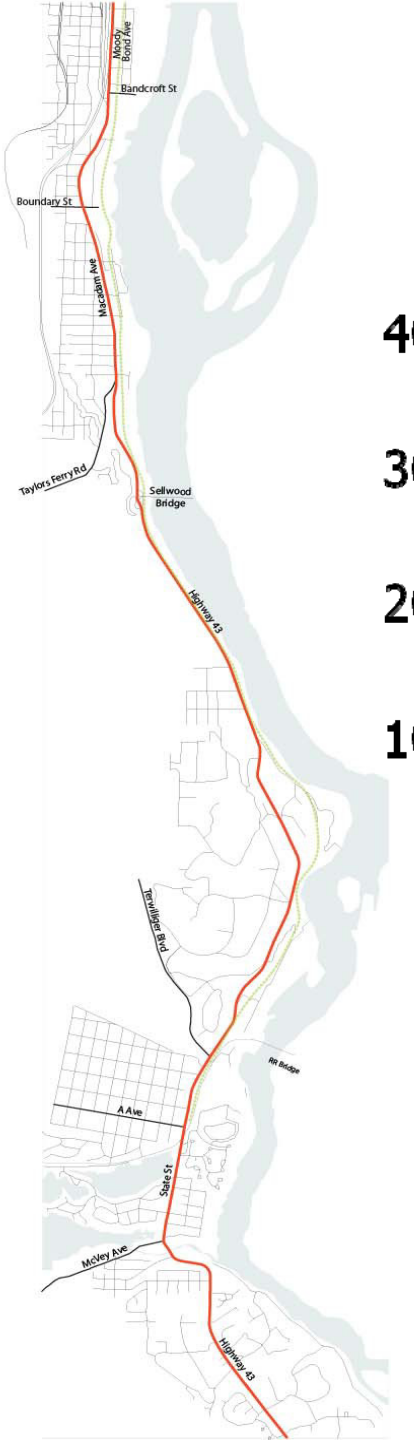
Project need

- 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

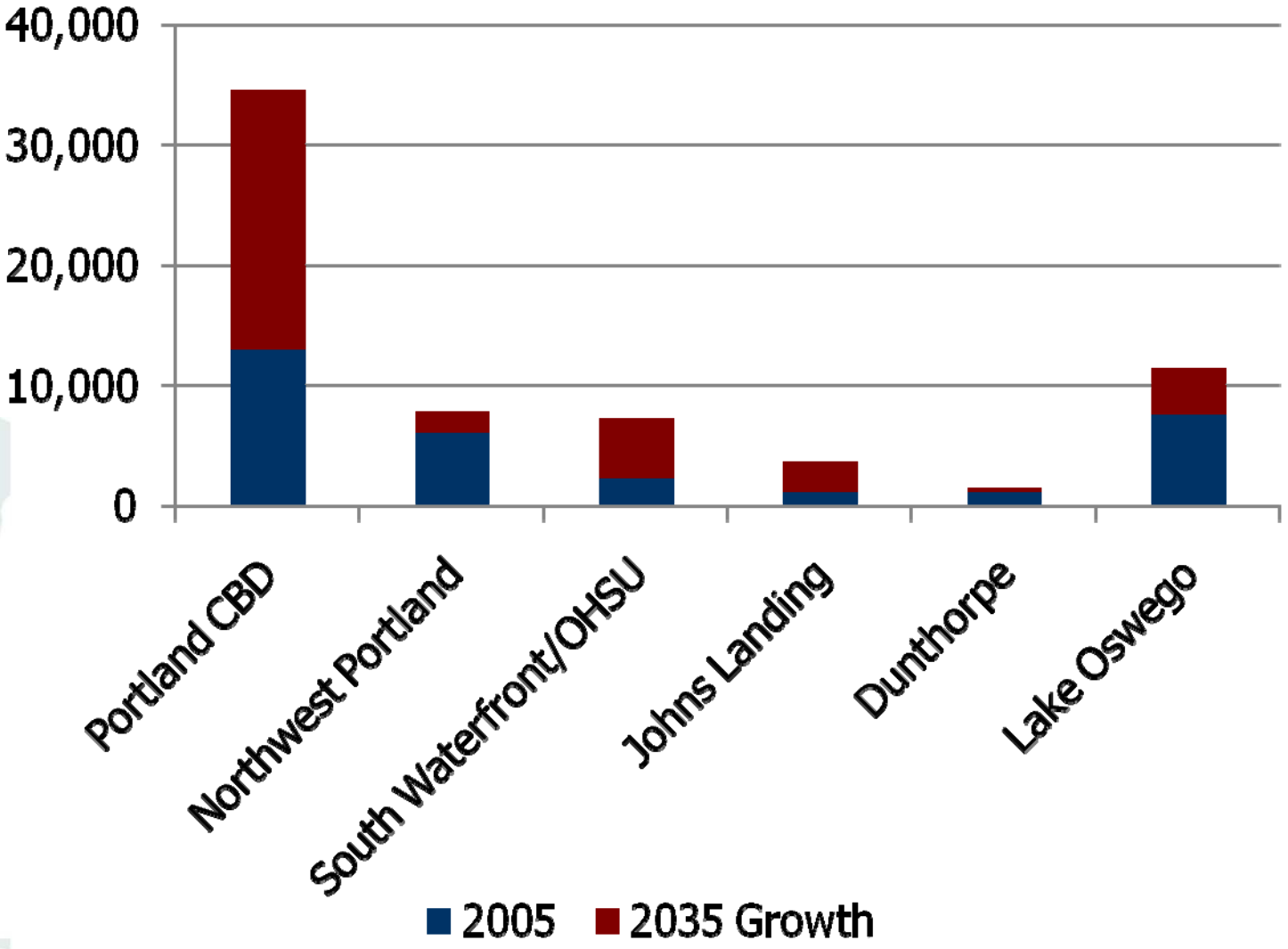


Highway 43 Corridor

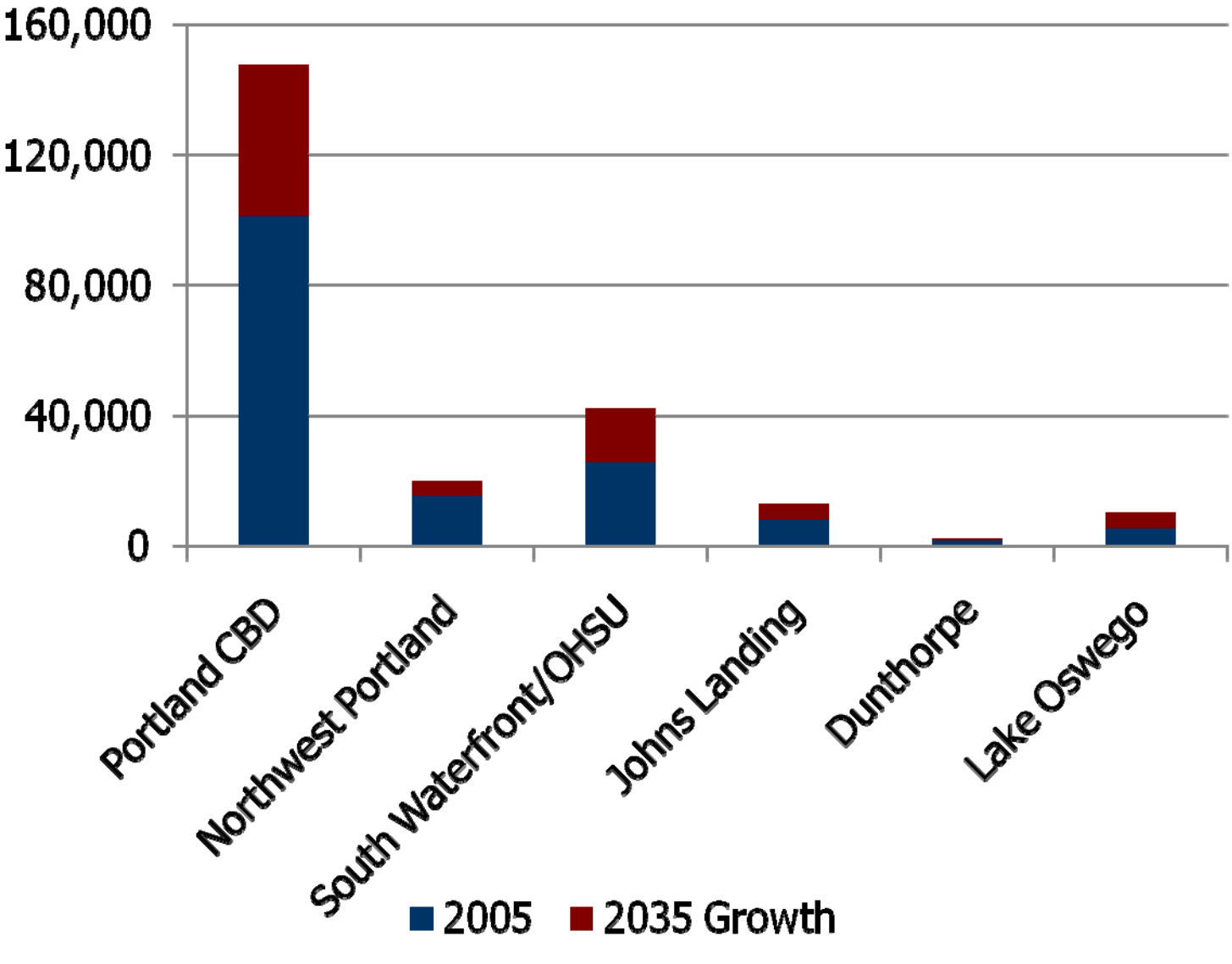
- Significant growth in population and congestion forecasted
- Difficult topography
- ODOT determined widening not feasible (1996)
- Long planned for transit enhancements (parallel railway purchased in 1988)



Corridor households forecast, 2005 to 2035



Corridor employment forecast, 2005 to 2035



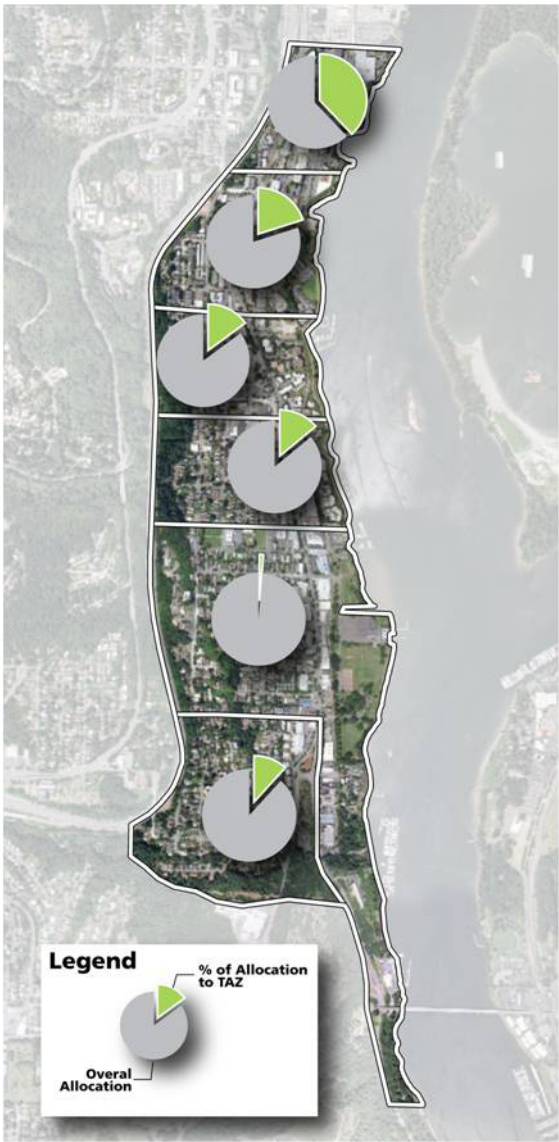
Growth Allocated in LOPT Corridor – Johns Landing

Proportion of **population** growth:

2005 to 2035
+5,600

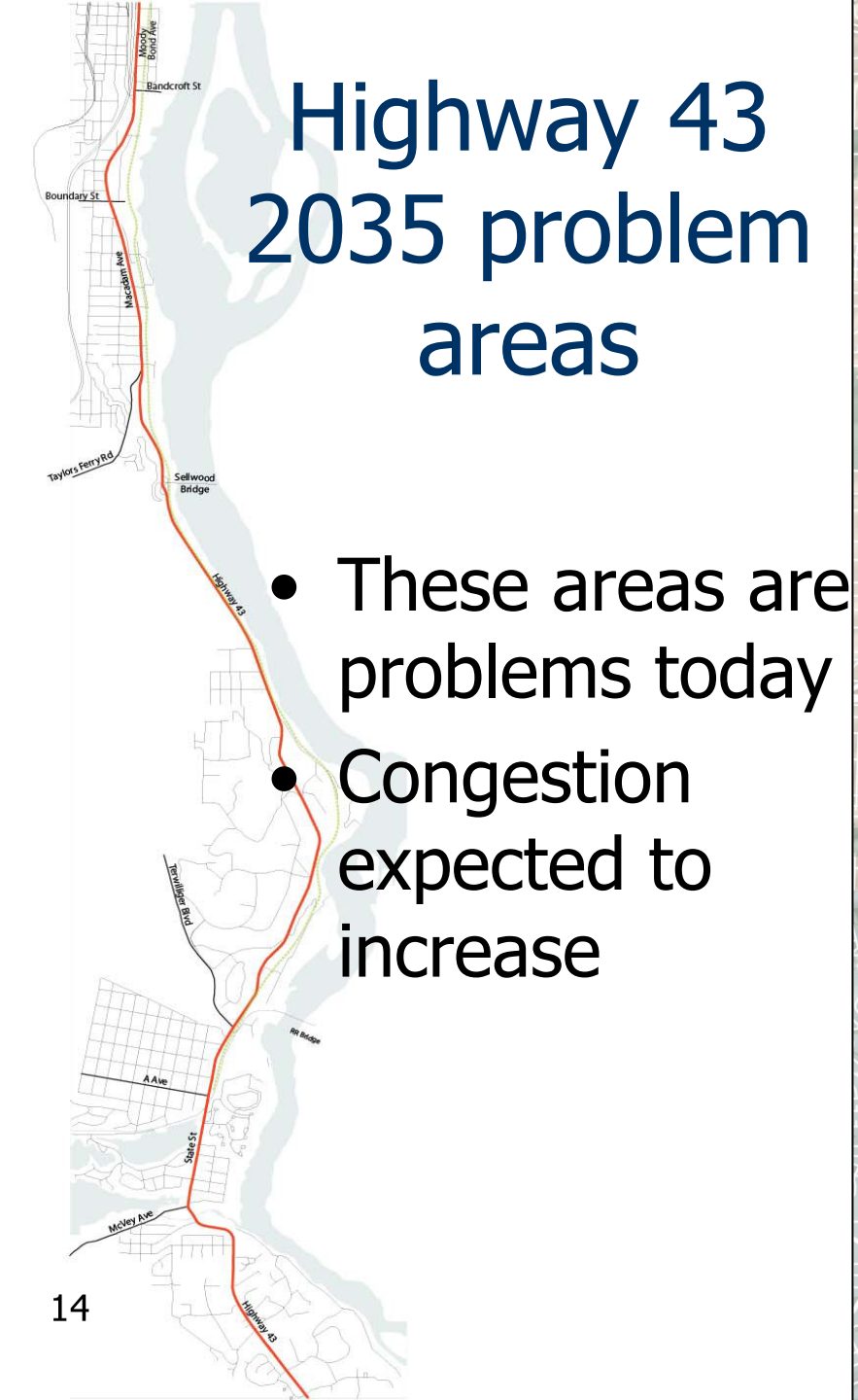
Proportion of **employment** growth:

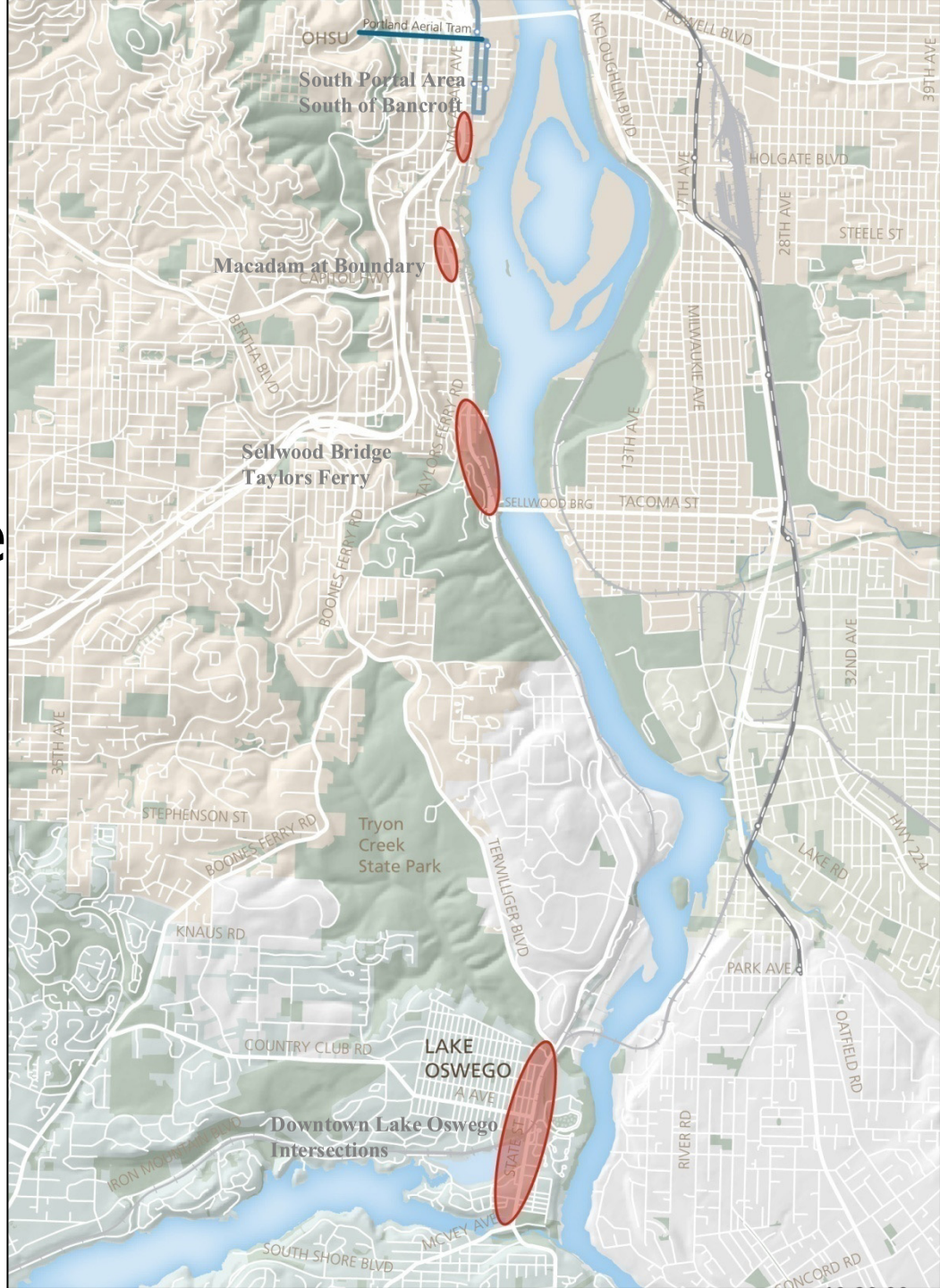
2005 to 2035
+4,900

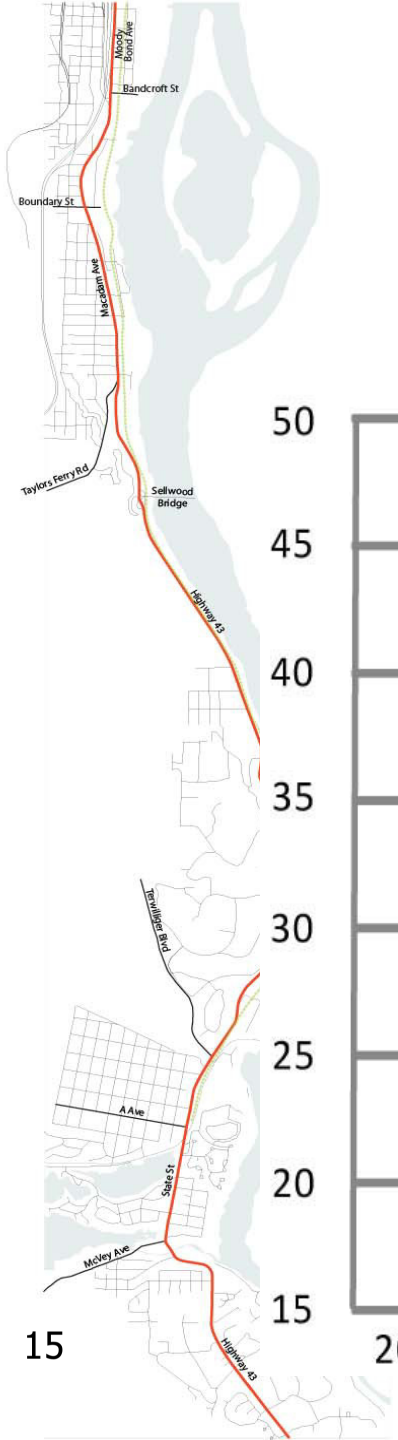


Highway 43 2035 problem areas

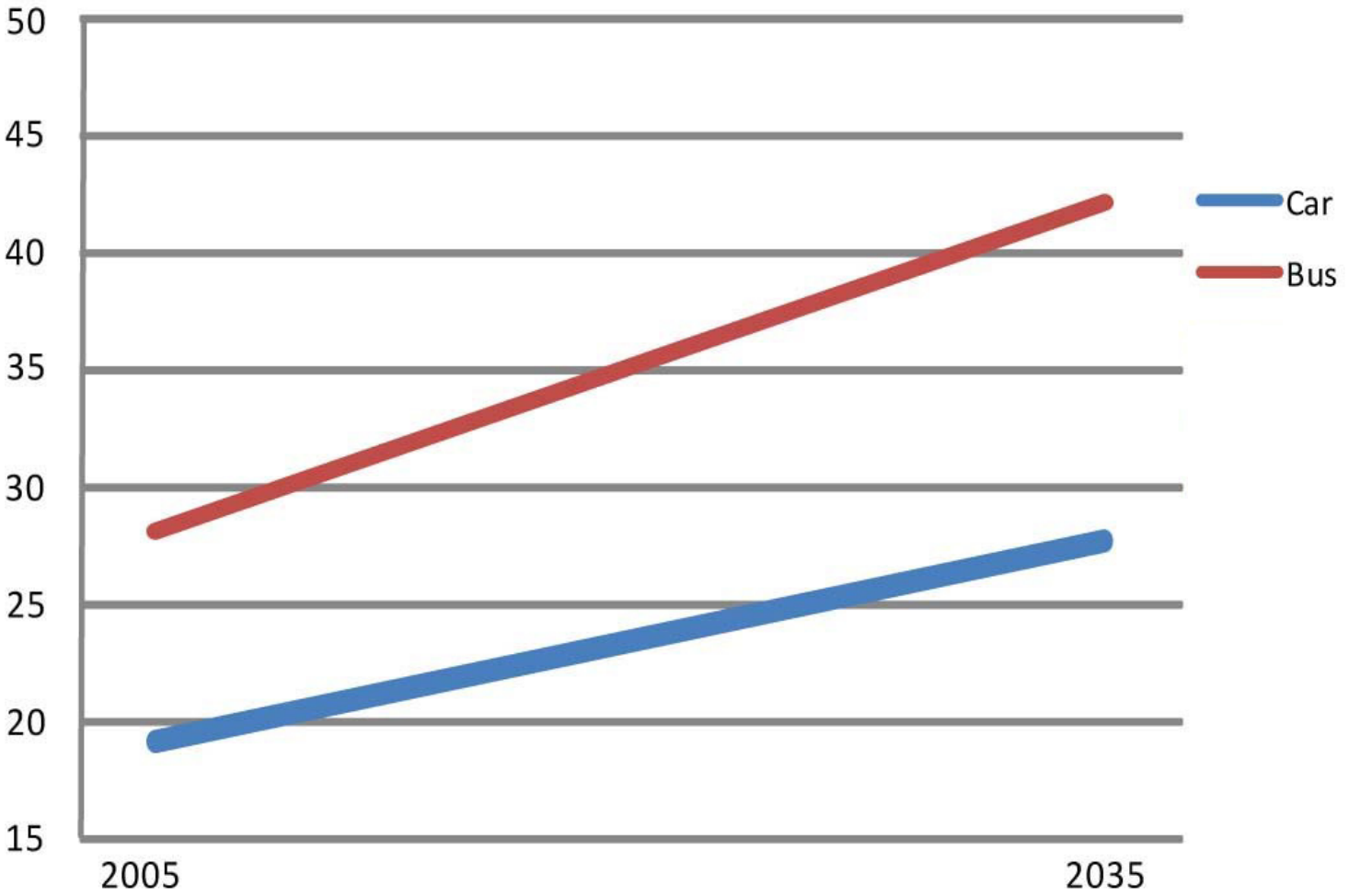
- These areas are problems today
- Congestion expected to increase







Evening peak PSU to Lake Oswego travel times (2005 to 2035)



ALTERNATIVES BEING CONSIDERED

Transit Alternatives Considered for Corridor (2006-2008)

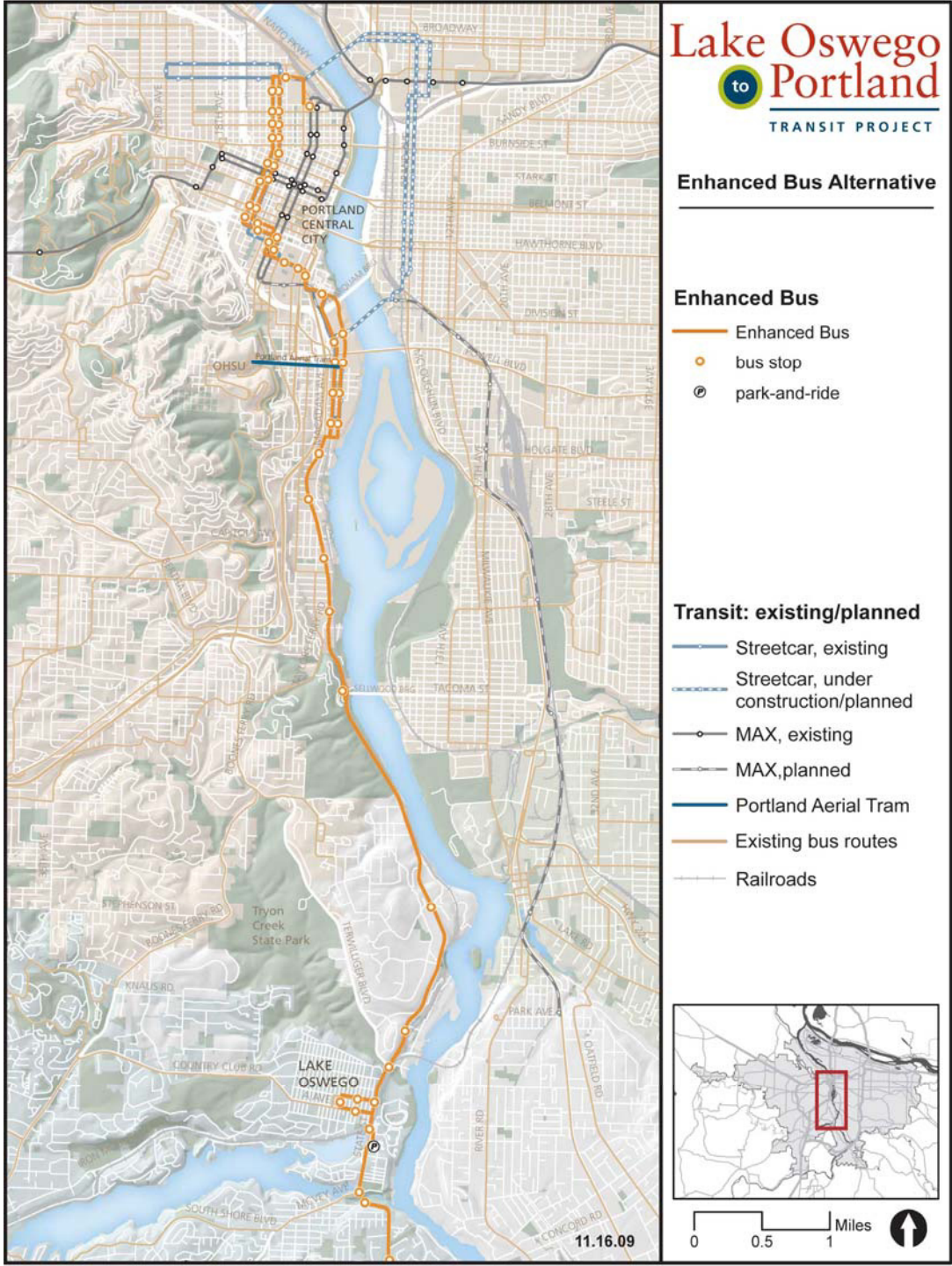
- No-Build
- ~~Bus Rapid Transit~~
- Streetcar
- ~~River Transit~~
- ~~Reversible Lane~~
- ~~Highway 43 Widening~~

DEIS alternatives and design options

- No-build alternative
- Enhanced bus alternative
- Streetcar alternative
  - South Portal/South Waterfront
  - Johns Landing/SW Macadam
  - Riverwood Rd
  - Lake Oswego Foothills/UPRR

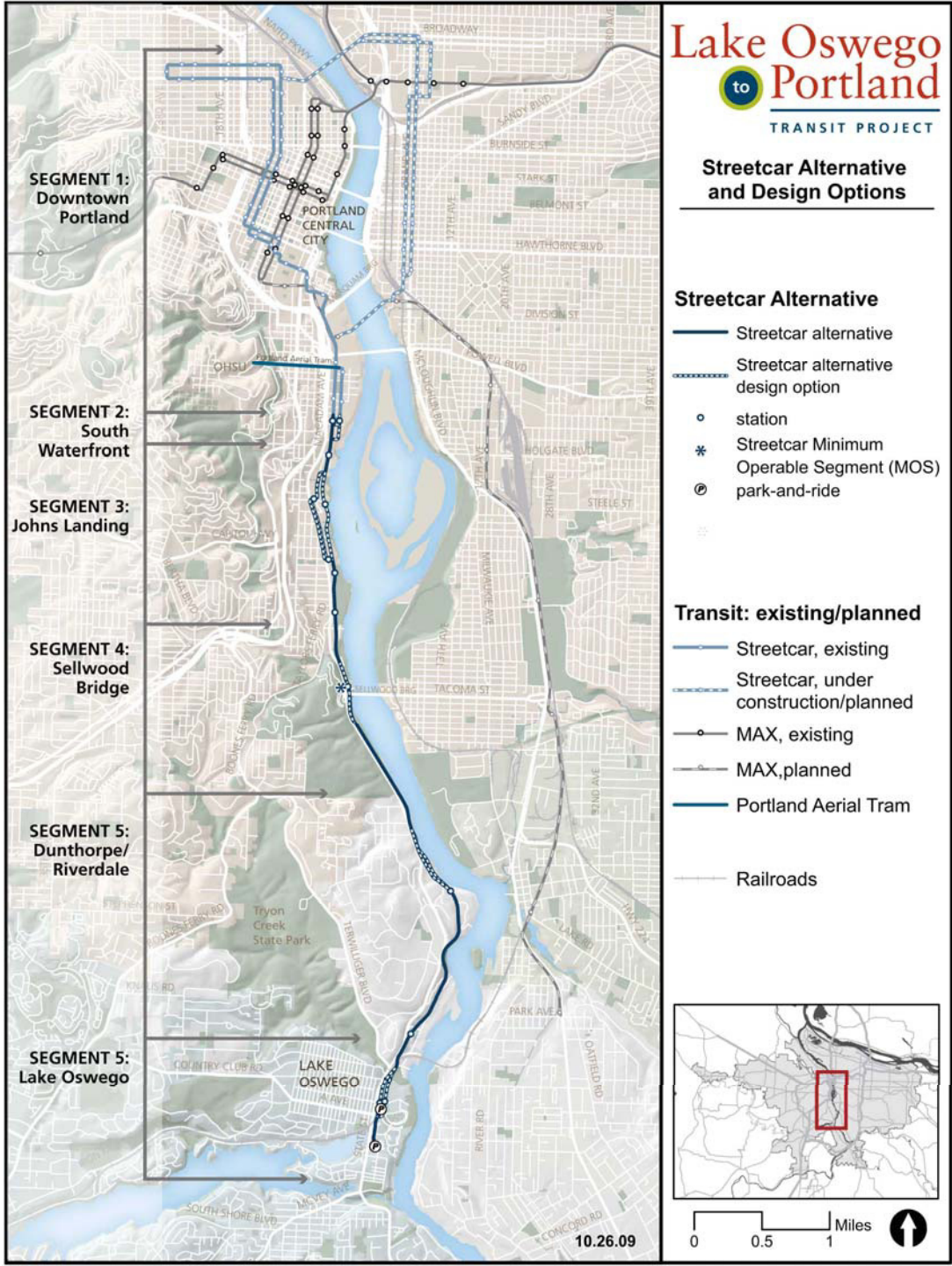
Enhanced bus alternative

- Operates in mixed-traffic on existing streets
- Fewer bus stops
- More frequent service
- 300-space park-and-ride in downtown Lake Oswego



Streetcar alternative

- Extension of existing streetcar service
- Uses mostly exclusive transitway
- Speeds up to 40mph
- High frequency service
- New streets and sidewalk improvements with options
- 400 space park-and-ride in Lake Oswego



South Portal Phasing Option

- Extend street grid w/ Streetcar
- Facilitate redevelopment
- Form more cohesive business district and neighborhood
- Leverage project costs as local match

A: South Waterfront
- Willamette Shore Line phasing option
- Moody/Bond couplet extension

Streetcar alignment common for all options

Streetcar options

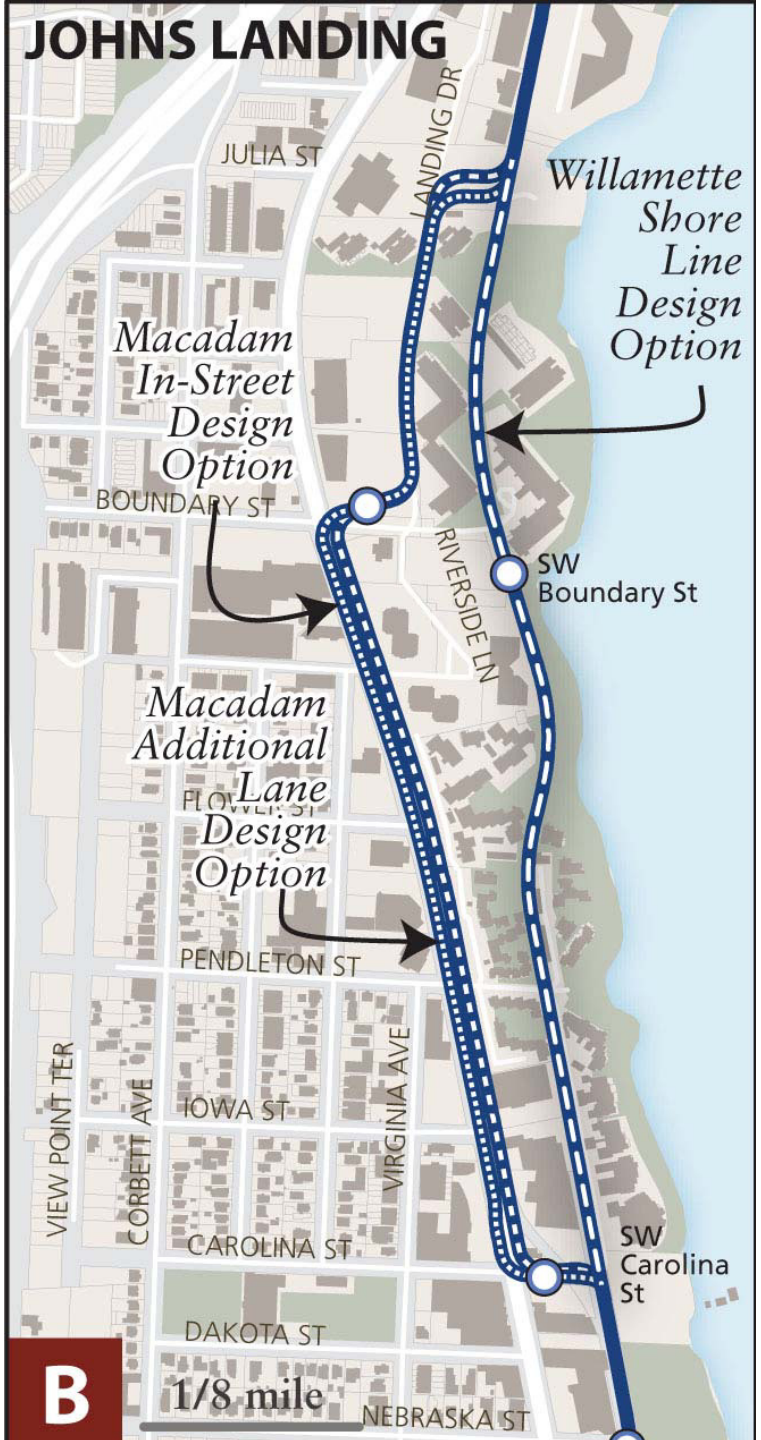
Macadam In-Street Options

- Improve Landing Dr as public street
- Add signal at SW Carolina
- Bring streetcar to front door of Johns Landing businesses
- Facilitate redevelopment
- Slightly lower speeds than WSL

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

Streetcar alignment common for all options

Streetcar options



SW Landing Drive

BEFORE

Macadam In-Street/ Macadam Additional Lane Design Options

AFTER

Johns Landing

BEFORE

Macadam In-Street Design Option

AFTER

Johns Landing

BEFORE

Macadam Additional Lane Design Options

AFTER

Johns Landing

BEFORE

Willamette Shore Line Design Option

AFTER

Willamette Park

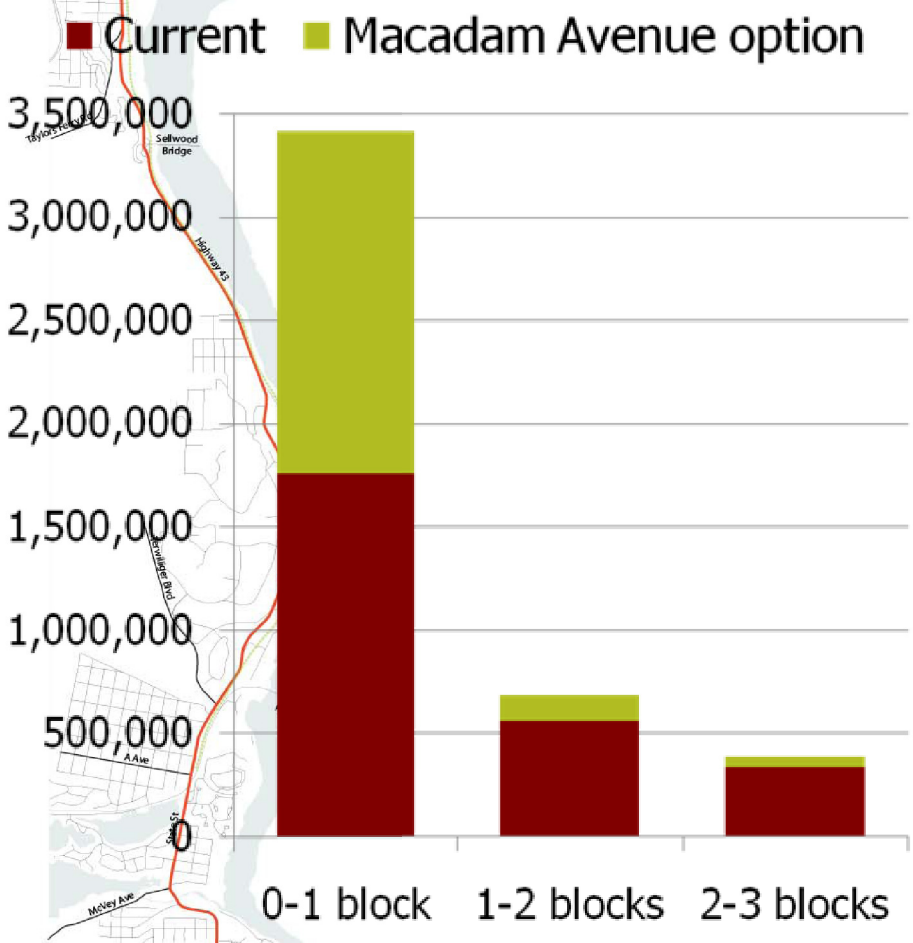
BEFORE

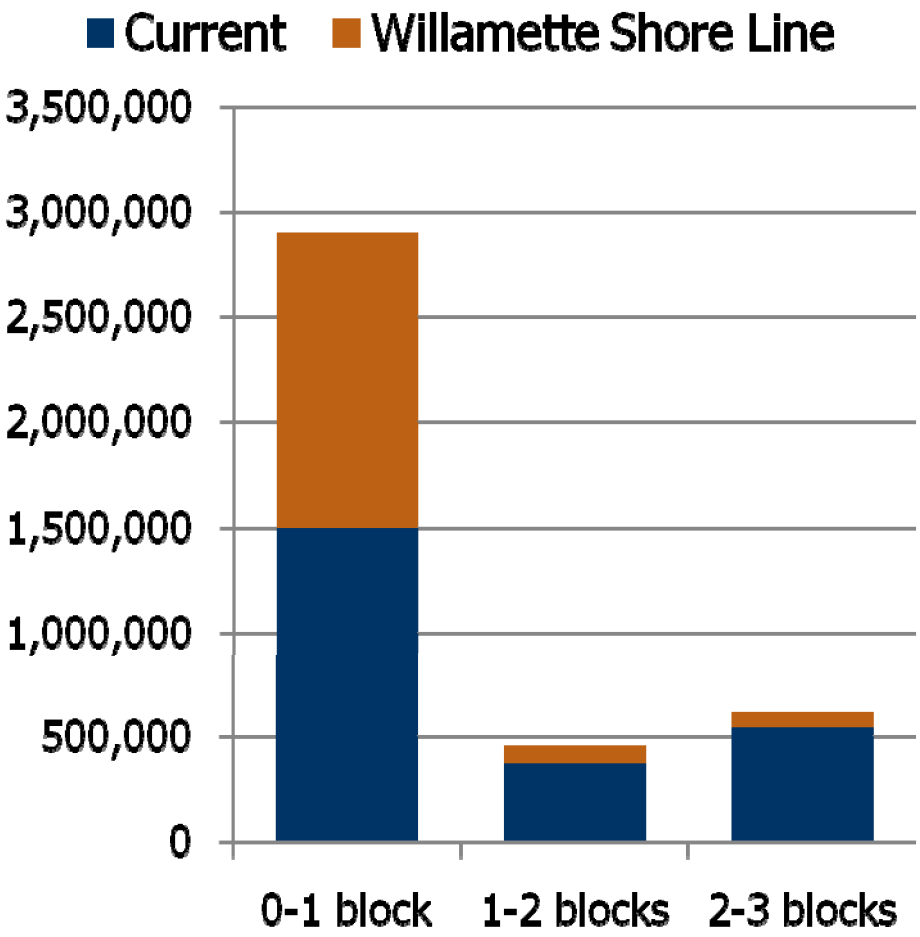
AFTER

ANALYSIS HIGHLIGHTS

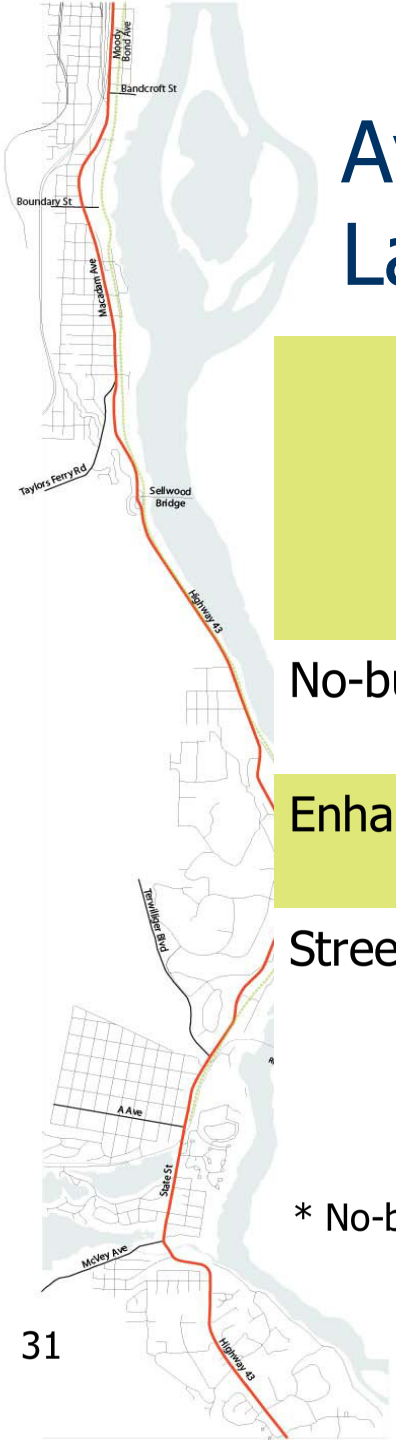
Johns Landing development opportunities

Added building square feet by 2025 based on current zoning*





*From an economic development analysis that uses more expansive protocols than is allowed in EIS analysis.



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

Daily ridership (2035)

No - Build

6,920

1,670

Enhanced Bus

9,810

Streetcar

11,920

= 100 PEOPLE

Average weekday HCT ridership projections

	Opening year	First year projected	First year actual	Current ridership
Eastside Blue Line	1986	19,000	19,225	40,500
Westside Blue Line	1998	20,470	24,130	28,100
Red Line (Airport)	2001	11,060	11,280	19,700
Yellow Line	2004	13,900	11,730	15,200
WES*	2009	2,400	1,200	1,300
Green Line	2009	25,250	n/a	20,000
Portland Streetcar**	2001	4,200	4,500	12,300

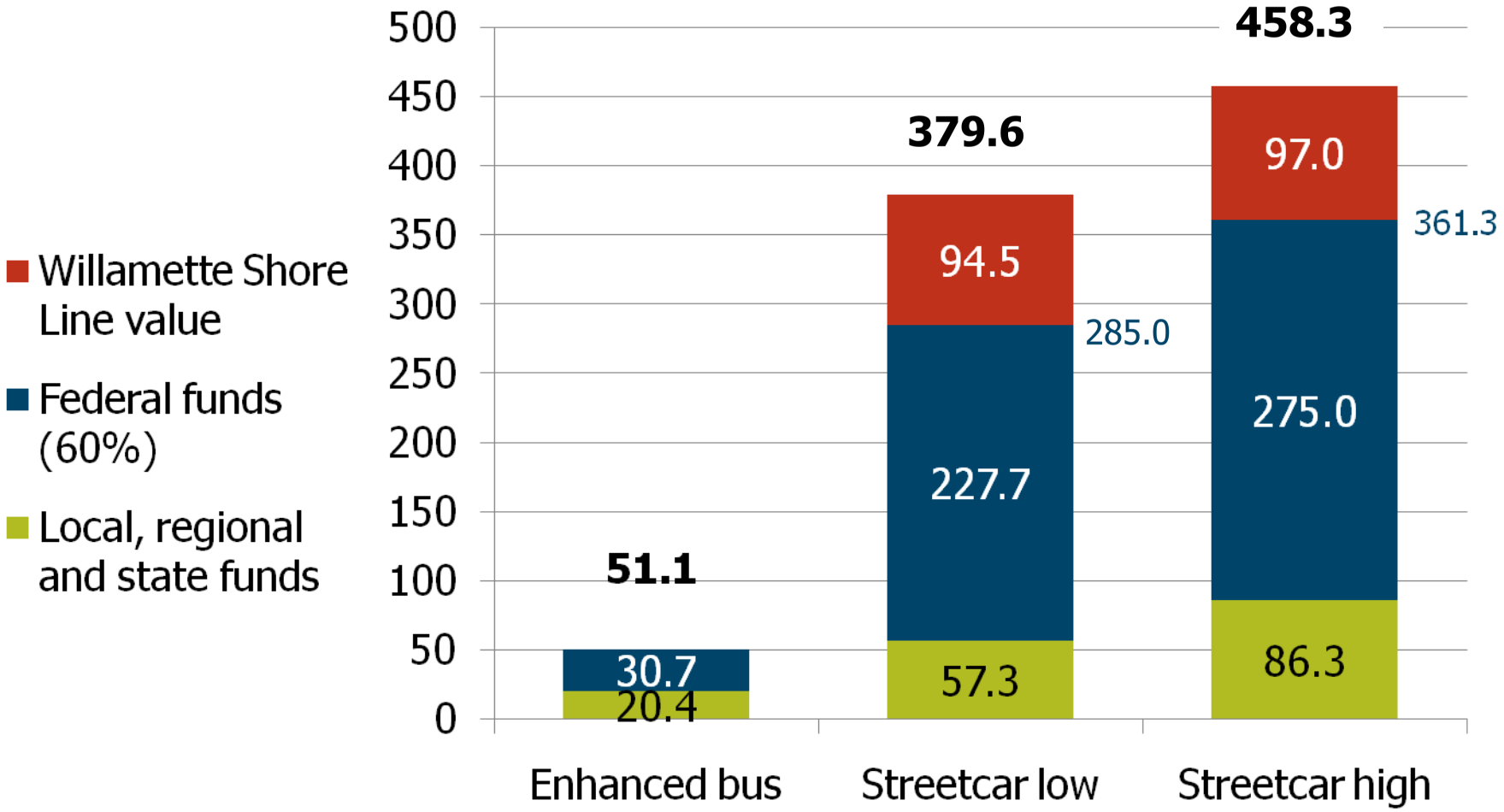
*WES is peak period service only. **Forecast not from Metro model

Walk and trip travel time, 2035 peak hours

From Lake Oswego to:	No-Build 35	Enhanced Bus	Streetcar Macadam	Streetcar WSL	Auto
PSU	42	40	33	29	33
Portland City Hall	46	45	39	35	33
Pioneer Square	48	49	43	39	34

Capital funding concept

(2017 $ in millions)



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.


Moody Bond Ave
Bandcroft St
Boundary St
Macadam Ave
Taylors Ferry Rd
Sellwood Bridge
Highway 43
Terwilliger Blvd
RR Bridge
A Ave
State St
McVey Ave
Highway 43

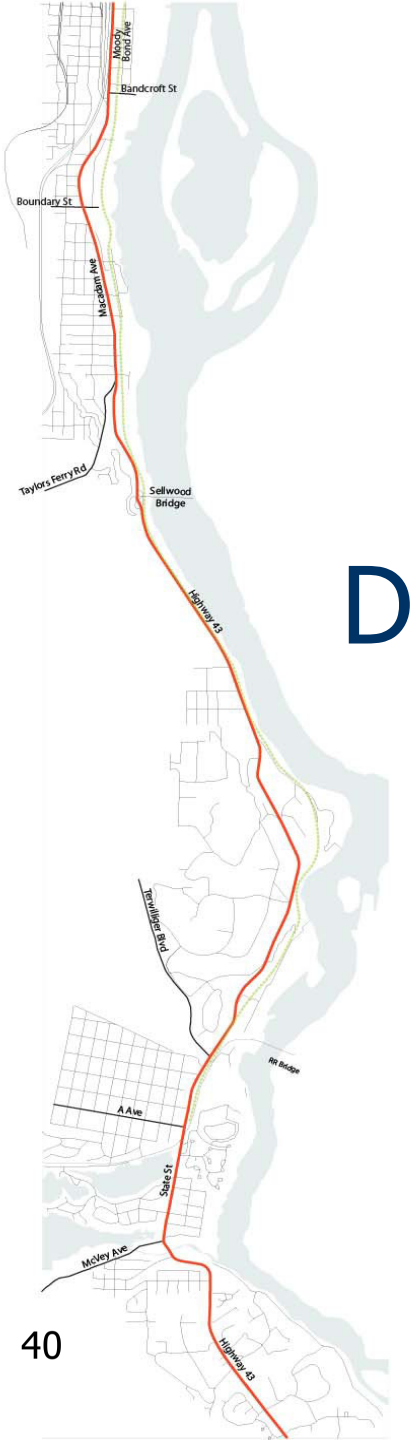
NEXT STEPS

Next steps

- Publication of DEIS
  - Notification and further outreach
- 45-day public comment period
  - Open houses
  - Public hearing
- Locally Preferred Alternative process

Locally Preferred Alternative process

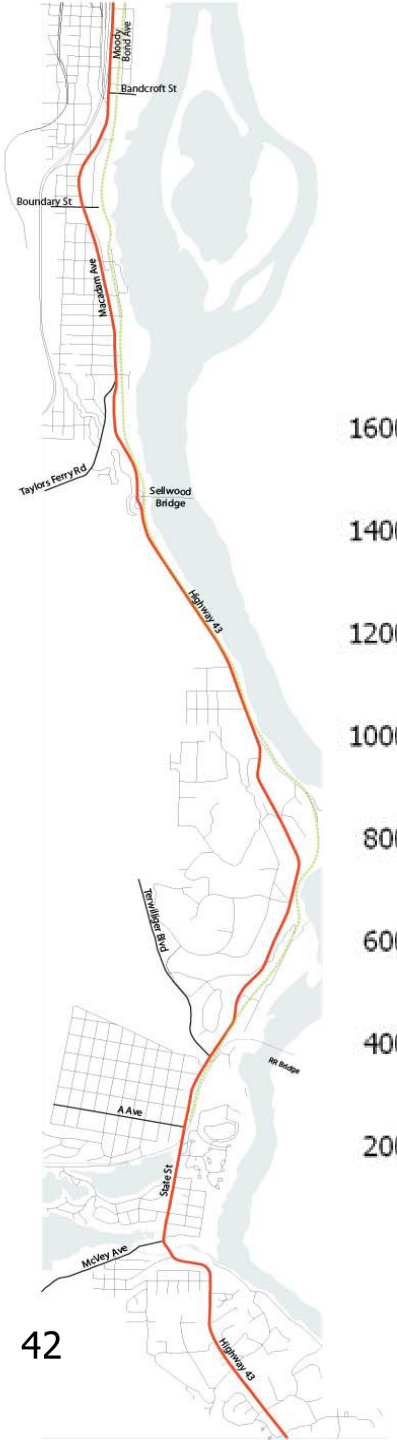
- Steering committee recommendation on Locally Preferred Alternative, considering:
  - Community advisory committee and project management group recommendations
  - Public comments
- Local jurisdiction affirmation
- Metro Council decision on Locally Preferred Alternative



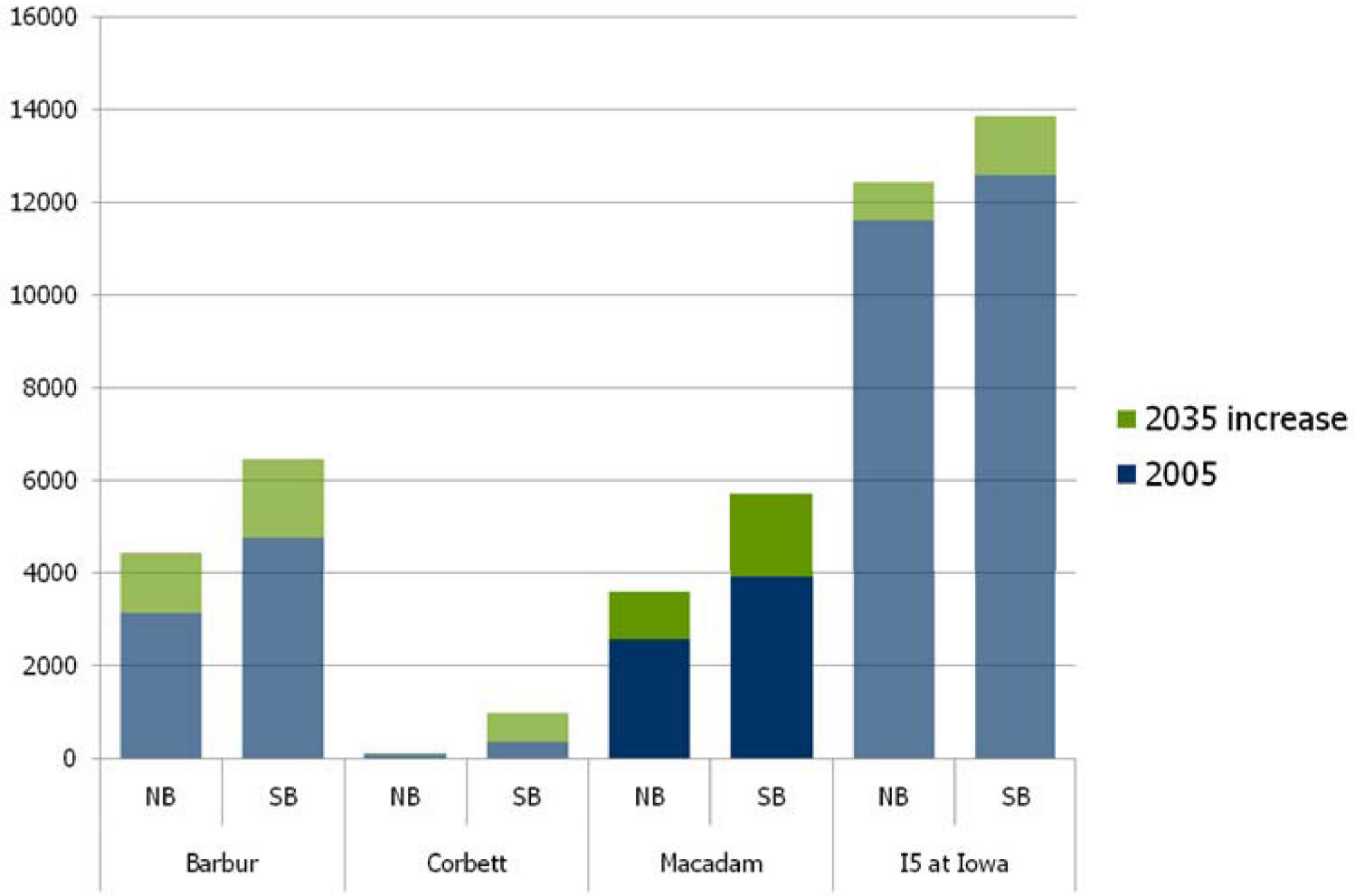
Discussion and questions

Funding plan implementation

Selection of LPA	Secured local funding	Completed FEIS	Record of Decision	Formal commitments for right of way donation	New Starts rating sufficient to receive federal Small Starts or New Starts funding	FTA approval to begin Final Design	FTA approval of Full Funding Grant Agreement



Traffic demand growth
(evening peak 2 hours)

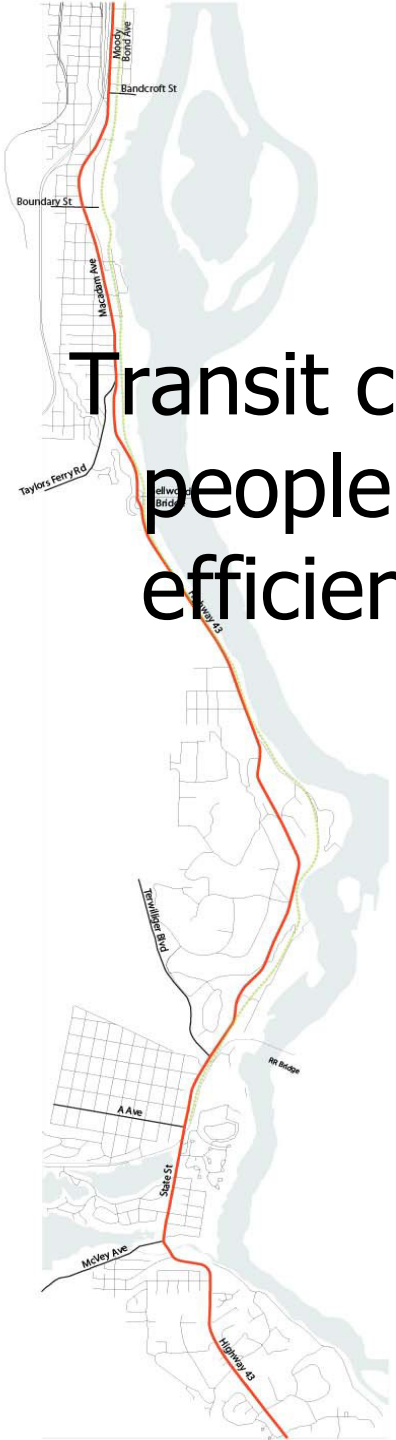


Why transit?

- Transit efficiency
  - Public facilities
  - Cost per ride by mode
- Regional transit use
- Corridor transit use

Consider: Travel options and transit dependency

What we already know



Transit can move people more efficiently

240 persons travel to work

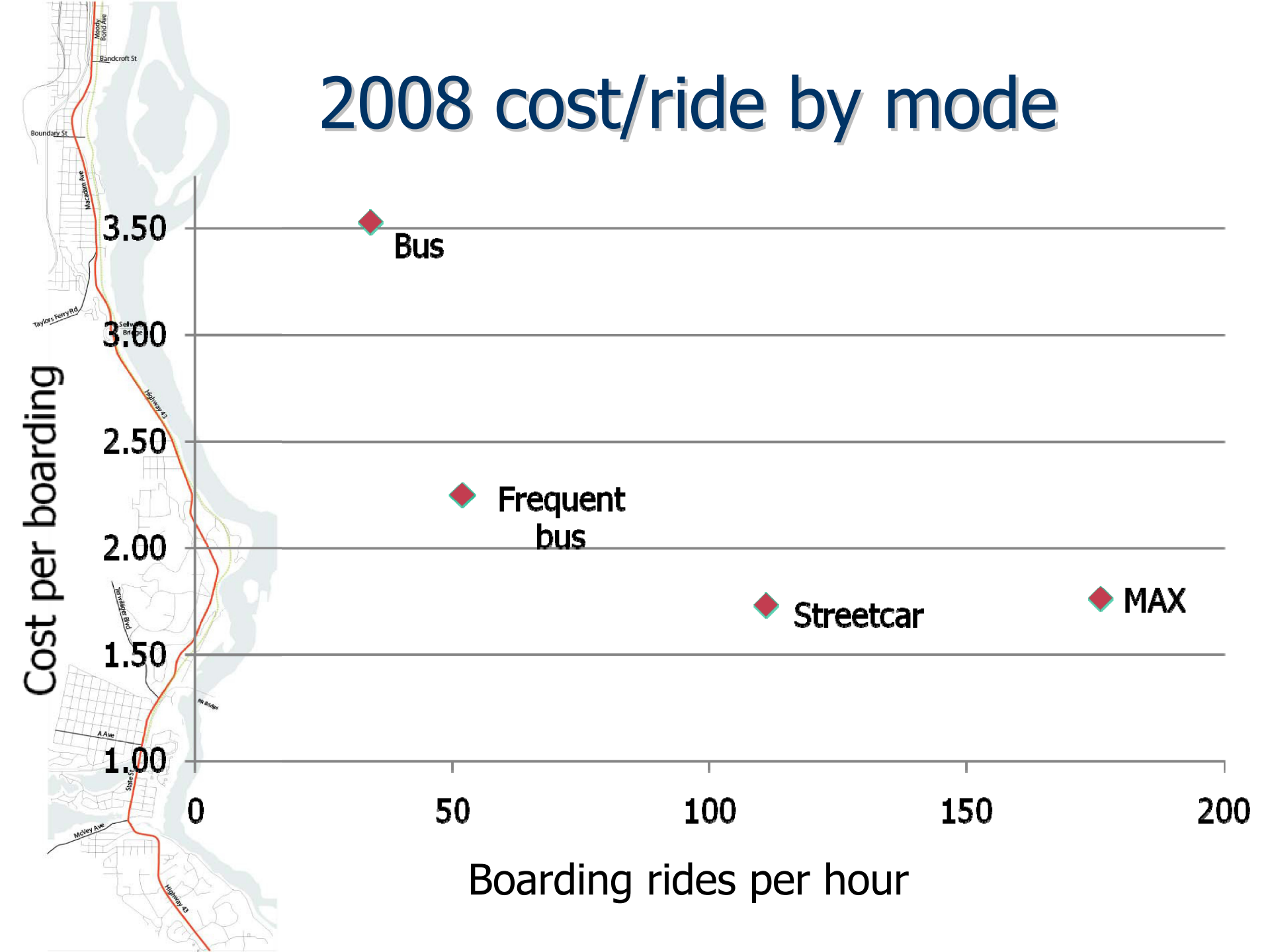
... in 177 cars

... in 3-5 buses

... in 2-3 streetcars

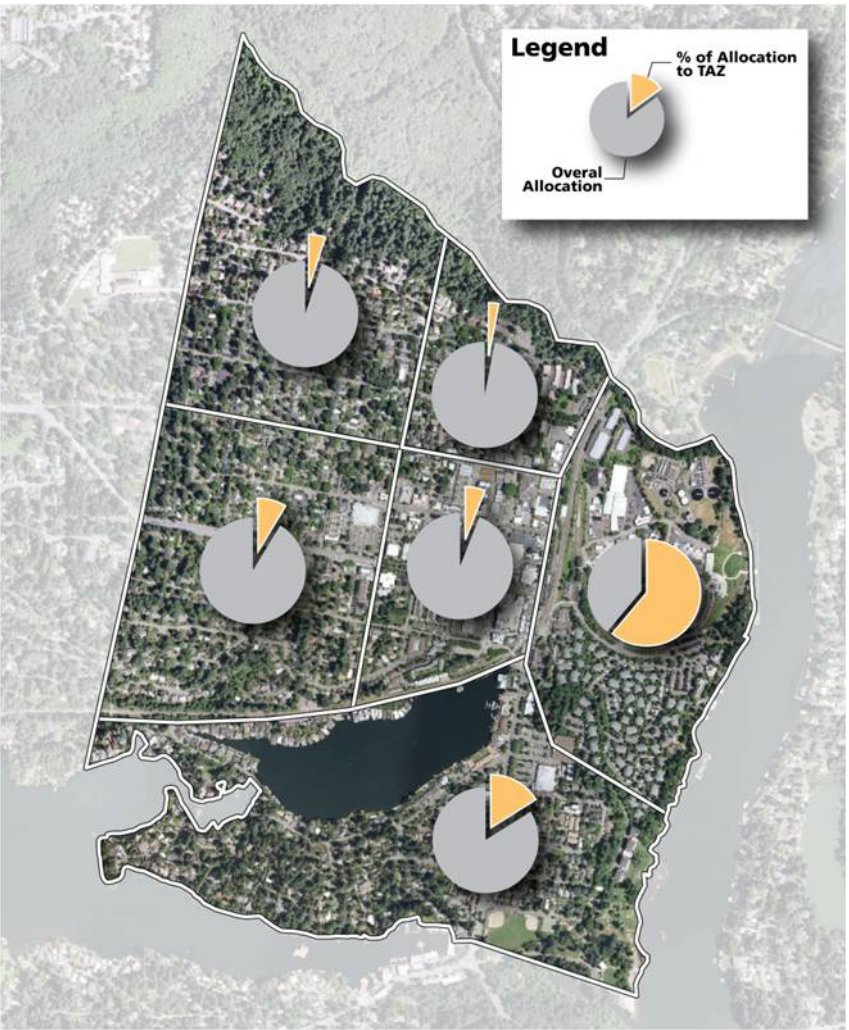
... in 1 light rail vehicle

2008 cost/ride by mode

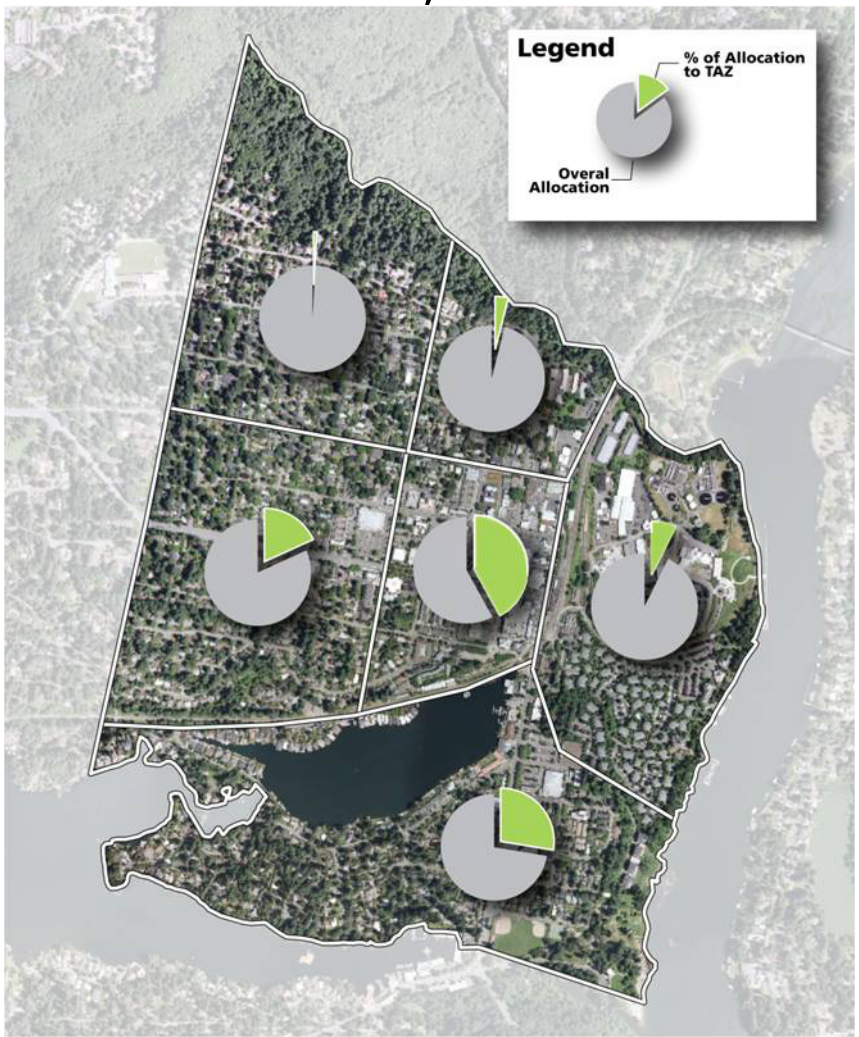


Growth Allocated in LOPT Corridor – Lake Oswego

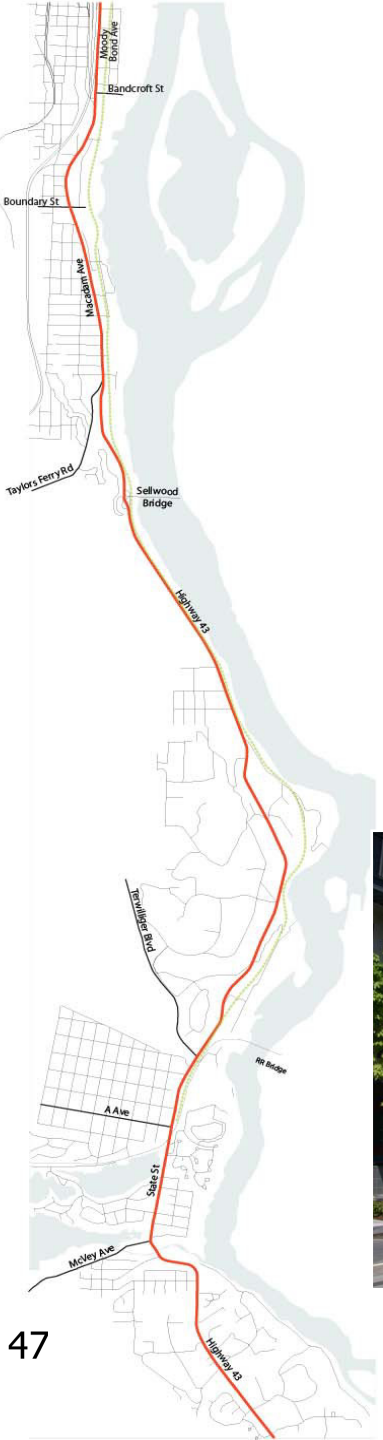
Proportion of **population** growth
2005 to 2035: +7,200



Proportion of **employment** growth
2005 to 2035: +2,900



Regional transit modes



Transit users in the region (2009)

- Of recent riders, 81% are "choice" riders who own a car or have ability to own car.
- On average, about 30% of all trips made in region included a transfer.
- 30% of regular TriMet riders have individual incomes above $60,000.