

Portland Streetcar Loop Project Advisory Committee Meeting
Wednesday, November 19, 2008, 2:00-3:30 p.m., Lloyd Tower, 825 NE Multnomah, 2nd floor
conference room

Members in Attendance: Joe Angel; Dick Cooley; Daniel Deutsch; Rick Gustafson; Deek Heykamp; Jamie Jeffrey; Wayne Kingsley; Patrick LaCrosse; Tom Markgraf; Sarah Masterson; Brad Perkins; Michael Powell; Owen Ronchelli; Chris Smith

Others: Lee Perlman,

Staff Attendance: Vicky Diede, Mark Dorn, Julie Gustafson, Carter MacNichol, Denyse McGriff

1. Meeting to Order:

Meeting was called to order by Rick Gustafson.

2. FTA Grant Status:

There is no further progress to report with the FTA though a great amount of work has been done. We are in the President's budget for \$50 million which has yet to be passed and most likely will not be passed until the new administration takes office. In the mean time, we are pushing ahead with the design while we wait for the Federal Construction Grant Agreement.

Michael Powell asked if the change of players in Washington D.C. will play a role in getting the construction grant agreement. Rick Gustafson responded that the change in players plays a huge role. Presumably, we will get cooperation from the new administration. Patrick LaCrosse asked what will stop the career employees at FTA that have stood in the way of this project so far from stopping our project in the future. Gustafson responded that getting support from administration will help with this situation.

3. Construction Management:

Vicky Diede reported that the RFP has been issued. The goal is to have the Construction Manager General Contractor on board by January 2009 who will then develop cost estimates in collaboration with the engineering design. Carter MacNichol added that we anticipate increases in costs, but not as great as originally anticipated. Patrick LaCrosse asked if the steel required for the project is regular steel or high performance steel as that would affect the costs. Wayne Kingsley added that the cost of steel has decreased since the original budget was created. Dick Cooley asked if the rail could be purchased locally instead of from Europe as is the current plan. MacNichol responded that the rail is a specialty rail that is only made by one company in the world.

4. Design Issues:

Carter MacNichol presented the list of Key Current Issues to the committee:

- Lovejoy vs Northrup
- Broadway Bridge Design
- Substation Locations:

There needs to be five substations located along the alignment. We are currently in the process of locating sites on public land to avoid acquisition costs. The five stations need to be evenly spaced along the alignment to keep the power flowing efficiently. Joe Angel asked where the five substations might be located. The current plan is:

- 1) By Larrabee
- 2) Where Grand merges with MLK
- 3) At Lloyd Blvd
- 4) Under the Morrison Bridge
- 5) At OMSI

Brad Perkins suggested that as sites are chosen, we look for locations that are least likely to be developed in other ways. MacNichol responded that we like to make the substations disappear.

- **Stop Locations:**

We have looked at a number of locations where the original proposed stops cause issues with businesses and their driveways. An example is between Burnside and Stark where there are now no planned stops due to the number of driveways in that stretch. Joe Angel asked if the current stops would allow for two cars put together to accommodate future ridership numbers. Mark Dorn responded that if that option was to be considered in the future, all stops would need to be retrofitted to accommodate the extra car length. MacNichol responded that the more likely option would be for more trains to be added to the alignment to increase frequency. Deek Heykamp suggested looking into moving the stop from Stark and MLK to Oak and MLK to prevent encroaching on business driveways. MacNichol stated that the design committee will look into this alternative but reminded the PAC that any corners that we place a stop on either have a crossing light or the project will have to put one in to increase pedestrian safety.

- We are in the process of planning parking mitigation. Brad Perkins asked if any discussion has been held with BES to consolidate the bioswales in one or two locations. MacNichol responded that there is a meeting December 4, 2008 with BES to discuss the bioswales and other mitigation alternatives.

5. NE 7th Avenue Bicycle Path:

Mark Dorn presented two design standards we are analyzing. The first is the cycle track which places the bike lane next to the sidewalk and the parking next to the traffic lanes. They will maintain parking along one side of the road. The second design option is to segregate the bike lane with a two-foot barrier to provide security as well as a buffer for parked cars. Joe Angel suggested that instead of creating a two-foot cement curb barrier the project could use the two feet for BES mitigation. The cycle track option takes away 15 to 20 parking spaces along 7th Avenue. One possible solution to assist in parking mitigation is to switch some meters from long term parking to short term. Angel voiced his concern in support of retailers who are affected by the loss of parking. Carter MacNichol responded that other alternatives have been looked at, but these options protect the bike lanes along 7th Avenue. Angel made a motion to build the cycle track option including bioswales along 7th as suggested. Chris Smith seconded the motion. The motion passed.

Joe Angel then made a motion to investigate replacing the lost parking in the area. Wayne Kingsley seconded the motion. MacNichol responded that the main goal of the project is to have a zero net parking loss. Owen Ronchelli added that the TMA is looking at the possibility of adding parking back onto Multnomah which would potentially add hundreds of parking spots. Brad Perkins asked if 7th is the future North/South bike route. Ronchelli responded that 7th is the designated right-of-way for cyclists. Angel's motion was then passed.

6. Broadway/Weidler Plans:

Mark Dorn presented the plans for Broadway/Weidler. The first plan is to have left turn pockets with a median at N. Benton to allow for left turning cars (both northbound and into the Rose Quarter) to be out of the way of the Streetcar. This eliminates the ability to add a stop at N. Larrabee. The second plan addresses that fact that it's not infrequent for the Broadway Bridge to close for various reasons, and the need to put in a turnback to allow for the continual running of the trains if they cannot cross the bridge. The third plan deals with the narrow sidewalks along Weidler. Wayne Kingsley asked if widening the sidewalks will adversely affect the freight community (high, wide and heavy). Carter MacNichol responded that they are having a meeting with the freight community next week, and he will make sure that there are no adverse issues.

7. Community Involvement:

Julie Gustafson presented the current community outreach numbers. To date we have talked with over 700 people at tabling events around the alignment in October and November as well as neighborhood and business association meetings. The Fall 2008 Loop newsletter was mailed in October to approximately 2400 locations.

Deek Heykamp asked what will be done to help the retail businesses during construction. Vicky Diede responded that in the past, we've had signage and the website to help as well as never closing the sidewalk. Heykamp suggested involving the businesses with signage, etc. during construction.

8. Other Business:

No other business was discussed.

9. Public Comment:

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

Next Streetcar Loop PAC meeting: 2:00 – 3:30pm, Wednesday, December 17, 2008, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room.