

Eastside Project Advisory Committee Meeting

Wednesday, May 18, 2005, 825 NE Multnomah, Second Floor Conference Room, 2:00pm

Members in Attendance: Joe Angel, Mike Bolliger, Steve Fosler, Wayne Kingsley, Tom Markgraf, Rick Parker, Susan Pearce, Brad Perkins, Chris Smith, Dee Walsh

Others: Lee Perlman, Vern Rifer

Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Vicky Diede, Rick Gustafson, Alan Lehto, Denyse McGriff, Owen Ronchelli, Dave Unsworth

1. Meeting to Order.

The meeting was called to order by Rick Parker. Tom Markgraf made a motion which was seconded by Mike Bolliger to approve the minutes as presented for April 20, 2005. This motion was approved by majority.

2. Summary of April 26th Open House.

Dave Unsworth provided a summary of the Eastside Transit Alternative Analysis Open House held on Tuesday, April 26. 12 people attended this drop-in open house, 7 comment cards were received. Format of the Open House was 19 total visuals and maps around the room, newsletter handout and comment cards. Staff and PAC members were available to answer questions and engage in discussion. This open house was originally to be held in conjunction with a Portland Development Commission open house targeting the same audience for a zoning discussion. The City of Portland failed to send out notification to the public and the PDC open house was cancelled. Many good comments were received by participants.

Dave Unsworth, Kay Dannen and Patty Montgomery will staff an information table for the Eastside Transit Alternative Analysis study at the Eastside Big Pipe Open House on Thursday, May 19, 4:00PM-7:30PM.

3. Draft recommendation on Alternatives.

Dave Unsworth presented a draft recommendation on the alternatives that should be forwarded into this summer's evaluation phase and reviewed the draft Eastside Conceptual Definition of Alternatives Report. This report includes three chapters. The first chapter provides an introduction to the study, the second chapter provides a description of the study area & the existing transportation system, policies and plans that influence transportation improvements in the Portland Region. The second chapter also provides a description of the transportation, air quality and land use problems that are the basis for the potential alternatives. The third chapter provides a series of potential alternatives that address the purpose and need. This third chapter also describes modes that were considered but are not proposed to be studied further.

The draft recommendation includes a no-build alternative, bus circulator alternative (also known as Transportation System Management (TSM) Alternative) and streetcar build with length options (Minimum Operable Segment (MOS) and specified alignments of MLK/Grand couplet alignment option and two-way Grand Avenue alignment option. The three Streetcar length options include a full length from NW 10th/Lovejoy in the north and SW River Parkway in the south. Lloyd District MOS Option would include the alignment from NW 10th & 11th Avenues to NW 7th/Oregon. The third MOS would be the OMSI option with would include the

alignment from the Pearl District, through the Lloyd and Central Eastside districts to SE Stephens Street. A pedestrian connection from the terminus at SE Stephens Street to OMSI would be improved.

The Transit Alternatives Analysis Steering Group is scheduled to review these alternatives at the May 25 meeting. There has been a recommendation to include evaluation of a two-way Grand Avenue operation of streetcar. It is recommended that the Eastside Project Advisory Committee discuss this issue and prepare a recommendation for consideration by the Transit Alternatives Analysis Steering Group as to their support for consideration of this 2-way streetcar operation on SE Grand as one of the options.

Wayne Kingsley wanted to be assured that growth in freight traffic is part of this study, Joe Angel would add some bike and pedestrian language. The Central City Transit Plan recognizes the importance of inter-connections with all forms of transportation movements. Mike Bolliger mentioned Water Avenue is a dead end and has been an issue with TriMet's ability to provide bus service. Rick Gustafson indicated two-way operation on Grand would require additional engineering. The MLK alignment poses some challenges in making pedestrian and bus connections. Joe Angel felt a 2-way operation on Grand is not feasible and dead on arrival. Brad Perkins indicated that removing parking on one side of Grand Avenue would be very detrimental to retail. Dee Walsh concurred.

Dee Walsh suggested the project look at 2-way on both MLK and Grand. Kingsley suggested that many development opportunities exist on MLK and that TriMet be creative with their bus to streetcar connections. Richard Brandman indicated that at this point in the process, all alternatives need to be looked at and the idea that makes the most sense needs to emerge. Discussion continued on alignment alternatives and issues associated with the study south of I-84. Both SE 6th and 7th were mentioned as alternatives for auto/truck traffic, if SE Grand was considered for a 2-way operation for Streetcar.

Joe Angel made a motion to evaluate the no-build alternative and bus circulator alternative, this motion was seconded by Tom Markgraf and approved by majority. Regarding draft recommendation #3, Streetcar build alternative with two alignment options (MLK/Grand couplet alignment option, two-way Grand Avenue alignment option) and Streetcar length options (full length, Lloyd District MOS and OMSI MOS); Joe Angel made a recommendation that the area at SE Stephens/MLK to OMSI be circled on the map, the intent was to highlight all the various alternatives and options being looked at for evaluation and possible consideration in this area of multiple problems yet to be solved. The principal behind this intent was agreed to by majority.

Next Joe would like to see an enlarged study area of various street alignments. Study MLK/7th Avenue as another alternative. The study of alignments would help in preparation for the next 50 years of growth in the area given each alternative. Investigate how each alignment might affect jobs created, environment to be created,

retail development, impact on existing businesses, the amount of revenue each alignment might raise from any LID and the effect on freight movements.

On the draft recommendation #3, Streetcar builds with three alignment options. Joe Angel made a motion to adopt as stated above with, this motion was seconded by Tom Markgraf and failed with 7 no votes and 2 yes votes. Dee Walsh made the motion, with a second by Wayne Kingsley that recommendation #3, Streetcar build alternative with two alignment options (MLK/Grand and two-way Grand) with 3 minimum operable segments enter into the evaluation phase for further study. This motion was approved by majority with 8 yes votes and 2 no votes.

4. Local Match Funding.

Rick Gustafson presented a draft plan for developing the local match for the streetcar project which will parallel the consideration of options. The plan will include seeking commitments for local improvement districts and tax increment funds for the project that will be used to match federal funds that are being sought. The report will be completed in October 2005 so that the funding can be started with the recommendation for a locally preferred alternative. Draft funding plans were broken down into 3 sections; Lloyd District, NW 10th/Lovejoy to NE Oregon & Grand; Central Eastside, NE Oregon and Grand to SE Stephens and OMSI, SE Stephens to OMSI. Total estimated project cost for the above 3 sections is \$106.83 million. Rick would like to see this committee test the Zone A / Zone B Local Improvement District (LID) funding strategies and possibly separate out the project in buildable pieces. Can we get local commitment for funding either through the LID and/or tax increment funds? Small Starts is in the House bill, Senate bill includes New Starts.

5. Public Comment Opportunity.

There were no comments presented by the public at large.

Next Meeting: June 15, 2005 at 2 pm, 825 NE Multnomah, second floor.