

**Portland Streetcar Eastside Steering Committee Meeting  
September 10, 2003, Lloyd 700 Building, 3<sup>rd</sup> Floor Conference Room, 700 NE  
Multnomah, 2:00PM**

***Members in attendance: Hank Ashforth, chair; Mike Bolliger, Rex Burkholder, Sue Pearce for Donna Forsberg, Rod McDowell, Rick Parker, Dee Walsh, Others: Peter Stark, Wayne Kingsley, Peter Finley Fry, Lee Perlman, Chris Smith, Staff attendance: Kay Dannen, Rick Gustafson, Steve Iwata, Dave Unsworth, Denyse McGriff, Shane Sloan***

1. Meeting called to order.

2. **MLK/Grand Corridor Presentation.**

Denyse McGriff from Portland Development Commission and Peter Finley Fry did a presentation of the Central Eastside Development Program. The CES development program consists of 5 program areas: Redevelopment Planning; Business Retention and Development; Redevelopment and Development Financing; Public Improvements; and Housing Preservation and Redevelopment/Development.

1. Recent redevelopment strategies includes:

- The Eastbank at Burnside: the Lower Burnside Redevelopment Plan Wentworth Block Project (Lower Burnside)
  - West Block Historic Rehabilitation (under construction)
  - Block 76/67 – redevelopment parcel at the Lower Burnside Gateway (Lower Burnside)
  - A future project will include – Commercial Corridor Redevelopment Plan – Creation of a vision, development and redevelopment strategy for the area of the district between Clay and Everett along MLK and Grand that is zoned for mixed use development.
2. Business Retention & Development – working with Economic Development staff to help retain businesses in the Central Eastside.
3. Redevelopment and Development Financing – the development efforts of the district are focused on providing the land resources and occasionally financial assistance required, for new private investment by existing and new business throughout the district. Land acquisition, environmental investigation and remediation, site preparation and direct landing are activities undertaken to leverage this investment.

Projects and programs affecting the 2b phase of the streetcar from OMSI to the west side are:

- CES Development Opportunity Strategy along SE Water Avenue
- PGE-Station L phase 1
- North ODOT blocks
- Holman Building
- Fire Station 7 – permitting & redevelopment and a possible restaurant site

4. Public improvements

Grand/MLK Public Improvements Project Phase 4 – Multi-phased streetscape project of 7 phases.

- MLK/Grand Viaduct Bridge replacement project – major access to and from the Ces and Portland will be reconstructed (ODOT)
- Improvements to Water Avenue, south of Clay-LID

- Future improvements to Water Avenue, north of Clay Street
- 5. Housing Preservation, Redevelopment
  - Redevelopment housing activities proposed for the District over the next fiscal year include renovating the vacant, upper stories of an older, architecturally significant building to provide new rental housing and the preservation of an existing affordable apartment project in support of the City's No Net Loss Housing Goal. The CES Housing Strategy, which will be completed by October 2003, will establish goals and recommend actions to implement housing types as identified in the Plan.

### 3. Phase 2 Alignment.

A discussion of existing studies and proposed construction on MLK/Grand is proposed. The purpose is to review the changes planned or funded in order to develop a more detailed understanding of the issues related to operating streetcar on the preferred alignment. It is also recommended that consideration of evaluating alternative operations for MLK/Grand be discussed as to the potential. It has been suggested that a two-way Grand and MLK operation should be considered as well as Grand and 7<sup>th</sup>. The addition of 7<sup>th</sup> would require a new bridge over the Banfield. Rick indicated before investments are made in the corridor we need to understand and study the challenges of the MLK/Grand preferred alignment. Some of the challenges include; traffic volume on MLK/Grand and mixed used on the street. This is new territory for streetcar operations, as the closes street we have to compare to MLK/Grand is NW Lovejoy. We also will be looking at the volume of traffic on Broadway/Wiedler.

Traffic is funneled onto MLK/Grand. The side streets don't have the traffic grid that is set up for the downtown and this encourages everyone to use MLK/Grand. MLK/Grand is difficult for pedestrians to cross. Street gridlock makes it challenging to access local streets. RTP needs to focus on MLK/Grand as principal arterials and have a pedestrian focus.

Wayne – are we saying that MLK/Grand will not work; why have we spent all this time in coming to an agreement on a preferred alignment and now we are studying other options. I think I can speak for the Central Eastside and the neighborhoods, that we want the MLK/Grand corridor as the streetcar alignment.

Peter Stark – encourages that this committee make a decision soon so that we can expect to see support from development investors. One issue that needs to be discussed with TriMet is the discussion on routes and connections to streetcar. These connections need to be seamless. One of the hardest sells will be convincing ODOT that MLK/Grand needs to be treated as different types of functioning streets.

Rick Gustafson – political support of Eastside essential. Greatest contribution would be crafting a solution and enlist supporters to build. Because our reception at City Council, Multnomah County and Metro was lukewarm – we need to present prevailing documentation that MLK/Grand is the correct alignment for the eastside streetcar. Some of our issues of MLK/Grand are traffic volume, through traffic (traffic that does necessarily belong in the district, but instead is just passing through) and changes in elevation.

Dave – MLK is currently loud and very intimidating. If you decrease capacity on MLK you need to chase where it goes and/or provide an alternate route.

Rick G. – A selection committee of representatives from PDC, PDOT, PSI and steering group members will be set up to select a high quality consultant to study the MLK/Grand alignment. We need to have prepared an environmental conceptual design assessment, study traffic on

MLK/Grand for streetcar and auto operations and complete an analysis. Identify other sources of funding in the amount of \$800,000 to complete the Environmental Assessment work.

#### 4. Finance.

Conceptual Engineering Scope of Work.

1. Timeframe: July 1, 2003 – December 31, 2004
2. Alignment Study Funding:

PDC (03)	\$ 100,00
PDC (04)	\$ 100,000 (50,000 Lloyd District/50,000 Central Eastside)
Lloyd BID	\$ 50,000
HUD Grand	<u>\$ 200,000</u>
Total	\$ 450,000

New Funding Need	<u>\$ 800,000</u>
Total	\$ 1,250,000

3. Additional Funding: It is recommended that the additional funding needed for the alignment study of \$800,000 be sought from local sources.
4. Recommendation: Initiate process for environmental Assessment (Phase 1 \$50,000 and MLK/Grand Traffic Analysis \$50,000). Continue work on financing options and project management. Work is proposed to be phased pending identification of additional funding commitments. Conceptual Engineering and Bridge Engineering are proposed for HUD funds (\$200,000) or other funds if available.

The following processes need to be advanced.

- Decision-making – support Eastside Streetcar Steering Committee process
- Public process – support workshop and other outreach
- Federal process – coordinate meetings with FTA, HUD and others
- Project funding strategy – develop strategy
- Environmental Assessment (Phase I)
- Conceptual Engineering (Phase I)
- Broadway Bridge Engineering
- Prepare Federal Transit Administration Project Funding Submittal
- Evaluate Phase II Alignment
- Submit request to City for amendments to the Transportation System Plan (TSP)
- Submit request to Metro for inclusion in the RTP (Regional Transportation Plan)
- Submit request to Metro for inclusion in the STIP (State Transportation Improvement Plan).

#### 5. Next Meeting

The next meeting of the Steering Committee is to be held on October 17, 2003, at 2:00p.m. at the Lloyd 700 Building, 3<sup>rd</sup> Floor Conference Room, 700 NE Multnomah. This meeting is open to the public.