

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1757 | FAX 503 797 1930



METRO

DATE: September 5, 2007
TO: Transit Alternatives Analysis Steering Committee
FROM: Ross Roberts, Transit Program Director
SUBJECT: September 10th Meeting

Information Items

Since staff has not had an opportunity to brief the committee on the Financial Analysis, a summary will be presented at the meeting. The handout for that discussion is attached.

The public comment period closes on September 7th, and a *Public Comment Report* will be available at the meeting. Since several weeks have passed since the July 16th public hearing, staff will brief the committee on public comment received at the hearing as well as summarize the comments received to date.

Requested Action

At this meeting, you will be asked to recommend transit mode, alignment and terminus options to be carried into a *Draft Environmental Impact Statement*. The project's citizen committee, the Lake Oswego to Portland Project Advisory Committee (LOPAC), made their recommendation on July 31st. The Project Management Group (PMG), made up of senior staff from participating jurisdictions, has developed findings for your recommendation that are attached along with the LOPAC recommendation.

Staff recommends that the Steering Committee use the PMG Findings as the basis of your recommendation. The findings include transit mode, alignment and terminus recommendations as well as work program considerations that would initiate a DEIS and pursue activities that would advance a bike and pedestrian trail in the corridor. The recommendations advanced by the LOPAC are generally covered within the scope of the PMG findings. A comparison of the LOPAC Recommendation and PMG Findings is presented in Table 1.

The Steering Committee's recommendations will be forwarded to local jurisdictions, TriMet and ODOT for endorsement. The Steering Committee's recommendation and these endorsements will be forwarded to JPACT and the Metro Council for final action in late October.

Table 1. Comparison of LOPAC Recommendations and PMG Findings

	LOPAC Recommendations	PMG Findings
Mode(s)	<ul style="list-style-type: none"> ▪ Streetcar 	<ul style="list-style-type: none"> ▪ Streetcar ▪ Enhanced Bus – <i>less capital intensive than BRT</i>
Alignment(s)	<ul style="list-style-type: none"> ▪ Macadam Avenue – <i>Bancroft to Nevada</i> 	<ul style="list-style-type: none"> ▪ Macadam Avenue ▪ Willamette Shore Line right-of-way ▪ Combination of above and/or Johns Landing Masterplan
Terminus (Full-length)	<ul style="list-style-type: none"> ▪ Albertsons 	<ul style="list-style-type: none"> ▪ Albertsons ▪ Safeway
Terminus (Minimum Operable Segment)	<ul style="list-style-type: none"> ▪ Vicinity of Nevada Street (with connecting bus service) 	<ul style="list-style-type: none"> ▪ Vicinity of Nevada Street (with connecting bus service)
Trail	<ul style="list-style-type: none"> ▪ Develop safe and attractive bike and pedestrian trail ▪ Use WSL right-of-way for trail with Macadam Streetcar alignment 	<ul style="list-style-type: none"> ▪ Continue to develop design solutions for trail that reduce costs ▪ Develop phasing strategy ▪ Identify lead agency