

PORTLAND STREETCAR EASTSIDE STEERING COMMITTEE MEETING

March 5, 2003, Oregon Convention Center – King Board Room 2:30 pm

Meeting Minutes

Member in attendance: Hank Ashforth, chair; Bill Medak; Jeff Blosser; Dee Walsh; Michael Bolliger; Dick Cooley; J. Isaac; Brad Perkins

Staff in attendance: Rick Gustafson; Vicky Diede; Peter Fry; David Unsworth; Denyse McGriff; Sloan Schang; Matt Larsen

Others: Michael Harrison (for Brant Williams); Wayne Kingsley (for Rod McDowell); Brian Newman (for Rex Burkholder); Sean McCusker; Nick Shur; Joe Angel

1. Minutes

Revision to Minutes for the February 19, 2003, meeting: Dee Walsh asked that her comments related to development potential be changed to “7th Avenue *would* need to change dramatically” if the streetcar ran there.

2. Development Definitions

Steve Iwata distributed a memorandum with a glossary of zoning designation terms and a list of land uses allowed outright, allowed with special limitations, allowed with conditional use review and not allowed for each of the zones.

Iwata also produced some additional maps for the committee to review and some that would be used at the next public meeting:

- Eastside Transportation System: shows streetcar, bus lines and light rail. Important points are the inter-relationships between the modes and the important transfer locations.
- Eastside Design Distances: Four points were chosen to describe distances and travel times:
 - PSU Urban Center
 - NW 10th and Lovejoy
 - NE 7th and Holladay
 - SW Hawthorne and Grand

Distances between points varies and is between 7400 – 9300 feet with travel times of 11-15 minutes.

Kingsley asked what the one-way travel time is between PSU and Good Sam Hospital. Gustafson indicated between 23-26 minutes. Ashforth asked how the times stack up and Rick indicated that they are slow, but that it is not because of other traffic. Stopping to pick up customers is the culprit. For example, the streetcar at night runs 50-60% faster. Average dwell time at each stop is 30-50 seconds.

Newman asked if the stop locations had been determined. Gustafson said no, but we are assuming the streetcar will stop every 2-3 blocks. Iwata pointed out that one of the important functions of streetcar is to act as a circulator, which is different from both light rail and busses.

3. Workshop Presentation

The agenda packet included a summary of the 2/26/03 workshop.

Ashforth indicated that he had talked to some of the people who attended and they seemed to be in favor of the project. Gustafson indicated that there were 50-60 people who attended. There

was some interest expressed in having a short presentation sometime during the next workshop. Gustafson said there was good interest in the alignment and understanding of the ties to land uses.

Kingsley asked Gustafson if there were one or two points that came out of the workshop. Gustafson indicated that some people expressed a desire to see the alignment extended beyond the Central City, which is outside of our scope. Ashforth added that people seemed to recognize the value of the streetcar. Diede added that one person was concerned that the streetcar and IG1 zoning were not compatible.

4. &5. Alignment Discussion and Alignment Issues

The agenda packet included a summary sheet of alignment issues identified to date. Several alternatives were discussed:

- MLK/Grand, Grand/7th or 6th in the Central Eastside: Gustafson indicated that on MLK, the pedestrian connections are very tough back to Grand. From a transfer point of view, the intersection of Hawthorne/Grand is really important. A Grand/6th couplet could be considered and could be extended to Oregon Street or all the way to Broadway. Could run any of these couplets all the way to Broadway, but the Broadway/7th intersection is a very difficult one. Walsh pointed out that if a Grand/6th couplet, only one side of the street (and not always that) is in the EX zone; the rest is IG. Also, if the streetcar ran on 6th, it probably would need to be signalized. Kingsley said that MLK/Grand is really the best fit from a zoning perspective.
- Broadway and Weidler/7th or 9th in the Lloyd District: Perkins suggested running on Multnomah to 16th and back on Broadway and eliminating 7th Avenue. Gustafson reminded us that the Streetcar study is in direct response to development plan for the Lloyd District and that diversion is detrimental to the loop idea.

While none of the options rely on building a new 7th Avenue bridge across I-84, we agreed to continue to show it on any maps we produce because it has support, in and of itself.

There seemed to be agreement that Oregon Street was a better connector to 7th Avenue than was Lloyd Blvd.

Cooley wondered that if either Grand or MLK were a part of the alignment north of the freeway, would an MLK/7th couplet work, as it served the Oregon Convention Center well. Gustafson indicated that a one-block separation was best, but that we had shown on the westside that two blocks would work. However, that's probably about the maximum separation.

Medak indicated we should look at where we get the biggest bang for the buck. Either Grand/7th or 7th alone fits in with the Lloyd District Strategic Plan. J. Isaac suggested that an MLK/Grand couplet to Broadway might help fill in the fabric between the Lloyd District and the Rose Quarter and would serve OCC well. Gustafson and Ashforth agreed that was so, but it really missed the most intense development potential at the Lloyd Hub. Blosser felt that Grand/7th would serve OCC.

Unworthy pointed out that two tracks on 7th Ave could be problematic, as there is a fare amount of traffic and it is a bike route. 7th coupled with another street would work better. Newman asked about considering a 7th/9th couplet. Gustafson pointed out that it would add 4

blocks of added capital and time and that it would serve existing development rather than the new potential. He also indicated that it probably wasn't feasible to implement the eastside streetcar without a firm commitment for new private development

- South End River Crossing: Unsworth indicated that at the south end, one of the complications would be the active freight line. It will be very difficult to ever get an at-grade crossing. A Grand/6th couplet would be easier in that you could go south on 6th to Madison and then onto the Hawthorne Bridge. Cooley wondered about ever being able to serve OMSI from Hawthorne and if we did use the Hawthorne Bridge, we should look at what might be done to serve OMSI, if not actually by rail. Fry pointed out that if you went further south, you might be able to build a grade separated crossing at around Stephens Ave. McGriff suggested we might want to look at a later planning effort to serve OMSI and to separate it from the core CEID issues.

Gustafson said that the outcome of the South Corridor study could have an impact, i.e. the Caruthers Bridge. Unsworth pointed out that the bridge was in the 2010-2015 timeframe. McGriff indicated that we needed to factor improvements to the existing bridgeheads into our analysis.

The alignment discussions lent further credence to the desire for a field trip. It was tentatively scheduled for Wednesday, April 2 from 2:00 - 3:30 pm. Blosser offered the use of one of their vans. Gustafson will coordinate the trip and sent information to everyone.

6. Next Meeting(s);

April 2, 2003	Alignment Tour 2:00 – 3:30 pm	Meet at OCC
April 3, 2003	Public Workshop	5:00 – 7:00 pm OMSI
April 9, 2003	Steering Committee	2:00 – 3:30 pm OCC
	Draft recommendations will be reviewed	
To be determined	Briefings with Multnomah County, PDC and Metro	
To be determined	Recommendations to City Council	