



# Eastside Transit Project

## Locally Preferred Alternative Report

Adopted by Metro Council  
July 20, 2006



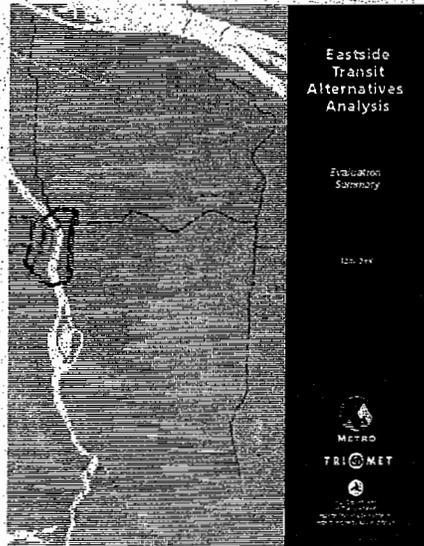
METRO



U.S. Department  
of Transportation  
Federal Transit Administration  
Federal Highway Administration

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS



### **Metro Council**

**President**  
David Bragdon

### **Deputy President**

Carl Hosticka  
District 3

Rod Park  
District 1

Brian Newman  
District 2

Susan McLain  
District 4

Rex Burkholder  
District 5

Robert Liberty  
District 6

*Metro protects open space and parks, plans for land use and transportation, and manages garbage disposal and recycling for 1.3 million residents in three counties and 25 cities in the Portland, Oregon, region.*



**METRO**  
PEOPLE PLACES • OPEN SPACES

**Metro Council**  
[www.metro-region.org](http://www.metro-region.org)  
**(503) 797-1700**

## **Table of Contents**

### **1. Introduction**

- Overview
- Summary of Locally Preferred Alternative
- Project History
- Eastside Transit LPA Decision Process
- LPA Decision and Where Supporting Information May Be Found

### **2. Locally Preferred Alternative Decision**

- Overview
- Transit Mode: Streetcar
- Terminus: OMSI with Oregon Street as First Construction Phase
- Alignment: Streetcar on MLK/Grand Avenue Couplet

### **3. Work Program Considerations**

- Summary of Work Plan Considerations

### **4. Summary of Public Comment Received**

- Introduction
- Summary of Outreach Activities
- Public Comment Findings
- Conclusion

### **Appendix A - Approval and Recommendations Documentation**

- Metro Resolution No. 06-3713
- TriMet Resolution 06-06-48
- City of Portland Resolution No. 36425
- Multnomah County Resolution No. 06-118
- Oregon Department of Transportation Letter
- Portland Streetcar, Inc. Board Resolution 06-13

### **Appendix B - Public Comments- Comment Cards**

- Letters from Organizations
- Letter from Portland Planning Commission
- Letter from Portland Streetcar Advisory Committee
- Oregon MOS LID Participants - Letters
- Morrison MOS LID Participants - Letters
- OMSI MOS LID Participants - Letters
- Letters and Emails
- Public Outreach Documents

Date: / /

Dear Sir,  
I have the pleasure to inform you that your application for the post of [Job Title] has been received and is under consideration. We are currently reviewing all applications and will contact you again once a decision has been reached.

The selection process will include an interview and a written test. The date and time of the interview will be communicated to you in due course. We appreciate your interest in joining our organization and hope to hear from you again soon.

Yours faithfully,  
[Signature]

[Name]  
[Designation]  
[Address]  
[City]  
[State]  
[Pin Code]

Enclosed are the details of the post and the application form. Please fill it out and return it to the address mentioned above.

Thank you for your interest in our organization. We look forward to your response.

## 1. Introduction

### - Overview

The purpose of this report is to:

- document the locally preferred decision, including
  - mode, alignment, etc.
  - process
  - public comment
- summarize results of alternatives analysis
- summarize the work program for the next phase of work effort

### - Summary of Locally Preferred Alternative

After public outreach and a public hearing, advisory committees made recommendations and the Metro Council concluded that a locally preferred alternative should be as follows:

#### Mode: streetcar

This mode was selected because of: a) the approximately 30 % higher ridership and larger transit share than equivalent bus service, b) the significantly more economic development potential of streetcar, c) greater neighborhood, business and property owner support and d) better reinforcement of the desired and planned compact urban form.

#### Alignment: MLK/Grand

This alignment was chosen because it had: a) the highest total streetcar ridership and ridership per mile of operation of any alignment; b) the most cost-effective alignment considering all three measures - annualized capital and operating cost and capital cost per new streetcar rider and federal capital cost per new streetcar; c) best implements land use plans; d) best potential for economic development; e) potential for highest level of local funding and f) best meets transit circulator function in Purpose and Need statement.

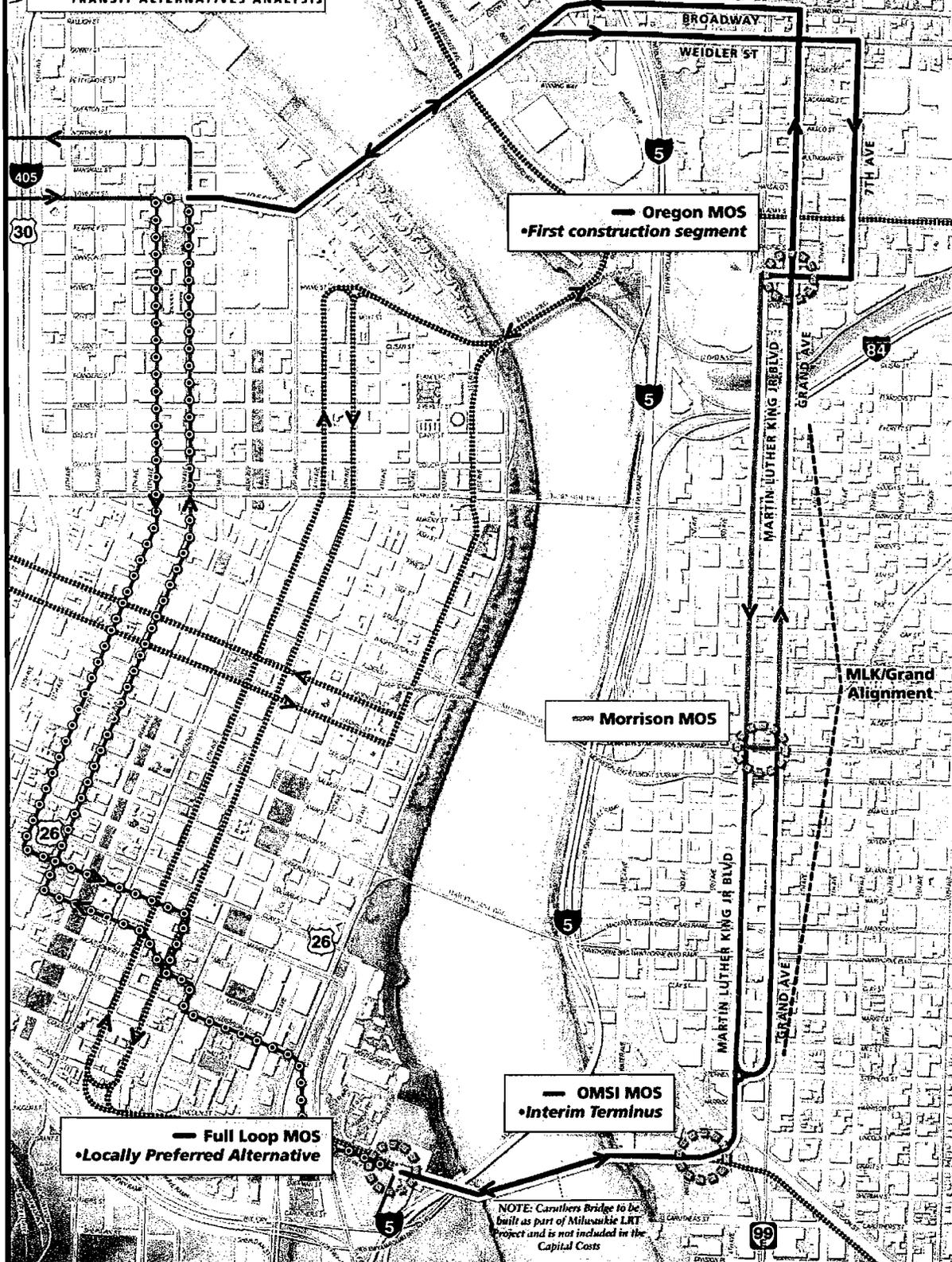
#### Terminus: OMSI MOS, with Oregon Street as the first construction segment

This terminus was concluded as best because: a) this terminus would require \$60 million in FTA Small Starts - all other termini would require the \$75 million maximum; and b) this terminus is the only one that could be advanced immediately.



# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS



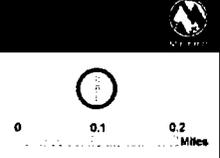
### Eastside Transit Alternatives Analysis

Locally Preferred Alternative Figure 1

- Minimum Operable Segment (MOS)**
- Oregon
  - Morrison
  - OMSI
  - Full loop

- ⊙ Proposed Transit on Existing Alignment
- ⊙ MOS transition

- Light Rail**
- Light Rail Alignments
- Streetcar**
- Existing Streetcar





## - Project History

Ever since 1988 and the adoption of the *Central City Plan* by the Portland City Council, a transit loop in the urban core connecting the districts of the Portland downtown has been envisioned<sup>1</sup>.

Portland's Central City is the densest, most intensely used part of the metropolitan region with a wide and growing range of uses and activities including residential, office and retail commercial, live theatres, movie houses, museums, Portland State University, two high schools, federal, state, regional and local government offices and courthouses, places of worship, hotels, a convention center and sports arenas. The Central City is also the center of the region's mostly radial transit system.

A downtown transit loop was proposed to be integrated with the region's transit system and to provide convenient and frequent transit service for the relatively short trips generated by the variety of uses within the Central City. This transit solution was proposed because of the density of uses within the Central City would be best served by transit. Further, the bridges across the Willamette River connecting the districts of the Central City are, or are forecast to be, at capacity and transit service was advanced as a means of more effectively using the limited capacity across the River and increasing accessibility and mobility.

Since 1988, the City of Portland has taken steps to realize the goal of a central city transit loop. In 1995 the Central City Transportation Management Plan stated the desire to develop a Central City streetcar as the circulator. In 1997, the Portland City Council approved a locally funded streetcar with 2.4 miles of double tracked rails on the west side of the Central City.

With the opening of the Portland Streetcar in 2001, discussion began about extending the streetcar to complete the Central City loop. This desire was based on the positive response of streetcar riders as well as the economic development response to the streetcar. Specifically, between 1997 (the commitment to build the streetcar) and 2005, over \$2.3 billion was invested in over 7,200 new homes and an additional 4.6 million square feet of commercial uses built within three blocks of the streetcar line. In 2003, the City of Portland concluded that an expansion of the streetcar to the Eastside was timely and that federal funding participation should be sought.

Accordingly, an alternatives analysis that met the Federal Transit Administration's guidelines was commenced in 2005 for the Eastside of the Central City. Scoping identified a streetcar and bus as the alternatives and evaluation measures were established. A public involvement plan was designed and advisory committees formed or expanded to review the analysis. A citizen's committee, a technical committee and a steering committee of elected officials were used to review all major policy decisions. An Evaluation Report was prepared that included a detailed description of alternatives, an

---

<sup>1</sup> The 1988 *Central City Plan* states "Plan and construct an inner city transit loop (possibly on Grand Ave)."

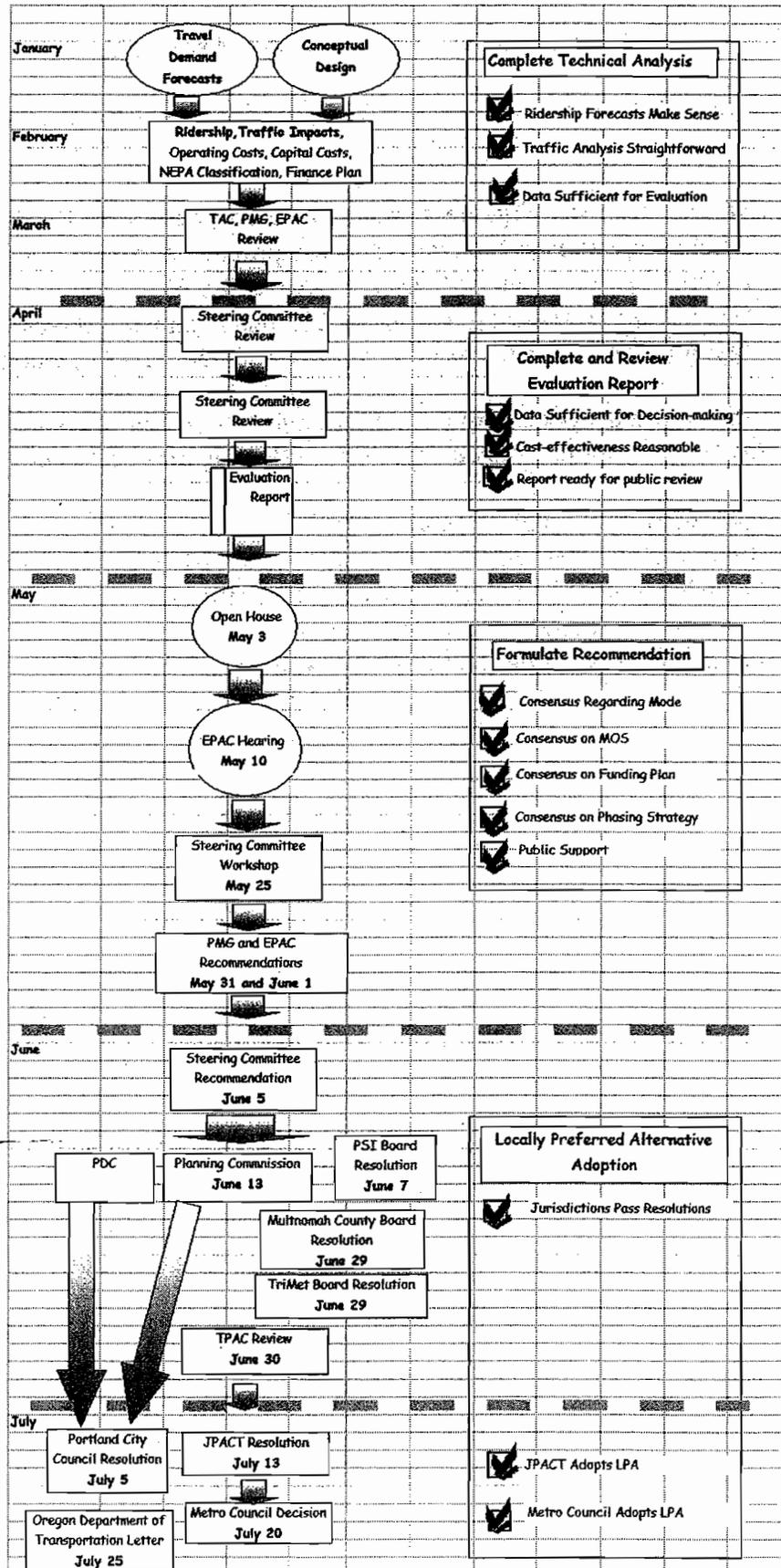
evaluation of each alternative including transportation, land use, economic development, financial feasibility and cost-effectiveness measures.

Public review of the alternatives analysis commenced in May and concluded in July 2006.

**- Eastside Transit LPA Decision Process**

The following chart shows the sequence of analysis, review and decision concerning the Eastside Transit Alternatives Analysis. Four elements were completed including technical analysis, completion and public review of the Evaluation Report that documents and explains the technical analysis, recommendation formulation and the LPA adoption process.

# Eastside Transit Alternatives Analysis Process



- LPA Decision and Where Supporting Information May Be Found

The balance of this report provides the supporting documentation to this decision as follows:

- Reasons for mode, alignment and terminus conclusions - LPA document (part 2)
- Outstanding issues to be resolved - work program considerations (part 3)
- Public comments received (part 4 and Appendix B)
- Documentation of local government recommendations and reasons for their support of the LPA and work program considerations - Appendix A.

In addition, there is a separate report, the *Eastside Transit Alternatives Analysis Evaluation Report*. Within this document the following may be found:

- Maps of area, alternatives analyzed;
- Description of alternatives, including those not advanced to evaluation phase;
- Ridership, cost-effectiveness, financial feasibility;
- Membership of advisory committees;
- Economic development and land use benefits.

## **2. Locally Preferred Alternative Decision**

- Overview
- Transit Mode: Streetcar
- Terminus: OMSI with Oregon Street as First Construction Phase
- Alignment: Streetcar on MLK/Grand Avenue Couplet



# Eastside Transit Alternatives Analysis

## Locally Preferred Alternative

Adopted by the Metro Council  
July 20, 2006



**METRO**

♻️ Printed on 30% recycled post-consumer paper.

## I. Overview

This document presents the Locally Preferred Alternative (LPA) recommendation for transit improvements for the Eastside transit project in Portland's Central City. These recommendations are based on information documented in the *Eastside Transit Alternatives Analysis Evaluation Report* (Metro, May 2006) and from public input received during the public comment period and in the hearing held May 10, 2006 before the Eastside Project Advisory Committee (EPAC).

The LPA decision consists of three distinct decisions on project implementation and phasing. The **mode decision** chooses between streetcar, and the no-build bus network. The **terminus decision** addresses whether the project can be completed in one phase or in construction segments defined by three minimum operable segments (MOS). The streetcar alternative includes two potential alignments through the Central Eastside, the MLK/Grand Couplet and the two-way Grand design option and the **alignment decision** will choose between them.

## II. Eastside Transit Project Locally Preferred Alternative

### A. Transit Mode - Streetcar

Streetcar is the preferred transit mode for the Eastside project as defined by the **Full Loop Streetcar Alternative**. This alternative best meets the project's purpose and need and goals and objectives as outlined in the *Eastside Transit Alternatives Analysis Evaluation Report (Evaluation Report)*. The project also garners significant public support as shown by the public comments received.

The **streetcar mode** is preferred because:

- The streetcar mode results in approximately 30% higher ridership than an equivalent level of bus service operating in the same Central City mixed-traffic environment, indicating an inherent preference, or modal bias for streetcar
- A streetcar line would leverage higher levels of economic development and would provide better opportunities for land use that fosters compact urban form, reduced vehicle miles traveled and higher transit mode split than bus transit alone could provide, as shown by the experience of the existing Portland Streetcar
- A streetcar line has garnered strong community support, and the support of adjacent property owners, as evidenced by support for the current streetcar line through participation in local improvement districts, and through the stated intent of property owners along the Eastside line to participate in such a district.

The **Full Loop Streetcar Alternative** performs better than the no-build or MOS options in several key areas:

- Highest streetcar ridership and highest ridership per mile of operation
- Most cost-effective project by all three measures evaluated – annualized capital and operating cost and capital cost per new streetcar rider, federal capital cost per new streetcar rider and operating cost per new streetcar rider

- Best implements land use and economic plans and policies for the Central City
- Provides best potential for economic development given the geographic extent of the line
- Provides the greatest travel time improvements due to a new Willamette River crossing
- Provides potential for the highest level of local funding through a local improvement district and possible amendment of urban renewal areas
- Best meets the transit circulator function outlined in the Purpose and Need for the project.

## **B. Terminus**

### **1. Interim Project Terminus – OMSI MOS**

The **Full Loop Streetcar Alternative** is the project's ultimate objective. However construction of the project will need to occur in shorter segments to respond to the anticipated availability of federal and local funds and the timing of the Milwaukie Light Rail Project and construction of the new Caruthers Bridge across the Willamette River. The **OMSI MOS** is the logical interim terminus for the full project until such time that the proposed Caruthers Bridge or other Willamette River streetcar crossing is viable. Current estimates for completion of the Milwaukie Light Rail Project put completion at 2014. The OMSI MOS would have a capital funding gap between project costs and anticipated revenues of \$37 million. It is recommended that major component costs and funding be reviewed seeking to reduce the overall cost and to identify additional revenue sources for the construction to OMSI as soon as possible.

### **2. First Construction Segment – Oregon Street MOS**

The **Oregon Street MOS** is recommended as the first construction segment for the project for the following reasons:

- The Oregon Street MOS would require \$60 million in FTA Small Starts funding, less than the statutory maximum of \$75 million for a single project. All other MOS options and the Full Loop Alternative would require the maximum level of FTA participation.
- The City of Portland needs to complete key analyses regarding the alignment south of Oregon Street. The Oregon Street MOS is the only MOS that could be advanced expeditiously independent of additional analyses for the MLK/Grand couplet in the Central Eastside.

### **C. Alignment – MLK/Grand Couplet**

The preferred alignment through the Central Eastside is the **MLK/Grand couplet**, contingent on the conditions set forth in section D below, for the following reasons:

- The MLK/Grand couplet alignment enjoys a higher level of community and business support than the two-way Grand Alignment.
- The MLK/Grand couplet alignment better supports existing city policy in the Portland Comprehensive Plan, Transportation System Plan and Central City Transportation Management Plan
- The two-way Grand alignment would result in greater local and neighborhood traffic impacts, would require major improvements on SE 7<sup>th</sup> Avenue including transitions to and from Grand Avenue, and would add \$17 million to the cost of the Morrison or OMSI MOS options or the Full Loop Alternative.
- The added cost of the two-way Grand alignment would strain finite local and federal funding sources and could delay the ultimate completion of the project.
- The MLK/Grand couplet would allow for a wider Local Improvement District and could enhance the ability to acquire local funding for the project.

Although MLK/Grand is the preferred alignment, the Steering Committee has raised some concerns regarding the MLK/Grand Couplet alignment and construction of the project through the Central Eastside including:

- Quality of the pedestrian environment, particularly on MLK Blvd, and its effect on the ultimate success of the project
- Connectivity with east-west bus routes at the bridgeheads, particularly from MLK Blvd
- Commitment of urban renewal funding, parking meter revenue and other sources to solidify local funding to construct the alignment south of Oregon Street.

### **D. Conditions for Extending the Project to OMSI**

Extension of the project south of Oregon Street is therefore contingent on the City of Portland addressing the following Steering Committee concerns regarding the Central Eastside alignment:

- Progress towards a signed development agreement between the Portland Development Commission and the developer of the Burnside Bridgehead project
- Development of an MLK/Grand Transportation Management Plan that will:
  - Improve pedestrian access to the streetcar
  - Improve pedestrian safety and increase pedestrian crossing opportunities at streetcar stops, with special attention paid to the needs of the elderly and handicapped and connections to the bridgeheads
  - Provide for efficient streetcar operations through evaluation of transit priority measures that could include capital improvements such as curb extensions and operational improvements such as signal timing and spacing, or other measures

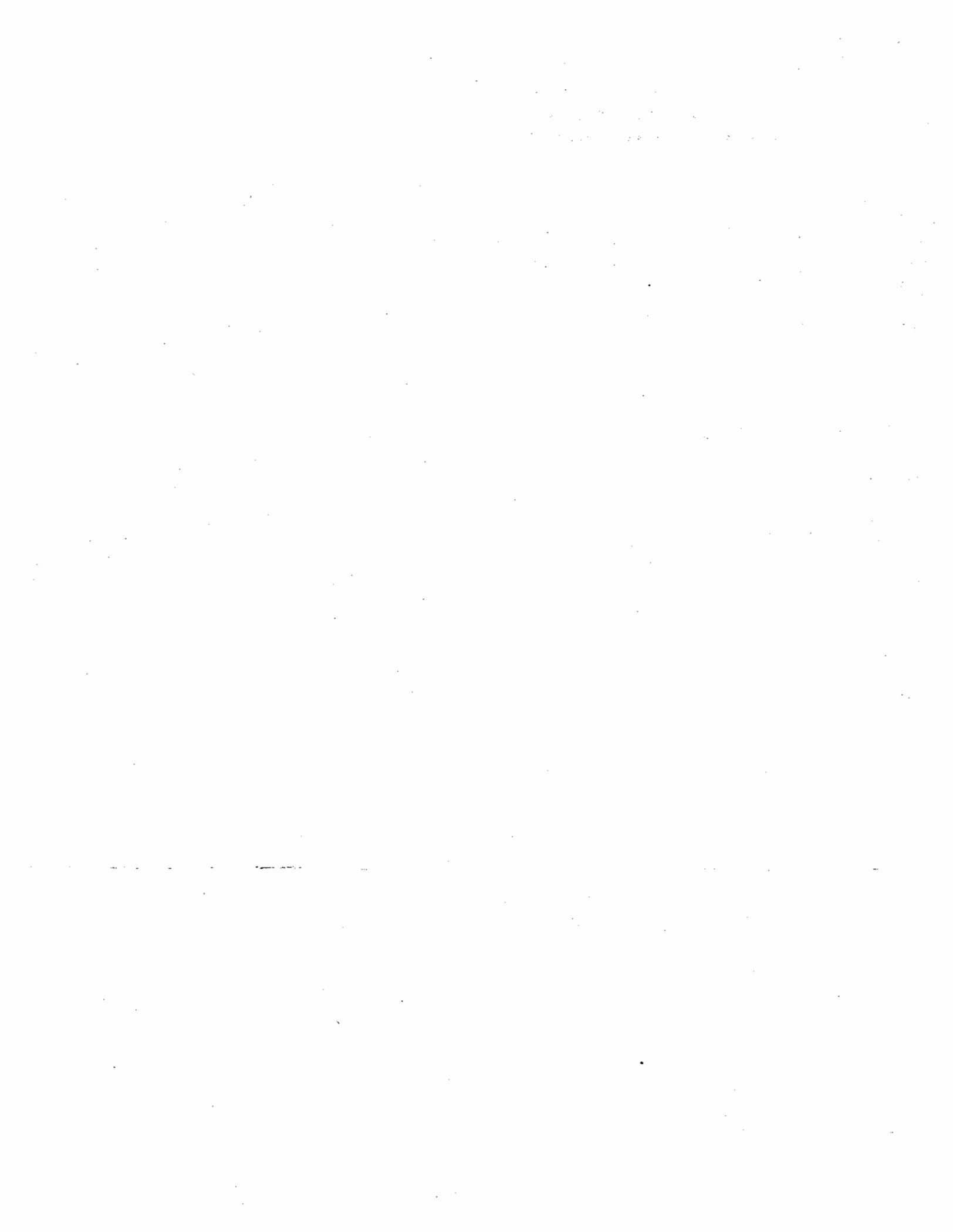
- Provide for efficient vehicle and freight movements through coordinated signalization, or any other operational improvements that will address the issues
- Identification of additional private and public redevelopment opportunities and projects along the corridor in addition to the proposed Burnside Bridgehead project
- Amending the Central Eastside Urban Renewal District to facilitate development objectives within the District
- Development of a parking management plan that includes a plan for raising revenues to help fund streetcar operations

When the project Steering Committee determines that the conditions have been met, project sponsors will seek to immediately extend the project to the OMSI MOS. If that is not possible for financial reasons, the shorter Morrison Street MOS should be considered as an interim terminus. The overall short-term goal is to proceed with the project to the OMSI MOS until such time that the Caruthers Bridge or other Willamette River streetcar crossing is available.

If the preceding conditions are not met or are not met satisfactorily, the Steering Committee will evaluate other alignments and measures, which will meet these conditions.



**3. Work Program Considerations**  
- Summary of Work Plan Considerations



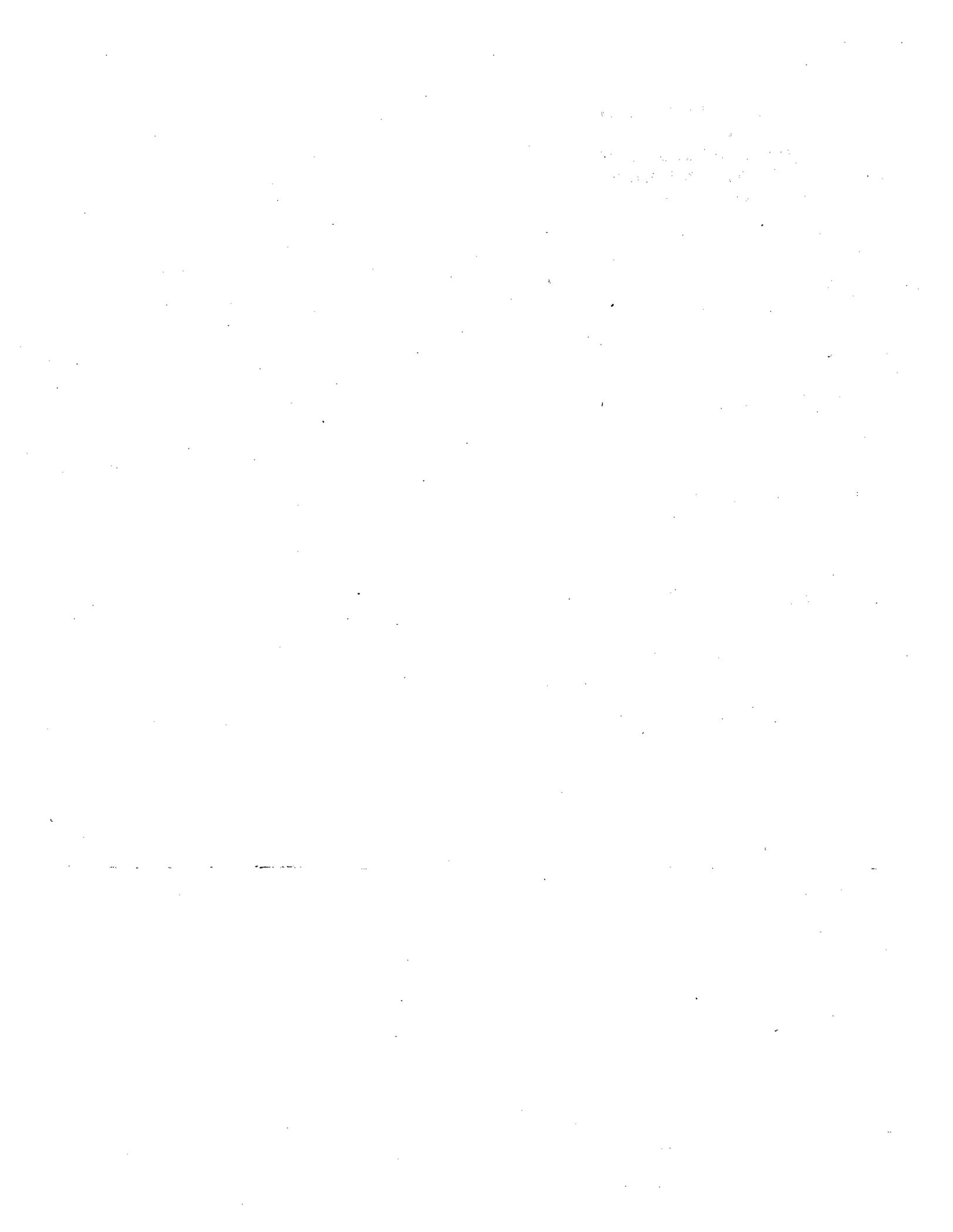
**Eastside Transit Project  
Summary of Work Program Considerations**

- The City of Portland should coordinate its updates of land use and transportation plans with the next steps of the Eastside Transit Project.
- Alternative user benefit measures should be prepared.
- The capital cost estimate should be further refined to include added consideration of FTA risk assessment and a more detailed streetcar alignment.
- The funding plan should be refined to clarify outside funding sources.
- Operating and maintenance revenue sources should be further defined.
- Further analysis of traffic and transit operations should be completed.
- Emergency shared light rail and streetcar use of alternatives to the Steel Bridge should be evaluated.



#### **4. Summary of Public Comment Received**

- Introduction
- Summary of Outreach Activities
- Public Comment Findings
- Conclusion





## **I. Introduction**

The Eastside Transit Alternatives Analysis, begun in 2005, is studying potential transit alternatives to improve circulation between the Eastside, Lloyd, Pearl, Downtown and South Waterfront districts that make up the central city. Potential alternatives include the extension of streetcar or continued bus service on the eastside. The study follows an earlier process initiated by the City of Portland and Portland Streetcar Inc. that recommended extending existing streetcar service from the Westside to the eastside of the central city.

The purpose of the study is to improve central city transit circulation, local connectivity and access. As the central city develops and increases in density, a higher percentage of trips in the areas being studied will need to be carried on transit to help ensure mobility for residents and visitors to the region.

The alternatives analysis built on the earlier process and used the same Project Advisory Committee made up of business owners and residents from east and Westside districts as well as interest group representatives.

The study offered numerous opportunities for public involvement including attendance at Eastside Project Advisory Committee meetings, several facts sheets and study information available on Metro's web site, two open houses (April 2005 and May 2006), two e-newsletters (April and May 2006), a public hearing (May 2006), a forty-five day comment period (May-June 2006) and meetings with community and neighborhood groups.

In addition to traditional public involvement opportunities, Project Advisory Committee members contacted property owners on the Eastside to discuss support for formation of a local improvement district to provide funding for the project. These discussions provided an opportunity to educate owners about the process and receive written comments from them.

## **II. Summary of outreach activities**

Multiple fact sheets were produced in spring 2005 and 2006 to provide project history, identify study goals, outline alternatives and alignments and share information about the Project Advisory Committee, timeline and public involvement opportunities.

Metro staff and PAC members made several presentations to community groups, neighborhood associations, business organizations, interested advisory committees and local governments.

The April Metro Councilor newsletters, sent to constituents around the region, contained an article about the Eastside Transit Alternatives Analysis with information about plans for an open house, public hearing and public comment period.

Postcards were mailed to business and property owners along the proposed alignments as well as interested persons, advocacy groups, neighborhood groups and elected officials to invite

participation at the open house and public hearing and in the public comment period. Just fewer than 2,200 postcards were mailed on April 21, 2006.

E-newsletters were sent to over 4,000 interested parties in April and May to share information about the open house, public hearing and public comment period.

A media advisory was distributed on May 2, 2006 to appropriate local media. The release included information about the open house, public hearing and public comment period. Following the advisory, stories were done by the Oregonian (May 11 and June 29) and the Business Journal (May 22). An editorial in the Business Journal ran on May 26.

A newspaper advertisement for the open house, public hearing and public comment period was placed in the April 27 Oregonian, all zones.

An open house was held at Metro Regional Center on May 3. Just over 40 citizens and one print reporter (Business Journal) attended. The open house was open for three hours and featured:

- a. Illustrated stations explaining the project history and timeline, options considered and findings of the study. Each station was staffed by project staff (Metro and partners) who were available to answer questions and explain details.
- b. Video simulation of streetcar operations on the eastside showed how the streetcar will operate in mixed traffic
- c. Comment cards that citizens could use to provide feedback on the options and comments on the project

A public hearing was held before the Eastside Project Advisory Committee at the Portland Building on May 10. Roughly 20 citizens attended the event and six provided oral testimony to the committee. The maps and information used at the open house, including self-mailing comment cards due June 30, were made available again at the public hearing.

### **III. Public outreach findings**

Public comment period May 3 -June 30, 2006 (copies attached).

#### **Open house**

Attendees at the open house appreciated the information, maps, charts and traffic analysis visual simulation. Staff reported that some people they spoke to had strong opinions about the options but many were seeking more information about the options. A number of people strongly support streetcar. Concerns expressed about the options included: cost control, desire for buses over streetcar and specific design issues to address pedestrian and/or traffic issues. Some people had questions about the options themselves. Others asked about the process and timing of upcoming decisions.

Six people completed comment cards at the open house.

- a. Three comments favored streetcar and focused on specific design suggestions: 1) run entirely on MLK/Grand avoiding 7<sup>th</sup> Ave., 2) run in left lane across Broadway Bridge to avoid turning conflicts, 3) add signals at transfer points on MLK and Grand to calm

traffic, 4) prioritize Grand and Harrison signal for pedestrians and streetcar, 5) locate the Grand and Morrison station at the near side of Morrison for better access to businesses.

- b. Three comments indicated a desire for a bus circulator to be evaluated along with the streetcar in addition to the no-build alternative, which includes current bus service. Of these three, two want trolley buses (or rail-guided) evaluated and one wants to see the same streetscape improvements with a bus option as with streetcar.

One person mailed a comment card in after the open house. She expressed concern over use of Grand Ave. for the streetcar prior to implementation of Milwaukie light rail as the auto and truck traffic impacts would be great.

### **Public hearing**

Six people offered oral testimony to Project Advisory Committee members at the hearing. As time allowed, the committee engaged in conversation with those who provided testimony. The committee asked staff to report back on use of trolley buses since more than one person who testified mentioned it.

Testimony at the hearing included the following:

- a. Three people support use of streetcar to connect the west and east sides of the Central City. One requested a stop at the Rose Garden and ongoing consideration of a 7<sup>th</sup> Avenue alignment. One supports the MLK/Grand alignment and hopes to see traffic calming and development opportunities on both streets. One supports more streetcar lines in SE Portland and wonders if the lower portions of the Marquam Bridge could be used rather than a new crossing.
- b. Two people support the use of trolley buses rather than streetcar to create an eastside connection. They favor the trolley buses because of cost issues. The buses themselves may cost the same as a streetcar but there is no need to install or maintain tracks. They carry a similar number of people and are currently used successfully in Seattle, San Francisco and Vancouver B.C.
- c. One person expressed concern about the overall vision for the transit system, especially as it relates to cost and traffic impacts. On this study, he is concerned about the route, specifically: use of already busy streets such as the Broadway Bridge, MLK and Grand. This person favors a MAX yellow line "Eastside connector" heading south from the Rose Garden to connect with the proposed Milwaukie light rail.

One attendee at the hearing provided comments in writing. He favors a streetcar on MLK/Grand due to the potential for increased development. He wants the full loop built and hopes that the need for a new crossing does not delay the completion of the project.

### **Written**

The City of Portland Planning Commission wrote a letter to the City Council expressing their support for the extension of streetcar on the eastside. Their support focused specifically on the concept of a streetcar loop to promote circulation, the increase in overall transit ridership, and the potential for increased development along the alignment. They acknowledged a broad

collaborative public process. They realize that the project is not without challenges but see that it directly supports adopted city policies related to economic development, transportation and land use.

The Portland Streetcar Inc. Citizen Advisory Committee wrote a letter to the City Council expressing their support for extension of streetcar to the eastside as soon as is financially feasible. They look forward to the same success and community support for streetcar on the eastside that they've experienced on the existing line.

Following discussions with property owners about a potential local improvement district being created along the proposed alignment for funding purposes, seventeen letters of support were received from property owners. Owners articulated an understanding of the Alternatives Analysis process and potential funding plans. They expressed a strong preference for an extension of streetcar to the Eastside. Pending final plans, they support the formation of the local improvement district recognizing that they would pay into the district to help fund capital costs. They acknowledged that the project may need to be built in phases, based on available funding, but all of the property owners support the full loop alternative.

Three organizations in the Lloyd district, the Lloyd District Transportation Management Association (TMA), the Lloyd Business Improvement District (BID) and the Lloyd Executive Partnership (LEP), strongly support the extension of streetcar on the eastside as defined by the Locally Preferred Alternative. All three organizations look forward to an even stronger emphasis in the district on increased transit, bike and pedestrian trips and reduced auto trips. They recognize that streetcar provides significant economic development benefits that will support and leverage key infrastructure projects to increase private investment and public benefit in the district. They are all directly involved in efforts to create a local improvement district to help fund the project.

- The TMA represents 85 businesses in the district that employ nearly 10,000 of the district's 20,000 employees. Two neighborhoods, the Lloyd District Community Association and Irvington Community Association, are represented on the TMA board.
- The BID represents over 100 property owners who come together to fund public safety, transportation, planning and advocacy programs for the Lloyd district. The BID provided \$50,000 towards the initial streetcar study completed by the City of Portland.
- The LEP represents the five largest property owners in the Lloyd district. They focus creating clear economic priorities for planning projects and investments being made in the district with urban renewal funds.

One comment card indicating strong support for a streetcar extension was received following a presentation to the Portland Business Alliance Transportation Committee. The writer wants the full loop built and offered ideas about how to finance the project.

One comment card supports streetcar north of Broadway on MLK to promote revitalization and traffic calming. The identified area was not included in the scope of the study so no study results are available related to this idea.

One letter asked questions about subway in downtown Portland and reconstruction of old electric buses (pulley trolley) by TriMet.

One comment card was simply a request to be added to the mailing list.

### **E-mail**

Twenty-eight e-mail comments were received.

- a. Two-thirds of the e-mail comments favor streetcar because it's quieter, more charming than buses, easier for the disabled and elderly to use and it supports investment and redevelopment. The route is good for people using other transit modes.

Of those who support streetcar, some specific comments were provided:

- One comment requests a stop at the Rose Garden.
  - One comment favors an extension east on Broadway and Weidler to 21<sup>st</sup> St.
  - One comment favors streetcar on 7<sup>th</sup> Ave. rather than MLK/Grand.
  - One comment specifically favors the full loop and mentions that there may not be enough residential property along the alignment.
  - Eight comments specifically support streetcar but focus on extending it north of Broadway on MLK to promote commercial revitalization and allow easy residential access to transit. The identified area was not included in the scope of the study so no study results are available related to this idea.
- b. One comment favors light rail over streetcar for increased speed. In addition this comment suggests express trains. One comment supported a light rail connection between current yellow line and proposed Milwaukie light rail
  - c. Four e-mail comments favor buses over streetcar because fares are always collected and they are faster, more reliable, less expensive, more accessible to homes and more secure. One commenter favors buses because they don't encourage infill, density and traffic congestion. One comment supported bus rapid transit because they cost less, are more environmentally friendly and not as noisy as regular buses.
  - d. One commenter wants to see all Portland streets paved before funds go to build a streetcar. One comment favored additional projects to serve East Multnomah County where there is a greater need.

### **Phone**

Two comments were recorded on Metro's transportation hotline. Both messages were anonymous, and very brief. Both favor the use of buses rather than streetcar.

## **V. Conclusion**

The public reached through this public involvement process agreed that Central City circulation is an important feature of the transit system. While some favor bus over streetcar, there is strong support for streetcar based on its demonstrated ability to promote economic development nearby. Of those who favor streetcar, no one specifically supported the two-way Grand design option but some favored modifications to or considerations besides the MLK/Grand design option.



**Appendix A - Approval and Recommendations Documentation**

- Metro Resolution No. 06-3713
- TriMet Resolution 06-06-48
- City of Portland Resolution No. 36425
- Multnomah County Resolution No. 06-118
- Oregon Department of Transportation Letter
- Portland Streetcar, Inc. Board Resolution 06-13



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 06- 3713  
EASTSIDE TRANSIT ALTERNATIVE )  
ANALYSIS LOCALLY PREFERRED ) Introduced by Rex Burkholder  
ALTERNATIVE, LOCATED WITHIN THE )  
PORTLAND CENTRAL CITY )

WHEREAS, in 1988, the City of Portland adopted the *Central City Plan*, which identified the need and desire for an inner city transit loop, specifically citing the location for such transit loop on the Eastside as "...possibly on Grand Avenue"; and

WHEREAS, in 1995, the City of Portland adopted the *Central City Transportation Management Plan (CCTMP)* to implement the Central City Plan to improve transit circulation and distribution throughout the Central City districts and stating the need to: "Identify a strategy for developing the Central City streetcar system and integrating it with other transit services"; and

WHEREAS, in 1997, the Portland City Council approved a locally funded streetcar that was opened for service on the west side of the Central City in 2001, and

WHEREAS, on June 25, 2003, the Portland City Council adopted a *Eastside Streetcar Alignment Study* that recommended the locally funded streetcar be extended to the Eastside with Federal Transit Administration (FTA) assistance; and

WHEREAS, the Metro Council approved Resolution No. 03-3380A, For the Purpose of Adopting the 2004 Regional Transportation Plan to Meet Federal Planning Requirements, and said *2004 Regional Transportation Plan* includes in the Financially Constrained System projects 1106 and 1107, "Portland Streetcar - Eastside", constructing a streetcar to the Lloyd and Central Eastside districts; and

WHEREAS, TriMet's five-year *Transit Improvement Plan* adopted by the TriMet Board of Directors on June 22, 2005, includes expanding high capacity transit service, specifically including streetcar, as a priority; and

WHEREAS, the recent SAFETEA-LU reauthorization adopted in 2005 includes the Federal Transit Administration's (FTA) Small Starts program for transit projects costing less than \$250 million with a maximum of \$75 million federal share which could possibly provide a source of federal support for Eastside transit improvements; and

WHEREAS, on April 28, 2005, the Metro Council approved Resolution No. 05-3541, For the Purpose of Approving the FY 2006 Unified Planning Work Program, and this work plan included on pages 41 and 42 the preparation of the Eastside Transit Alternatives Analysis, and

WHEREAS, in 2005, an Eastside Transit Alternative Analysis, consistent with Metro Council direction and Federal Transit Administration (FTA) requirements, was initiated to assess the feasibility of a transit circulator for the whole Central City including the Eastside districts; and

WHEREAS, in May 2006, Metro published the *Eastside Transit Alternatives Analysis Evaluation Report* for the purpose of evaluating potential transit modes, alignments and terminus locations; and

WHEREAS, opportunities for public comment were provided at open houses and through written, telephone and email mediums and public comments were received on the *Eastside Transit Alternatives Analysis Evaluation Report* and compiled in the *Eastside Transit Alternatives Analysis Draft Public Comment Summary* published June 2006; and

WHEREAS, the *Eastside Transit Alternatives Analysis Evaluation Report* found that the streetcar mode is preferred because:

1. The streetcar mode results in approximately 30% higher ridership than an equivalent level of bus service operating in the same Central City mixed-traffic environment, indicating an inherent preference for streetcar.
2. A streetcar line would leverage higher levels of economic development and would provide better opportunities for land use that fosters compact urban form.
3. A streetcar line has garnered strong community support and the support of adjacent property owners, as evidenced by support for the current streetcar line through participation in local improvement districts, and through the stated intent of property owners along the Eastside line to participate in such a district.

WHEREAS, on May 31, 2006 the Eastside Project Management Group (PMG) recommended an *Eastside Transit Alternatives Analysis Locally Preferred Alternative (LPA)* which generally includes a streetcar loop connecting downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets; and an *Eastside Transit Project Work Program Considerations*; and

WHEREAS, on June 1, 2006, the Eastside Project Advisory Committee (EPAC) recommended an LPA consistent with the PMG and made minor amendments or revisions; and

WHEREAS, the recommended LPA recognizes that the full loop would need to be constructed in stages, with OMSI being the interim terminus until such time as the Caruthers crossing or other Willamette River crossing is available; and

WHEREAS, the recommended LPA also recommends that the initial construction segment from the present streetcar line's northeastern extent at Northwest Lovejoy Street be constructed to Oregon Street, until such time as the additional financial resources and project conditions are met; and

WHEREAS, on June 5, 2006 the Eastside Project Steering Committee recommended an LPA consistent with the PMG and EPAC and made minor amendments or revisions; and

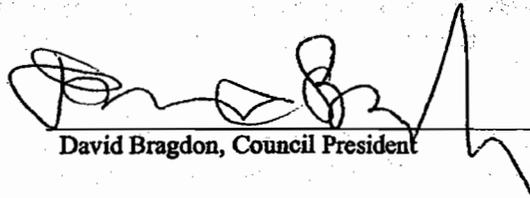
WHEREAS, the City of Portland Planning Commission, the Portland City Council, TriMet Board of Directors, Multnomah County Board of Commissioners and the Portland Streetcar Inc. Board recommended an *Eastside Transit Alternatives Analysis Locally Preferred Alternative*, which generally includes a streetcar loop connecting downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets, and also recommended the *Eastside Transit Project Work Program Considerations*; and

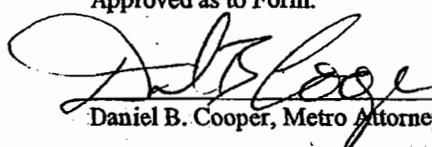
WHEREAS, the Metro Council has considered the LPA recommendations including the *Eastside Transit Project Work Program Considerations* and the Metro Council concludes the reasons, included in the LPA recommended by the Steering Committee dated June 5, 2006, for selecting this project are compelling; now therefore

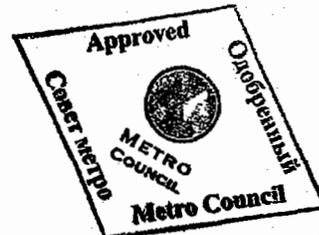
BE IT RESOLVED that the Metro Council hereby adopts the Locally Preferred Alternative in Exhibit A, attached, the *Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation Report*, which generally includes a streetcar loop connecting the downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets.

BE IT FURTHER RESOLVED that the Metro Council endorses the *Eastside Transit Project Work Program Considerations*, marked Exhibit B, attached, and directs staff to complete these work elements and return to the Metro Council with recommendations for addressing these considerations.

ADOPTED by the Metro Council this 20<sup>th</sup> day of July, 2006.

  
David Bragdon, Council President

Approved as to Form:  
  
Daniel B. Cooper, Metro Attorney



**RESOLUTION 06-06-48**

**RESOLUTION OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET)  
RECOMMENDING ADOPTION OF THE LOCALLY PREFERRED  
ALTERNATIVE FOR EASTSIDE TRANSIT ALTERNATIVES  
ANALYSIS WITHIN THE PORTLAND CENTRAL CITY**

**WHEREAS**, the Portland City Council proposed that a locally funded streetcar be extended to the Eastside with Federal Transit Administration ("FTA") assistance in 2003; and

**WHEREAS**, an alternative analysis consistent with FTA requirements was initiated to assess the feasibility of a transit circulator serving the whole Portland Central City including the Eastside districts; and

**WHEREAS**, TriMet's five-year Transit Improvement Plan includes expanding high capacity transit service, including streetcar, as a priority; and

**WHEREAS**, the recent SAFETEA-LU reauthorization adopted in 2005 includes the FTA Small Starts program for projects costing less than \$250 million with a maximum of \$75 million federal share; and

**WHEREAS**, Metro and the FTA published the *Eastside Transit Alternatives Analysis Evaluation Report* in May 2006 for the purpose of evaluating potential transit modes, alignments and terminus locations, and public comments were received and compiled in the Eastside Transit Alternatives Analysis Draft Public Comment Summary published June 2006; and

**WHEREAS**, in May and June 2006 the Eastside Project Management Group, Eastside Project Advisory Committee, and Eastside Project Steering Committee recommended a Locally Preferred Alternative ("LPA") including the Eastside Transit Project Work Program Considerations which generally includes a streetcar loop connecting downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets; and

**WHEREAS**, the Portland Development Commission ("PDC"), the City of Portland Planning Commission, the Portland City Council, Multnomah County Board of Commissioners and the Portland Streetcar, Inc. Board are expected to recommend adoption by the Metro Council of a LPA including the Eastside Transit Project Work Program Considerations which generally includes a

## RESOLUTION No. 36425

Adopt the *Eastside Transit Alternative Analysis Locally Preferred Alternative* and the *Eastside Transit Project Work Program Considerations* and direct actions for implementation.

(Resolution)

WHEREAS, the City of Portland, in partnership with Portland Streetcar, Inc. (PSI), successfully completed the first modern streetcar project in the country from Northwest Portland to Portland State University in 2001; and

WHEREAS, the streetcar has successfully demonstrated its ability to support public and private partnerships to maximize the development potential along the streetcar alignment to meet the goals of the Central City Plan and the 2040 Framework Plan; and

WHEREAS, in November 2002, the City initiated a locally-sponsored feasibility study assessing the potential for extending streetcar service to the Lloyd and Central Eastside Districts, which was led by a Steering Committee comprised of representatives from the Lloyd District, Central Eastside, City of Portland, Multnomah County, Metro, TriMet and the PSI Board of Directors; and

WHEREAS, there is strong planning support for extension of streetcar service to the eastside, including:

1. Portland's Central City Plan adopted in 1988, with significant amendments in 1995 and 1996, which identified the need and desire for an inner-city rail transit loop, possibly on Grand Avenue; and
2. Portland's Central City Transportation Management Plan adopted in 1995 to implement the Central City Plan, including improvements to transit circulation and distribution through the Central City districts; and
3. Metro Council's 2004 Regional Transportation Plan, which includes in the Financially Constrained System projects 1106 and 1107, "Portland Streetcar - Eastside" in the Lloyd and Central Eastside Districts; and
4. TriMet's five-year Transit Improvement Plan, which includes expanding high capacity transit service, including streetcar, as a priority; and
5. Lloyd District Development Strategy adopted in July 2001, which calls for a transit hub within the Lloyd Central Core area and a consideration of an eastside streetcar line to act as a catalyst for private development of mixed-use projects in the Lloyd Central Core; and
6. The Central Eastside Development Opportunity Strategy adopted in April 2002, which indicates that an eastside streetcar should be considered to improve access to and within the district.

WHEREAS after holding public meetings and public workshops, the Steering Committee prepared a report, which was adopted in June 2003 by the Multnomah County Board of Commissioners, the Portland Development Commission and the City Council by way of adoption of Resolution 36153; and

WHEREAS, the report recommended a preferred alignment, indicated that there was high level of public support for the consideration of a streetcar on the eastside and recommended that the project seek regional support for federal funding for the eastside streetcar project; and

WHEREAS, the 2005 reauthorization of the federal Transportation Bill, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), includes the Federal Transit Administration's (FTA) Small Starts program for projects costing less than \$250 million with a maximum federal share of \$75 million, and it is this program from which federal funds for an eastside project would be sought; and

WHEREAS, while the FTA is in the process of developing Small Starts rules, Congressional intent clearly indicates that there should be a simplified review process given the relative size and scope of the projects, and that the basis for justification criteria should be weighted toward economic development, transit supportive land uses and local circulation and access; and

WHEREAS, in May 2005 a process consistent with FTA requirements was initiated to assess the feasibility of a transit circulator serving the whole Central City including the Lloyd and Central Eastside Districts with Metro in the lead role for the Alternatives Analysis (AA) and Portland Streetcar, Inc. providing project management and technical services in support of the AA; and

WHEREAS, after a public process and public hearings and in consideration of the technical work provided, the Eastside Project Management Group (PMG) recommended a Locally Preferred Alternative (LPA), which consists of a mode decision, an alignment decision and a terminus decision, including a first construction segment and the Work Program Considerations, which describe additional local actions that will need to be undertaken before any grant application to the FTA can be made; and

WHEREAS, on June 1, 2006, the Eastside Project Advisory Committee (EPAC), recommended a LPA and the Work Program Considerations consistent with the PMG recommendation and made minor amendments or revisions; and

WHEREAS, June 5, 2006, the Eastside Project Steering Committee recommended a LPA and the Work Program Considerations consistent with the PMG and EPAC recommendations and made minor amendments or revisions; and

WHEREAS, the Steering Committee asked that the LPA and Work Program Considerations, including the minor amendments or revisions, be submitted to the various jurisdictions for review and/or adoption, as appropriate; and

WHEREAS, the LPA calls for streetcar to be the mode of choice because the streetcar mode results in higher ridership than an equivalent level of bus service; streetcar provides better opportunities for land uses that foster a compact urban form, reduced vehicle miles traveled and a higher transit mode split; and the streetcar has garnered strong community support; and

WHEREAS, the LPA calls for an alignment on NE Broadway and NE Weidler Streets, on NE Grand and NE 7<sup>th</sup> Avenues to Oregon Street, on a Martin Luther King Jr. Boulevard/Grand couplet through the Central Eastside and then on a potential future Caruthers Bridge that may be built as part of a Milwaukie Light Rail Project, as shown in Exhibit A to this Resolution and, by reference, made a part hereof; and

WHEREAS, the LPA indicates the Full Loop Alternative is the project's ultimate objective, assuming capital and operating funds are available, because, among other things, it has the highest streetcar ridership per mile of operation, it is the most cost-effective on a per rider basis and it best meets the transit circulator function; and

WHEREAS, the OMSI Minimum Operable Segment (MOS) is the logical interim terminus for the full project, until such time that the proposed Caruthers Bridge or other Willamette River streetcar crossing is viable; and

WHEREAS, the LPA also recognizes that the construction of the project would need to occur in shorter segments primarily because of financial considerations, both for capital and operations, and recommends the Oregon Street MOS as the first construction segment; and

WHEREAS, the Eastside Steering Committee will only consider modifying the LPA to recommend extending the construction south of the Oregon Street MOS on a Martin Luther King Jr. Boulevard/Grand couplet if certain conditions as described in the LPA, are met, including:

1. Progress toward a signed development agreement between the Portland Development Commission and the developer of the Burnside Bridgehead Project; and
2. Identification of additional private and public redevelopment opportunities along the corridor in addition to the Burnside Bridgehead Project; and
3. Development of an MLK/Grand Transportation Management Plan that will:
  - a. Improve pedestrian access to the streetcar; and
  - b. Improve pedestrian safety and increase pedestrian crossing opportunities at streetcar stops, with special attention paid to the needs of the elderly and handicapped, and connections to TriMet bus service at the bridgeheads; and
  - c. Provide for efficient streetcar operations through an evaluation of transit priority measures that could include capital improvements, such as additional curb extensions, and operational improvements, such as signal timing and spacing or other measures; and
  - d. Provide for efficient vehicle and freight movements through coordinated signalization or any other operational improvements that will address the issues.
4. Amending the Central Eastside Urban Renewal District to facilitate development objectives within the District; and
5. Development of parking management plan or other measures to raise funds to help subsidize streetcar operations.

WHEREAS, the LPA will be forwarded to the FTA along with *the Eastside Transit Alternatives Analysis Evaluation Report*, a summary of which is attached as Exhibit B to this Resolution and, by reference, made a part hereof, for FTA review and comment; and

WHEREAS, before a construction grant application can be submitted to the FTA, anticipated in July 2007, the following must be completed and submitted to the Steering Committee and to the City Council, among others:

1. National Environmental Policy Act (NEPA) review for the Full Loop, and anticipating a Documented Categorical Exclusion or an Environmental Assessment as the appropriate documentation; and
2. Work Program Considerations, including:
  - a. Coordination with on-going planning efforts, specifically a Central City Plan review if initiated; and
  - b. Development of a rationale for FTA consideration on the basis of the "trip not taken"; and
  - c. Finalizing the capital funding plan and securing commitments for the segment proposed for construction prior to submittal of an application to the FTA; and
  - d. Finalizing the operations funding plan and securing commitments for the segment proposed for construction prior to submittal of an application to the FTA; and
  - e. Evaluating the need for any traffic and/or transit mitigation measures, especially on MLK/Grand Avenue and inclusion of said costs, if any, in the project capital funding plan; and
  - f. Evaluating the feasibility of including provisions for joint emergency operations of sharing the alignment with light rail.

WHEREAS, the *Eastside Transit Alternatives Analysis Evaluation Report* (Report) indicates that while up to a maximum of \$75,000,000 would be sought from the FTA Small Starts program, local funding sources will also be required, including a significant tax increment contribution, as shown in Exhibit C attached to this Resolution and, by reference, made a part hereof; and

WHEREAS, it is recognized that commitment of tax increment funding will require an evaluation of the request in light of other PDC funding commitments, support from the affected Urban Renewal Advisory Committees and compatibility with long-term City goals; and

WHEREAS, the Report provides an estimate of the operating costs as developed by TriMet based on model inputs provided by Metro and as shown in Exhibit C attached to this Resolution and, by reference, made a part hereof, and

WHEREAS, historically, the sources of funds for operations have been provided by TriMet, by the City from parking meter revenues and from fares, sponsorships and promotions; and

WHEREAS, it is recognized that commitments for operations funding will be influenced by many factors, including:

1. An evaluation of the ability to generate sufficient parking meter revenues on the eastside and an assessment of the availability of the revenues in light of any competing needs for the funds; and
2. An evaluation and recommendation for greater fare recovery and additional private sources, including funding from those properties in the streetcar service area; and
3. An acknowledgement of TriMet's constrained operating revenue circumstances for the first years of expanded eastside streetcar operations and the need to develop a plan for TriMet participation that allows TriMet to implement its adopted five year service plan, fund operations of the South Corridor Phase II Milwaukie Light Rail Project and meet other regional transit needs.

WHEREAS, because it achieves the greatest transit and development benefits, the City desires to further analyze the feasibility of securing funding commitments, both for capital and for operations, for the Oregon MOS, the Morrison MOS, the OMSI MOS and the Full Loop; and

WHEREAS, the Portland Office of Transportation presented a briefing to the Planning and Development Bureau Directors on June 8, 2006, on the recommendations from the Eastside Transit Alternatives Analysis Steering Committee and on June 22, 2006, they indicated their support of this Resolution; and

WHEREAS, additional corridor study resources are available, as a result of an authorization in SAFETEA-LU, to fund the work called for in the conditions of the LPA and the Work Program Considerations and other City requirements.

NOW, THEREFORE, BE IT RESOLVED, that the City Council adopts the Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation, substantially in accordance with Exhibit D to this Resolution and, by reference, made a part hereof; and

BE IT FURTHER RESOLVED, that the City Council adopts the Eastside Transit Project Work Program Considerations, substantially in accordance with Exhibit E to this Resolution and, by reference, made a part hereof; and

BE IT FURTHER RESOLVED, that the City Council directs the Portland Office of Transportation, in addition to satisfying the federal and regional requirements for a construction grant application, to prepare and present to Council for consideration before said application is made, a complete financial analysis needed to prepare long-range financial plans for the future streetcar extensions that include the following:

1. Feasibility of securing capital funding commitments for the Oregon MOS, the Morrison MOS, the OMSI MOS and the Full Loop; and

2. Feasibility of securing operations and on-going maintenance funding commitments for the Oregon MOS, the Morrison MOS, the OMSI MOS and the Full Loop; and
3. Completion of an asset management plan, which addresses the need to provide for future replacement of trackway, electrical components and streetcar vehicles; and
4. Assessment of the availability of near-term and long-term sources of funds and a comparison of competing needs for these funds.

BE IT FURTHER RESOLVED, that the City Council directs the Planning and Development Bureau Directors to review the next phases of the Eastside Streetcar project in order to integrate the project into the Central City design and financing strategies; and

BE IT FURTHER RESOLVED, that the City Council directs the Portland Office of Transportation to negotiate an Intergovernmental Agreement with Metro to allow the City to use the federal corridor study resources to provide funding for the work called for in the conditions of the LPA and the Work Program Considerations, as well as other City requirements, and to work in coordination with the Portland Development Commission, TriMet and Metro to accomplish these tasks; and

BE IT FURTHER RESOLVED, that the City Council directs the Portland Office of Transportation to work with Metro, TriMet and other regional partners to develop strategies to proceed with the Milwaukie Corridor, including funding strategies for the proposed Caruthers Bridge, or alternative Willamette River crossing, necessary for the full streetcar loop; and

BE IT FURTHER RESOLVED, that the City Council directs the Portland Office of Transportation and the Bureau of Purchases to prepare and solicit Requests for Proposals for professional and technical services required to carry out the work and directs PDOT to negotiate a contract(s) with a qualified firm(s) and bring the contract(s) to Council for approval as soon as practical.

Adopted by the Council, JUL 05 2006

Commissioner Sam Adams  
Vicky Diede:slg  
June 9, 2006

**GARY BLACKMER**  
Auditor of the City of Portland  
By

*Susan Parsons*  
DEPUTY

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

**RESOLUTION NO. 06-118**

Adopting the Eastside Transit Project Locally Preferred Alternative, Located within the Portland Central City and Endorsing the Eastside Transit Project Work Program Considerations

**The Multnomah County Board of Commissioners Finds:**

- a. In 1988, the City of Portland adopted the *Central City Plan*, which identified the need and desire for an inner city transit loop, specifically citing the location for such transit loop on the Eastside as "...possibly on Grand Avenue."
- b. In 1995, the City of Portland adopted the *Central City Transportation Management Plan (CCTMP)* to implement the Central City Plan to improve transit circulation and distribution throughout the Central City districts. The Plan stated the need to: "Identify a strategy for developing the Central City streetcar system and integrating it with other transit services."
- c. In 1997, the Portland City Council approved a locally funded streetcar that was opened for service on the west side of the Central City in 2001.
- d. On June 25, 2003, the Portland City Council adopted an *Eastside Streetcar Alignment Study* that recommended the locally funded streetcar be extended to the Eastside with Federal Transit Administration (FTA) assistance.
- e. The Metro Council approved Resolution No. 03-3380A (For the Purpose of Adopting the 2004 Regional Transportation Plan to Meet Federal Planning Requirements) that includes in the Financially Constrained System projects 1106 and 1107, "Portland Streetcar – Eastside," constructing a streetcar to the Lloyd and Central Eastside districts.
- f. TriMet's five-year *Transit Improvement Plan* adopted by the TriMet Board of Directors on June 22, 2005, includes expanding high capacity transit service, specifically including streetcar as a priority.
- g. The recent SAFETEA-LU reauthorization adopted in 2005 includes the Federal Transit Administration's (FTA) Small Starts program for transit projects less than \$250 million with a maximum of \$75 million federal share that could possibly provide a source of federal support for Eastside transit improvements.

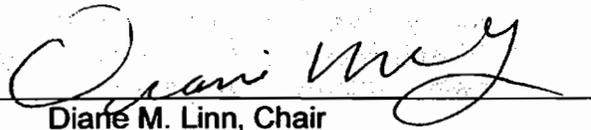
**The Multnomah County Board of Commissioners Resolves:**

1. The Board adopts the Eastside Transit Project Locally Preferred Alternative in the attached Exhibit A, the *Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation*, that includes a streetcar loop connecting downtown Portland to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets as shown in the attached Exhibit B.
2. The Board endorses the *Eastside Transit Project Work Program Considerations*, attached as Exhibit C.

ADOPTED this 29th day of June, 2006.

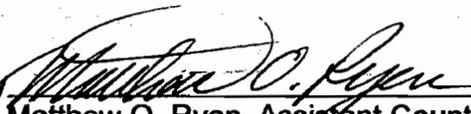
BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON



  
Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By   
Matthew O. Ryan, Assistant County Attorney



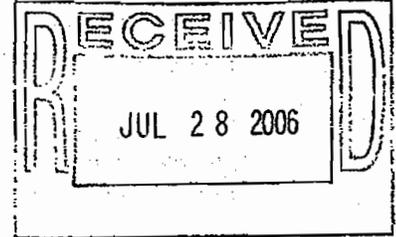
# Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters  
 123 NW Flanders Street  
 Portland, Oregon 97209  
 (503) 731.8200  
 FAX (503) 731.8531

RB  
 C. RR  
 KW  
 Rick G.  
 Viki  
 PDOT



July 25, 2006

Mr. Rex Burkholder, Metro Council  
 Metro Regional Center  
 600 NE Grand Avenue  
 Portland, Oregon 97232-2736

**SUBJECT: EASTSIDE TRANSIT LOCALLY PREFERRED ALTERNATIVE**

Dear Councilor Rex Burkholder:

At this month's meeting of the Joint Policy Advisory Committee on Transportation (JPACT), I voted for approval of the Locally Preferred Alternative as adopted by the Transit Alternatives Steering Committee at its meeting on June 5, 2006. The Oregon Department of Transportation supports the enhancement of the Eastside with this proposed transportation improvement.

The proposed Locally Preferred Alternative includes neither improvements nor significant modifications to state highways, and can be compatible with the operation of I-5, I-84, and 99E. However, please be aware that, at some point, the structures over I-84 and I-5 will need to be rebuilt. This would almost certainly require interruption of streetcar service for several months.

As this project and other developments in the Central Eastside continue through planning and evaluation, ODOT will work with you to scope a traffic impact study and to also make sure the following items are addressed:

- o Traffic signal timing, streetcar station location, and traffic management associated with this project must be designed and operated to be compatible with the freeway system. We will be particularly looking at signal modifications at or near the end of freeway ramps. Signals must be operated so that traffic does not extend into the portion of the ramp needed to accommodate deceleration from freeway speed.
- o Development planned in the area of the proposed alignment of the Locally Preferred Alternative should be planned and designed so that the streetcar leads to an improved transportation system by appropriately managing travel demand.

We look forward to continuing our partnership with you in pursuing this project to its successful conclusion.

Portland Streetcar, Inc.  
Resolution 06-13  
Supporting Eastside Corridor Locally Preferred Alternative

Recommends that Portland Streetcar, Inc. Board of Directors support the recommendation of the Eastside Corridor Steering Group calling for extension of the streetcar to the Eastside.

Whereas, PSI has contracted with Metro to conduct the Alternatives Analysis for the transit corridor to the Lloyd District and Central Eastside; and

Whereas, the analysis conducted has confirmed that the loop transportation system called for in the Central City Plan adopted by the City of Portland in 1988 does in provide significant improvement in the transportation system; and

Whereas, the Central City Plan calls for significant increase in density in the corridor that supports the development orientation of the streetcar implementation; and

Whereas, the alignment selected in the Lloyd District will support the development of the District; and

Whereas, the MLK/Grand alignment recommended in the Central Eastside is the best alignment for the Central City Plan zoning and commercial property; and

Whereas, conditions have been placed on extending the streetcar beyond the Lloyd District and Northeast Oregon Street that will assure that the streetcar operates in an environment that will support the urban environment successful for streetcars; and

Whereas, City Commissioner Adams has committed to meet the conditions of the streetcar extension as part of a plan to build the loop; and

Whereas, the federal SAFETEA-LU authorization included funding for "small starts" that are intended to include streetcar projects.

Now, therefore, be it resolved that the Board of Directors of Portland Streetcar, Inc. supports the recommendation attached as Exhibit A for the locally preferred alternative that includes streetcar, commitment to a terminus at OMSI, the MLK/Grand alignment, and conditions on the MLK/Grand alignment that assure a successful project.

Be it further resolved that the PSI Board urges the local jurisdictions, TriMet and Metro to adopt the locally preferred alternative and submit the project to the Federal Transit Administration.

This action approved on June 7, 2006.

---

Hank Ashforth, Secretary

## **Appendix B - Public Comments**

- Comment Cards
- Letters from Organizations
- Letter from Portland Planning Commission
- Letter from Portland Streetcar Advisory Committee
- Oregon MOS LID Participants - Letters
- Morrison MOS LID Participants - Letters
- OMSI MOS LID Participants - Letters
- Letter from Lloyd TMA
- Letter from Lloyd Executive Partnership
- Letters and Emails from Individuals
- Public Outreach Documents
  - Factsheet
  - Alternatives Factsheet
  - Postcard
  - Newspaper Ad



**Eastside Transit Alternatives Analysis  
Public Involvement Summary Comment Index  
June 2006**

**Open house**

Six comment cards:

Chase Ballew

David Hampsten

Marsha Hanchrow

Jim Howell

Doug Klotz (three comment cards)

Rod Yoder

One mailed comment card:

Hella Betts

**Public hearing**

Six oral testifiers:

Jim Howell

Doug Klotz

Terry Parker

Ray Polani

Ron Swaren

Justin Zenner

One written comment card:

Clay Thompson

**Written**

City of Portland Planning Commission

Portland Streetcar Inc. Citizen Advisory Committee

Dick Cooley

Bill Hart

J.E. Issac

Andy MacRitchie

Bill Medak

Matthew Nickerson

Hank Ashforth

David Mackie

Jonathan Allred

Michael Bolliger

Randolph Miller

Richard Parker

Bob Wentworth

Bruce Burns

Wayne Kingsley

Nancy Stueber

Lloyd District Transportation Management Association (TMA) and Lloyd Business Improvement District (BID), joint letter  
Lloyd Executive Partnership  
Tyler P. Whitmire  
M. Gilley  
David Johnson  
Martha Perez

**E-mail**

Twenty-eight e-mail comments:

Brian Bingham  
Cathleen Cavin  
Dan Forrester  
Donna Oefinger  
Ed Kreefer  
Geoff Hartnell + reply  
Ivor Thomas  
J. Shikany  
Jane Roffey Barry  
Jim Baucom  
Kathlyn Hufnagel  
Kathryn Forrester  
Lisa Evans  
Lydia Neill  
M. Gilley  
Maryellen Boyle  
Mike Lettunich  
Pete Sevcik  
Pezzi Ugo  
Robert Giacobelli  
Sarah Cloud  
Susan Sater  
Terry Parker  
Tim Garney  
Tim Holbert  
V. Curry  
Vickie Walker  
Warren Scott

**Phone**

Two anonymous hotline comments  
John Cune

rec'd 5-30  
open hour

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

NSCALET@AOL.COM

Name CHASE BALLEW E-mail ~~NSCALET@AOL.COM~~

Address 3303 NE 73RD AVE City/State/ZIP PORTLAND, OR, 97213

Phone number (503) 282-9890 Fax N/A

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

TO AVOID TURNING CONFLICT AT TOP OF LOVEJOY RAMP AT BROADWAY  
BRIDGES, CLOCKWISE (OUTBOUND); → WHEN TURNING RIGHT FROM  
10<sup>TH</sup> AVE ONTO LOVEJOY, MERGE INTO CENTER LANE RATHER THEN  
LEFT  
THE RIGHT LANE. REMAIN IN LEFT LANE UP RAMP AND ONTO BRIDGES.  
THE STATION AT 9<sup>TH</sup> AVE COULD BECOME AN ISLAND PLATFORM OR COULD  
BE MOVED ONE BLOCK WEST ONTO 10<sup>TH</sup> AVE BEFORE THE TURN.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

rec'd 5:30  
open house

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name David Hampsten E-mail \_\_\_\_\_

Address 1338 NE 22nd City/State/ZIP 97232

Phone number \_\_\_\_\_ Fax \_\_\_\_\_  
Do you want to be placed on the project mailing list?    yes     no

Comments (please print)  
Bus circulator should have been evaluated,  
along with the no-build/incremental improvement that  
Metro did. How about a rail-guided Bus Rapid Transit?  
(Mercedes/Benz)



**METRO**  
PEOPLE PLACES  
OPEN SPACES

read 5-3-c  
open house

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name Marsha Hanchrow E-mail \_\_\_\_\_

Address \_\_\_\_\_ City/State/ZIP \_\_\_\_\_

Phone number \_\_\_\_\_ Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no     *Already put my name in*

Comments (please print)

*Combine alternatives & run streetcar down both MLK & Crane  
for its length - the jog down NE 7th only complicates  
things. Looks pretty good at the southern section.*



**METRO**

PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

rec'd 5-30  
open letter

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

**YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006**

Your written  
comments will be  
presented to the  
Metro Council.

Name JIM HOWELL E-mail JIM.HOWELL89@HOTMAIL.COM  
Address 3325 NE 45TH AVE City/State/ZIP PDX 97213  
Phone number 503 284-7182 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

- CONSIDER TROLLEY BUSES
- I-405 + MARSHALL + PSU VIA BROADWAY RD, LLOYD C.
- MLK + GRAND, OMSI + HAWTHORNE BR.
- ELECTRIC, QUIET, CLEAN, IDENTIFIABLE ROUTE,
- LOWER COST AND MORE COMPATIBLE WITH
- TRAFFIC.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

need 5-30  
open house

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name Roug Klotz E-mail \_\_\_\_\_  
Address 1908 SE 35th Place City/State/ZIP Portland, OR 97216  
Phone number \_\_\_\_\_ Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

Place streetcar on Grand  
and M.L-King. This would help calm  
traffic on King. Added signals at  
transit transfer points on King would  
help all pedestrians in the district.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

Rec'd 5-30-06  
Open House

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name Doug Klotz E-mail \_\_\_\_\_

Address \_\_\_\_\_ City/State/ZIP \_\_\_\_\_

Phone number \_\_\_\_\_ Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

ped crossings of MLK and

Gravel at Harrison should be

included in signalization there

pedestrian signal - on demand in address

to when streetcar needs it.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

need 5-3-  
open hour

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name Doug Klotz E-mail \_\_\_\_\_  
 Address 1908 SE 35th Place City/State/ZIP 97214  
 Phone number \_\_\_\_\_ Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

Northbound streetcar stop on Grand (in  
 Grand/MLK option)  
 Should be at nearside Morrison,  
 not nearside Belmont, for better  
 access to all the businesses at  
 Morrison/Grand vicinity -  
 Belmont/Grand is parking lots.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

read 5-31  
Open house

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name ROD YODER E-mail rod.yoder@eggsy.streetco  
Address 3307 NE OREGON ST. City/State/ZIP PORTLAND OR 97232  
Phone number (503) 231-7134 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

I WOULD LIKE TO SEE SMALL FREQUENT, FUEL EFFICIENT BUSES SERIOUSLY CONSIDERED AGAINST STREET CAR.

THE STREET SCAPE IMPROVEMENTS SHOULD STILL BE DONE, JUST NOT TRACK AND ELECTRIC LINES.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

MAY 08 2006

My mail

Your written  
comments will be  
presented to the  
Metro Council.

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name Hella BETTS

E-mail Hella@cascapewestern.com

Address 2729 SE 6<sup>th</sup> AVE

City/State/ZIP Phil, OR 97202

Phone number 503-238-8800

Fax 503-238-0569

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

I am opposed to the Street Car at this time. Grand Ave is already affected greatly by McLoughlin coming onto line until there is a rail system in place the AM+PM commute would be impossible. Also you would limit track business of the 1-84 to the industrial area. There are already too few track routes.  
Thank you Hella Betts



**METRO**

PEOPLE PLACES  
OPEN SPACES

www.metro-region.org

testified @ 5-10-06  
public hearing #3

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name JIM HOWELL E-mail Association of Oregon Trail & Transit advocates  
Address 3325 NE 45TH AVE City/State/ZIP PPX 97213  
Phone number 503 284-7182 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)



**METRO**  
PEOPLE PLACES  
OPEN SPACES

testified @ 5-10-06  
public hearing #5

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name Doug Klotz E-mail dklotz@rdrop.com

Address 1908 SE 35th Pl. City/State/ZIP Portland, OR 97214

Phone number 233-9161 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list? yes  no

Comments (please print)

CHASE Grand - King Couplet



**METRO**  
PEOPLE PLACES  
OPEN SPACES

testified @ 510-06  
public hearing

#1

add to mail  
list 5-11-06  
phone # 510-06

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name: FERRY PARKER

E-mail: customerservice@hotmail.com

Address: P.O. Box 13502

City/State/ZIP: PORTLAND OR 97213-0502

Phone number: 503 287-8772

Fax: \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)



**METRO**  
PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

testified @ 5-10-06  
public hearing

#6

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name Ray folani E-mail \_\_\_\_\_  
 Address 6109 E Ankeny st City/State/ZIP Portland OR  
 Phone number 503 232 3407 Fax 97215-1743

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

less expensive more useful  
alternatives must be explored  
ie Trolley Buses



**METRO**  
PEOPLE PLACES  
OPEN SPACES

testified @ 5-10-06  
public hearing

#4

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

**YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006**

Name: Ra Swaren

E-mail: Swarren2002@yahoo.com

Address: 543 SE Umatta St

City/State/ZIP: Portland OR

Phone number: 971-223-8778

Fax: \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)



**METRO**  
PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

---

---

---

---

---

---

---

---

---

---



rec'd @ EBAC hearing  
5-10-06

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name CLAY THOMPSON E-mail GORAN4154@MSN.COM  
Address #533 NE HOLLADAY ST. City/State/ZIP PORTLAND, OR 97232  
Phone number #605 503-341-8363 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

I am in favor of the MLK GRAND Ave design that forms a loop using the Canters Bridge. Although the use of this bridge would delay the implementation of the eastside extension, I feel it would save the road position impact on a section of the city (Eastside) that badly needs an economic boost.



**METRO**  
PEOPLE PLACES  
OPEN SPACES



# CITY OF PORTLAND, OREGON PLANNING COMMISSION

c/o Bureau of Planning  
1900 S.W. 4th Ave., Suite 4100  
Portland, OR 97201-5380  
Telephone: 503-823-7700  
Fax: 503-823-7800

June 26, 2006

Mayor Potter and Portland City Council  
City Hall  
1221 SW Fourth Avenue  
Portland, OR 97204

Dear Mayor Potter and Portland City Commissioners,

The Portland City Planning Commission wishes to take this opportunity to provide our thoughts and comments about the proposed extension of the streetcar system to the Lloyd District and the Central Eastside. We had an opportunity to be briefed by the staff from the Portland Office of Transportation on the recommendations for the Eastside Transit Alternative Analysis.

The concept of the streetcar loop system is an important element of the Central City Plan. To achieve the highest densities while supporting a transportation system that is less reliant on the automobile is critical to enjoy the vitality and livability of our Central City. The economic analysis completed for the Eastside Transit Alternative Analysis indicates that a successful public and private partnership would result in significant new development that displays maximum Floor Area Ratio similar to what has occurred along the existing streetcar line in NW and Downtown Portland.

The public process for this project brought together the central city communities west and east of the Willamette River to implement a key strategy of the Central City Plan. These collaborative efforts involving partnerships and multi-agency coordination have been key ingredients to revitalizing our Central City.

The Planning Commission recognizes that the streetcar extension to the Lloyd District and Central Eastside will present challenges for which it will be difficult to replicate the experiences in the Pearl District and West End Subdistrict. The Locally Preferred Alternative Report identified many of these issues. In particular, the Locally Preferred Alternative identified the need for a Transportation Management Plan for the Martin Luther King, Jr. Blvd. and Grand Avenue Corridor. This plan is needed to address the needs for pedestrians, streetcar, buses, trucks, and automobiles. Additionally this management plan is needed to support the streetcar project's economic development objectives. This is a challenge for the project.

Adopted city policies support the multi-modal transportation role and the high-density development for Martin Luther King, Jr. Blvd. and Grand Avenue, and the Central City Plan encourages economic development and a pedestrian-friendly environment along MLK/Grand Corridor. Furthermore, the 2040 Framework Plan identified this area as a mixed-use area. However, protecting the Industrial Sanctuary is also a major policy goal. Can these uses and various transportation modes co-exist?

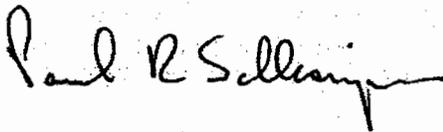
The long-term future of the Central Eastside has been a public policy issue for many years and was raised as a policy issue for this project. The Planning Commission has identified these issues of concern in this project:

- It is necessary to reexamine the Eastbank Freeway and complete a master plan for the I-5/405 Freeway Loop.

- Current discussion regarding an update of the Central City Plan should address the potential land use and transportation changes to the Central Eastside.
- The Planning Commission's comments on the Central Eastside Urban Renewal Plan extension recommend a vision plan for the district. The Eastside Streetcar Extension project should be included in this vision planning effort.

In closing, the Planning Commission supports the extension of streetcar to the Lloyd District and the Central Eastside. The Locally Preferred Alternative document adopted by the Steering Committee was thoughtful and identified the challenges the project must address to be successful. As the comprehensive plan policy body for the City Council, we feel it is appropriate to identify the need to evaluate the long-term vision for the Central Eastside. The streetcar may be catalyst to simulate economic redevelopment in the MLK/Grand corridor as envisioned in the Central City Plan. This in turn could further impact the viability of Industrial Sanctuary. The update of the Central City Plan, Central City Transportation Management Plan and the proposal for a master plan for the I-5/405 Freeway Loop will be the appropriate forums for this discussion.

Sincerely,



Paul Schlesinger, President  
Portland Planning Commission

C: Gil Kelley  
Planning Commission



**PORTLAND STREETCAR CITIZENS ADVISORY COMMITTEE**  
520 S.W. Sixth Avenue, Suite 400  
Portland, OR 97204  
Phone: 503.478-6404  
Fax: 503.224-6496

**MEMORANDUM**

**COMMITTEE MEMBERS:**

Chris Smith, Chair  
Scott Bricker  
Bill Danneman  
Rich Davidson  
Michael Dennis  
Steve Fosler  
Peter Finley Fry  
Sorin Garber  
Steven Karolyi  
Mary Kennedy  
Peter Kilbourne  
Stanley Lewis  
Janet McGarrigle  
Susan Pearce  
Carol (Zoe) Presson  
Vern Rifer  
Scott Seibert  
Steve Shain  
Don Singer  
Al Solheim  
Ingrid Stevens  
Dan Zalkow

**TO:** Mayor Tom Potter  
Commissioner Sam Adams  
Commissioner Randy Leonard  
Commissioner Dan Saltzman  
Commissioner Erik Sten

**FROM:** Chris Smith, Chair

A handwritten signature in black ink, appearing to be "C. Smith", written over the "FROM:" line.

**DATE:** June 21, 2006

**SUBJECT:** Council Resolution Adopting Locally Preferred Alternative and Work Program Considerations

---

The Portland Streetcar Citizens Advisory Committee was created by the Commissioner of Transportation to provide advice on the construction and operation of the City's Streetcar system. In this capacity we have reviewed the Locally Preferred Alternative and Work Program Considerations recommendations for the Eastside Transit Alternatives Analysis.

We would like to enthusiastically support both documents and congratulate the Eastside Project Advisory Committee for their success in creating strong consensus for an alignment choice on the east side. We are confident that extending Streetcar to the east side will enjoy the same success and community support that the original alignment and its extensions have engendered.

**STAFF:**

Kay Dannon  
Vicky Diede  
Rick Gustafson

While finances dictate that the Streetcar system be built in phases, the experience on the west side has been that a strategy of taking the largest possible bite keeps the system developing rapidly. We encourage the City to work to satisfy the conditions of the Work Program to extend the initial east side construction phase beyond Oregon Street, as far south as is practical, to Morrison Street or even to OMSI.

[www.portlandstreetcar.org](http://www.portlandstreetcar.org)

In addition, we would like to suggest that as we enter the next phase of the project's development several additional issues should be reviewed. These items are above and beyond those included in the Work Program document.

### **Visualization Tools**

During the recent public involvement process around the Transit Mall project, advanced three-dimensional visualization tools were used to help explain transit operations in a complex environment. A similar approach is under consideration for use in the Willamette Shoreline analysis. We suggest that use of these tools should be considered on this project to demonstrate how Streetcar would operate in the MLK/Grand corridor, another complex transportation environment. This would help answer many questions that citizens are likely to have about how Streetcar can operate successfully in this corridor.

### **Seek Synergies with the Bicycle System**

Prior Streetcar projects have resulted in some compromises in the City's bicycle network where it mingles with the Streetcar system. More recently we have learned to better accommodate bicycles and Streetcars together and the upcoming development in the South Waterfront will demonstrate examples of this.

With the east side project we have the opportunity to take this learning process to the next level and use the redevelopment of the streetscape not just to accommodate bikes but to actually enhance the environment. In particular, as Streetcar will be operating on several major arterial streets on the east side, required changes in signalization and intersection treatments may create opportunities to greatly enhance the bicycle crossings of these arterials. We should explore all of the opportunities as part of the detailed design process.

### **Pay Careful Attention to Connection Points with the Current System**

As we send Streetcar across the Broadway Bridge to serve new riders on the east side, we will be interconnecting the system in a complex environment on or near Lovejoy Street in the blossoming Pearl District. While the current operational concept is to provide new service from PSU or RiverPlace to OSMI, we can envision a future when Streetcar serves multiple destinations on the east side (there is already a community group advocating for service to Hollywood). We should make sure that the design of the interconnection to the current alignment allows a range of future options, including smooth service from the current NW 23rd Avenue terminus to points across the river.

— Thank you for your consideration of these issues. We look forward to the day not very far in the future when Streetcars knit together our central city on both sides of the Willamette.

Cc: Rick Gustafson  
Vicky Diede  
PSI #204

**OREGON MOS LID Participants**  
**Letters Received In Support of Eastside Streetcar**

| Contact Information  | Property Name                          | Total Value   | Lump Sum Assessment | Eq. Annual Payments @ 6% 20 yrs. | % of lump sum total assessment (\$6,327,002) |
|--|--|---------------|---------------------|----------------------------------|--|
| Dick Cooley<br>2314 N.W. Savior Street<br>Portland, Oregon 97210<br>503-295-2300<br>fax 503-295-2301<br>dick@cooley-partners.com   | Cooley W<br>Richard TR ET<br>AL        | \$547,710     | \$2,026             | \$177                            | 0.0320%                                      |
| Bill Hart<br>Trammel Crowe Residential<br>630 NW 10th Avenue<br>Portland, OR 97209<br>503-241-2989<br>fax 503-241-3462   | Lloyd 2002<br>LLC                      | \$21,628,920  | \$64,887            | \$5,657                          | 1.0256%                                      |
| J.E. Isaac<br>Aegean Corporation<br>One Center Court, Suite 200<br>Portland, OR 97227<br>503-797-9699<br>fax 503-736-2190<br>j.isaac@blazers.com                                       | Aegean Corp                            | \$5,840,080   | \$36,921            | \$3,219                          | 0.5835%                                      |
| Andy MacRitchie<br>PacifiCorp<br>825 NE Multnomah St., Suite 2000<br>Portland, OR 97232<br>503-813-5340<br>fax 503-813-5478  | Pacific Power<br>& Light Co            | \$0           | \$23,422            | \$2,588                          | 0.3702%                                      |
| Bill Medak<br>Kaiser Permanente<br>500 N.E. Multnomah, Suite 100<br>Portland, OR 97232<br>503-813-4664<br>fax 503-813-4674<br>bill.Medak@kp.org  | Kaiser<br>Foundation<br>Health Plan    | \$56,855,530  | \$347,422           | \$10,113                         | 5.4911%                                      |
| Matthew Nickerson<br>President & CEO<br>Liberty Northwest Insurance<br>650 NE Holladay Street<br>Portland, Oregon 97232-2045<br>503-736-7104<br>matthew.nickerson@libertynorthwest.com | 600 Holladay<br>Limited<br>Partnership | \$83,049,920  | \$501,150           | \$43,693                         | 7.9208%                                      |
| Hank Ashforth<br>Ashforth Pacific<br>825 N.E. Multnomah, Suite 1275<br>Portland, OR 97232<br>503-233-4048<br>fax 503-231-3943<br>hashforth@ashforthpacific.com                         | Lloyd District                         | \$116,866,940 | \$574,044           | \$50,047                         | 9.0729%                                      |

|   |                  |                     |                 |                |                |
|---|------------------|---------------------|-----------------|----------------|----------------|
| <p>David Mackie<br/> VP - Real Estate &amp; Corporate Secretary<br/> Nordstrom<br/> 1700 Seventh Avenue, Suite 10000<br/> Seattle, WA 98101-4407</p> <p>Karen Plath Manager Nordstrom Lloyd<br/> Center (#21)<br/> 1001 Lloyd Center<br/> Portland, OR 97232<br/> 503-287-2444<br/> (206) 303-4416 fax (206) 303-4419</p> | <p>Nordstrom</p> | <p>\$13,107,500</p> | <p>\$39,323</p> | <p>\$3,428</p> | <p>0.6215%</p> |
|---|------------------|---------------------|-----------------|----------------|----------------|

W. Richard Cooley  
2314 NW Savier  
Portland, Or 97210

Commissioner Sam Adams  
City of Portland  
1221 SW Fourth Avenue Room 220  
Portland, Or 97204

February 15, 2006

Dear Sam,

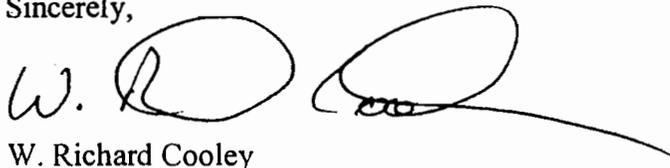
I am writing in support of the proposed extension of the Portland Streetcar to the Eastside. As a member of the Eastside Project Advisory Committee, I have studied the Alternatives Analysis. I strongly believe the streetcar extension is the best alternative for the City.

This important project can happen if it gets the local support it needs from the Portland Development Commission, the City, the region, and local property owners through local improvement district funding.

I own two properties in the Lloyd District that are within the proposed local improvement district. I am totally committed to supporting the local improvement district and paying the assessment associated with my properties if this would make Eastside Streetcar a reality. I cannot imagine a better investment for these properties than to participate in funding this project.

I encourage you to pursue the funding of this project, and you may count on my unconditional support in your efforts.

Sincerely,

  
W. Richard Cooley

Cc: Rick Gustafson

530 NW Fourth Avenue  
Portland, OR 97209  
Tel: (503) 241-3388  
Fax: (503) 241-3382

RECEIVED  
FEB 28 2006  
SHIELS OBLETZ JOHNSEN

February 27, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Avenue, Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from Federal Transit Administration (\$75,000,000); Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000), and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

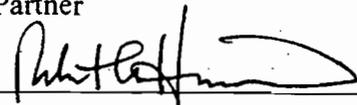
I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project with our support in your efforts. Thank you.

Lloyd 2002 LLC

By: TCR #546 Lloyd Limited Partnership  
Its: Manager

By: TCR Pacific Northwest VII, Inc.  
Its: General Partner

By:   
Its: President

# AEGEAN CORPORATION

March 6, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 S.W. Fourth Ave., Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to Portland's Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. As a member of the Portland Streetcar, Inc. Board of Directors, I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. My understanding is that the financing of the estimated \$167 million includes support from the Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have also reviewed the proposed local improvement district with regard to the assessment that our property would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

J.E. Isaac  
Aegean Corporation

bcc: Hank Ashforth  
John Carroll  
Rick Gustafson



February 24, 2006

*Copy to Scott*

The Honorable Sam Adams  
Commissioner of Public Works  
1221 SW Fourth Avenue, Room 220  
Portland, OR 97204

RE: *Eastside Streetcar*

Dear Commissioner Adams:

PacifiCorp is a major employer in the Portland region with our headquarters in the Lloyd District. We have been working for many years with other major companies in our area (Bonneville Power Administration, Liberty Northwest Insurance, Portland TrailBlazers and Ashforth Pacific Inc.) to develop a strategic plan for the development of our district. This plan incorporates the development of a Convention Center Hotel and neighboring blocks into an entertainment and residential district. We see such developments as key to unlocking the potential of the Lloyd District as an important economic driver for Portland. Additionally, our business will benefit through provision of quality, affordable housing for employees and enhancing the attractiveness of the area to live, work and play.

However, there is one other significant piece of the jigsaw - the proposed extension of the Portland Streetcar to the Eastside. This would provide significant benefits to many Pacific Power customers and employees. It is also the catalyst for the developments in the District that we have outlined in our vision.

I have reviewed the proposed local improvement district (\$9 million) with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy MacRitchie".

Andy MacRitchie  
Executive Vice President  
PacifiCorp

February 21, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 S.W. Fourth Avenue, Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from the Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000), and other funding (\$44,000,000), yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,



William C. Medak  
Sr. Real Estate Manager  
Kaiser Permanente



Liberty Centre  
650 NE Holladay Street  
PO Box 1555  
Portland, OR 97208-1555

Tel: 503 239 5800  
www.libertynorthwest.com

February 24, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Ave., Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. I understand Metro is conducting the alternatives analysis at this time.

I have reviewed the proposed local improvement district boundaries, the estimate of costs, and the estimated assessment that would apply to our properties if this project is selected. Based on these estimates I support the formation of the proposed local improvement district. My support is contingent upon the reasonableness of these estimates and the commitment of sufficient capital and operating funds to assure the completion and operation of the project. I understand the property owners will be asked to initiate a petition to form the district, and would be assessed when the project is completed in 2009.

I support your pursuing the full funding of this project.

Sincerely,

Matthew Nickerson  
President and CEO



# Ashforth Pacific, Inc.

825 N.E. MULTNOMAH

SUITE 1275

PORTLAND, OR 97232-2147

503 233-4048

FAX: 503 231-3943  
WWW.ASHFORTH.COM

February 3, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Avenue, Room 220  
Portland, Oregon 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

Hank Ashforth  
Chief Executive Officer



# NORDSTROM

dave.mackie@nordstrom.com  
direct line (206) 303-4416

May 22, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 S.W. Fourth Avenue, Room 220  
Portland, OR 97204

Dear Mr. Adams:

We are writing to lend our support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. We have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

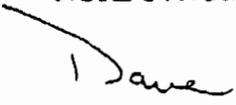
A key to this decision is the ability to obtain the total financial support. We have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates of OMSI. The financing of the estimated \$167 million includes support from Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000), and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

We have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. We want to lend our support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is our understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

We want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

NORDSTROM, INC.

  
David L. Mackie  
Vice President- Real Estate & Corporate Secretary

cc: Henry A. Ashforth III

DLM/pmj

**MORRISON MOS LID Participants**  
**Letters Received In Support of Eastside Streetcar**

| Contact Information  | Property Name      | Total Value  | Lump Sum Assessment | Eq. Annual Payments @ 6% 20 yrs. | % of lump sum total assessment (\$2,312,407) |
|--|--------------------|--------------|---------------------|----------------------------------|--|
| Jonathan Allred<br>President<br>Stark's Inc.<br>107 N.E. Grand Ave<br>Portland, OR 97232<br>503-232-4101<br>503-235-9723   | Stark's, Inc.      | \$3,396,100  | \$27,589            | \$2,404                          | 1.1931%                                      |
| Michael Bolliger<br>Bolliger & Sons<br>511 S.E. Belmont Street<br>P.O. Box 14130<br>Portland, OR 97293-0130<br>503-232-9141<br>Fax 503-233-3040<br>mbolliger@ins.com                   | BBB Enterprises    | \$1,485,210  | \$11,372            | \$993                            | 0.4918%                                      |
| Randolph Miller<br>President<br>The Moore Company<br>333 SE 2nd Avenue<br>P.O. Box 4564<br>Portland, OR 97208-4564<br>503-234-5600<br>fax 503-238-1603<br>randy@mororeco.com           | The Moore Company  | \$10,192,510 | \$29,530            | \$2,575                          | 1.2770%                                      |
| Richard H. Parker, Jr.<br>United Finance<br>515 East Burnside<br>P.O. Box 4487<br>Portland, OR 97208<br>503-238-6475<br>fax 503-238-6483<br>rhpjr@worldaccessnet.com                   | United Finance     | \$1,026,350  | \$9,926             | \$866                            | 0.4292%                                      |
| Bob Wentworth<br>Wentworth Chevrolet Geo Subaru<br>107 SE Grand Avenue<br>Portland, OR 97214<br>503-232-2000<br>fax 503-233-8704<br>bobw@wentworthchevrolet.com                        | Wentworth Land Co. | \$3,456,180  | \$24,974            | \$2,177                          | 1.0800%                                      |
| Bruce Burns<br>Chairman, President, CEO<br>Burns Bros., Inc.<br>4800 S.W. Meadows Road, Suite 475<br>Lake Oswego, OR 97035<br>503-697-0666<br>fax 503-697-0541<br>bburns@burnsbros.com | Burns Bros.        | \$3,407,570  | \$31,058            | \$2,708                          | 1.3431%                                      |



107 N.E. GRAND AVENUE ■ PORTLAND, OREGON 97232

(503) 232-4101 ■ FAX (503) 235-9723

February 24, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Ave Room 220  
Portland OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

Jonathan D. Allred, President  
Stark's Inc.

107 NE Grand Ave  
Portland OR 97232-2979

*"Where Service is Best & Costs You Less"*

**BOLLIGER & SONS INC.**  
*Insurance*



P.O. BOX 14130 PORTLAND, ORE. 97293-0130

January 18, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 S.W. Fourth Ave, Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from the Federal Transit Administration (\$75,000,00), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in you efforts.

Sincerely,

A handwritten signature in black ink that reads "Michael Bolliger".

Michael Bolliger  
Bolliger & Sons Inc.  
511 SE Belmont Street  
Portland, OR 97214

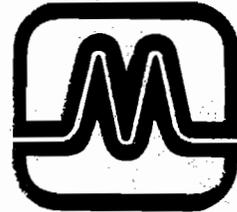


**IF YOU DON'T KNOW INSURANCE, KNOW YOUR AGENT**

PHONE: 503/232-9141 1-800-488-4153 FAX: 503/233-3040 info@bolligerins.com

# THE MOORE COMPANY

1 PRODUCE ROW / 333 S.E. SECOND AVE. / P.O. BOX 4564 - PORTLAND, OR 97208-4564  
(503) 234-5000 / FAX (503) 238-1603



January 30, 2006

Honorable Sam Adams, Commissioner  
Office of City Commissioner  
1221 SW Fourth Ave., Rm. 220  
Portland, OR 97204

Dear Sam:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the financial support. I have reviewed the financing plan for the proposed extension that extends through Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$161 million includes support from Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$10,000,000), local improvement district (\$9,000,000) and other funding (\$32,000,000).

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

Randolph L. Miller

RM/lgc



March 23, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Ave., Room 220  
Portland, OR 97204

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from the Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that our properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,

R. H. Parker, Jr.  
Vice Chairman and CEO

RHP/lc

• EXECUTIVE OFFICES •

527 East Burnside • Portland, OR 97214-1183 • (503) 238-6464

P.O. Box 4487 • Portland, OR 97208-4487 • Fax (503) 238-6483

WWW.UNITEDFINANCE.COM

# WENTWORTH

CHEVROLET SUBARU

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Avenue, Room 220  
Portland, OR 97204

February 15, 2006

Dear Mr. Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Eastside. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million includes support from Federal Transit Administration (\$75,000,000), Portland Development Commission (\$25,000,000), committed funds (\$5,000,000), bridge funds (\$9,000,000), local improvement district (\$9,000,000) and other funding (\$44,000,000) yet to be identified. The project can be built in phases depending upon the total funding committed.

I have reviewed the proposed local improvement district with regard to the assessment that out properties would experience if the project is selected. I want to lend my support to the consideration of forming the local improvement district contingent upon assurance of the commitment of sufficient capital and operating funds to assure the completion and operation of the project. It is my understanding that the property owners would be asked to initiate a petition to form the district and would be assessed when the project is completed which is scheduled for 2009.

I want to encourage you to pursue the full funding of this project and to count on our support in your efforts.

Sincerely,



Bob Wentworth  
Wentworth Chevrolet Geo Subaru  
107 SE Grand Avenue  
Portland, OR 97214

JAN 2 2006

**BURNS BROS.**

January 24, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Avenue, Room 220  
Portland, Or 97204

Dear Commissioner Adams,

I am writing to issue my support for the proposed extension of the Portland Streetcar to the Eastside. Burns Bros., Inc., and its related entities of Barber Block LLC and MLK LLC, owns about 3.3 blocks of property along the MLK/Grand corridor in the CEID.

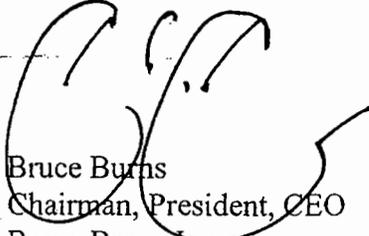
We are enthusiastically supportive of the locally preferred alternative of using MLK and Grand Avenues as the location for the streetcar alignment.

I have reviewed the proposed \$167 million financing plan for the entire length of the alignment, and approve of the assessment as it relates to our owned properties.

I support the formation of an L.I.D. to assure the completion and operation of the project. Given that the alignment does not change from MLK and Grand, I would be prepared to sign the L.I.D. petition and participate in the assessment when the project is completed.

I would ask you to support this project and fund it in full.

Sincerely,



Bruce Burns  
Chairman, President, CEO  
Burns Bros., Inc.

Cc: Rick Parker, United Finance Co.  
Steve Gross, CFO - BBI

BRUCE BURNS  
CHAIRMAN/PRESIDENT/CEO

BURNS BROS., INC.  
4800 SW MEADOWS ROAD  
SUITE 475  
LAKE OSWEGO, OR 97035

PHONE 503.697.0666  
FAX 503.697.0541  
BBURNS@BURNSBROS.COM

## OMSI MOS LID Participants

### Letters Received In Support of Eastside Streetcar

| Contact Information  | Property Name               | Total Value  | Lump Sum Assessment | Eq. Annual Payments @ 6% 20 yrs. | % of lump sum total assessment (\$1,787,426) |
|--|-----------------------------|--------------|---------------------|----------------------------------|--|
| Wayne Kingsley<br>Central Eastside Industrial Council<br>110 SE Caruthers Street<br>Portland, OR 97214<br>503-224-3900<br>wayne@portlandspirit.com | Kingsley Wayne<br>B-55 5% & | \$1,258,860  | \$23,090            | \$2,013                          | 1.2918%                                      |
| Nancy Stueber<br>OMSI<br>1945 SE Water Avenue<br>Portland, OR 97214-3354<br>503-797-4000<br>fax 797-4500<br>Rod McDowell<br>rod.mcdowell@omsi.edu  | OMSI                        | \$80,514,100 | \$546,202           | \$47,620                         | 30.5580%                                     |

**Wayne Kingsley**  
110 S.E. CARUTHERS STREET  
PORTLAND, OREGON 97214

503-224-3900 TELEPHONE  
wayne@portlandspirit.com

March 30, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 SW Fourth Avenue, Room 220  
Portland, OR 97204

Dear Sam:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the east side. Metro is conducting the Alternatives Analysis at this time. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as the locally preferred alternative.

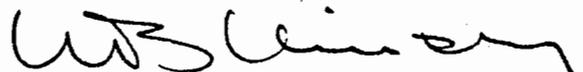
A key to this decision is the ability to obtain the total financial support. I have reviewed the financing plan for the proposed route that extends through the Lloyd District, Central Eastside and terminates at OMSI. The financing of the estimated \$167 million cost includes support from the FTA of \$75 million, PDC of \$25 million, committed funds \$5 million, bridge funds \$9 million, LID \$9 million and unidentified funding of \$44 million. The project can be built in phases depending upon the timing and percent of total funding obtained. The project will be completed in 2009.

I have reviewed the proposed local improvement district with regard to the properties in which I have ownership and which, under the rules, would be included and support the forming the district contingent upon:

1. The necessary capital and operating funds to assure completion and operation of the project are committed.
2. The MLK/Grand to OMSI alignment is selected.
3. The documents forming the LID are acceptable to me.

You are encouraged to to pursue full funding and you can count on my support for it.

Sincerely,





945 SE Water Avenue  
Portland, Oregon 97214-2254  
503.797.4000 www.oms.edu

May 12, 2006

The Honorable Sam Adams  
Commissioner of Public Works  
City of Portland  
1221 S.W. Fourth Avenues, Room 220  
Portland, OR 97204

Dear Commissioner Adams:

I am writing to lend my support to the proposed extension of the Portland Streetcar to the Central Eastside. As you know, OMSI has a lack of transportation support and has no public transportation service at this time. We are aware that Metro is currently proceeding with Alternatives Analysis on Eastside streetcar. I have reviewed the proposed options and have a strong preference to see the streetcar extension selected as one of the locally preferred alternatives.

We have reviewed the financing plan for the proposed extension that extends through the Lloyd District, Central Eastside and terminates at OMSI. We understand that the estimated cost of the streetcar at this time is \$167 million, which includes support from the Federal Transit Administration (75,000,000), Portland Development Commission (25,000,000), committed funds (5,000,000), bridge funds (9,000,000), local improvement district estimate (9,000,000) and other funding to be determined (44,000,000). We also recognize that the streetcar is most likely to be built in phases, due to the availability of funding.

We understand that in the future it may be necessary to form a local improvement district (LID) in order to pay for the streetcar's phased development and construction. While our preference would be that adequate funding be provided from sources other than an LID, we recognize that an LID may be needed, and we would play a constructive role in future discussion and development of an LID for the eastside streetcar.

The Portland Streetcar will be a great asset to the Central Eastside, and we support it—especially getting service to OMSI! We look forward to being an active partner in future discussions of how to secure sufficient capital and operating funding to ensure completion of the project.

I want to encourage you to pursue the full funding of this project and count on our support in your efforts.

Sincerely

Nancy Stueber  
President



LLOYD B.I.D., INC.  
 BUSINESS IMPROVEMENT DISTRICT  
 700 NE MULTNOMAH ♦ SUITE 340  
 PORTLAND, OREGON 97232-2135  
 (503) 236-6441 ♦ FAX (503) 236-6164

June 15, 2006

David Bragdon  
 Presiding Officer  
 Metro  
 600 NE Grand Avenue  
 Portland, OR 97232

**RE: Support for Metro's Eastside Transit Alternatives Analysis: Locally Preferred Alternative Recommendation**

Dear David:

The Boards of Directors for Lloyd District Transportation Management Association (LDTMA) and the Lloyd Business Improvement District (LBID) write this letter regarding Metro's recently published *Eastside Transit Alternatives Analysis: Locally Preferred Alternative Recommendation*. We would like forward our strong support for the eastside streetcar and the recommendations contained within the Metro analysis.

Our organizations represent a broad base of businesses and property owners located in the Lloyd District. The LBID represents over 100 property owners who joined together in 1999 to form a business improvement district. The LBID funds public safety, transportation, planning and advocacy programs for the Lloyd District and provided \$50,000 towards the initial funding of this important project. The LDTMA represents 85 businesses in the Lloyd District that employ nearly 10,000 of the Lloyd District's 20,000 employees. Two neighborhood associations are also represented on the LDTMA Board of Directors, the Lloyd District Community Association (LDCA) and the Irvington Community Association (ICA).

Our two organizations have worked closely with Metro, the City of Portland and TriMet in numerous efforts to improve the economic vitality and livability of the area. Since 1997, LDTMA members have transitioned overall commute trips to the Lloyd District from 76% of all trips to the district being made by car to just 46% of trips by car in 2005. That's a reduction of over 1,400 cars from the peak hour commute each day. In the area of transit alone, we have increased overall mode share from 21% in 1997 to 43% today. Last year, the 85 member businesses of the TMA invested over \$1 million in transit, bike and pedestrian programs for the district. In short, we have been working diligently to establish the foundation of programs, infrastructure and support necessary to make streetcar a model for success on the eastside of the Willamette River.

We fully concur with the findings in the *Eastside Transit Alternatives Analysis*. Streetcar will result in higher ridership and transit mode split for the Lloyd District and Central Eastside, particularly as it relates to service arriving from the south. Currently, about 32% of all employees working in the Lloyd District live in south/southeast Portland. A well-timed connection between buses traversing to downtown (east to west) to streetcar moving south

to north on MLK/Grand will link currently underserved commuters on the eastside to their jobs here in the Lloyd District and the Central Eastside Industrial District. Unlike streetcar downtown, an eastside streetcar can have significant positive impacts on commuter mode splits as well as its circulator benefits for non-peak travel.

The streetcar will also provide significant economic development benefits for the eastside of the river, giving support and synergy to the Burnside Bridgehead Project, the Oregon Convention Center and Hotel, Lloyd Crossing, the OCC Blocks Plan and the Rose Quarter Plan, to name a few. Each of these projects represent key elements of City and regionally adopted plans for growth and development for the eastside of the river. For the Lloyd District alone, the streetcar can serve as a key mode of access to accommodate 20,000 net new jobs and 4,000 new residential housing units.

Finally, the members of the LTMA and LBID have worked with the Eastside Streetcar Steering and Citizen Advisory Committees to support the formation of a Local Improvement District (LID) to help provide additional funding for eastside streetcar. We accomplished the preliminary commitment phase of the LID process in record time, highlighting the fact that there is outstanding neighborhood support in place for this project.

Again, we recommend and urge Metro, Multnomah County, the City of Portland, TriMet and JPACT to approve this project and help make Eastside Streetcar a reality. The recommendations and findings in the *Eastside Transit Alternatives Analysis* have our full support and endorsement.

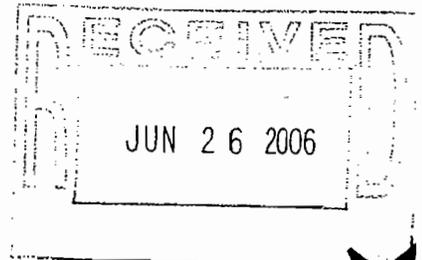
Yours truly,



Rick Williams  
Executive Director

Cc: Rex Burkholder, Metro Council  
Brian Newman, Metro Council  
Carl Hosticka, Metro Council  
Robert Liberty, Metro Council  
Rod Park, Metro Council  
Susan McLain, Metro Council  
Tom Potter, Mayor  
Sam Adams, Portland City Council  
Dan Saltzman, Portland City Council  
Eric Sten, Portland City Council  
Diane Linn, Multnomah County Commissioner  
Maria Rojo de Steffey, Multnomah County Commissioner  
Serena Cruz Walsh, Multnomah County Commissioner  
Lisa Naito, Multnomah County Commissioner  
Lonnie Roberts, Multnomah County Commissioner  
Fred Hansen, General Manager, TriMet  
George Passadore, TriMet Board of Directors  
Dave Bolender, TriMet Board of Directors  
Tiffany Sweitzer, TriMet Board of Directors  
Sue Van Brocklin, TriMet Board of Directors  
George Richardson, TriMet Board of Directors  
Bernie Giusto, TriMet Board of Directors  
Robert Williams, TriMet Board of Directors

# Lloyd Executive Partnership



**Steve Hickok**  
Bonneville Power  
Administration

June 21, 2006

**Scott Langley**  
Ashforth Pacific

Mr. David Bragdon  
President

**Matt Nickerson**  
Liberty Northwest

Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

**Steve Patterson**  
Portland Trail Blazers

Dear David:

**Stan Watters**  
Pacific Power

The Lloyd Executive Partnership (LEP) strongly supports the Eastside Streetcar and the recommendations contained within the Metro analysis, *Eastside Transit Alternatives Analysis: Locally Preferred Alternative Recommendation*. The Eastside Streetcar is one of three key priorities for the LEP, because it has the greatest potential to create jobs, add a range of housing options and maximize past public investment in the Lloyd District.

In 2005, five of the largest property owners in the Lloyd District came together as the Lloyd Executive Partnership (LEP) to look at the state of the area, the status of planning projects and the investments that have been made through the Oregon Convention Center Urban Renewal Area funds. Our mission is to provide a clear voice on the economic priorities of the Lloyd District and ensure strategic support from our public partners.

We fully concur with the findings in the *Eastside Transit Alternatives Analysis*. Streetcar will result in higher ridership and transit mode split for the Lloyd District and Central Eastside. Transit ridership will be enhanced and alternatives to commuting by single occupant vehicle will grow. The Lloyd District already maintains one of the most progressive programs for reducing commute trips, and the streetcar will both integrate with and be supported by an already established system.

As important, the streetcar will provide significant economic development benefits for the eastside of the river, catalyzing investments in the Burnside Bridgehead Project, the Oregon Convention Center and Hotel, Lloyd Crossing, the OCC Blocks Plan and the Rose Quarter Plan. Each of these projects represents key elements of City and regionally adopted plans for job growth and development for the eastside of the river. The area's assets are obvious: in-place infrastructure (utilities, density and access), developable land, low vacancies, an innovative vision and well-developed public/private partnerships.

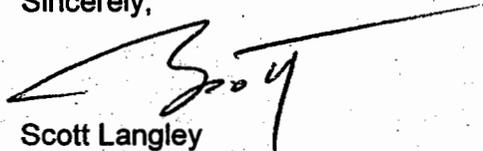
700 NE Multnomah, Suite 340  
Portland, Oregon 97232

# Lloyd Executive Partnership

One of the Eastside Streetcar's goals is to support and leverage key infrastructure projects to increase private investments and public benefit in the district. The LEP and Lloyd District Business Improvement District have been integrally involved in bringing together a coalition of private partners to support the formation of a Local Improvement District to provide funding for the streetcar. Although our organizations are directly and significantly impacted by the financial requirements of the LID, the speed with which the commitment to an LID came together demonstrates the high level of support in place for this project and the priority that it represents for the LEP.

Again, we recommend and urge Metro, TriMet and the City of Portland to continue to partner with us to make Eastside Streetcar a reality. The recommendations and findings in the *Eastside Transit Alternatives Analysis* have our full support and endorsement and we look forward to working with you as the project moves forward.

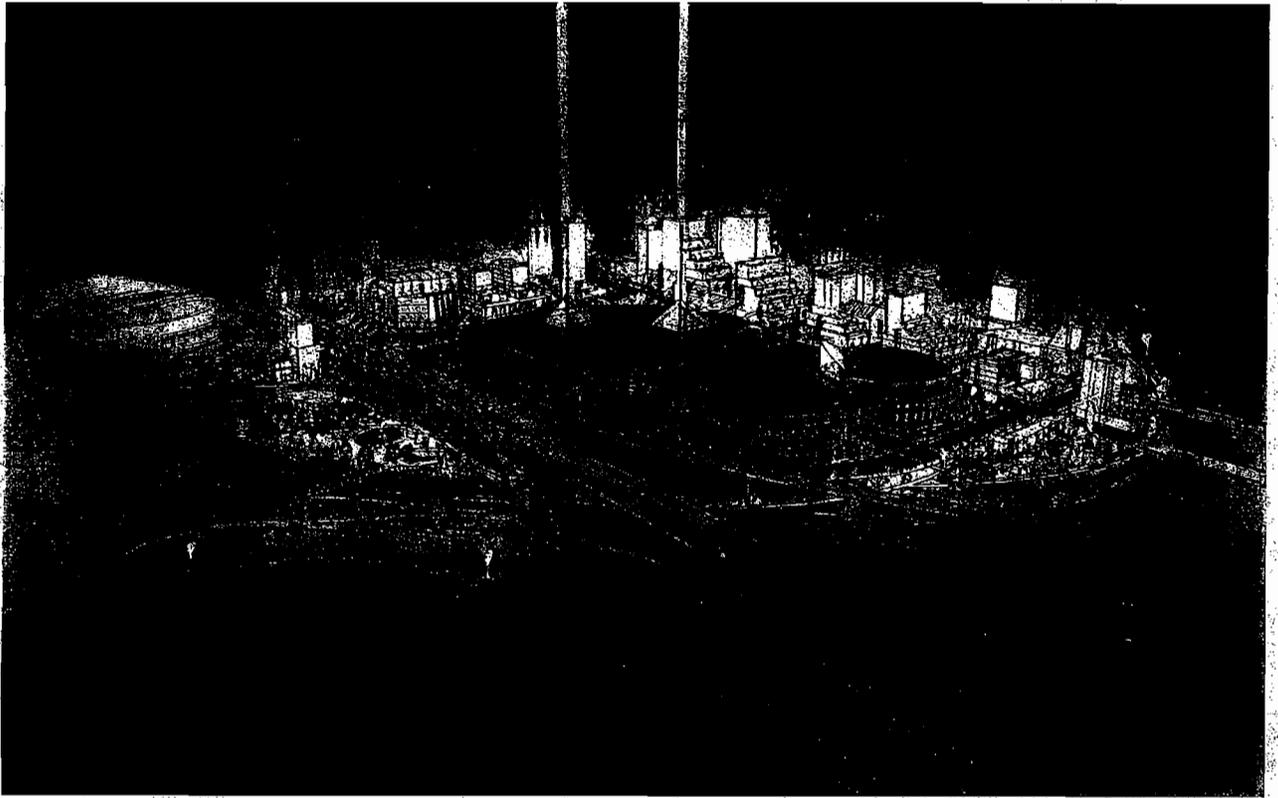
Sincerely,



Scott Langley  
Lloyd Executive Partnership

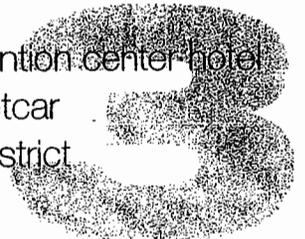
Cc: Tom Potter, Mayor, City of Portland  
Fred Hansen, General Manager, TriMet  
JPACT Members  
Metro Councilors  
Multnomah County Commissioners  
Portland City Commissioners  
TriMet Board

Enclosure: Lloyd District Opportunities



## lloyd district opportunities<sup>3</sup>

oregon convention center hotel  
eastside streetcar  
bright lights district



## LEP MEMBERS

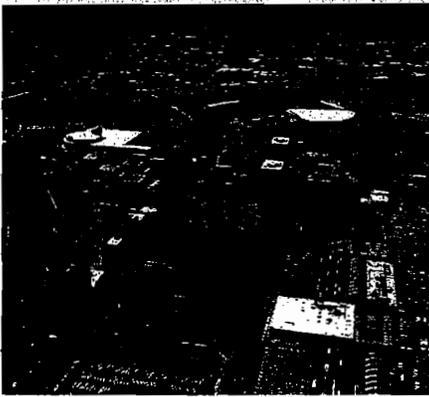
**Scott Langley**  
Ashforth Pacific Inc.

**Steve Hickok**  
Bonneville Power  
Administration

**Matt Nickerson**  
Liberty Northwest  
Insurance

**Steve Patterson**  
Portland Trailblazers

**Stan Watters**  
Pacific Power



*Current view of Lloyd District*

### Lloyd District Area Strategic Plans:

**Lloyd District Development Strategy (2001)**  
Conducted by Lloyd Lindley  
Paid for by City of Portland and  
the Lloyd District BID

**Rose Quarter Urban Design and  
Development Strategy (2001)**  
Conducted by Shiels Oblatz Johnsen, Inc.  
Paid for by PDC

**Eastside Streetcar Alignment Study (2003)**  
Conducted by Shiels Oblatz Johnsen, Inc  
Paid for by PDOT

**Lloyd Crossing (2004)**  
Conducted by Mithun Architects +  
Designers + Planners  
Paid for by PDC

**Development Vision for Oregon  
Convention Center Blocks (2006)**  
Conducted by Mike McCulloch  
Paid for by PDC

# Lloyd Executive Partnership: who we are and why we care

**History:** In 2005, five of the largest property owners in the Lloyd District came together as the Lloyd Executive Partnership (LEP) to examine the state of the area, the status of planning projects and the investments that have been made through the Oregon Convention Center Urban Renewal Area funds.

The Oregon Convention Center is important not only to the district but also to the City, region and State. It stands out as the only significant planned public-private partnership that has been implemented to date from existing visioning plans (Lloyd District Strategy Plan, Lloyd Crossing, Rose Quarter and OCC Blocks Plan). Consequently it is the LEP's goal to place the Lloyd District and its priorities on the radar screen of public decision makers.

LEP formed to re-engage and focus potential public and private partners on the projects with the greatest catalyst potential to create jobs and add a range of housing options to the Lloyd District.

### **Lloyd Executive Partnership Mission Statement:**

to provide a clear voice on the economic priorities of the Lloyd District and ensure strategic support from our public partners.

**Goal:** to create an additional 20,000 jobs and 4,000 housing units in the Lloyd District by 2015.

## the assets

**Lloyd District Today:** The Lloyd District is a key gateway to the Portland metropolitan region.

It represents one of the best investment potentials in Portland, with a strong economic foundation, comprehensive infrastructure, underdeveloped land and links to all transportation systems.

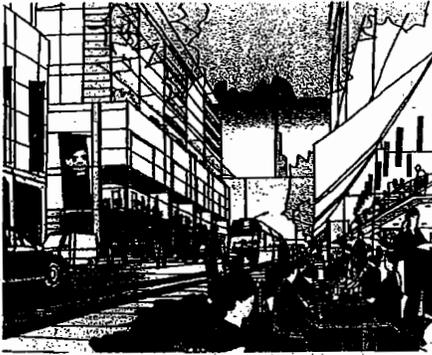
The Lloyd District is comprised of 235 blocks framed by the Willamette River, I-84, NE Broadway, and NE 15th Ave. The area is a critical economic resource for the Central City. It employs about 22,000 and has an office occupancy rate of 96% (the best in Portland's Central City).

The Lloyd District is poised to provide a significant portion of the new jobs targeted for Central City, accounting for 20,000 new jobs over the next 10 years. The Lloyd District is strategically located next to other key districts (Central Eastside, Pearl and Downtown) and has the capacity to add significant housing—at all affordability levels.

With approximately \$90 million in Oregon Convention Center Urban Renewal Area funds remaining to be invested in the next seven to ten years, the potential is there for a significant economic development surge.

## the vision

Lloyd District's Future: The Lloyd District will be a "24-hour community," including an entertainment district, a central office and retail core, housing at all income levels, and pedestrian amenities throughout the area that conveniently link the four corners of the district.



*Concept for "bright lights" entertainment district*

The "bright lights" entertainment district will be a significant feature, with a wide array of high-density housing, office buildings and cafés that will spill out into a covered area. Not only will this amenity leverage events at the Rose Quarter and Convention Center, Lloyd District residents and convention center headquarters hotel guests will enjoy the neighborhood feel of this dynamic, urban streetscape.

New development in the Lloyd District will be architecturally stepped to preserve the open feeling in the neighborhood. Landscaping will feature increased levels of sustainability, while electronic advertising as art will create the "bright lights" feel of the area. The overall design will highlight the natural assets of the Northwest.

Another sustainable feature, both environmentally and financially, Lloyd Crossing will be a 35-block urban ecosystem in the core of Lloyd District, with natural connections to the Lloyd Center Mall (on the east), the Broadway/Weidler Corridor (on the north) and the entertainment district (on the west). In 2005, Lloyd Crossing was recognized with the Green Project Award from the American Institute of Architects.

The expansion of streetcar and lightrail will enhance the Lloyd District's transit ridership and alternative commuting—already one of highest rates in Portland—while I-5, I-84 and major bridges will provide easy vehicle access.

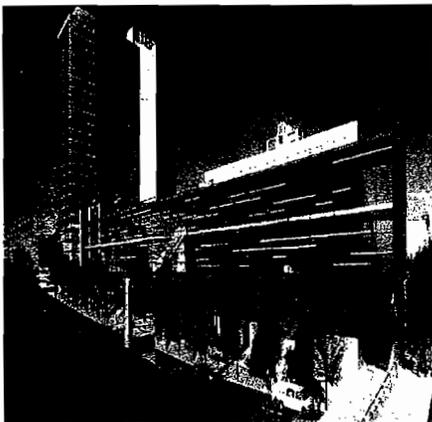
## achieving the vision

Much like Portland's Pearl District and SW Waterfront, the Lloyd District is critically poised for redevelopment. The resulting growth and expansion will be a crucial economic focal point for Portland's Central City.

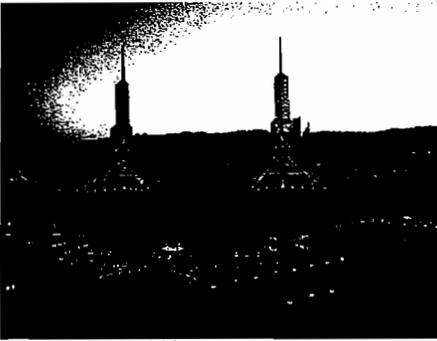
Three key development priorities will make the most of both private and public job creation and housing investments now, and into the future:

**1 Oregon Convention Center (OCC) Headquarters Hotel**—the proposed major hotel adjacent to the convention center, with covered street access between the two buildings. This will complete the central piece of the OCC Urban Renewal District Plan and help attract more than 250,000 room nights annually to Portland.

**2 Eastside Streetcar**—the extension of Portland's successful transit network across the Broadway Bridge. The new line will connect the Lloyd District to the Pearl District, Central Eastside, Downtown and South Waterfront areas. The streetcar is a central catalyst for commercial development along the NE 7th Avenue spine and throughout the close-in Eastside.



*Ashforth Pacific/Garfield Traub/Westin concept for a headquarters hotel*



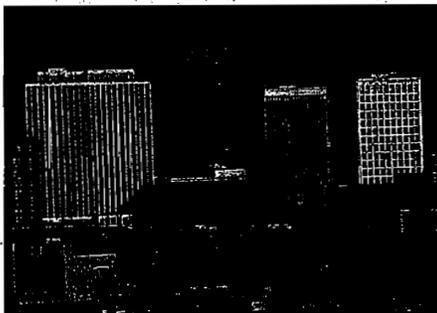
*The Convention Center will be an entertainment hub*

### **3 Bright Lights District (Oregon Convention Center Blocks) —**

a convention area entertainment and residential district and will include the future redevelopment of the Memorial Coliseum site. This will be a major catalyst for a full range of housing options in addition to job creation.

## partnerships are key

Portland's rich tradition of strategic private and public partnerships has been critical to rejuvenating neighborhoods and creating new ones. These partnerships helped change the face of the Pearl District and create South Waterfront. Without these collaborations, individual projects would have been developed, but a sense of community would likely have been sacrificed. Significant private investment and broad leveraging of public resources would not have occurred.



*Lloyd District: a smart area for investment*

**The Lloyd District is positioned to be the next “in” place where people want to work and live. The area’s obvious assets—in-place infrastructure, developable land, low vacancies, innovative vision—present an extraordinary and rare opportunity. When measured against past investments in areas with minimal infrastructure, an absence of a business base, low density and limited or fractured public support, the potential of this opportunity is incomparable.**

The three priority catalyst projects for the Lloyd District depend on collaborative leadership and investment by both the private and public sectors:

- WHEN the City invests in the OCC Hotel, THEN there will a multiplier effect in the millions in private sector investment in the project.
- WHEN local property owners support an \$8 million Local Improvement District (LID) to provide matching funds for the Eastside Streetcar alignment through the Lloyd District, THEN PDC/City will commit to its portion of federal matching dollars (approximately \$25 million) to fund the Eastside Streetcar.
- WHEN the private sector invests in a bright lights district around the Oregon Convention Center, THEN the City will invest in creating affordable and mid-market rate homeownership.

**City and PDC plans call for the realization of these critical projects.**

**Why?** Because they are imperative to creating jobs, spurring housing investment and building an additional property tax base.

Investment in the Lloyd District is win-win.  
It is an opportunity too good to be missed.

The time to take the opportunity is **now**.

Lloyd Executive Partnership  
700 NE Multnomah, Suite 340  
Portland, Oregon 97232

rec'd @ PBA Travel  
Comm mty 5-9-06

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Your written  
comments will be  
presented to the  
Metro Council.

Name Tyler P. Whitmire E-mail twhitmire@prunw.com  
Address 3418 NE 72nd Ave City/State/ZIP Portland, OR 97211  
Phone number 503-572-8532 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

Build ALL of it - Everything. I will buy  
bonds for it. Could we offer bonds  
to businesses at a discount that are  
within 1 block of the proposed light rail  
system? They would benefit most  
therefore... Do you need a  
real estate broker for anything?



**METRO**  
PEOPLE PLACES  
OPEN SPACES

rec'd via mail  
6-5-06

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name M. Gilley E-mail gilhouse@gmail.com  
 Address 526 N.E. Cook St. City/State/ZIP PO BOX 97212  
 Phone number 503-233-0729 Fax \_\_\_\_\_

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)

Why skip over Northeast neighborhoods? The plan of turning South on MLK would mean only businesses along MLK and the Lloyd district, and the Central Eastside would benefit from the Eastside streetcar. Please bring the streetcar NORTH - as far north as possible (Albosta? Killingsworth? or even as far as Fremont) before serving our southeast commercial areas. Thank you. ... takes traffic like a streetcar.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

www.metro-region.org

JUN 20 2006

Tuesday, June 20, 2006

Eastside Transit Alternatives Analysis  
600 NE Grand Avenue  
Portland, OR 97232

To Whom It May Concern:

I want write in formal comment that I saw an image of "Pulley Trolley" was on Hawthorne Bridge in past years into post in the Eastside River. I think that TRI MET restores an electric bus with two overhead wires in selecting TRI-MET's routes. I support trackless bus trolley in Portland, OR because other several major cities had placed of trackless bus trolley routes. I think that save lot of gasoline costs that I know TRI-MET burdens to pay them.

I just kind of full disappointed with TRI MET had abandoned Pulley Trolley in the past years. Why do not you should send messages to City of Portland, TRIMET, and others in their opinion? I hope that TRI-MET gets all straightened out with Pulley Trolley.

I want to know about "MAX needs a Subway" that helps four cars combining makes unsqueeze riders. I agreed with Eastside Planning Steering plan. I want to know about, when does it will start a subway construction in Downtown Portland? I liked Yellow lines runs on north and south of Fifth Avenue in subway and green line runs on north and south of Sixth Avenue.

Please responses these questions about MAX and Trackless Trolley Bus Restoration. Please let me know, what do they feel about this plan? Thank you for helping information to share with each other's.

Sincerely,



David Johnson  
731 SW Salmon ST. #1116  
Portland, OR 97205



**METRO**

June 30, 2006

David Johnson  
731 SW Salmon St., #1116  
Portland, OR 97205

Re: Eastside Transit Alternatives Analysis

Thank you for your comments and support for the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative. Thank you, also, for your support of the downtown mall light rail project.

I will forward your comments about use of "pulley trolley" to TriMet and the City of Portland in response to your desire for them to include trolley buses in their planning. I am not aware of any trolley restoration occurring at this time.

In response to your questions about when a subway would be built downtown, there is currently no plan to build a subway so there is no schedule for construction. Planning would need to occur and funding would need to be identified before a subway could be built.

Thank you again for your comments.

Sincerely,

Karen M. Withrow  
Metro Planning

Wednesday, July 5, 2006

Eastside Transit Alternatives Analysis  
600 NE Grand Avenue  
Portland, OR 97232

To Whom It May Concern:

I want writing in full formal testimonial for this great day of the honored letter into Eastside Transit Alternatives Analysis with duty along with out of this world. I interest in your organization honors to shine their eyes always. I strongly embraced to write a shined letter into that I have a heart to heart talk with them always concerns. I am in most of conservative disability (hearing-impaired) man into serious business on this letter for my rights to make me in a best of constitution at requests.

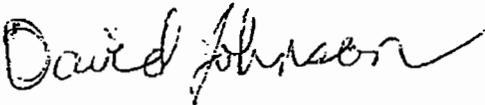
I want METRO checking up with Rose Transit Company and TRI-MET status on their records to be showing positive bus trackless trolley supports and behalf action. In addition, I want Eastside Transit Alternatives Analysis welcomes me to your office as please take looking at [www.trolleybuses.net](http://www.trolleybuses.net).

Please consider inviting me to attend to your conference-off and may I have an appointment with man who experts with transit subway and trolley that I interest in meeting with a man, and provide a signing language interpreter. In addition, I could have some refreshment availability during a meeting. Please send me media releases contains subway and trolleys describes. I do not subscribe The Oregonian newspaper.

I want signing up for subscribing newsletter and video simulation on Subway and bus trackless trolley; and please give me a tour barnyard for bus trackless trolley allowance at requests. I want seeing where bus trackless storage if they can as well as urge to them show me to their storage barnyard.

Please follow up this response letter to City of Portland, TRI-MET, and other authorities. My facsimile numeric: #503.224.2162.

Sincerely,



David Johnson  
731 SW Salmon ST. #1116  
Portland, OR 97205

Wednesday, July 5, 2006

Eastside Transit Alternatives Analysis  
600 NE Grand Avenue  
Portland, OR 97232

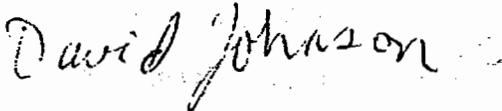
To Whom It May Concern:

I want writing in full formal testimonial for receiving CD and newsletter of video simulations of Subway and bus trackless trolley send at below address at request. I strongly support to separate video simulations of Subway and bus trackless in the mailing address.

Please let me know when you received previous facsimile so I wait to hear from yours.

Please follow up this response letter to City of Portland, TRI-MET, and other authorities. My facsimile numeric: #503.224.2162 when you received this letter.

Sincerely,

A handwritten signature in cursive script that reads "David Johnson".

David Johnson  
731 SW Salmon ST. #1116  
Portland, OR 97205

Monday, July 10, 2006

Eastside Transit Alternatives Analysis  
600 NE Grand Avenue  
Portland, OR 97232

To Whom It May Concern:

I want writing in full formal restricted testimonial for this great day of the honored letter into Eastside Transit Alternatives Analysis and Oregon Department of Transportation with their honor duty. I strongly embraced to write a shined letter to METRO address releases to Oregon Department of Transportation releases to Oregon Governor Ted Kulongoski into that METRO have a heart to heart talk with them always concerns. I am in most of conservative man into serious business on this letter for my rights to make me in a best of constitution at requests.

I want METRO checking up with Portland Traction Company status on their records to be showing positive bus trackless trolley supports and behalf action release to Oregon Department of Transportation sends Oregon Governor at immediate action. In addition, I want Oregon Department of Transportation is looking at [www.trolleybuses.net](http://www.trolleybuses.net) releases to Oregon Governor. This letter urges Oregon Governor Ted Kulongoski urges to Oregon Lottery pays TRI-MET for trolleybuses projects in restricted orders.

Please send information letter to Oregon Governor with your business letterhead with release website of trolleybus address to him at immediate request. Please do not use my name to State of Oregon and Governor Ted Kulongoski. Please never use my name for State of Oregon and Oregon Governor. He refused listen to my letter.

Sincerely,



David Johnson  
731 SW Salmon ST. #1116  
Portland, OR 97205

rec'd via m/c  
7-506

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

Your written  
comments will be  
presented to the  
Metro Council.

### YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY JUNE 30, 2006

Name MARTHA PEREZ E-mail marthaoperez@yahoo.  
Address 920 NW KEARNEY ST City/State/ZIP PORTLAND OR 97209  
Phone number (503) 478-9922 Fax (503) 478-9922

Do you want to be placed on the project mailing list?    yes     no

Comments (please print)



**METRO**

PEOPLE PLACES  
OPEN SPACES

[www.metro-region.org](http://www.metro-region.org)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Dr. Bryan Bingham" <[drdc@highlandpdx.com](mailto:drdc@highlandpdx.com)> 06/05/06 10:19 AM >>>  
I am writing in support of extending the Max line up MLK.

Thank you for your consideration,

Bryan Bingham

Highland Chiropractic Clinic

Dr. Bryan Bingham

3531 NE 15th Ave. Suite E

Portland, OR 97212

(503) 546-9987

[www.highlandchiropractic.net](http://www.highlandchiropractic.net)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

>>> "Cavin,Cathleen J - PGPL-5" <cjcavin@bpa.gov> 04/25/06 7:50 AM >>>

Regarding east side transit alternatives:

I now avoid using the MAX/street car option to get to the Good Sam area from Lloyd Center. I much prefer using the #77 bus. I consider the street car a wind up toy and unreliable transit. A street car cannot get around obstacles--the existing street car route is often narrow, and in my experience, often blocked, and the street car cannot deviate from its track to get around an accident. Every time I've used the street car I've been delayed.

A bus route would require less infrastructure, provide greater on board security, payment would be required not "voluntary," and route deviation could accommodate obstacles and prevent delays.

I live and work in the Lloyd District. I did not favor the expansion of fareless square onto the east side. I support fareless square returning to its original west side territory.

Cathleen Cavin

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Dan Forester" <[danf@mediamerica.net](mailto:danf@mediamerica.net)> 06/28/06 3:42 PM >>>

Hi - I'm writing to express my support of expanding the streetcar system to the east side. Both alternatives 1 and 2 seem like great ways to connect the east and west sides of the river and to ease traffic congestion in the downtown and close-in eastside areas. I live and work in downtown and take public transit whenever possible. I would definitely take advantage of more public transit options if and when they become available. Also I'd like to mention that the streetcar provides a very pleasant mode of transportation and I use it often.

Thanks for your consideration!

Dan

Dan Forester

Circulation Manager

MEDIAmerica, Inc.

610 SW Broadway, Suite 200

Portland, OR 97205

phone: (503) 223-0304

fax: (503) 221-6544

email: [danf@mediamerica.net](mailto:danf@mediamerica.net)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> Donna Oefinger <[axe\\_dide@yahoo.com](mailto:axe_dide@yahoo.com)> 05/30/06 9:24 AM >>>

Hello,

I am writing to let you know that I support the idea of having a street car come north through the Eliot neighborhood after it crosses the Broadway bridge. I think it would enhance our potential for businesses in the area, and potentially reduce traffic along MLK. I as a resident of the Eliot neighborhood, living directly off MLK am in favor of having the streetcar come in this direction.

Donna Oefinger

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around

<http://mail.yahoo.com>

Mr. Kreefer,

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "ed kreefer" <[edkreefer@hotmail.com](mailto:edkreefer@hotmail.com)> 05/18/06 9:04 AM >>>

As a member of the Eliot Neighborhood Association, one of our members has brought to our attention the pending project to bring a streetcar line across the Broadway Bridge and south down MLK. This northern section of MLK is struggling to get any kind of viable business base desirable to the residents on MLK which is now saturated with fast food, car washes and special needs housing and institutions. Why not consider taking out the vegetation strip along these northern sections of MLK to spur business, get more residential areas another option besides the bus, make MLK more pedestrian friendly (the crosswalks are useless and dangerous, no one stops for peds.) and potentially revitalize this part of MLK. Sincerely, Ed Kreefer, Homeowner, 445 NE Fargo

---

On the road to retirement? Check out MSN Life Events for advice on how to get there! <http://lifeevents.msn.com/category.aspx?cid=Retirement>

Geoff Hartnell at <[ghartnell22@yahoo.com](mailto:ghartnell22@yahoo.com)> sent feedback.

A response was requested by e-mail:

\* [ghartnell22@yahoo.com](mailto:ghartnell22@yahoo.com)

-----  
Feedback:

This feedback is about the eastside streetcar proposal that runs down MLK and Grand, coupled with the Milwaukee light rail. Currently the proposal is to have the streetcar link with the west side with a new bridge across the river which the new light rail will also use. My question is has the idea of not building the streetcar or the bridge, and just have the new light rail connect with the yellow line at the Rose Quarter and travel through MLK and Grand just like the street car would. I think this would be a much better use of taxpayer money, and would also take a lot less time.

-----  
The visitor came from this web page:

\* Public comment opportunities

\* Links to council and committee meetings and agendas, upcoming open houses and public hearings. Find out how you can participate in issues of interest to you.

\* <http://www.metro-region.org/article.cfm?articleid=29>

If clicking on a link does not work, copy the link, paste it into your browser, and hit "enter/return." Make sure you copy the whole link as it may wrap over multiple lines.

Geoff,

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

The idea you proposed has been considered in the past as part of the studies looking at a single rail line from north to south. Because the originally studied line was not built and the current yellow line up N. Interstate connects to downtown over an existing bridge, a couple of issues come up. First, if a continuous line is built, riders are forced to transfer to get downtown, the destination where most riders are heading. Also, for many riders, connecting with existing light rail over the Steel Bridge is further south than they want to be. A connection across the Broadway Bridge eliminates out of direction travel.

Thanks again for your input. It will be included in our summary of public comments that is shared with the Metro Council prior to their decision on moving this project forward for further study.

Karen M. Withrow  
Metro Public Affairs  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Ivor L THOMAS" <[Ivor.L.Thomas@state.or.us](mailto:Ivor.L.Thomas@state.or.us)> 05/31/06 12:56 PM >>>

Hello Metro planners,

Why no discussion on bus-rapid-transit (BRT) as an alternative? From what I've read about them, 1) they work at lower cost than lightrail/streetcars, yet 2) provide long-term infrastructure that encourages growth along the transit line. I think we should be focusing on finding ways to convert our bus fleet to electric drive, whether via overhead lines, hybrid technology, or some upcoming technology. Reduction of NOISE is as important as diesel emissions & particulates if 'livability' is a desired endpoint. Rex Burkholder was in Brazil recently... maybe he's familiar with Curitiba's transit system, and can evaluate whether or not we can have BRT in our transportation mix. I believe Eugene has chosen to go with BRT as well.

G'day  
Ivor Thomas  
N. Portland

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "j\_shikany" <j\_shikany@yahoo.com> 05/31/06 7:48 PM >>>  
do what makes sense, extend the streetcar along mlk north of broadway  
to alberta/killingsworth.

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

If you would like to speak directly to the Eastside Alternatives Analysis Project Advisory Committee, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Jane Roffey Berry" <[jane1@pacifier.com](mailto:jane1@pacifier.com)> 05/10/06 7:42 AM >>>  
To whom it may concern:

I am a resident of Argay in "outer east" Portland. Your Metro notice of the original hearing on May 3rd was received 2 days late by our neighborhood association. Please send such messages in a timely manner in the future.

My opinion is that the streetcar line should not be extended - I have never been able to catch this conveyance due to its schedule. Buses seem to run more frequently, and are certainly a cheaper alternative.

Jane Roffey Berry

---  
No virus found in this outgoing message.  
Checked by AVG Free Edition.

Version: 7.1.392 / Virus Database: 268.5.5/335 - Release Date: 5/9/2006

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Baucom, Jim" <[Jim.Baucom@nike.com](mailto:Jim.Baucom@nike.com)> 05/24/06 9:40 AM >>>  
Isn't the eastside currently being serviced by Bus routes and Max?

The cost per mile of the streetcar isn't cost efficient for tax payers and will block bridge lanes that are already congested.

Please try to think of project value to taxpayers.

If the streetcar was put to a vote, it wouldn't have been built. Just like the tram shouldn't be built.

Metro should stop focusing on higher density infill which causes the bulk of this traffic congestion.

Metro will eventually kill the downtown business district.

Good morning, Kathlyn. Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Kathlyn Hufnagel" <[etoile@teleport.com](mailto:etoile@teleport.com)> 05/04/06 1:38 PM >>>

Any and all of these proposals to bring the streetcar to the eastside are a complete waste of taxpayers' dollars. The only alternative I can support is the no-build alternative.

You know, if all the roads in east Portland were paved, and there were express buses to outer eastside neighborhoods, then perhaps I could find it in my heart and my wallet to support the luxury of a streetcar extension. But there are so many unpaved roads, and no express buses to neighborhoods that could really use them [and don't even get me started on the schools and the tram], that the streetcar to the eastside is simply a ridiculous proposal.

Get real! And get working on what people in the neighborhoods really need!

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Kathryn FORESTER" <[Kathryn.Forester@state.or.us](mailto:Kathryn.Forester@state.or.us)> 06/28/06 1:34 PM >>>

Hello,

I would like to say that I am very much in support of either Streetcar Alternative alignment 1 or 2 to extend the Streetcar line to the Eastside. I live on the Westside near NW 10th and Lovejoy and I work on the Eastside at NE 7th and Oregon Street. Having the Streetcar line run across the Broadway Bridge to NE 7th would be absolutely perfect for my commute! Currently, I either have my friend drive me to and from work or I take the #77 bus to the Rose Quarter and transfer to the Eastside MAX. Extending the Streetcar line would eliminate my need to transfer and therefore cut down on my commute time. I hope you build it, and I hope soon!

Thank you,  
Kathryn

Kathryn Forester  
Administrative Specialist  
Nutrition & Health Screening (WIC) Program  
Office of Family Health, Public Health Division  
Oregon Department of Human Services  
(971) 673-0053  
[kathryn.forester@state.or.us](mailto:kathryn.forester@state.or.us)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> george weil <[uwlawfile@yahoo.com](mailto:uwlawfile@yahoo.com)> 05/17/06 4:47 PM >>>

hello,

please register this request. I believe it would help to revitalize the blight which is MLK north of Broadway.

thank you,  
Lisa Evans  
527 NE Fargo

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

If you would like to speak directly to the Eastside Alternatives Analysis Project Advisory Committee, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> Lydia Neill 05/10/06 8:07 AM >>>

yes we should extend light rail to the east side. We have fairly dense neighborhoods that could benefit from rail. Central East side is ready to go and converting this area would help us contain growth in areas that can be served with transit.

Lydia M. Neill, AICP  
Principal Regional Planner  
600 NE Grand Ave.  
Portland OR 97232  
(503) 797-1830, Fax (503) 797-1911  
[neill@metro.dst.or.us](mailto:neill@metro.dst.or.us)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> Maryellen Boyle <[boyle\\_writer@yahoo.com](mailto:boyle_writer@yahoo.com)> 05/30/06 8:51 AM >>>

I live in the Northeast and would really like to see the streetcar come up MLK north of Broadway. This would be a great step toward revitalizing the MLK area, and will be an important transportation service to the many residents of the west Northeast.

Maryellen Boyle  
633 NE Graham St

---

Do you Yahoo!?

Everyone is raving about the all-new Yahoo! Mail Beta.

Matt,

Thank you for your thoughtful comments about the Eastside Transit Alternatives Analysis which is considering the extension of streetcar from the westside to the eastside. Unfortunately, the scope of the study does not include the area north of Broadway along MLK. As a result, alignments heading north on MLK were not considered as part of the analysis.

In addition to your comments, we have received similar suggestions from four other people interested in seeing the streetcar extend north on MLK. They cite similar opportunities to revitalize the commercial uses and serve residents.

Just today I am drafting a summary of all the public comments we have received on this project thus far. The purpose of the summary is to share all comments and concerns with the Metro Council prior to any final decision on this project. I anticipate that a draft of the public comment summary will be provided to our technical and project advisory committees as well as the Steering Committee made up of local elected officials who are partnering with Metro on this project (City of Portland, Multnomah County, Portland Streetcar Inc. and TriMet) prior to their making any recommendations.

Having received multiple comments on the same topic, I would expect staff and elected officials to notice your suggestions and take them into consideration.

Thank you again for your comments.

Karen M. Withrow  
Metro Public Affairs  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> "mg" <[gilley67@msn.com](mailto:gilley67@msn.com)> 05/24/06 12:06 PM >>>

Dear METRO,

In discussing the eastside expansion of the streetcar, the Friends of MLK would like to start with a comment Tom Potter mentioned in a recent letter to us:

"...I have charged PDC to work with PDOT and the Planning Bureau to align resources and existing plans (including the Albina Community Plan) to prioritize revitalization of MLK. If you are interested in more information about the MLK plan, please visit [http://www.pdc.us/ura/convention\\_center/mlk\\_alberta.asp#actionplan](http://www.pdc.us/ura/convention_center/mlk_alberta.asp#actionplan). Sincerely,  
Tom Potter ."

As the Action Plan's goal is stated:

"ACTION PLAN GOAL: Coordinate public and private efforts to refocus on the revitalization of Martin Luther King Jr. Blvd. to develop a corridor that promotes local wealth creation, engages and benefits a diverse group of stakeholders, and creates a livable and functional main street. "

According to the MLK Advisory Committee's chairman Mike Warwick, "The MLK Plan is for local wealth creation, and outpatient mental health facilities (in fact, just about all medical facilities) DO NOT create wealth for local residents, but in fact DECREASE property values. Second, PDC depends on property tax revenues to invest in MLK. Non-profits don't pay property taxes, so there is no source of funds to implement the MLK Plan".

But that is not why we are writing to you, today. The Friends of MLK understand that we have lost in this dispute, and that the city and county's contractors can open new special-needs facilities wherever and whenever they choose, without public input. Instead, we'd like to discuss with you how the city can mitigate the negative effects on commercial revitalization along MLK, and meet the goals of the MLK action plan. We see some obvious overlaps between the goals of the Neighborhood, the goals of the city, the goals of the PDC, and the goals of Cascadia. It seems like the following ideas would be helpful to all parties involved in this situation.

**MLK Action Plan STRATEGY #6: Improve the function of MLK Blvd. for people and transit**

At last week's Eliot Land Use Committee meeting, METRO gave a presentation on the streetcar expansion. They are attempting to expand the street car over the Broadway bridge, then turn the tracks immediately south along MLK and Grand Ave all the way to the Ross Island Bridge. The route along MLK and Grand between Broadway and Ross Island is completely commercial and business; there are NO neighborhoods or residential areas along that route. Whereas, if the streetcar turned NORTH from Broadway, it would touch the lives of thousands of Northeast residents, not just mall-shoppers and businesses.

The current route under consideration by the city completely bypasses the Northeast neighborhoods along MLK, the heart of the most racially-diverse part of Portland. This is typical in Portland; progress and redevelopment will often border, or come close to our neighborhoods, or occasionally sprout up in isolated spurts (Billy Reed's and the Wonder Ballroom) but rarely settle within the heart of our neighborhoods. What is it about MLK? Why isn't there strict enforcement of code violations? Why is property allowed to sit vacant and filled with garbage and uncut grass? Why are buildings allowed to rot into the ground and fall apart before our eyes? Northeast often misses out on beneficial opportunities like the MAX line, streetcar, and new grocery stores, and get instead more drug-treatment facilities, halfway houses, and low-flying airplanes.

It seems like an obvious way to achieve strategy#6 and the ACTION PLAN GOAL is to direct the new eastside streetcar to turn NORTH on MLK from the Broadway bridge, rather than immediately south. A streetcar along one of the lanes in each direction would have a HUGE traffic-calming effect on MLK, would increase pedestrian friendliness, and support small businesses, especially minority-owned businesses, in the MLK Corridor as stated in Strategy#2.

It is interesting to note how the community is studying the Vancouver/Williams corridor. A questionnaire is circulating asking residents whether they feel like the traffic on Vancouver/Williams is too fast, too congested, and perhaps requires some calming devices. The conditions on Vancouver/Williams are ALREADY more desirable for growth than they are on MLK, and traffic is already slower and thinner than that on MLK, and businesses are popping up and revitalizing faster than MLK. If such improvements and traffic-calming steps are taken on Vancouver/Williams, then we fear that the negatives aspects will simply be shifted from Vancouver/Williams to MLK. More drivers will simply decide to barrel down MLK rather than suffer whatever traffic-calming devices are installed on the other corridor. But if the streetcar used Vanc/Will as its corridor, that would be better than nothing.

This is an aside, but worth mentioning: perhaps MLK's center median could be removed and a new streetcar track installed along the center? The center median has been a bone of contention among long-time Northeast residents and business owners. They partially blame the median for the death of minority-owned businesses along MLK, and for the current blighted conditions of the street. When the median and trees were installed, it eliminated on-street parking and prevented cross-traffic turning lanes in many places. All of these things were bad for business, they say.

Mike Warwick, who is also Eliot's Land Use Chairman, has broached the subject of extending the streetcar north along MLK as far as Alberta Street, and has been rebuffed by PDOT (Portland Dept. of Transportation). We are still unclear as to why PDOT is reluctant to consider a streetcar on MLK.

MLK is included in PDC's revitalization zone, but there appears to be no more PDC funds available. We hope there is so way to find funds for this project, and hope that we could all work together to find a way to bring streetcar transit to Northeast Portland.

The many neighbors, residents, businesses, and social services located along MLK would benefit greatly from streetcar access, and the calming of traffic which would make crossing the boulevard safer and easier. Working together, we can make MLK a better street upon which to live and work.

-Matt Gilley  
Friends of MLK

503-233-0929

**The Friends of MLK is a special committee formed by Northeast neighbors and residents to encourage the health and revitalization of the Northeast corridor of MLK Blvd.**

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Mike Lettunich" <[mike.lettunich@twentyfour7.com](mailto:mike.lettunich@twentyfour7.com)> 06/05/06 2:31 PM >>>  
To Whom It May Concern:

My name is Mike Lettunich and I am an owner of a mid-sized mfg business in the central eastside and am also a member of the CEIC. Although I'm not certain as to what the CEIC's official position will be on the matter of a CE streetcar, I did want to submit my own independent thoughts and comments.

If it is one thing the CE has a wealth of, it is cars. They are like bees in a hive and they buzz at top speed everywhere you turn. The CE receives a fantastic amount of one-way, high-speed, vehicular traffic coming from the MLK/Grand couplet, Morrison and Hawthorne one-way bridge access points, Burnside (soon to be the Burnside/Couch couplet) as well as, of course, I5. Yes, other areas of town have many one ways but none with as many lanes and none with timed lights that allow for speeds that approach that of a highway's.

This has made for a very unfriendly atmosphere for transportation options other than by car mainly because walking or biking along these streets is simply unwelcoming and arguably dangerous, and, as we know, there are no light rail transportation options to speak of.

In contrast, downtown, old town and even the neighboring Lloyd district has little or no high-speed traffic streets, they all have a wealth of wide, pedestrian friendly sidewalks, plenty of bike racks and multiple light rail options and thus enjoy a high utilization of non-auto commuters as well as a much more lively streetscape.

Because of the nature of the CE's arterial streets, I recommend returning to the idea of a streetcar OFF of MLK/Grand. Long ago it was discussed that it might be on 7th avenue. Yes, this requires a new bridge and a significant amount of funding but a bridge at 7th would completely open up the core of the CE.

7th is a quiet and comfortable street to travel on via foot which is very consistent with the streets that the Westside streetcar reside on. Pedestrian friendliness is critical to streetcar success because remember, when you get off of a streetcar your only option is to walk. Having a streetcar on MLK/Grand would be like having the Westside streetcar on highway 30.

A streetcar/walking bridge from the Lloyd district to the CE via 7th would also offer a much needed connection between the two districts. I84 represents the northern border to the CE. Have you ever seen

anyone actually walking across the MLK/Grand bridges? Probably not. Let's face it, they are terrifically un-pedestrian friendly because of the heavy/high speed traffic.

Further, the urban movement that the entire country is experiencing can be credited to the fact that it's fun again to live and work around a bustling, lively streetscape (as opposed to a suburban auto dependent environment). But a lively streetscape doesn't happen next to heavy traffic!

Further, it is a well known fact that the district is evolving. Let me be clear, I am 100% against a blitz like the Pearl realized (which was primarily fueled by residential towers). I am however in favor of an immediate relaxation of zoning restrictions in the CE. I support a much broader commercial zone that continues to restrict residential. In 25 years, this district should have an attractive patchwork of industrial and other commercial uses including eclectic, renovated office buildings and spaces. With that in mind, commuter access to this new district should take many forms and non-auto related access is not going to be successful if shoe-horned onto the primary arterial. And if the relatively minimal cost of a new bridge ensures the success of the massive investment in a streetcar, isn't that worth it?

In conclusion - I vote yes to an eastside streetcar but it must be off the main drag.

Thank you for your time,

Mike Lettunich

Mike Lettunich || 503 222 7999

<<http://www.twentyfour7.com/>> Twenty Four \* Seven, Inc.

425 NE 9th Avenue

Portland, OR 97232

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Pete & Lisa Sevcik" <[psevcik@pacifier.com](mailto:psevcik@pacifier.com)> 06/18/06 1:00 PM >>>

Dear Sirs,

I'd like to provide feedback on the streetcar alignment choices up for discussion.

1) No residential areas traversed - Unlike the successful Westside streetcar, every alternative shown here provides no connection to any substantial residential portion of the city. It connects businesses to more businesses to the west side. Better to connect to transit hubs further East and bring people to those businesses than to run a bunch of empty streetcars between disappointed destinations. Maybe Hollywood -> Lloyd-> OMSI -> Hawthorne Dist?

2) If you do it, make the loop - This strategy could make sense if it represents the first stage which then expands into the residential areas - although I would think it would be easier to build the more profitable/less expensive segments first and then join them later with this portion of infrastructure. In any case, a loop would be much more beneficial than a truncated segment. This would better connect these businesses with those on the west side.

I'm sure these opinions have been expressed before - and I'm sure the business community is influencing most of these decisions, but in the end we all want the same thing - connecting the consumers to the services in the best way.

Thanks for your consideration.

Pete Sevcik

3214 NE Schuyler St.

Portland, OR 97212

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Ugo pezzi" <[jeanugo@hevanet.com](mailto:jeanugo@hevanet.com)> 05/05/06 11:26 PM >>>

In general theoretical terms, we are strong supporters of all alternative systems of transport.

That said, what is a functional possibility at older ages (and for those with some disabilities) is seldom what one might wish to be able to do.

If one is disabled to the extent of needing to use a wheelchair, then bus lift mechanisms are fine, and the issues of stability once in the bus are not an issue. But the majority of older people and those with less comprehensive disabilities are different. For many if not most older women, for example, the strap-hangers provided for stability when standing in a bus are not reachable -- at all. Again, the rapid, lurching take-offs and stops by busses makes them a flagrant danger to even slightly unstable people. The bus ride is terrifying at best, highly dangerous often assuming that one does not fall. Entry steps to busses are too high and too difficult for many who would like to ride the busses.

The Portland streetcar is much more easily managed. However here the problem is that indifferent and greedy and physically capable folks take the seats supposedly reserved for older people and disabled people. There is NO enforcement.

MAX is roughly equivalent to the streetcar in ease and safety of use for we older people -- but again, stabilizing aids are not easily accessible. Riders are often insensitive to where, how they stand or seat themselves, and in both the case of the streetcar and MAX, starts and stops are dangerously abrupt.

These problems leave us with the alternatives of walking if that is possible -- or using cabs. Please consider the demographics of the population and its projections -- we older people will be numerically dominant but the systems are not designed for our best use. It is exactly we who will be less likely to be drivers, less likely to be able to afford cabs, less able to walk long distances, especially if toting packages. Portland is not all marathon runners and speed bikers. GET REAL. Jean Anderson Pezzi

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

>>> "Robert Giacovelli" <[giacovelli@comcast.net](mailto:giacovelli@comcast.net)> 04/27/06 10:48 AM >>>  
Having lived on 11th and Broadway for the last six years, the traffic has become horrendous. With the re-opening of the Broadway Bridge one pedestrian can hardly get across. We need speed bumps and strong law enforcement for speeding. Light rail on both Broadway and Wielder would be "God Sent"

I can envision it running in either direction from the Board Bridge to 21st and then making a loop-

Robert J. Giacovelli, CFRE

1926 NE 11th Avenue, #

Portland, Oregon 97212

I expect a response

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

>>> "Sarah Cloud" <[sarah@hevanet.com](mailto:sarah@hevanet.com)> 04/27/06 1:56 PM >>>

I think it is a wonderful idea to extend the streetcar to the eastside. My only concern is that it will stop at the Rose Quarter. As a resident within a block of MLK, I would love to see it come up MLK. It could be a vital part of revitalizing this part of the city and making MLK a mainstreet type boulevard.

Sarah Cloud  
2926 NE Rodney Ave  
Portland, OR 97212

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> Susan Sater <[ssater@fs.fed.us](mailto:ssater@fs.fed.us)> 06/20/06 4:39 PM >>>

I support extending the streetcars to the eastside! That is definitely the best alternative. I live in Irvington.

Hi Karen. I already sent the e-mail response to this citizen, but I thought that I should forward this to you seperately, since they have asked that copies of their comments be given to the committee members.

Please let me know if you need me to do anything further with this. Thanks! -Joe

>>> "Customer Servpro" <customerservpro@hotmail.com> 05/12/06 3:44 PM >>>  
May 12, 2006

Metro-Eastside Transit Alternatives Analysis Committee  
600 NE Grand Avenue  
Portland, Oregon 97232  
[trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

Subject: Comments including "vision" and "opportunity" to the Eastside Transit Alternatives Analysis to be added to the public record and given to committee members.

The current Eastside Trolley plan may be a flashy way to transport people, but it lacks vision, totally misses an opportunity to bring a new environment to the eastside of Portland, and demonstrates a complete lack of regard for stakeholder motorists who pay the taxes that fund the majority of transportation projects.

Families are leaving the City in droves; in part because the cost of living in the City, including taxes and fees, is much higher than in the suburbs; in part because the Portland school system is applying working class discrimination with their school consolidation and closure policies; in part because transportation priorities and new housing alternatives outside Portland are better suited for a family life style, and in part because every new transportation option within the City of Portland creates more congestion for the street infrastructure already in place.

One of the major problems with the Eastside Trolley plan is the route selected. Starting with the Broadway Bridge, it appears as if the primary objective of the route designers has been to obstruct other traffic rather than to provide an efficient method to move people. The biggest problem is the choice to wedge in the trolley line on MLK and Grand Avenue. Both streets already operate at near capacity various times of the day. Every time the trolley stops for passengers, it will act as an obstruction to the flow of traffic. Such obstructions only create more congestion, require motorists to consume more fuel and have a negative affect on air quality that adds to global warming. Not only will other traffic and the environment be negatively impacted with the MLK/Grand Avenue alignment, but the trolley is likely encounter service delays also. Furthermore, the experience of riding the trolley on such a traffic intensive street offers little incentive to attract passengers.

Instead of focusing on the two most heavily traveled streets on the lower eastside, MLK and Grand Avenue, and using the club approach with negative impacts, another more favorable "opportunity" exists. If the "vision" is to create a truly pedestrian oriented streetscape with transit alternatives, the route chosen should be on an underdeveloped business oriented street with light volumes of traffic. The street that best qualifies for this "vision" is 6th Avenue. Because SE 6th Avenue lies between two streets that are both major motor vehicle corridors, MLK and 7th Avenue, and because 6th Avenue is basically an underdeveloped small business street that also has various rental housing alternatives, 6th Avenue offers the greatest potential for a transit corridor on the close in eastside. The "vision" would include a makeover of 6th Avenue to look more like a mall with street trees, sidewalk furniture and ornamental street lighting. Transit options would be two-way going both North and South. Auto traffic on 6th Avenue would be limited to local access. Street parking for cars would be optional depending on the block. Like 5th and 6th Avenues downtown, 6th Avenue on the Eastside would be known as the transit street. Unlike the hectic pulse on MLK and Grand Avenue, the tempo on 6th Avenue would be leisurely where people would want to congregate. Furthermore, 6th Avenue could accommodate any transit mode option; rail including an Eastside Max Connector and/or the

Eastside Trolley, plus trolley bus and/or regular bus service. Revamping 6th Avenue into a transit mall like street offers a greater "opportunity" for diversified development than other options. However, any future development should be market based and occur little or no taxpayer subsidies.

The "vision" coupled with "opportunity" makes 6th Avenue the right candidate for an Eastside Transit Corridor, and a far better choice than creating more negative impacts than positive ones if MLK and Grand Avenue is chosen. 6th Avenue is the carrot approach and should be fully explored and studied in the Eastside Transit Alternatives Analysis. Selecting 6th Avenue as the preferred route choice for transit benefits all modes of travel on the Eastside, and that is what any project should do.

Terry Parker  
P.O. Box 13503  
Portland, Oregon 97213-0503  
[customerservpro@hotmail.com](mailto:customerservpro@hotmail.com)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Tim Ganey" <[TGaney@ffadesign.com](mailto:TGaney@ffadesign.com)> 05/30/06 10:33 AM >>>

Hello. this email is in regards to extending the future development of the Portland Streetcar north along MLK. From what I have read there are plans to bring the streetcar to the east side via the Broadway bridge and the turn south and extend to Ross Island. I believe this is a perfect opportunity to implement a truly sustainable future for North and Northeast Portland and in particular the struggling MLK financial district. Public transportation is obviously a key to successful cities and essential to Portland. Thank you,

-Tim Ganey

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

>>> "Tim HOLBERT" <[Tim.Holbert@state.or.us](mailto:Tim.Holbert@state.or.us)> 05/04/06 8:03 AM >>>

My feedback is simple...I far prefer extending the streetcar into Eastside rather than more or different bus service....my considerations: in part noise...the street car is so much quieter than the buses and in part inspiration...there is something charming about streetcars that most buses will never have and that is an important consideration is designing our city.

Thanks for the opportunity to provide feedback.

Tim Holbert  
Senior Research Analyst  
Program Design & Evaluation Services  
Multnomah County Health Dept.  
971-673-0601  
[tim.holbert@state.or.us](mailto:tim.holbert@state.or.us)

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Valerie Curry" <[pdqcurry@ajol.com](mailto:pdqcurry@ajol.com)> 06/04/06 3:35 PM >>>

When returning to Portland after 27 years of US State Department overseas assignments, I lived at a hotel in downtown Portland (SW) for several weeks while house-hunting and delighted in using the Max to get reacquainted with sections of the city. That is, until several unpleasant incidents, including the increasingly scary Lloyd Center stop, made me reluctantly stop using that method of transportation. Many local folks explained there "wasn't enough money" budgeted for police/transportation protection on the Max. As I increasingly used bus routes to revisit areas of Portland, I saw more and didn't have to endure the same unpleasant experiences Max had offered.

I bought a home in East Portland. It took 3+ months from that time for my car and household effects to arrive from overseas. Having been away so long, I no longer knew anyone in Portland, and the only thing that saved me from near starvation was that I had located very close to a local bus stop. Fortunately, the bus traveled directly to Gateway, but trying to acquire the bare necessities until my furniture/furnishings were shipped and getting minimum food into the house was still time-consuming (bus ran only every 45 minutes) and difficult. Fortunately, no "transfers" were required -- no Max line or streetcar played a part in my route.

May I suggest that every member of the Eastside Project Advisory Committee

1) consider both safety and cost effectiveness when considering a streetcar line vs. bus service for the purpose of "improving circulation among the Eastside, Lloyd, Pearl, Downtown and South Waterfront districts"; Max and streetcars are an economic disaster requiring large subsidies to accommodate a relatively small percentage of Portland's population;

2) spend one month using public transportation from his/her respective homes simply to travel to/from work and to acquire groceries and other necessities to determine just how effective streetcars and Max are vs. an increase in bus routes;

3) consider the fact that, while streetcars and Max lines may be "prettier" or more trendy than bus routes, the former are not flexible, while bus lines can be changed according to changing population needs;

4) consider the possibility of using smaller public vehicles on bus routes that aren't that heavily used but are still necessary;

5) consider the fact that streetcars and Max lines don't serve the needs of and aren't reasonably accessible to a majority of taxpayers who are still required to financially support them;

6) please do something unique to Portland: make some fiscally responsible decisions that are fair to the majority of Portlanders; stop this awful, unfair hemorrhage of the taxpayers' money.

V. Curry  
East Portland

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

>>> "Vickie Walker" <[vickiewalk@gmail.com](mailto:vickiewalk@gmail.com)> 05/23/06 7:41 PM >>>

Hello,

I am writing to you regarding the Eastside Street Car Expansion. From what I understand the street car is currently planned to go over the Broadway Bridge and South on MLK and Grand toward the Ross Is. Bridge. It is really only going through business areas. I think you have the perfect opportunity to help revitalize MLK and get the street car into some exciting neighborhoods by running it through MLK and possibly up into the exciting Alberta arts district! Please consider us,  
Victoria Walker  
503-233-0929

Thank you for contacting Metro about the Eastside Transit Alternatives Analysis. The Metro Council appreciates your input as they prepare to select a locally preferred alternative later this year.

To learn more about the Eastside Transit Alternatives Analysis, visit Metro's website at [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select "transportation projects."

If you would like to speak directly to the Metro Council, a public hearing is scheduled for 5 p.m., May 10, 2006 in room C at the Portland Building, 1120 SW 5th, Portland.

>>> "Warren R SCOTT" <[Warren.R.Scott@state.or.us](mailto:Warren.R.Scott@state.or.us)> 04/24/06 10:17 AM >>>

I don't believe this is necessary. We have a very good public transportation system now that serves the Lloyd and downtown districts. I'm not sure about the Pearl District as I've never had a reason to go there. Personally, I see a huge gap in transportation alternatives for a growing area of East Multnomah County around the Gresham City Hall/Civic area that already has several hundred people living in the area with no access to public transportation for one mile. Please focus attention and money on expanding what currently exists rather than a project that's more for the sake of convenience.

Warren Scott

Hi Karen. I received 2 messages on the AA Hotline. Both messages were anonymous, and very brief. I've transcribed them verbatim, below:

Message 1: "I vote for the bus and against extending the streetcar line. Thank you."

Message 2: "Bus, please."

Let me know if you need me to forward these messages to you.

Thanks,

Joe

05/18/06 11:50 AM

Joseph Klodzinski

5/31/0 and 6/1/06 messages from John Cune, SE Portland resident, 503-781-0634

KW called back 6/1/06 to talk further about message, question on whether there can be only two trains downtown (yes).

Eastside Transit Alternatives Analysis comments (voice messages summarized by KW for inclusion in the comment report)

He heard about EAA through story in Councilor Liberty's newsletter. He fully supports transit and owns only one car but feels that efficiency needs to be increased. The streetcar goes quite slowly. Light rail is better but could still be much more efficient. He suggests local, express and super express trains. The local trains would have all the regular stops while express trains would stop at less stops and super express would stop at very few. This would help people get through areas like downtown much faster and make it a more viable commuting option. He also suggests consideration of adding more stops and coordinating this with the business community, possibly offering them the ability to have a coffee cart or other business at a stop.

METRO REGIONAL PLANNING E-NEWSLETTER  
April 2006

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- Metro to host open house and public hearing for Eastside Transit Alternatives Analysis
- Community design workshop planned for Lake Oswego to Portland Transit and Trail Alternatives Analysis
- Regional Transportation Plan update

\*\*\*\*\*

Metro to host open house and public hearing for Eastside Transit Alternatives Analysis

Should the streetcar line be extended to the eastside, or would bus service be a better alternative? Mark your calendar. The public comment period begins May 3 on eastside transit improvements.

2006 Project Timeline

- April - complete technical analysis
- May - share evaluation results and receive public input; formulate a recommendation for a preferred alternative
- June and July - project partners City of Portland, Tri-Met, Portland Streetcar Inc., Multnomah County and Metro to pass resolutions adopting a locally preferred alternative as recommended by the Eastside Project Advisory Committee

Get Involved

Open house  
4 to 7 p.m., May 3  
Metro Regional Center, room 370  
600 NE Grand Ave., Portland

Learn about evaluation results for each alternative. Eastside Project Advisory Committee members, local government representatives and Metro staff will be there to answer questions.

Public hearing  
5 to 7 p.m., May 10  
Portland Building, Room C  
1120 SW Fifth Ave., Portland

To prepare for the selection of a preferred alternative, the Eastside Project Advisory Committee will hold a public hearing.

Public comment period  
Wednesday, May 3 to Friday, June 30

If you can't come to the open house or public hearing, you are invited to:

- Visit [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select transportation projects to learn more
- Send comments via e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)
- Send written comments to Eastside Transit Alternatives Analysis, 600 NE Grand Ave., Portland, OR 97232
- Record a comment on Metro's transportation hotline at (503) 797-1900, option 2
- Check city and county calendars for local jurisdiction adoption meeting schedules and plan to attend.

Next Steps

Once a recommendation is made for a preferred alternative, local jurisdictions will be asked to adopt a resolution in support of the recommendation. The Metro Council will consider all public comment and resolutions from local governments before adopting a preferred alternative. Check Metro's web calendar for meeting schedules and agendas.

\*\*\*\*\*

Community design workshop scheduled for Lake Oswego to Portland Transit and Trail Alternatives Analysis

The Lake Oswego to Portland Transit and Trail Alternatives Analysis is a federally funded study that will develop and evaluate transit and trail alternatives in the corridor and select a no-build alternative or one or two preferred alternatives to advance for further study. Metro is the lead agency for the study and Metro Councilors Rex Burkholder and Brian Newman serve as co-chairs of the Project Steering Committee. The cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation and TriMet are partners with Metro in this study.

The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study. An upcoming community workshop and small group discussions will provide an opportunity for community members to suggest options and comment on proposed alternatives to be included in the analysis, including a no-build alternative. Once scoping is completed, staff will analyze options and provide the public and decision-makers with information to help

narrow the wide range of alternatives to a few that best address needs in the corridor. Eventually, a locally preferred option will be chosen.

#### 2006 Project Timeline

- April - June: define and refine transit and trail alternatives, hold a community design workshop and begin holding small groups meetings throughout the corridor
- July - August: define alternatives and measure each one against the evaluation criteria developed by the project advisory committee in the project purpose and need statement
- September - October: share evaluation results with the public and ask for preferences, draft a locally preferred alternative recommendation, submit the recommendation to project partners for consideration

#### Get involved

##### Community design workshop

Draft locations for a bus line, rail line, trail and river transit that were developed by the 21-member, citizen Project Advisory Committee will be presented and discussed along with information about the no-build alternative, the project timeline, possible mitigation measures and future public involvement opportunities.

As soon as the design workshop is scheduled, Metro will post it on the web calendar. Visit [www.metro-region.org](http://www.metro-region.org) and select calendar to find details.

#### Learn more

- Visit [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select transportation projects to locate web pages about this study
- To be added to the project mailing list, send email to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us) or call (503) 797-1756.

\*\*\*\*\*

#### Regional Transportation Plan update

The Metro Council has initiated the first significant update to the Regional Transportation Plan (RTP) in six years. The update will be closely integrated with Metro's New Look regional planning process and will culminate with a new 2035 RTP by November 2007. A goal of this planning effort is a more streamlined plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept.

On April 20, as part of the scoping phase, a broad spectrum of interests that include local government staff, the Oregon Transportation Commission, Federal Highway Administration, Governor's office, ODOT, Department of Land Conservation and Development, Coalition for a Livable Future, Bicycle Transportation Alliance, 1000 Friends of Oregon, Portland Business Alliance and several other business and community group representatives from throughout the region met with the Metro Council and JPACT to discuss the future of transportation for this region and key issues to be addressed during the update.

The input provided during the discussion is being used to develop a work program and public participation plan that will be reviewed by Metro advisory committees in May and June 2006. JPACT and the Metro Council will consider approval of the work program in June.

Copies of the keynote speeches made by Council President David Bragdon and Councilor Rex Burkholder, the forum summary and additional background materials are posted on Metro's website at [www.metro-region.org/rtp](http://www.metro-region.org/rtp) (click on 2035 RTP update). For more information or to be added to the 2035 RTP Update interested parties list, send e-mail to [rtp@metro-region.org](mailto:rtp@metro-region.org).

\*\*\*\*\*

#### Planning e-news subscription information

If you have updates to the e-mail list or wish to be taken off the list, respond to this email or call (503) 797-1756. The hearing impaired can call TDD at (503) 797-1804. Share this information with others you think would like to receive this e-newsletter.

\*\*\*\*\*

#### Metro People places \* open spaces

Clean air and water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and business in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

**Your Metro representatives**

**Metro Council President David Bragdon**

**Metro Council Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, deputy council president, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.**

**Auditor Alexis Dow, CPA**

**Metro's web site: [www.metro-region.org](http://www.metro-region.org)**

---

METRO REGIONAL PLANNING E-NEWSLETTER  
May 2006

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- Metro to host community design workshop for Lake Oswego to Portland Transit and Trail Alternatives Analysis
- Let's Talk Trash – updating the region's waste reduction plan
- Metropolitan Transportation Improvement Program (MTIP) process begins
- Recommendation expected on Eastside Transit Alternatives Analysis

\*\*\*\*\*

Metro to host community design workshop for Lake Oswego to Portland Transit and Trail Alternatives Analysis

We need your ideas and input. What transit options should be considered on Highway 43 and the Willamette Shoreline right of way? Where can a pedestrian and bike trail be built between Lake Oswego and Portland?

The Lake Oswego to Portland Transit and Trail Alternatives Analysis will develop and evaluate transit and trail alternatives in the corridor and select a no-build alternative or one or two preferred alternatives to advance for further study. The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study. Once scoping is completed, staff will analyze options and provide the public and decision-makers with information to help narrow the wide range of alternatives to a few that best address needs in the corridor.

Community design workshop  
5:30 to 8:30 p.m., Tuesday, May 30  
Riverdale Grade School  
11733 SW Breyman Ave., Portland

Draft locations for a bus line, rail line, trail and river transit that were developed by the 20-member, citizen Project Advisory Committee will be

presented and discussed along with information about the no-build alternative, the project timeline and future public involvement opportunities.

To learn more, visit [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select transportation projects. To be added to the project mailing list, send email to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us) or call (503) 797-1756.

\*\*\*\*\*

Let's Talk Trash – updating the region's waste reduction plan

Are we doing enough to conserve resources for future generations? Can we do more to protect the environment? Tell Metro what you think.

Metro is revising the region's Waste Reduction Plan with strategies that will help the Portland metropolitan region address waste reduction issues and more. It is a component of the larger Regional Solid Waste Management Plan, which serves as a blueprint for coordinating solid waste and recycling programs.

This spring (through June 5), the Metro Council is asking residents to comment on the draft plan. Later this summer, the Council will consider the Plan for adoption.

Complete a survey to share your ideas about how the region should manage trash and protect the quality of our air and water – now and in the future. Go to [www.metro-region.org/letstalktrash](http://www.metro-region.org/letstalktrash), or call (503) 234-3000 for a printed survey.

The Metro Council is committed to using your ideas and addressing concerns you raise to meet our region's needs. Thank you for participating.

\*\*\*\*\*

Metropolitan Transportation Improvement Program (MTIP) process begins

Metro has begun the process of distributing \$64 million in federal money to regional government transportation agencies for projects to be included in the MTIP 2008–11. Solicitation packets were sent out to government transportation agencies in early April, with completed applications due to

Metro by June 30. Contact information for the staff person organizing the application process within each transportation agency is available on the Metro website (see below).

Funding will be allocated to projects involving planning, engineering, repairing or building roads, bridges, freight access, transit systems, bicycle and pedestrian facilities. To be eligible, projects must already be in the current Regional Transportation Plan (RTP).

The final list of projects will be selected through an extensive prioritization process that evaluates safety, land-use goals, cost-effectiveness, potential to support economic development, and other criteria.

A first-cut list containing 150 percent of potentially fundable projects will be released for public comment in October and November. A draft final list will be presented for public testimony in February 2007, and the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council should adopt a final list in March. The final list must also align with the State Transportation Improvement Program and conform to federal and state air quality requirements.

For more information about the MTIP process, visit the Metro website at [www.metro-region.org](http://www.metro-region.org), or call Pat Emmerson, Senior Public Affairs Specialist, at 503-797-1551.

\*\*\*\*\*

#### Recommendation expected on Eastside Transit Alternatives Analysis

Following an open house and public hearing held in May, a recommendation for a locally preferred alternative is expected in early June. Next, project partners City of Portland, Tri-Met, Portland Streetcar Inc., Multnomah County and Metro will be asked to pass resolutions adopting a locally preferred alternative as recommended by the Eastside Project Advisory Committee. The Metro Council will consider all public comment and resolutions from local governments before adopting a preferred alternative. Check Metro's web calendar for meeting schedules and agendas.

Should the streetcar line be extended to the eastside, or would bus service be a better alternative? A public comment period on eastside transit

improvements runs from Wednesday, May 3 to Friday, June 30. To provide comments, you may:

- Visit [www.metro-region.org/transportation](http://www.metro-region.org/transportation) and select transportation projects to learn more
- Send comments via e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)
- Send written comments to Eastside Transit Alternatives Analysis, 600 NE Grand Ave., Portland, OR 97232
- Record a comment on Metro's transportation hotline at (503) 797-1900, option 2
- Check city and county calendars for local jurisdiction adoption meeting schedules and plan to attend.

\*\*\*\*\*

#### Planning e-news subscription information

If you have updates to the e-mail list or wish to be taken off the list, respond to this email or call (503) 797-1756. The hearing impaired can call TDD at (503) 797-1804. Share this information with others you think would like to receive this e-newsletter.

\*\*\*\*\*

#### Metro

People places \* open spaces

Clean air and water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and business in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President David Bragdon  
Metro Council Rod Park, District 1; Brian Newman, District 2; Carl  
Hosticka, deputy council president, District 3; Susan McLain, District 4; Rex  
Burkholder, District 5; Robert Liberty, District 6.

Auditor Alexis Dow, CPA

Metro's web site: [www.metro-region.org](http://www.metro-region.org)

---

**METRO REGIONAL PLANNING E-NEWSLETTER**  
**July 2006**

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- \* Regional Transportation Plan Update process enters research phase
- \* Be travel savvy with DriveLessSaveMore.com
- \* Applications for the Metropolitan Transportation Improvement Program currently undergoing technical evaluations
- \* Streetcar extension to the eastside will advance for further study
- \* Housing Choice Task Force

\*\*\*\*\*

**Regional Transportation Plan Update process enters research phase**

With the kick-off Regional Forum on June 23, the Regional Transportation Plan (RTP) update process passed from a work plan development phase into a research and analysis phase. From the end of June through Dec. 2006, Metro is conducting research on the current transportation system to identify service, infrastructure, economic, design and operational recommendations that support great communities and the effective movement of people and goods in the region.

Metro will use a variety of qualitative and quantitative research techniques to obtain specific information from elected officials, transportation professionals, environmental and community advocacy groups, business and economic development groups and the transportation-using public. The purpose of this intensive research is to identify as accurately as possible, outcomes that people consider priorities in keeping this region a great place to live and work.

These outcomes will be used in conjunction with the results of the transportation finance research and 2040 Growth Concept goals to re-tool the current plan and its associated policies. In addition, outcomes will be used to identify investment priorities that will create an updated plan, good

through 2035, that is affordable, realistic and better reflects public priorities. A report on the State of Transportation in the region is planned for the end of 2006. The 2035 RTP is expected to be adopted in November 2007.

For more information on the RTP updating process, visit Metro's website at [www.metro-region.org/rtp](http://www.metro-region.org/rtp) (Click on "2035 RTP Update.")

\*\*\*\*\*

Be travel savvy with DriveLessSaveMore.com

DriveLessSaveMore.com is a one-stop shop for driving tips and resources. The site offers everything you need to take advantage of travel options such as trip chaining, biking, public transit, carpooling, walking and car-sharing.

These elements of the just-improved web site can help you save time and money on the road.

- \* Calculate real driving costs.
- \* Learn the ins and outs of trip chaining.
- \* Take advantage of the trip chaining list generator.
- \* Get real-time traffic information.
- \* Discover online ridesharing and carpooling resources.
- \* Tap into Oregon and SW Washington's many online public transit resources.
- \* Use TriMet's Trip Planner to find the best bus and MAX routes.
- \* Get real-time bus and MAX arrivals with TriMet's Transit Tracker.
- \* Make use of online biking and walking resources.
- \* Get inspiration from travel-savvy people.

\*\*\*\*\*

Applications for the Metropolitan Transportation Improvement Program currently undergoing technical evaluations

Immediately following the application deadline for the 2008-11 Metropolitan Transportation Improvement Program (MTIP) on June 30, 2006, Metro staff began a technical review of the applications in preparation for creating a first cut list in August.

Metro received 63 applications for a total of \$132.7 million. The first cut list will be released for public review and comment from Oct. through Dec. 2006. During the public comment period, Metro will hold four public listening posts, one in each part of the region to narrow the first cut list to a final cut list. The final cut list will be released for public comment in Feb. 2007 before its adoption in March 2007. Following air-quality conformity determinations and required state and federal certifications, funds will be available beginning Oct. 1, 2007.

For more information on the 2008-11 MTIP process, visit Metro's website at [www.metro.org](http://www.metro.org) or send an email to [trans@metro-region.org](mailto:trans@metro-region.org).

\*\*\*\*\*

Streetcar extension to the eastside will advance for further study

On July 20, after hearing public testimony and further discussion and deliberations, the Metro Council approved a Locally Preferred Alternative for the Eastside Transit Alternatives Analysis. The alternative would extend streetcar from 10th and Lovejoy on the Westside across the Broadway Bridge and south along the MLK/Grand Avenue couplet. The preference is to create a full loop back to the Westside at RiverPlace; however, the first construction phase will go to NE Oregon Street in the Lloyd District.

This follows an expression of support from the public. The strongest support came from residents and business owners in the Lloyd District and Central Eastside. Community members look forward to a new transit option and the bike and pedestrian improvements that are expected to accompany it.

Metro Council approval follows a unanimous recommendation by the community-based Project Advisory Committee and unanimous approval from the Portland Streetcar Board of Directors, TriMet, Multnomah County and the Portland City Council. In addition, the City of Portland Planning Commission and Portland Development Commission offered support for the project.

The next steps in this process include an environmental review and development of a funding strategy.

For more information, visit [www.metro-region.org/transportation](http://www.metro-region.org/transportation)

\*\*\*\*\*

## Housing Choice Task Force

Last April, the Council formerly accepted the Housing Choice Task Force (HCTF) report - "Regional Housing Choice Implementation Strategy" - with Resolution No. 06-3677. At the same time, the Council also directed staff to:

1. Prepare an ordinance for appropriate amendments to the Regional Framework Plan and the Urban Growth Management Functional Plan Title 7 (Housing and Affordable Housing) to implement the HCTF recommendations, and establishing how local governments can report their progress in meeting affordable housing and diversity of housing options goals and objectives.
2. Prepare legislation to create a Housing Choice Policy Advisory Committee to meet quarterly and advise the Council on how to: a) realize regional goals for new housing choice; b) integrate housing choice with Metro's actions in land use and transportation planning; and c) implement policies in the Regional Framework Plan and Urban Growth Management Functional Plan Title 7, including funding solutions and technical assistance.
3. Prepare a resolution for the creation of an ad hoc Housing Financing Study Committee to assist Metro and other entities involved in providing affordable housing in the region to develop a politically feasible mechanism for implementing the funding solutions as recommended by HCTF.
4. Work cooperatively with local governments to provide technical assistance to preserve and develop affordable housing, including inventory of land that could be potential sites for establishing housing choice.

The Council also amended the fiscal year 06-07 budget to add one limited duration (one year) position to assist in providing technical assistance to local governments to boost affordable housing production and preservation in the region.

For more information about the housing program, call or email Gerry Uba, at 503-797-1737 or [ubag@metro.dst.or.us](mailto:ubag@metro.dst.or.us)

\*\*\*\*\*

Planning e-news subscription information

If you have updates to the e-mail list or wish to be taken off the list, respond to this email or call (503) 797-1745. The hearing impaired can call TDD at (503) 797-1804. Share this information with others you think would like to receive this e-newsletter.

\*\*\*\*\*

Metro

People places \* open spaces

Clean air and water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and business in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President David Bragdon  
Metro Council Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, deputy council president, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor Alexis Dow, CPA

Metro's web site: [www.metro-region.org](http://www.metro-region.org)

\*\*\*\*\*

Sent 7-25-06

**PROJECT PARTNERS**

City of Portland

Tri-Met

Portland Streetcar Inc.

Multnomah County

Metro

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS



A group of the Eastside Transit Alternatives Committee met on 5/10/09 to discuss and provide input on the comment on the Eastside Transit Alternatives Analysis. This is an opportunity to improve north/south transit on the eastside and better connect with the downtown. Our 14-member community-based committee focused on options that link to key destinations and jobs in Portland's downtown.

From the Lloyd District's 22,000 jobs and key locations like the Convention Center, Lloyd Center and the Rose Garden to the Central Eastside Industrial District and OMSI, this new streetcar extension will offer profound development opportunities and serve as the medium to connect Portland's downtown. The committee seeks an option that enhances the character of the existing neighborhoods and limits additional traffic wherever possible. To advance a preferred alternative for further study, substantial community support will be a necessity so please plan to learn about and comment on the alternatives being considered.

- Hank Ashforth

**Public comment period  
Wednesday, May 3 to  
Friday, June 30**

During this time anyone who wishes to submit comments on the alternatives under consideration or the preferred alternative is invited to:

**Visit [www.metroregion.org/transportation](http://www.metroregion.org/transportation) and select transportation projects to learn more**

**Send comments via e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)**

**Send written comments to Eastside Transit Alternatives Analysis, 600 NE Grand Ave., Portland, OR 97232**

**Record a comment on Metro's transportation hotline at (503) 797-1900, option 2**

**Attend and provide comments at an open house or public hearing**

### GET INVOLVED

#### Open house

**4 to 7 p.m., May 3**

Metro Regional Center, room 370  
600 NE Grand Ave., Portland

Metro will share evaluation results for each of the alternatives being studied. This open house will provide an opportunity to talk with Eastside Transit Alternatives Analysis Project Advisory Committee members, local government representatives and Metro staff. Attendees can ask questions, offer input or leave written comments.

#### Public hearing

**5 to 7 p.m., May 10**

Portland Building, room C  
1120 SW Fifth Ave., Portland

In preparation for the selection of a preferred alternative that can advance for further study, a public hearing will be held before the Eastside Transit Alternatives Analysis Project Advisory Committee. Attendees can provide verbal or written testimony to the committee.



**METRO**

PEOPLE PLACES  
OPEN SPACES

## **Recommendation considered by local jurisdictions at public meetings**

Once a recommendation is made for a preferred alternative, local jurisdictions will be asked to adopt a Resolution in support of the recommendation. Please check web sites listed for meeting schedules and agendas. The Metro Council will consider all public comment and resolutions from local governments in adopting an alternative at their July 20 meeting, as currently scheduled.

**City of Portland Council**  
City Hall council chamber  
1221 SW Fourth Ave.,  
Portland  
Visit [www.portlandonline.com/](http://www.portlandonline.com/)  
for meeting schedule.

**Multnomah County Board of Commissioners**  
Multnomah Building boardroom  
501 SE Hawthorne Blvd.,  
Portland  
Visit [www.co.multnomah.or.us/index.shtml](http://www.co.multnomah.or.us/index.shtml) for meeting schedule.

**Tri-Met Board of Directors**  
Administrative Offices, boardroom  
4012 SE 17th Ave., Portland  
Visit [www.trimet.org/meetings/index.htm](http://www.trimet.org/meetings/index.htm) for meeting schedule.

**Portland Streetcar Inc.**  
Board of Directors Boardroom  
520 SW 6th Ave., Ste. 400,  
Portland  
Visit [www.portlandstreetcar.org](http://www.portlandstreetcar.org)  
for meeting schedule.

**Metro Joint Policy Advisory Committee on Transportation**  
**7:30 a.m., July 13**  
Metro Regional Center, council chamber  
600 NE Grand Ave., Portland  
[www.metro-region.org](http://www.metro-region.org)

**Metro Council Resolution**  
**2 p.m., July 20**  
Metro Regional Center, council chamber  
600 NE Grand Ave., Portland  
[www.metro-region.org](http://www.metro-region.org)

**PROJECT PARTNERS**

City of Portland

Tri-Met

Portland Streetcar Inc.

Multnomah County

Metro

# Downtown Portland to the Eastside

## TRANSIT ALTERNATIVES ANALYSIS

### 2006 PROJECT TIMELINE

**April** – complete technical analysis including traffic analysis, ridership forecast, cost analysis and evaluation report

**May** – adopt alternatives analysis evaluation report, open a public comment period and hold an open house and a public hearing to share evaluation results and receive public input

**June** – formulate a recommendation on the preferred mode of travel, the terminus and phasing strategy; draft recommendation is reviewed by technical and steering committees

**June and July** – City of Portland, Tri-Met, Portland Streetcar Inc., Multnomah County and Metro consider resolutions adopting locally preferred alternative(s) recommended by Eastside Project Advisory Committee

**T**he Eastside Transit Alternatives Analysis is studying potential transit alternatives to improve circulation between the Eastside, Lloyd, Pearl, Downtown and South Waterfront districts that make up the central city. Potential alternatives include the extension of streetcar or continued bus service on the eastside. An alternatives analysis is the first phase in a federally funded transit project. It is expected to be complete in 2006 and would be followed by an environmental analysis, preliminary engineering, final design and, finally, construction.

The purpose of the study is to develop a project that meets the goal of improved central city transit circulation. The selected project needs to improve local connectivity and access and have a high level of early public acceptance and support. As the central city develops and increases in density, a higher percentage of trips in the areas being studied will need to be carried on transit to help ensure mobility for residents and visitors to the region.

### FUNDING

Committee members recognize that adequate funding will be a critical component to quick implementation of the preferred transit alternative. As a result, they have already begun research on funding options. Things like applying for federal funds, seeking local jurisdiction funding support and seeking funds from property owners along the alignment are currently under consideration. Depending on the amount needed, all these options and more may be considered.



**METRO**

PEOPLE PLACES  
OPEN SPACES

## ALTERNATIVES UNDER CONSIDERATION

### STREETCAR OPTIONS

All of the alignment options considered connect with the Westside streetcar and cross the Broadway Bridge. As they head east, their routes vary. Knowing that funding constraints and construction issues often require further analysis and implementation in phases, four streetcar segments were studied: downtown to NE Oregon, to SE Morrison, to OMSI or a full loop back downtown.

#### Streetcar alignment: MLK and Grand

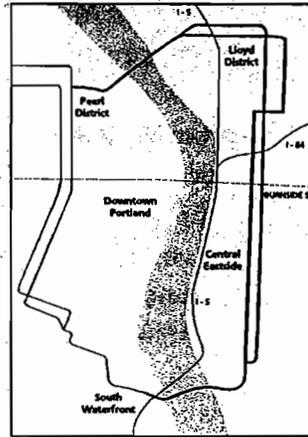
##### Description of alignment

- East on NE Weidler to 7th Avenue
- South to NE Oregon St.
- Turn west to MLK
- South to SE Morrison St.
- South to OMSI
- Return via NE Grand to NE Broadway, cross bridge
- \* Full loop option

##### Early assessment

Recommended for further study.

- Supports current and planned land uses.
- Provides good access to and through Lloyd District to Central Eastside using existing overpass bridges.



Existing streetcar —  
Proposed option - - -

\*To complete a full loop, the streetcar would continue southwest from OMSI and cross the proposed Caruthers bridge that is included as part of the preferred alternative for Milwaukie light rail.

#### Streetcar alignment: two-way Grand

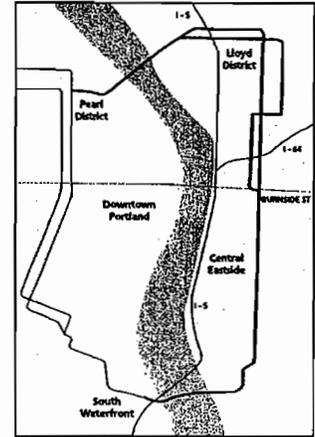
##### Description of alignment

- East on NE Weidler to Grand Avenue
- South to NE Oregon St.
- South to SE Morrison
- South to OMSI
- Return via Grand to NE Broadway, cross bridge
- \* Full loop

##### Early assessment

Recommended for further study.

- Provides good access to and through Lloyd District to Central Eastside using existing overpass bridges. In this alignment option, a driving lane is used by the streetcar.
- Public concern remains over the potential for a significant displacement of traffic onto adjacent streets and into neighborhoods.



Existing streetcar —  
Proposed option - - -

### NO-BUILD OPTION

(Base case, no change)

##### Early assessment

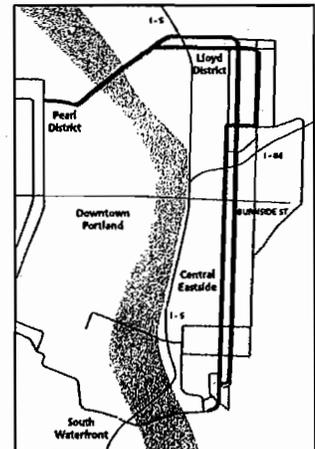
Recommended for further study.

Selection of the No-Build as a preferred alternative would mean that additional transit service would not be studied further. The No-Build alternative also serves as a reference point to gauge the benefits, costs and impacts of the project. It includes existing transit services and facilities and only those transit and highway improvements that are part of the financially constrained Regional Transportation Plan, things like a number of highway access and interchange improvements and an incremental increase in transit service consistent with existing revenue. The bus route structure is not expected to change though service hours may rise by about 1.5 percent per year. These improvements are deemed achievable within financially constrained resources by the year 2020.

### OTHER ALIGNMENT OPTIONS THAT WERE CONSIDERED

#### 7th and 9th avenues routes

After looking at all the options put forth for consideration, further analysis was not recommended for streetcar alignments operating on 7th and 9th Avenues. Both alignments impact auto traffic and would require the addition of an overpass over I-84 into the Central Eastside. In addition, narrow lanes on 7th Avenue create operational difficulties and adding nearly a half mile of track to reach 9th Avenue adds significant cost and increases travel time.



Existing streetcar —  
Alternative routes - - -  
Preferred City Council Eastside Alignment ———

Should streetcar  
service be extended  
to the eastside?

**Public comment period begins May 3.**

**Attend the  
open house**

**4 to 7 p.m., May 3**

Metro Regional Center, room 370  
600 NE Grand Ave., Portland

**Attend the  
public hearing**

**5 to 7 p.m., May 10**

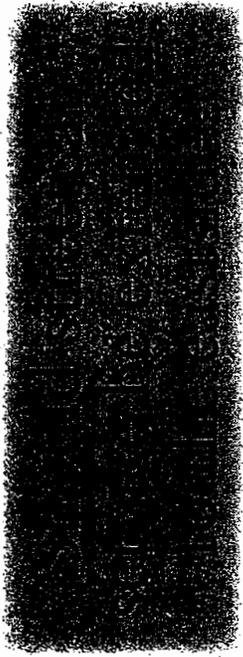
Portland Building, room C  
1120 SW Fifth Ave., Portland

Send comments via e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

Send written comments to Eastside Transit Alternatives Analysis,  
600 NE Grand Ave., Portland, OR 97232

 **Downtown Portland  
the Eastside**  
TRANSIT ALTERNATIVES ANALYSIS

 **METRO**  
PEOPLE PLACES - OPEN SPACES  
[www.metro-region.org](http://www.metro-region.org)



**Public comment period begins May 3.**

**Attend the open house**

**4 to 7 p.m., May 3**

Metro Regional Center, room 370  
600 NE Grand Ave., Portland

**Attend the public hearing**

**5 to 7 p.m., May 10**

Portland Building, room C  
1120 SW Fifth Ave., Portland

Send comments via e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

Send written comments to Eastside Transit Alternatives Analysis,  
600 NE Grand Ave., Portland, OR 97232

**Downtown Portland  
to the Eastside**

TRANSIT ALTERNATIVES ANALYSIS



**METRO**  
PEOPLE PLACES • OPEN SPACES  
[www.metro-region.org](http://www.metro-region.org)

