

Lake Oswego to Portland Transit Project

Lessons Learned

John Cullerton

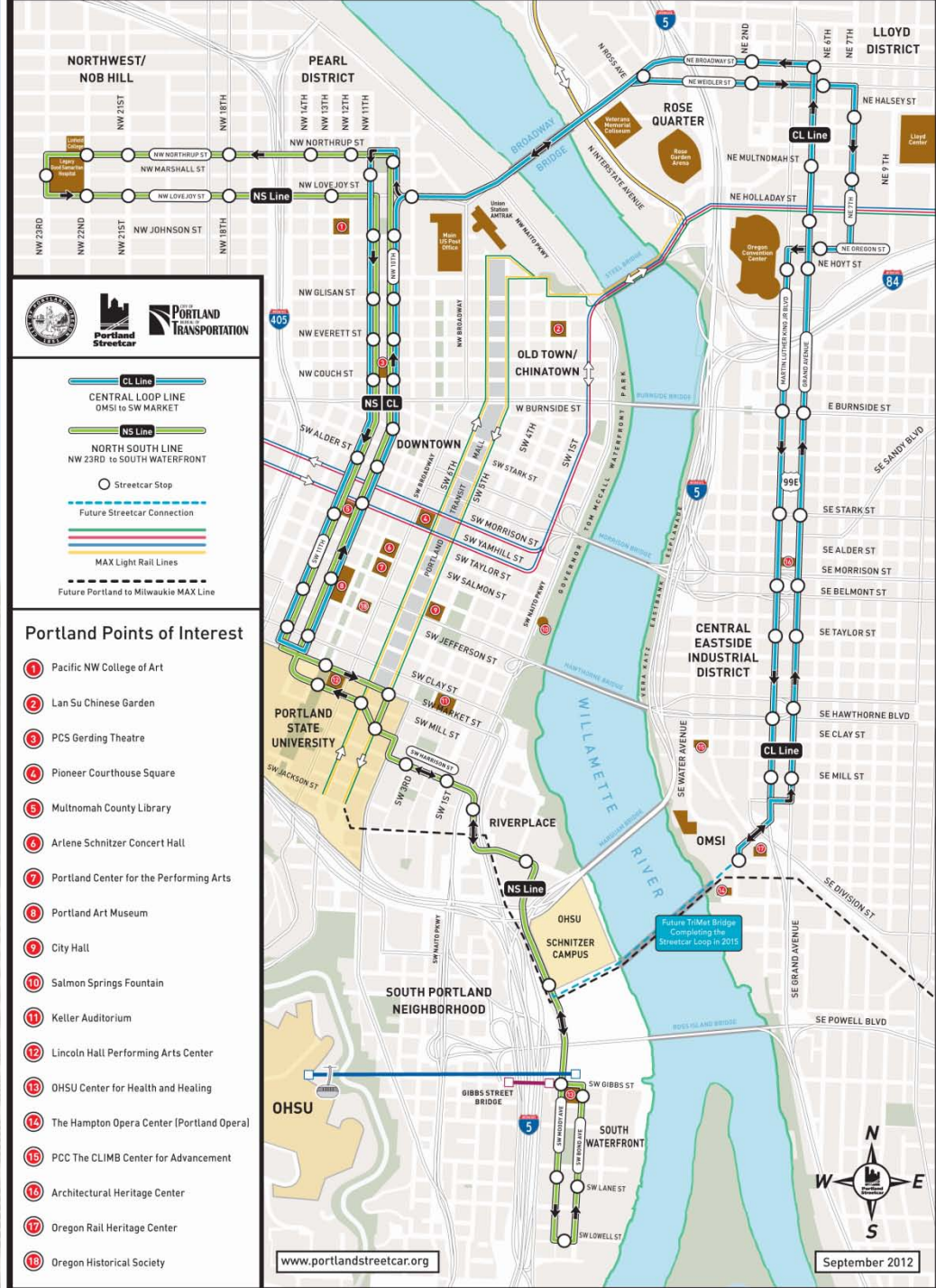
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2012 APTA/TRB Light Rail Conference

Overview

- Project Location and Context
- Corridor History and Project Background
- Project Development
- Public Engagement
- Redefining the Streetcar
- Connections to the Downtowns
- ROW Conflicts and Physical Constraints
- Project Status

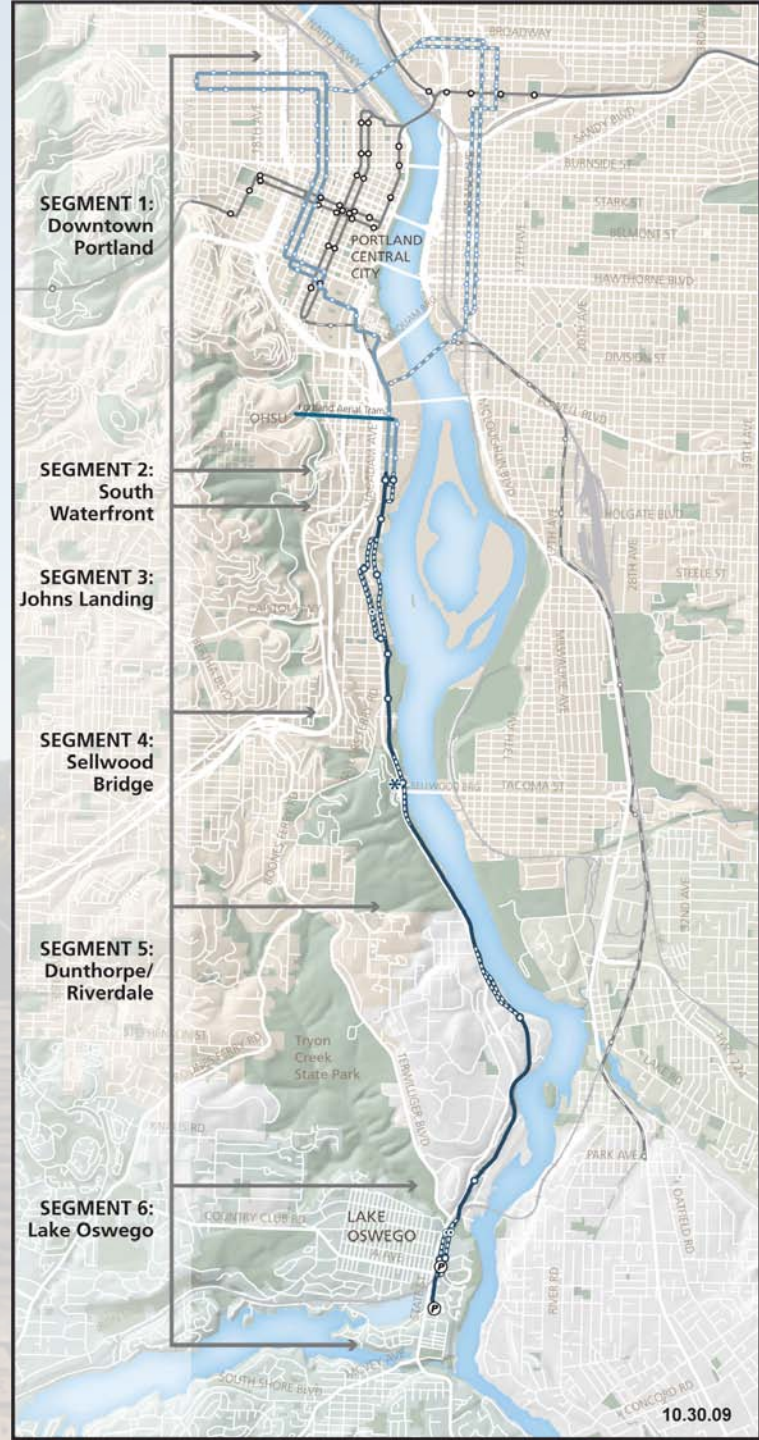
Portland Streetcar System



Portland Streetcar



Lake Oswego to Portland Project Location



Corridor History

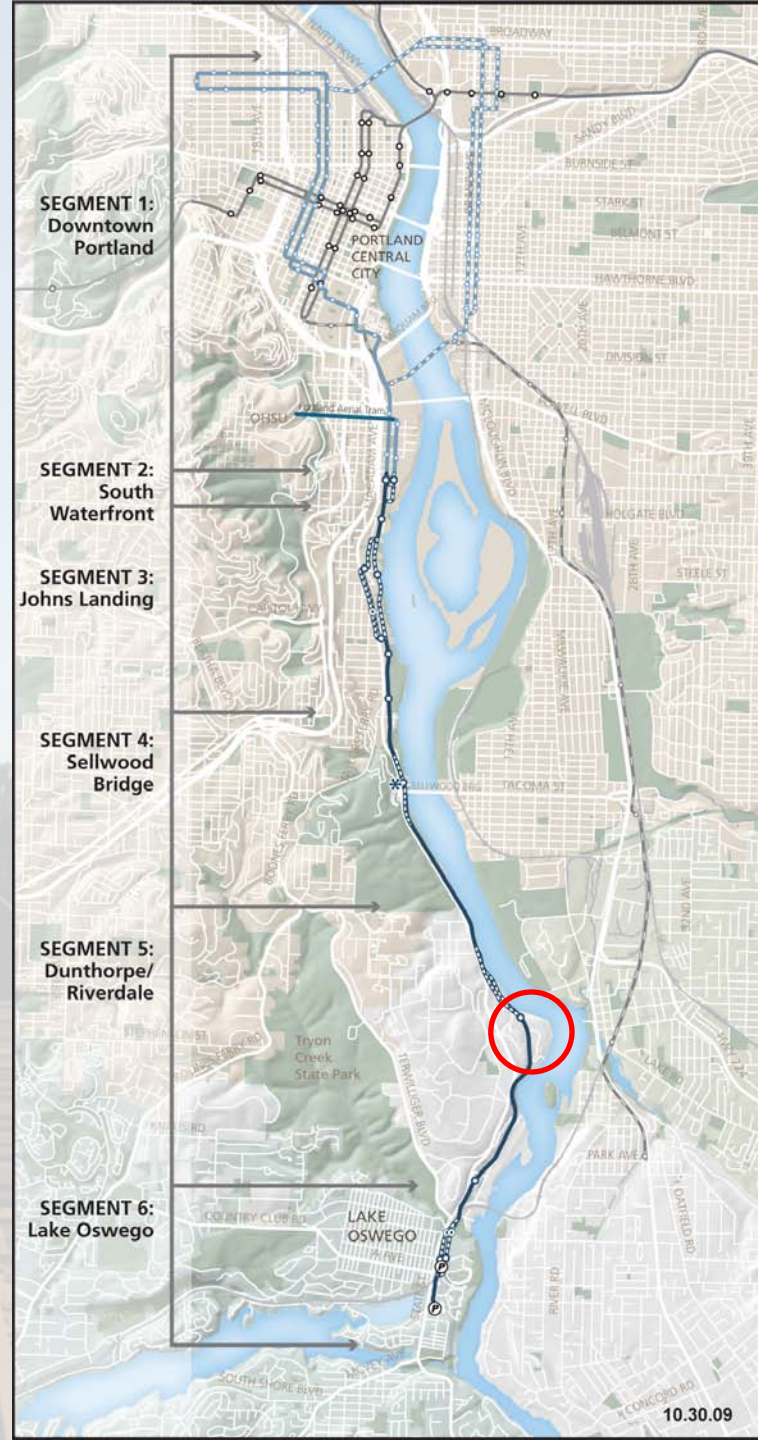
- Rail line opened in mid 1880s
- Built to move timber, iron ore and people
- First passenger service began in 1887
- Operated as passenger service until 1929
- Freight service continued until 1980s
- Limited excursion trolley service continues today







Tunnel Location





Project Background

- Rail line purchased from SP by government consortium in 1988
- In 1996 ODOT determined expanding roadway not feasible
- Streetcar extended to South Waterfront in 2006
- Consortium decides time is right to study an HCT connection using rail line

State Hwy 43 – Parallel Route

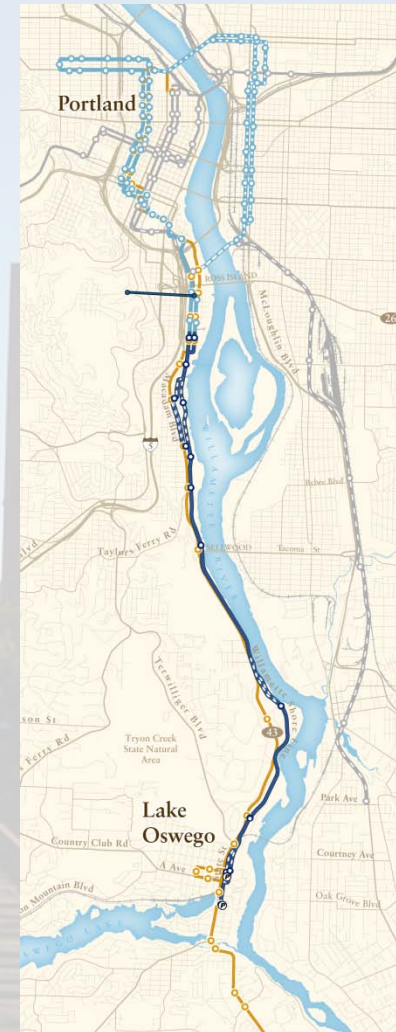


South Waterfront Streetcar Extension



Project Development AA and DEIS

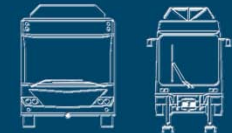
- Metro and TriMet managed the project in coordination with Cities of Lake Oswego & Portland
- URS – Lead consultant for both AA & DEIS
- Portland Streetcar Inc. provided project oversight
- No clear direction on who would own/operate the line



Lake Oswego
to
Portland
TRANSIT PROJECT

Draft
Environmental
Impact
Statement

November 2010



SOUTH WATERFRONT
JONES LANDING
SELWOOD BRIDGE
RIVERDALE
DUNTHORPE
FOOTHILLS
LAKE OSWEGO

Project Alignment

The background image shows a perspective view of a bridge structure over a body of water. On the left side of the bridge, there is a walkway with a metal grating surface and a safety railing. On the right side, there are two parallel rail tracks. The bridge extends into the distance towards a hazy horizon. The overall scene is bright and clear, suggesting a sunny day.

- North end (Portland)
 - Rail corridor vs. in-street
 - Existing condo and commercial development
 - Some redevelopment opportunities

North End In-Street Alignment



North End Rail Alignment

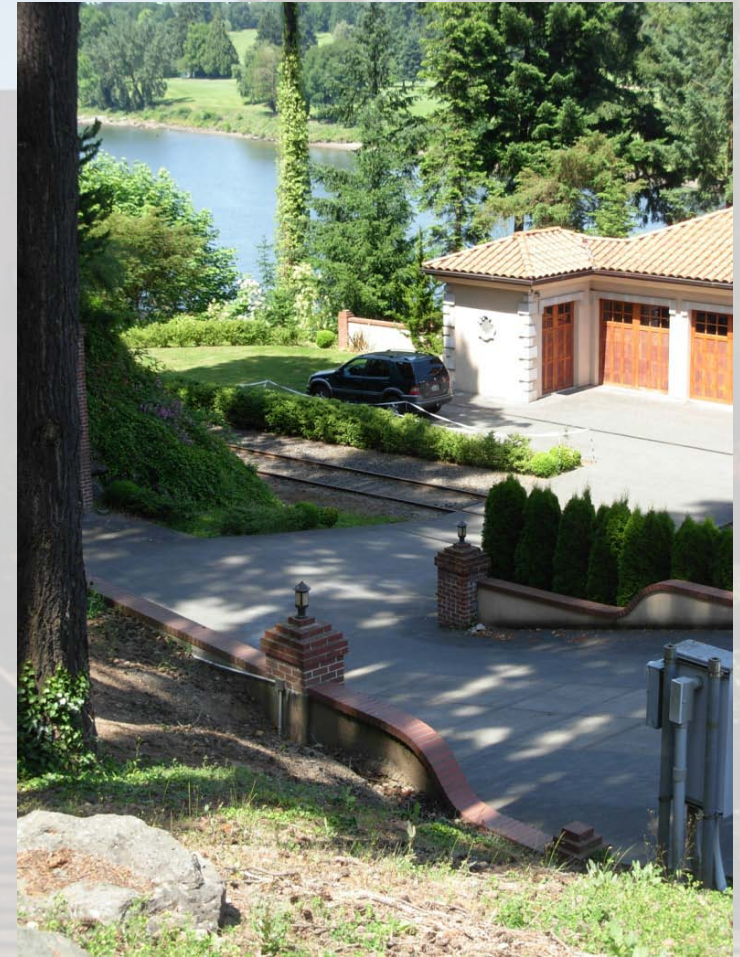


Project Alignment

- Middle section
 - Parks
 - Riverside homes
 - Private Crossings
 - Trestles/tunnel



Middle Section: Parks and Riverside Homes



Middle Section: Private Crossings



Middle Section: Tunnel and Trestles



Project Alignment

The background of the slide is a photograph of a bridge over a body of water. The bridge has a metal grating deck and a railing with a white rope. In the distance, there are trees and a building. The image is slightly faded to allow the text to be read clearly.

- South end (Lake Oswego)
 - Planned redevelopment of light industrial area
 - Developing suburban downtown
 - Good redevelopment opportunities

South End: Suburban Center



Public Engagement

- Citizen Advisory Committee
- Design Workshops
- Individual Resident Outreach
- Neighborhood Opposition
 - Hired Political Strategist and Traffic Engineer
 - Former U.S. Senator
 - Political Issue in Lake Oswego

Redefining How Streetcar Operates

A photograph of a streetcar track running along a waterfront. The track is made of metal rails and wooden planks, with a metal grate on the left side. The background shows a body of water, trees, and a building under a clear sky.

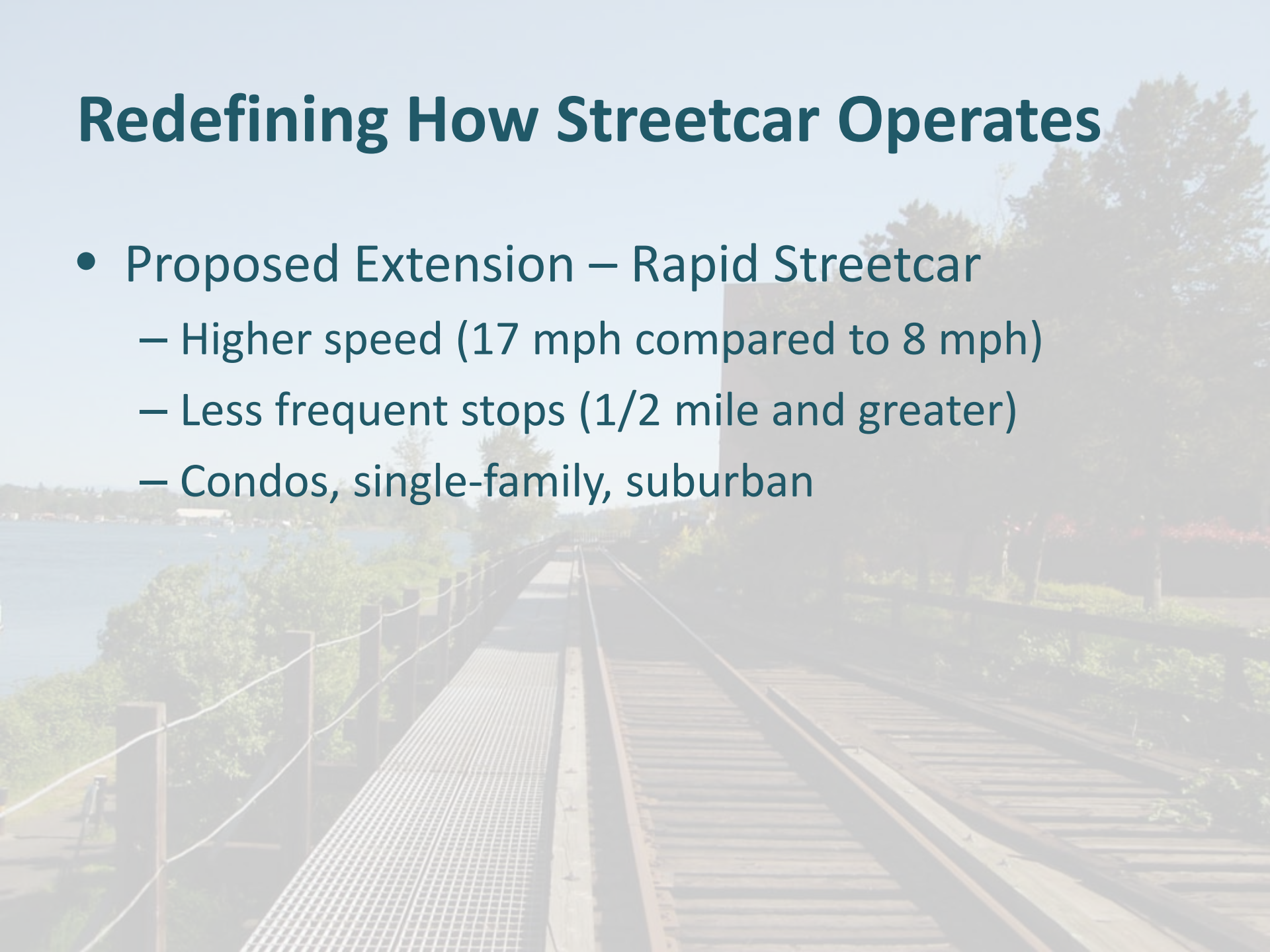
- Public Perception of Streetcar
 - Urban circulator
 - Relatively slow
 - Frequent stops
 - Urban/high density

Urban Streetcar in Portland



Redefining How Streetcar Operates

- Proposed Extension – Rapid Streetcar
 - Higher speed (17 mph compared to 8 mph)
 - Less frequent stops (1/2 mile and greater)
 - Condos, single-family, suburban



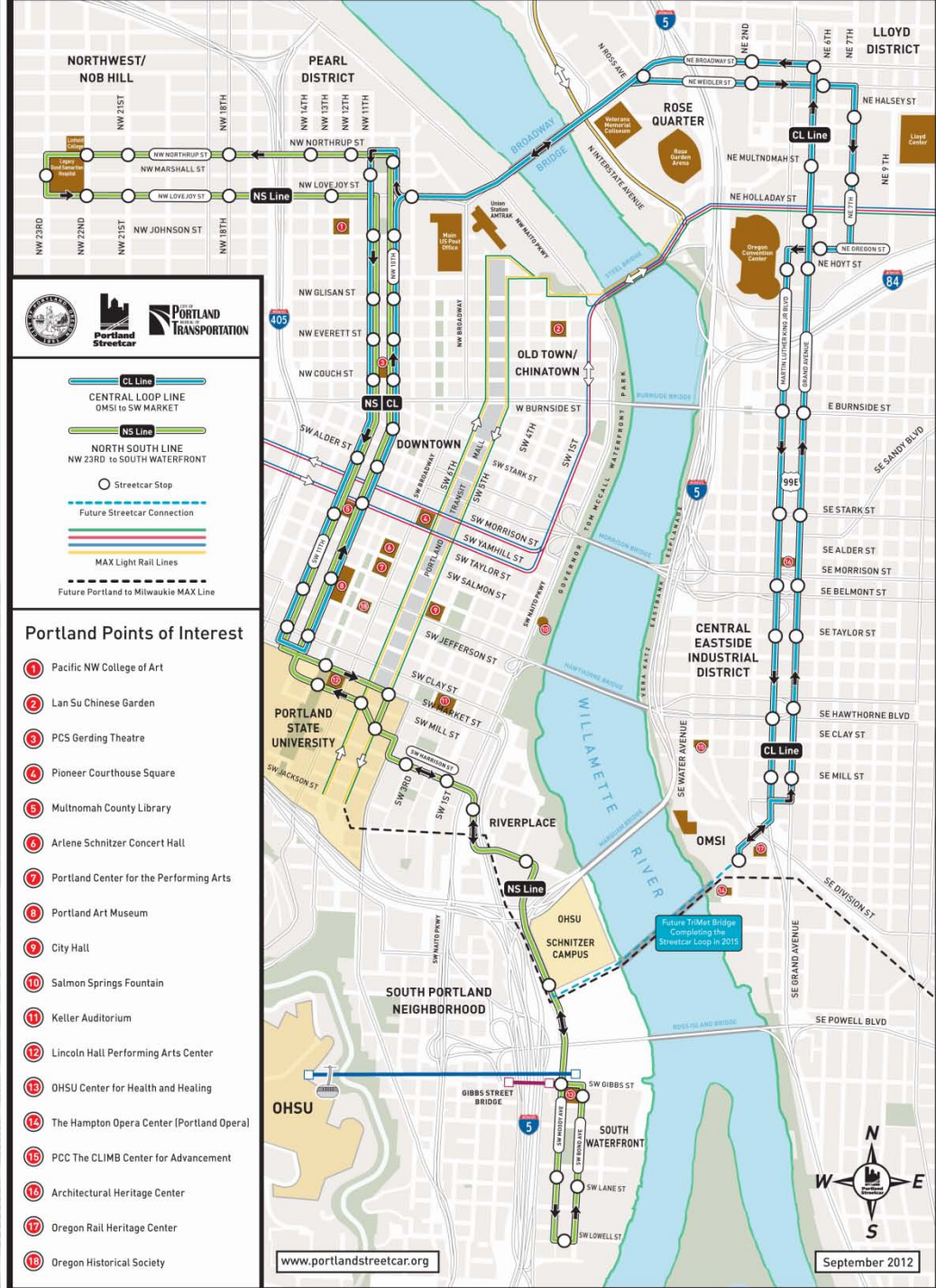
Streetcar Simulation



Indirect Connections to Downtowns

- Downtown Portland
 - Direct connection to PSU
 - Transfer or walk required to access employment/retail center
 - Faster and more reliable, but less direct than current bus service

Downtown Portland



Indirect Connections to Downtowns

The background of the slide is a photograph of a bridge with a metal grate walkway and wooden planks, crossing a body of water. In the distance, a large, dark building is visible through a hazy atmosphere. The overall scene is bright and somewhat overexposed.

- Downtown Lake Oswego
 - Modern/redeveloping suburban downtown
 - Station access requires crossing high traffic state highway
 - Major activity centers several blocks away
 - 300 space park and ride

Downtown Lake Oswego



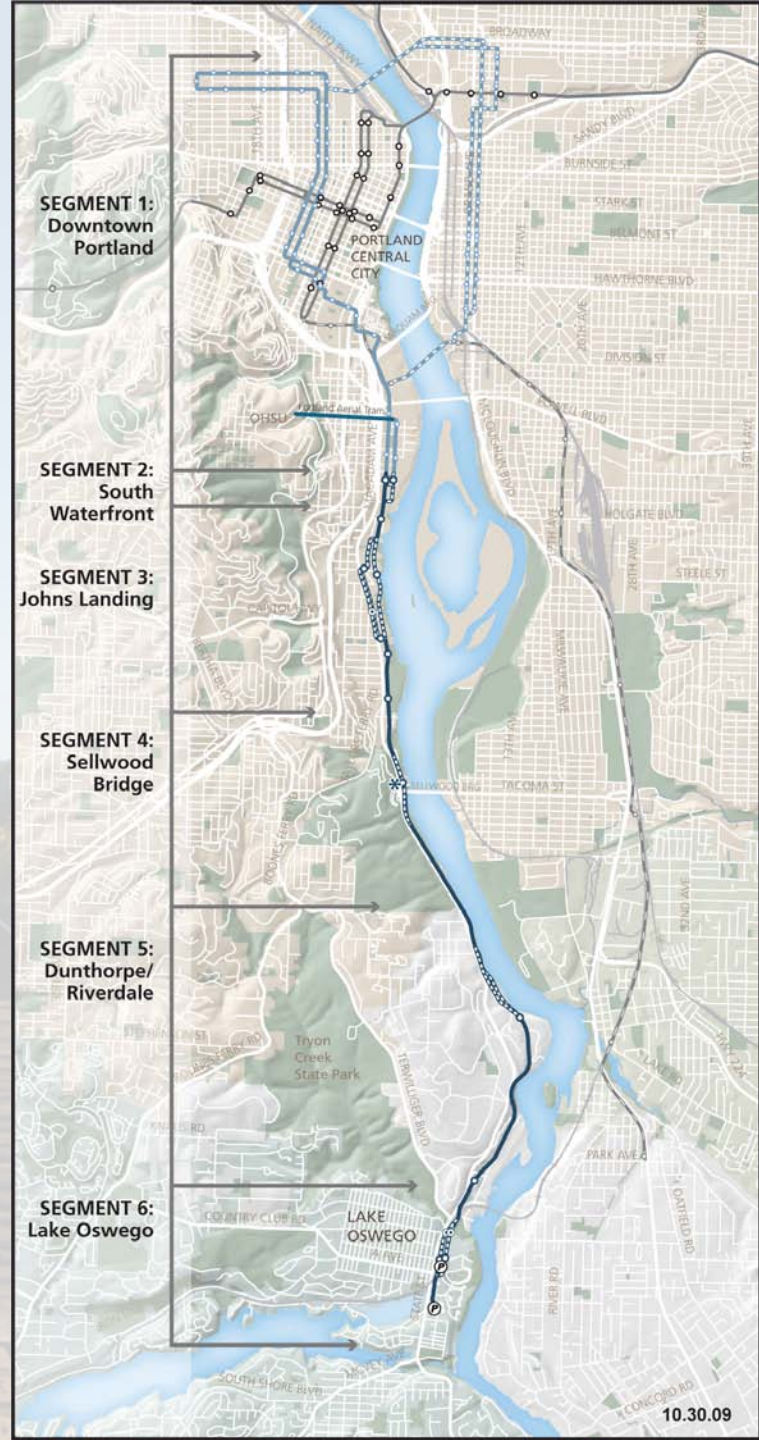
Downtown Lake Oswego



Design Issues, Right-of-Way Conflicts and Physical Constraints

- Costs increase when designed to operate as frequent corridor service
 - Double-tracking
 - Retaining walls
 - Physical separation
 - Park-and-ride lot
- Proximity to condominiums/homes
 - Management plan for driveway crossings
 - Visual, noise, safety concerns
- Tunnel rehabilitation
- Trestle replacement
- Adjacent bridge replacement project - coordination

Project Location



Refinement Phase

- Reduce costs
- Fewer park-and-ride spaces
- Station modifications
- More single-tracking
- Fully develop a minimum operable segment

Project Status

- DEIS completed in 2010
- Lake Oswego and Portland city councils select streetcar as LPA with conditions
- Refinement Phase Final Report in early 2012 addressing conditions
- Action on project is deferred
- Last week's election brought anti-streetcar majority to LO City Council

Key Lessons Learned

- Need a strong political champion for the project
- Decide on owner/operator before getting too far
- Owner/operator will need to live with key decisions:
 - Cost
 - Operations
 - Design
- Identify key community leaders and engage with them early

Key Lessons Learned (cont'd)

- Use designers/architects in small group meetings with affected property owners and residents
- Clearly communicate how project differs from urban circulator streetcar
- Optimize one-seat rides linking key origins & destinations

A scenic view of a wooden walkway or bridge over a body of water, with trees and a building in the background. The walkway is made of wooden planks and has a metal grate section. The water is blue and there are green trees on the banks. A large building is visible in the distance on the right side.

Thank You

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