

Eastside Project Advisory Committee Meeting

Wednesday, December 21, 2005, 825 NE Multnomah, Second Floor Conference Room, 2:00pm

Members in Attendance: Joe Angel, J.E. Isaac, Wayne Kingsley, Bill Medak, Susan Pearce, Michael Powell, Chris Smith, Dee Walsh

Others: Lee Perlman

Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Peter Finley Fry, Rick Gustafson, Carter MacNichol, Jamie Snook, Mark Turpel, Dave Unsworth, Karen Withrow

1. Meeting to Order.

The meeting was called to order – approval of the minutes not noted.

2. Alignment for Streetcar Options.

Carter MacNichol, from Shiels Oblatz Johnsen presented the DRAFT alternative alignment options for streetcar in detail, including street design, traffic, signals, stop locations, bike accommodations and pedestrian improvements. Included in the descriptions were the Loop with MLK/Grand, Loop with two-way Grand and minimal operable segments for Oregon, Morrison and OMSI. All attendees were provided information to review. Sheets C00 and C01 show the complete full circle loop and numbered code identifiers. C02 indicates connection to the existing streetcar alignment in NW Portland, which continues on Lovejoy, double tracking across the Broadway Bridge where it moves into the center lanes. The approximate cost is \$18M to retrofit the bridge, primarily due to four (4) large 8 ft. cast iron wheels that need replacing. Currently, wheel replacements are on the County's improvement list, but the project is working with Multnomah County to elevate the priority of these replacements.

Streetcar shows left side running on Weidler and Broadway to avoid bike lanes on the right lane and right hand auto turn conflicts. Of special concern is what is called the 'box' at Broadway/Weidler and Vancouver and Williams. CO8/9 shows an inbound left turn from Grand to Broadway, which is problematic. Brandman asked if a traffic analysis is being done to define traffic volumes on Broadway and Grand - that work is in progress. C11 indicates traffic gets removed on the eastside of SE 7th, streetcar shares single travel lane with southbound traffic and one auto lane northbound. Left turn from Oregon to MLK will be difficult during pm peak – can be mitigated with Vtag. From approximately Lloyd Boulevard to Couch on MLK southbound is an exclusive Streetcar only lane – excess of road width provides streetcar ROW in this section. Concurrently, not enough pavement on Grand northbound to do the same. Proposed Burnside/Couch couplet shows one way eastbound on Burnside and one way westbound on Couch.

Various stop locations were discussed. Of primary interest were the stops on MLK/Grand at the Morrison and Hawthorne bridgeheads. Committee members asked that these stops be reviewed to ensure good transit connections and a safe pedestrian environment. A suggestion was made that staff look at the possibility of adding additional stops as well as signalization issues. A large effort is being

made to provide the best streetcar/bus transfer options as possible along the entire eastside streetcar route, particularly at the bridgeheads. Sheet C21 should show right turn on Harrison, northbound on Grand and realignment of Sam Tracks (short line railroad). The project will need to work with Union Pacific. Streetcar will go under power lines.

Review was done on the draft streetcar alternative alignment plans for a two-way Grand alignment option. Alignment shows left turn from MLK to Burnside, right turn to SE Grand for two-way running on Grand. Drawing C23 also shows very preliminary operations of SE 7th Avenue as 3-lane one way street northbound. Committee members indicated right turn from Everett to freeway onramp not possible, why not use Davis as westbound street to Grand. Grand shows 2 lanes northbound and 1 lane southbound. Bike lane is shown on 9th, with no pedestrian improvements to the west. Staff was asked to document pros and cons of the two-way streetcar operations on Grand and subsequent one-way auto traffic on 7th.

Joe Angel feels strongly that running on the inside lanes on Broadway/Weidler is a mistake and that other accommodations should be made for the bicycle lanes. He envisions streetcar riders will need to cross Broadway/Weidler to get to major destinations, like the Rose Quarter, OCC, etc. Also sees less left auto turn conflicts than right auto turn conflicts. Chris recommended that Joe attend the next Streetcar CAC meeting on January 11, 2006. Discussion at that CAC meeting will be held on the Eastside alignment and streetcar/auto/bike compatibility.

3. Cost Estimate.

Rick Gustafson discussed briefly the total cost estimates for each of the options. The minimal operating segment (MOS) to Oregon is \$99 million, MOS to Morrison is \$123 million and MOS to OMSI is \$167 million. The Eastside streetcar operations would operate from the eastside to PSU, creating an increase of about 40% of service on SW 10th & 11th and reducing headways in that section substantially. The cost of operations of the eastside alignment ranges from \$3 - \$6 million depending on the MOS chosen. Currently, TriMet pays for about 2/3 of the operating cost with the City paying about 1/3. It is important the Westside streetcar understand the importance of the added service with the opening of the eastside.

4. Finance Strategy.

Attached with the agenda handout was a document that included the potential sources and uses for financing the capital construction for each option under consideration and a brief explanation of the LID provisions. More discussion regarding these topics will be forthcoming at a later meeting.

5. Other Business.

Dee reported that the Central Eastside URAC has potentially identified \$4 M for Eastside Streetcar. She mentioned that reluctance to support streetcar in the Central Eastside stems from the fear of potential gentrification.

Rick reported that there may be a special meeting set up for an Eastside streetcar traffic simulation visual presentation – more information to come.

6. Public Comment Opportunity.

There were no comments presented by the public-at-large.

Next Meeting: January 18, 2006 at 2 pm, 825 NE Multnomah, Second Floor Conference Room.