

Portland Streetcar Eastside Steering Committee Meeting

February 19, 2003, Oregon Convention Center, King Board Room, 2:00PM

Members in attendance: Hank Ashforth, chair; Jeff Blosser; Rex Burkholder, Dick Cooley, J.E. Isaac; Susan Lindsay, Tom Markgraf, Rod McDowell, Bill Medak, Michael Powell, Maria Rojo de Steffey, Dee Walsh

Staff attendance: Kay Dannen, Rick Gustafson, Matt Larsen, Michael McElwee, Peter Finley Fry, Steve Iwata, Dave Unsworth, Rick Williams, Mark Yelton

Others: Brad Perkins, Alan Lehto, Donna Forsberg, Sloan Schang, John Mermin, Sean McCusker

1. Meeting called to order – Introductions

The meeting was called to order by Hank Ashforth. Each attendee introduced themselves to the group. The next meetings will be held at the Oregon Convention Center King boardroom and are scheduled for 2:00PM on March 5, April 9 and April 30. All future meetings are open to the public. The goal is to prepare an alignment recommendation and assessment for submittal to the City Council and Multnomah County Commissioners.

2. Development Potential

Steve Iwata from the City of Portland provided mapping and graphics of development potential along the currently proposed Eastside streetcar alignment as well as zoning classifications, property redevelopment analysis, FAR, Historical Districts and URA Boundary and current zoning. Rex asked if the steering group would be recommending changes in zoning classifications. Dee said the Central Industrial Eastside Council (CEIC) developed a new vision on 1X zoning which disallows residential. Susan said Kerns/Buckman/Hosford/Abernethy worked harmoniously in conjunction with CEIC as the zoning overlapped into their neighborhoods. Tom M. – do we consider streetcar as the main development tool and where does the alignment increase development potential? Dick said the IG zoning may be a good thing and that current small businesses in the area want to stay there. Mike P. – current streetcar redevelopment is almost all residential. Rick – originally the NW Triangle Industrial (now the River District) area was an industrial sanctuary, but the neighborhoods changed to commercial. Redevelopment potential along 7th is possible. Dee – we should look at streetcar as a tourist vehicle as well as a development tool. Mike P. – drove down 7th Avenue and sees it as a very boring street and would be uninteresting for the streetcar traveler. Hank A. – building another bridge between the Lloyd District and the Central Eastside would add connection to the neighborhoods. Lloyd Center is currently sectioned off in 2 sections – the Lloyd Center/ Rose Quarter and 7th/Holladay Street. A 7th Avenue Bridge is currently in the Lloyd District TMA master plan. Dick feels connecting Lloyd District with the Central Eastside would spur development and interaction, but does the 7th Avenue Bridge really work. Mike P. – could we split run and have the alignment on 7th and MLK not just 7th? Maybe 7th and 9th south and north. Bill – 2 way on 7th would be a mental barrier for autos.

Jay Isaac – What do we do with the coliseum – mayor wants to keep. Streetcar alignment does not affect plans for the Rose Quarter. Would streetcar alignment have an impact on Rose Quarter events? Rick – capacity of street would remain the same. Isaac – would speed of streetcar be the same as traffic, which is 35 mph? Rick – Streetcar can travel at that speed with the same braking capacity as presently. Rick – is the highest ridership corridor for streetcar. Bill – feels we should compare 7th/9th/MLK/Grand, Lloyd Center District zoning and time of travel. Mike P – do we lose rider by not serving the Oregon Convention Center and the Rose Quarter? Dick feels it is important to touch OCC. Rick – next meeting the technical group to bring to this group more detail on 7th/9th/MLK/Grand alignment options and the 7th Avenue Bridge and why run the alignment over

this bridge. Need to deal with freeway ramps such as north at I-5 and south at the Hawthorne Bridge. Jeff – possible alignment options could be MLK/7th couplet or split 7th/9th. Would like to see a table of travel times to different locations. Extend 7th Avenue. Review OCC service issues and response to be prepared for Steering group. Rick mentioned that Hawthorne/Grand is a large transit transfer point. Need to look at how to organize service in the Central Eastside Industrial District. Overhead wires to cross the mainline railroad track has to be 25 feet in the air. Mike P – when is TriMet's best guest when the Caruthers Bridge may be built – 2012-2015. Rick – total cost for the eastside alignment is about \$100 million and could be done in phases (more than likely 3 separate phases). Cost of the 1st phase would be about \$37.5 million. You could also wait to cross the river at the south end until the Caruthers Bridge is built.

Rod M. – mentioned that TriMet currently has poor service to OMSI and will soon be discontinuing that service. They currently have 1 million visitors a year with no transit service and would very much like to see Streetcar come to their door. Also PCC has about 500 people per day coming to the campus directly across from OMSI. Future development in the OMSI area would need transit service also. Dee – 7th Avenue needs to change dramatically. Rick – believes OMSI area is an immersing area. Mike P. – can streetcar build the Caruthers Bridge? Dee would like to see better connection between Hawthorne and OMSI.

Rick suggested next meeting of the steering group would include more alignment detail, zoning descriptions, Lloyd District development plan, 1X zoning concept. Tom M. mentioned that Salem is looking into streetcar. Maria would like to see the group brief the County Commissioners on the Eastside Streetcar study. Rick – asked Maria to inform us how to guide this group to the County Commissioners. Possibility a resolution could go to Portland City Council as well as the Multnomah County Commissioners.

3. Workshop Presentation

Kay went over the format for the upcoming workshop on Wednesday, February 26, 5-7PM at the Lloyd Center Tower, 2nd floor (near to Café Today). Format will be informal with 6 workstations set up including:

- System overview / Streetcar information
- Eastside alignment
- Platform stop / Vehicle information
- Finance
- Operations
- Public process

Some discussion was done on what could be included at each station. Hank suggested using chart pads so attendees could make comments at the meeting. Dee alerted the group to the format challenges (alluding to a former public meeting) in which citizens wanted to be heard on a more formal basis. Susan concurred with that assessment and said that we need to be aware that it is very important that citizens feel like they are being listened to. The next workshop will be Thursday, April 3, 5-7PM at the OMSI.

4. Project Update

Rick discussed the issues that the technical group is working on at the direction of this steering committee.

Alignment issues:

- Alignment decision

- Bicycle compatibility
- Grade
- MAX and Streetcar
- Financing

Central Eastside:

- MLK
- UP Railroad Crossing
- Hawthorne Bridge
- Ross Island Bridge
- Development South of Hawthorne
- MLK Bridge
- TriMet transfer

Lloyd District

- Broadway Bridge
- NW Broadway/Weider
- 7th and 9th Options
- Service in Neighborhoods

5. Next Meeting:

The next meeting of the Steering Committee is scheduled for March 5 at 2 PM at the King Boardroom of the Oregon Convention Center. The agenda is proposed to include review of the workshop format, presentation by the City of Portland on redevelopment potential along the alignment and discussion on alignment issues.