

Portland Streetcar Citizen Advisory Committee

April 09, 2003, 3:30PM, Oregon Convention Center, new addition of the King Boardroom

Members in Attendance: John Carroll; Steve Foster; Peter Finley Fry; Janet McGarrigle; Stan Lewis, Carol Presson; Vern Rifer; Chris Smith

Other Attendees: David Hampsten, Donna Forsberg, Rick Parker, Art Lewellan, J. Isaac, Marsha Weinstein, Susan Lindsay, Lee Perlman

Staff Attendance: Kay Dannen; Rick Gustafson

The meeting was called to order by our Chair, John Carroll. John welcomed all interested parties and introductions were made. Stan noted that better directions should have been provided to CAC members in order to locate the new king room at the Oregon Convention Center and that he spent an exorbitant amount of time looking for the room.

1. Update on Eastside Steering Committee.

Rick distributed the draft report of the eastside streetcar alignment study recommendations, which includes alignment, phasing, public support and implementation. The steering committee recommends that the alignment study continue to the next step by implementing the following actions:

- Role of steering committee
- Citizen process
- Environmental assessment
- Alternatives analysis
- Preliminary engineering
- Finance plan
- Engineering funds
- Amend regional transportation plan
- Development proposal

It is expected that at the final steering committee meeting, that an approval of this recommendation be adopted. It is possible that we could convene an additional meeting to accomplish this adoption. It is expected that the technical committee will have a technical report available soon for distribution. When the eastside alignment recommendation is finalized it will be presented to Portland City Council, PSI board, Portland Development Commission, Multnomah County Board of Commissioners, Metro and JPACT. The alignment study will also include as an option utilizing the 12th Avenue Bridge to Sandy and then west to MLK at the recommendation of the steering committee. At the south end the project will study going under a Grand viaduct, crossing the railroad tracks to OMSI. They connection could eventually be made to the proposed Caruthers Bridge. Alternative might be SE 7th and Grand to Clay. No preferred alignment will be shown for the south end, but it was recommended by several members of the steering committee to add OMSI to phase II rather than phase III. General agreement is to make a loop around the city.

It has been recommended to use Oregon to Grand and that Grand is a much better corridor for streetcar operations. Streetcar will act as a calming device. On the current work on the Broadway Bridge, Multnomah County is not doing the necessary work to accommodate streetcar. This would need to be done when construction occurs. It was clearly seen by our van tour of the alignment that MLK is not conducive as a good transfer to bus transit on Hawthorne and Morrison. Bridgeheads are

difficult. The CEIC and Buckman neighborhood preferred that streetcar stay on MLK and Grand as the preferred alignment shows. Streetcar may not be compatible with the industrial sanctuary.

Chris - did the project look at alignments further east?

Rick - as you increase the loop you increase costs and add time to operations.

Susan - existing zoning indicates that streetcar would function best on MLK and Grand. Buckman opposed to zoning changes. Buckman neighborhood is from 28th to the river and Burnside to Hawthorne. The Hosford-Abernethy neighborhood is from 28th to the river, Hawthorne to Powell.

Peter - Grand/MLK needs to get redeveloped.

Susan - supports the industrial sanctuary the preservation of a job base. Zoning change would not be easy and she is very supportive of job creation.

Chris - has anyone ever looked at 2-way on Grand?

Rick - indicated Randy Miller has been an advocate for 2-way on Grand and MLK to humanize these streets.

Susan - 6th and Grand alignment could be considered.

Peter - Grand and 6th are an historic area with good buildings conducive to a transit district.

The CEIC prefers MLK to 6th.

Peter - PDOT need to look at some traffic calming on MLK and Grand for the benefit of streetcar and development.

Art - has anyone considered turning left on Broadway to Hoyt to connect to Union Station and the North Mall? Attached is a copy of Art's view on a proposed streetcar alignment.

Rick - no study has been done on those streets to date.

Susan - Buckman would like to increase jobs and density. Buckman would be against zoning changes if streetcar initiated them. MLK/Grand alignment development scheme works well for Buckman.

Peter - All streets need some signalization work. MLK challenges transit transfers. 32% of workers coming into the Lloyd District, come from SE.

Steve - streetcar is a development tool and this potential should be realized. MLK/Grand offer development opportunities with infill, etc.

Susan - MLK/Grand is not just a warehouse district.

Vern - feels it is unlikely that putting streetcar on MLK/Grand will create housing - maybe low income housing only.

Peter - feels MLK/Grand has potential for change - formerly used to be 5 movie houses on these two streets. Streetcar will change character of the streets. Also Streetcar may take some auto traffic off Grand.

John - encourages committee to view this extension of streetcar as part of a larger picture and part of a regional transportation plan.

Susan - what is the primary purpose of streetcar?

Rick - Multiple objectives, redevelopment being one.

Peter - industry is changing from heavy industrial to more office like and retail services, research and development. CEIC has made changes in zoning to accommodate these changes in business. Goal of the streetcar is to provide a loop and is consistent with the Central Eastside plan and the City's comprehensive plan. Streetcar has the ability to link the regional centers together.

2. Citizen Process.

Rick discussed that the public process would be to continue with the current Eastside Steering Committee, which includes business and neighborhood interests. Also he would like to expand the current CAC by formerly recommending eastside representatives to join the current CAC membership. John would like to make sure that all affected parties be part of the process. We need a good collaboration between the current group and eastside constituents. Steve mentioned that three neighborhoods on the Westside determined the location of the streetcar alignment. Eastside neighborhoods and business association should drive the decision-making of the eastside alignment. Donna mentioned that eastside neighborhood groups do not meet during the day - most meetings are in the evening because people work. It was decided to move the meeting to 3:30pm to accommodate more schedules. Vern suggested the eastside constituents use the current CAC as a resource. Eastside work should reflect the goals of the neighborhoods.

3. Other Business.

Marsha asked about the timeline for eastside streetcar. Rick indicated that a 2007/2008 is the date estimated for phase I, 2010 for phase II and 2012-2014 for phase III, which is the river crossing, either using the proposed Caruthers Bridge or the Hawthorne Bridge. All will depend on the flow of funds and level of development.

Susan - use of 11th/12th as a potential streetcar alignment would be opposed by the neighborhoods because of zoning and possible local improvement assessments.

3. Location of next CAC meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, May 14, 3:30pm, at Lloyd Center Tower, 825 NE Multnomah, 2nd floor (next to Café Today). Please call Kay Dannen at 503/478-6404 if you have any questions regarding this committee or have items for the agenda.

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