

Portland Streetcar Loop Project Advisory Committee Meeting

Wednesday, October 17, 2007, 2:00-3:00 p.m., Lloyd Tower, 825 NE Multnomah, 2nd floor conference room

Members in Attendance: Joe Angel, Hank Ashforth, Chair; Brian Bennett, Mike Bolliger, Dick Cooley, Rick Gustafson, Gary Hampton, Deek Heykame, Wayne Kingsley, Susan Lindsay, Tom Markgraf, Sarah Masterson, Rod McDowell, Ann Niles, Susan Pearce, Owen Ronchelli, Chris Smith

Others: Kristin Belz, Nancy Chase, Irvington NA; Julie Gustafson, Tim Holmes, Jim Howell, Lee Perlman, Bob Richardson

Staff Attendance: Irene Bowers, Richard Brandman, Roland Chlapowski, Kay Dannen, Christine Egan, Peter Finley Fry, Keith Liden, Lloyd Lindley, Carter MacNichol, Ellis McCoy, Denyse McGriff, Vicki Quick, Patrick Sweeney, Rick Williams

1. Meeting to Order:

Meeting was called to order by Hank Ashforth our chair. The September 19, 2007 minutes were approved by majority after a correction made by Ann Niles. Correction was made to item #6, last sentence corrected to read “Ann feels that downtown not the Pearl District may be the destination for Eastside riders.”

2. FTA Submittal:

The Small Starts report to the Federal Transit Administration (FTA) was submitted on September 7 by TriMet. Included was the report on cost effectiveness which would qualify the Loop project for a “medium” rating. We should receive our “medium” rating from FTA within the next week or two. Portland is assisting with the groundwork for Small Starts along with support particularly from Congressmen Bluemauer and DeFazio. We expect to be in the President’s budget which is out in Feb. 2008. Also included to FTA were the ordinances and resolutions passed by the Portland City Council on September 6, 2007 completing the financial commitments for the project.

Project schedule is as follows:

October 2007 – FTA ratings received

Early November 2007 – FONZI issued by FTA

Dec. 2007 – Feb. 2008 – 3rd party review by PDC

Feb. 2008 – Cost estimates and 50% engineering drawings to FTA

Feb. 2008 – preparation of FTA of Project Construction Grant Agreement (PCGA)

Sept. 2008 – Construction starts

Late 2010 – complete construction

Early 2011 – Loop opening of revenue service

Brandman commented that Metro has provided input to FTA on the Small Start rules by an imposed Nov. 1, 2007 deadline. It is hoped that the rule language will become more attractive for streetcar projects. There is a movement in Congress to stop the rule making – it can take up to two years to remove rules.

3. Parking Management Concepts:

Rick Williams reviewed Portland's Inner Eastside Parking Management Concepts with the Project Advisory Committee.

Purpose of the Study:

- Present a draft set of strategy & parking management recommendations
- Desired outcome to provide strategies to manage demand, maximize use of available supply and plan for future parking management
- Recognize that the role of parking and transportation management is to assure that the desired vision for Lloyd and the Central Eastside is fully supported

Role of Parking Management in a Business District:

- Parking management is just one tool
- Parking management must be managed to assure that priority land uses and priority users are supported
- Should implement a plan that supports the development of a vibrant business district
- The components of a parking management plan need to be simple & intuitive for the user and well integrated into the traffic system and other access modes
- The plan should clarify the roles of both the public and private sector in providing parking

Economic Development/Growth and Parking

Lloyd District

- 2025 job projection is 8,000 net new jobs
- By 2025 employment will increase by 36% & housing stock will more than double with streetcar investment
- 2025 jobs estimate translates into 2.8-3.6 million square feet
- At current district parking ratios, a total of 5,600-7,200 new stalls could be added
- The district's residential potential could bring another 3 million sq. ft. of development
- At an average cost of \$30,000 per stall, the parking development costs could be as high as \$216 million

Central Eastside

- Due to zoning, the CEID will need parking management strategies that are specifically tailored to the anticipated and desired mix of new uses that will be attracted to the district over time
- 2025 job projection is approximately 8,000 new jobs
- 7-8,000 parking stall could be added to the district
- Hovee & Company's 2005 study anticipates just fewer than 1,600 net new housing units by 2025
- At \$30,000 per stall to construct, the costs for the district are in the range of \$209-270 million. This does not include parking costs associated with projected residential development

How does parking management support economic development & growth vision

- New growth will create competing demands for a more constrained parking supply

- The cost & quantity of parking in these two business districts will require levels of management not currently in place
- The economic development plan for both districts calls for a reduction in the overall net supply of parking as a relationship to total commercial, industrial and residential square footages
- Parking management program strategies are essential to meet plan goals to assure access to priority and support the economic conditions necessary to financially sustain structured parking development

Goal, Policies and Principles

- Develop consensus on Guiding Principles
- Consider Parking Management Zones to better coordinate relationship between access and economic priority
- Develop operating principles for each parking management zone
- Discuss and provide answers to strategic considerations
- Develop management plans that address consensus developed above

Area Vision includes:

- 16,000 net new jobs (Lloyd & CEID combined)
- 2.8-3.6 million SF of new commercial development (each district)
- 1,600-3,000 net new housing units
- Increase in visitor access demand to Eastside
- \$425-540 million (Potential parking development cost for structures-combined)
- Finite supply of on-street parking
- Streetcar

Parking Management Strategy Continuum could:

Retain the Status Quo – free parking (on-street), off-streetcar parking (primarily surface lots), commuters (primarily on-street), low non-auto splits and minimum enforcement.

Aggressive Parking Management – paid (on-street), off-street (primarily garages), commuters (primarily off-street), moderate/high mode splits, maximum enforcement

Discussion was held on the above topic. Bolliger indicated separate districts have different needs. Smith indicated from his experience in NWDA, that the committee(s) needs to agree on principles. It was agreed that property owners in the districts studied should be well informed on this process. Current zoning calls for high density along MLK and Grand avenues. Pearce indicated that the residential district east of SW 12th is impacted by the parking plan in the CEID. Holmes recommended that an analysis of parking be extended to include between SE 9th and 12th avenues. McCoy reiterated that the parking plan cannot go forward without issues resolved and community involvement. After further discussions, it was decided to revisit the draft resolution on parking management concepts at the next Loop PAC on December 5. It was agreed that the resolution indicated that the Project Advisory Committee support a process through the City of Portland that would develop parking management plans for each of the districts identified in the Lloyd and Central Eastside District. This added time will give members of the committee the opportunity to discuss the parking management concepts with neighborhood groups impacted.

4. Convention Center Design:

Carter described an option for establishing an exclusive southbound streetcar lane on MLK between NE Oregon and Lloyd Blvd. at the Convention Center. This could potentially save 3-5 minutes on peak travel operating times. OCC needs to retain their bus parking. More analysis is being done.

5. NW Lovejoy Design Options:

Carter indicated the project had met with the Pearl District Neighborhood Association and business owners on October 11 to review the options for the streetcar in the Pearl. Of the two Pearl District alignment options, including the Lovejoy alignment and Northrup alignment; this group is strongly in favor of the Northrup alignment. There was some concern from the PAC that this would mean riders from the Eastside would have to travel out of direction to continue downtown. Ann contends that not all eastside riders' destination is downtown, but could be the North Pearl, future Centennial Mills development site, etc. There is also consensus among Pearl District constituents of support for the Northrup/Lovejoy couplet between NW 9th and 16th. This couplet project would not be within the Loop project.

6. Transportation Management Plan:

The Transportation Management Plan was distributed at the last meeting. Comments are welcome on issues that members feel need further review. Joe Angel has suggested some further evaluation of the connection to OMSI, moving the stop on Grand adjacent to Metro (further south to line up with the MLK stop, and raised concerns about the ability of Clay Street to function as a major access to MLK/Grand.

7. Other Business:

8. Public Comment Opportunity:

There was no public testimony presented.

- **Next Streetcar Loop PAC Meeting: 2-3:30 p.m., Wednesday, December 5, 2007, Lloyd Center Tower, 825 NE Multnomah, 2nd Floor Conference Room**