

Portland Streetcar Loop Project Advisory Committee Meeting

Wednesday, September 19, 2007, 2:00-3:00 p.m., Lloyd Tower, 825 NE Multnomah, 2nd floor conference room

Members in Attendance: Joe Angel, Hank Ashforth, Chair; Dick Cooley, Steve Fosler, Wayne Kingsley, Susan Lindsay, Sarah Masterson, Ann Niles, Rich Parker, Vice Chair; Susan Pearce, Brad Perkins, Michael Powell, Chris Smith

Others: David Lorati, CEIC for Mike Bolliger; Armando Maldonado for Daniel Deutsch; Allan Classen, Jim Howell, Lee Perlman

Staff Attendance: Kay Dannen, Vicky Diede, Mark Dorn, Keith Liden, Lloyd Lindley, Carter MacNichol, Denyse McGriff, Mark Turpel, Dave Unsworth

1. Meeting to Order:

Meeting was called to order by Hank Ashforth our chair. The August 15, 2007 minutes were approved by majority after a correction made by Paul Smith. Correction was made to item #2, second bullet to ‘support operations finance plan and add City of Portland \$1.1 million.’ Introductions were made by all. Hank thanked the Loop Project Advisory Committee for their hard work since the first initial start-up meeting on Feb. 5, 2003. City of Portland Council unanimously passed all Streetcar Loop resolutions on September 6.

2. FTA Submittal:

The Small Starts report to FTA was submitted on September 7, 2007 by TriMet. Included was the report on cost effectiveness which could qualify the Loop project for a “medium” rating. Also included were the ordinances and resolutions passed by the Portland City Council on September 6 completing the financial commitments for the project. Dave expects to hear from FTA about mid-October regarding the submitted application. 50% Preliminary engineering design to be complete by the end of the year with an application for a construction grant agreement prepared for FTA in January 2008. FTA has assigned a Project Management Oversight Committee to oversee the progression of our project. All news is good at this point. It was critical to make the President’s budget deadline of September 7, 2007 in order to be considered for the necessary funding cycle.

Michael Powell stated his appreciation to Metro, PDOT, particularly Commissioner Adams, TriMet and the Loop Project Advisory Committee for their hard work in getting the project to its current status. He noted that streetcar has brought to City Council over 200 resolutions with not any no votes recorded to date. Streetcar development supports transportation, development and connectivity between our inner city neighborhoods. It has absolutely been 100% participation and a great team effort to get to this point with an incredible core of support from competent staff.

3. Conditions Report:

A draft of the report on conditions for the Locally Preferred Alternative (LPA) was provided to the Loop Committee. The Committee is asked to review the conditions report and recommend revisions or additions. It is expected that this report will be presented to the Loop Steering Committee in October or November of this year. Conditions were placed on the selection of the Locally Preferred Alternative for the Portland Streetcar Loop Project. This report provides the documentation of the analysis for each of the conditions included in the LPA. The report is organized by sections with Conditions, Summary of Results and attachments representing reports and technical memorandums describing each of the conditions.

Three sets of conditions were included: LPA Conditions for Extending the Project, Work Program Considerations and City of Portland Conditions.

Hank Ashforth stressed the importance of parking meter revenues as a source of operating funding for the Streetcar. Michael Powell reiterated that this committee has had a commitment to fund operations of the Loop from OMSI to RiverPlace. It will be up to this committee to look for the approximately \$2 million in additional operating funds within the next few years to make this happen.

Also included in the Loop committee packet was a summary of traffic signal/transportation improvements for review. These improvements include:

- New traffic signals
- New traffic signals (by others)
- Additional streetcar-only phase
- Streetcar priority systems in traffic signal timing
- Other traffic signal improvements
- Changes to traffic striping
- Other roadway improvements
- Pedestrian improvements
- Bike improvements

In reviewing the project development chart, it was suggested by Michael Powell that the OMSI master planning efforts be included. Wayne Kingsley asked Carter to provide an update of the meeting held with the freight committee. Carter indicated that this meeting went well with other coordination meetings to follow.

Chris Smith encouraged the project to ensure that communication is ongoing with the bike community to ensure adequate integration with potential bikeways. Carter indicated that project staff has met with the Bicycle Advisory Committee. Chris also encouraged the project to set up informational meetings with impacted neighborhoods on the current status of the project. Brad Perkins asked about future connections at the east end of the Broadway Bridge with MAX. Carter indicated a streetcar platform stop location will be within walking distance of the MAX Interstate line.

4. Transportation Management Plan:

The Transportation Management Plan for the Portland Streetcar Loop Committee was distributed and discussed. This plan shows project considerations and conditions by alignment segments. Report organization of each segment indicates project context, issues and challenges and essential improvements. It is requested that committee members study this draft Transportation Management Plan and provide comments to Rick Gustafson.

5. Traffic Simulation:

Mark Dorn presented and discussed a traffic simulation of streetcar operations in the PM peak for 2025. The eastside Burnside/Couch couplet is in preliminary engineering and will move forward in construction even if the Burnside Bridgehead project does not. The City is looking at a Northrup/Lovejoy couplet from NW 16th to NW 9th. The Pearl District Neighborhood Association is supportive of this couplet. Metro, TriMet and the Loop project are looking at increasing the streetcar travel times and improving intersection speed.

6. NW Lovejoy Design Options:

Project staff is reviewing Pearl District alignment options with two options possible:

- Lovejoy Option – westbound Lovejoy to 11th, Pearl District turn-around via Hoyt.
- Northrup Option – westbound Lovejoy to 10th to Northrup to 11th Pearl District turn-around via Lovejoy.

Michael Powell was concerned about the Lovejoy option and the 2.5 block transfer to downtown. Ann Niles would like to see estimated ridership from the Eastside for the Pearl District as versus downtown. She feels that downtown is not the only destination for Eastside riders.

7. Other Business:

It was agreed that the Loop Committee would like to operate service from OMSI to RiverPlace and from NW 23rd to South Waterfront. In order to accommodate those operations, approximately \$2 million in additional operating funds would need to be secured as well as 10 new vehicles would need to be purchased.

TriMet is studying the Milwaukie Light Rail bridge connections with a decision on the east and west bridge landings by July of 2008. Dave expected that TriMet would have a pretty good idea of those landing sites by January – March of 2008. It is important that Streetcar designs the south end of the Loop project to allow the Streetcar joint use of the Milwaukie Light Rail Bridge crossing. Dave indicated that where Streetcar could use the Hawthorne Bridge for a river crossing, Light Rail cannot.

8. Public Comment Opportunity:

Jim Howell handed out a proposal to the Loop Committee depicting a three line streetcar system. Unfortunately, due to the lateness of the hour, it was recommended that Jim return to another Loop Committee meeting in order to ensure adequate time for a short presentation.

- **Next Streetcar Loop PAC Meeting: 2-3:30 p.m., Wednesday, October 17, 2007, Lloyd Center Tower, 825 NE Multnomah, 2nd Floor Conference Room**