

Lake Oswego Portland Advisory Committee

Draft of the

Locally Preferred Alternatives Recommendation

And

Recommendation to the Steering Committee

Introduction:

The Lake Oswego Portland Advisory Committee is comprised of interested citizens, business people and interest groups from the Oregon Highway 43 corridor between Portland’s South Waterfront and downtown Lake Oswego. The committee members were appointed by Metro and the committee selected its own leadership. Over the past two years, the Committee members have reviewed on-the-ground conditions and staff and consultant reports concerning a dozen different alternatives. The Committee also considered comments and opinions from numerous citizens interested in the subject of the Committee’s analysis. This included data and summaries compiled by staff of citizen input at various open houses and functions that took place during the Committee’s work. After consideration of the information, reports and comments, the Committee as a whole recommends that two different alternatives move forward for further study by Metro and local governments. Both alternatives involve an extension of the Portland Streetcar from its current terminus at SW Lowell Street in the South Waterfront. The vote of the Committee on this recommendation was 17 in favor, two opposed.

The individual members of the Committee have also voted their preferences between the two alternatives. This is meant to be an advisory vote only. Ten members preferred the “Streetcar through John’s Landing and enhance bus to Lake Oswego” alternative. Nine members preferred the “Streetcar to Lake Oswego” alternative.

The Recommendations:

A: Streetcar through John's Landing and enhanced bus to Lake Oswego. This proposal consists of an extension of the existing Portland Streetcar line from its current loop in the South Waterfront District to the vicinity of the intersection of SW Macadam Avenue and SW Nevada Street. The alignment should be on SW Macadam Avenue for as much of the length of the route as possible, specifically entering SW Macadam Avenue in the vicinity of SW Bancroft Street. The current Willamette Shoreline (WSL) right of way would be converted from rail use to a bike trail with a separate trail for pedestrians along the river. South of the vicinity of SW Nevada Street, the WSL right of way would be converted into a combined bike and pedestrian trail to Lake Oswego. Enhanced bus service would include more frequent service between Portland and Lake Oswego by lines 35 and 36, more and improved bus shelters along the route, peak hour express service, bus traffic signal preemption and bus passing queues where feasible.

B: Streetcar to Lake Oswego. This proposal consists of an extension of the existing Portland Streetcar line from its current loop in the South Waterfront District to the Albertsons' lot in downtown Lake Oswego. The alignment should be on SW Macadam Avenue for as much of the length of the route as possible from the South Waterfront to the vicinity of the intersection of SW Macadam Avenue and SW Nevada Street. The current WSL right of way from South Waterfront to the vicinity of SW Nevada Street would be converted from rail use to a bike trail with a separate trail for pedestrians along the river. South of the vicinity of SW Nevada Street, the streetcar would continue along the rail right of way to Lake Oswego, with a combined trail and bicycle path on alignments to be determined by further study.

Further Comments: If either of these alternatives moves forward, the Committee believes that it should be accomplished with the following recommendations:

1. The alternative should be constructed in a manner that minimizes the impact on homes along the alignment and encourages appropriate redevelopment in Lake Oswego and Portland.
2. The alternative should be constructed so as to permit future expansion south and west of downtown Lake Oswego.
3. The alternative should provide enhanced transportation options for citizens living south of Lake Oswego including the continuation and improvement of local and through bus service.
4. The alternative should be constructed in such a manner as to allow coordination with transportation alternatives across the Sellwood Bridge or its replacement.
5. The alternative requires a significant effort to establish a safe and attractive transit, pedestrian and bicycle route from Lake Oswego to Portland. This route requires a significant effort to protect residents and property values from negative impacts.