

Portland Streetcar Loop Project Advisory Committee Meeting
Wednesday, January 21, 2009, 2:00-3:30 p.m., Lloyd Tower, 825 NE Multnomah, 2nd floor
conference room

Members in Attendance: Hank Ashforth, chair; Joe Angel; Daniel Deutsch; Rick Gustafson; Jamie Jeffrey; Patrick LaCrosse; Sarah Masterson; Susan Pearce; Owen Ronchelli; Chris Smith

Others: M'Lou Christ, Willamette Light Brigade; Lee Perlman

Staff Attendance: Kristin Betz, Kay Dannen, David Davies, Vicky Diede, Mark Dorn, Christine Egan, Julie Gustafson, Carter MacNichol

1. Meeting to Order:

Meeting was called to Order by Hank Ashforth, Chair. The November 19, 2008 minutes were reviewed. Chris Smith moved to approve the minutes, Owen Ronchelli seconded. The minutes were approved.

2. FTA Grant Status:

Rick Gustafson reported that the 5307 funds (Operations) may be expanded for small projects like switch warmers that don't require an Environmental Assessment. The next federal bill after the Stimulus package will be the Appropriations bill which is very important for this project. Hank Ashforth asked if there is more that we can do as a committee to help get the Appropriations bill passed with our project included. Pat LaCrosse asked how we can get the full \$75 million from the federal government vs. the \$50 million which is currently in the Appropriations bill. Gustafson responded that the remaining \$25 million would be allotted the next year in accordance to a Construction Grant Agreement. He added that the main opposition to our project at the FTA is retiring at the end of February 2009. We are hoping to have a Construction Grant Agreement in February 2009 so that we may give the green light for Utility work and Construction to begin in Spring/Summer 2009.

3. Construction Manager/General Contractor (CM/GC) Selection:

Carter MacNichol reported that we have received three bids for the CM/GC. There is a selection committee in place that will be conducting interviews the beginning of February 2009 and choosing a CM/GC by mid to late February. We are a little behind schedule due to the snow storms in late December 2008. Hank Ashforth asked if the bids are within the budget at this point. MacNichol responded that the fees are all in the expected range.

4. Streetcar Stops:

Carter MacNichol reported to the committee that we are nearing our 75% Final Design which should be ready February 17, 2009. The new Loop map was presented to the committee. There are currently 28 stops (3 less than the original map shown to the committee in February 2008). Stops were eliminated based on conversations held with various committees as well as being on the streets and looking at what is practical for the community. MacNichol went through the map and detailed each stop to the committee. Joe Angel asked about the potential stop at the Broadway Bridgehead that would provide access to the Yellow Line MAX. MacNichol responded that there could be a stop at Larabee in the future, but that it would shorten the left turn lane onto Benton which could cause back-ups to occur. There will be a stop plan for each of the 28 individually designed stops in the 75% design drawings.

5. On Street Parking Summary:

Carter MacNichol presented to the committee that an important objective for the project is to minimize the negative impact to on-street parking. Originally there was an increased impact on parking due to the BES mitigation. There has been a significant amount of coordination with BES to

help reduce the storm water mitigation to minimize the impacts on parking. Now there is the maximum amount of parking along the blocks with a stop with the remaining space in the block being used for storm water mitigation. There is a deficit of less than an acre of mitigation required for this project so a fee will be paid into a mitigation fund to BES.

Lloyd Lindley proceeded to review his parking mitigation plan that was required in the FONSI. He used Rick Williams' report on parking in the eastside. There are over 8000 on-street parking spaces in the project area. There was a survey of the area from 7th to Water Street to look for areas where parking can be improved, extended or expanded. Primary replacement parking areas are within 400ft of displaced parking or within 400ft of potential new development sites. Secondary replacement parking consists of areas that are within 400ft of the alignment, but not near displaced parking.

Joe Angel asked about the possibility of removing the right turn lane on Vancouver south of Weidler to add more parking. MacNichol responded that the plan has not been reviewed with PDOT yet, but that they would bring up that possibility.

7th Avenue loses approximately 50 spaces, but gains streetcar as well as a cycle track. Joe Angel asked if adding angled parking on 6th had been considered. Lindley responded that due to the curb to curb width of 6th that wasn't an option. Angel also asked if adding parking to Lloyd Blvd had been considered since it is such a wide street. Lindley responded that we hadn't considered it at this point. MacNichol responded that we will look at that option. He also added that we are planning to discuss the parking mitigation plan with PDOT. Angel asked if MacNichol and Lindley could report back to the committee after discussing the parking plan with PDOT.

There is a deficit of 32 displaced spaces in the Lloyd District, an addition of 32 spaces in the Central EastSide North (due to the secondary parking additions, there is a deficit of 18 spaces on Grand and MLK), in the Central District there is a deficit of 10, in the Central Eastside South there is a deficit of 30 primary spaces but with the secondary parking there is an addition of 35 spaces. All told there is a deficit of 108 primary spaces. MacNichol reminded the committee that the primary spaces are what we have planned and budgeted for. Rick Gustafson asked the committee to help us expand out to the various neighborhood and business associations that should be made aware of the parking mitigation plan.

6. Alignment Changes/Design Status:

Carter MacNichol reviewed the alignment with the committee. Starting at the Broadway Bridge there is a new turnaround built into the design on the east side of the bridge in case the bridge is not working so that we can still run the streetcar on the east side without the ability to cross the bridge. There is also the debate over adding a pedestrian activated signal at the Rose Garden stop. Daniel Deutsch added that he would support the addition of a signal there. Along Weidler the curbs will be extended to code to help prevent future costs of moving the poles and allow for extensive storm water mitigation.

Along 7th there will be striping for a future cycle track which accounts for the loss of parking along 7th. Owen Ronchelli added that the cycling community is excited about the reconfiguration of 7th Avenue. The next change is on Grand at the I-84 ramp. We have included two right turn lanes onto the freeway to help lessen the impact on streetcar operations due to the stacked up cars attempting to enter the freeway. There have been minimal changes to the alignment but we have tried to fix the little issues. Ronchelli asked about people heading southbound on streetcar that want to connect to the bus at Morrison. MacNichol answered that there will be pedestrian improvements and possibly an added bus stop to improve pedestrian access for transfers.

7. Other Business:

No other business was discussed.

8. Public Comment:

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

Next Streetcar Loop PAC meeting: 2:00 – 3:30pm, Wednesday, February 18, 2009, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room.