

36085

**RESOLUTION No.**                      **As Amended**

Accept the Marquam Hill/North Macadam Connector report and recommendation and direct the Portland Office of Transportation to proceed with the next steps to implement the recommendation (Resolution)

- WHEREAS, on May 23, 2002, City Council passed Resolution 36071 approving a process for considering a suspended cable transportation system connecting Marquam Hill to North Macadam; and
- WHEREAS, Resolution 36071 also directed the Portland Office of Transportation to undertake an assessment of alternatives for connecting Marquam Hill and North Macadam and returning with a draft report and recommendation by June 26, 2002; and
- WHEREAS, the Portland Office of Transportation released a draft report entitled *Marquam Hill to North Macadam Connector Study - Report and Recommendation*, attached as Exhibit A, on June 20, 2002; and
- WHEREAS, two open houses were held on June 13 and June 15, 2002, where six connection alternatives were presented to over 60 participants; and
- WHEREAS, the draft report was mailed to nearly 400 neighborhood residents, including property owners within the study area; and
- WHEREAS, PDOT evaluated six different alternatives, including shuttle bus, gondola, and tram alternatives; and
- WHEREAS, each of the alternatives were analyzed across a set of evaluation factors, including travel demand, travel time, neighborhood impacts, transportation access and efficiency, feasibility, implementation and operating costs; maintenance considerations, public safety and development impacts; and
- WHEREAS, the City Engineer finds that a bicable tram linking Marquam Hill to North Macadam along the Gibbs Street alignment, combined with a monocable tram linking Barbur Boulevard to Marquam Hill, provides the best balance of benefit and impact of the six alternatives analyzed; and
- WHEREAS, alternative alignment and landing locations for the monocable tram between the Barbur Transit Corridor and Marquam Hill should be studied to determine if property impacts and Terwilliger Parkway impacts can be minimized or eliminated; and
- WHEREAS, the Portland Office of Transportation has been granted authority through the City Charter and Code to plan and regulate activities and transportation improvements in the public right-of-way; and
- WHEREAS, continuing work on the design of the recommended system is required; and
- WHEREAS, additional work is needed to define the ultimate ownership of the system along with operational responsibilities, including capital and operating funding of the system; and

- WHEREAS, Portland Aerial Transportation, Inc., has emerged to assume the role of project sponsor and has provided funding for the alternatives analysis performed by PDOT; and
- WHEREAS, the recommended project should aspire to the highest level of design, including the integration of the system with surrounding areas and the aesthetic qualities of the final product; and
- WHEREAS, the Design Development Phase of the City Engineer's process for considering a suspended cable transportation system includes the possibility of a design competition; and
- WHEREAS, Portland Aerial Transportation, Inc. has been developing a design competition process that would generate a product to meet the aspirations of the City for the proposed aerial system.

NOW, THEREFORE, BE IT RESOLVED, that City Council accepts the City Engineer's report and recommendation; and

BE IF FURTHER RESOLVED, that City Council supports the concept of a second tram linking Marquam Hill to the Barbur transit corridor and directs PDOT to provide additional information on the exact alignment and design of the monocable tram and return with this information by September 25, 2002; and

BE IT FURTHER RESOLVED, that City Council directs the Portland Office of Transportation to initiate the Design Development Phase of the City Engineer's process on the recommended suspended cable transportation system; and

BE IT FURTHER RESOLVED, that City Council recognizes Portland Aerial Transportation, Inc. as the project sponsor for the suspended cable transportation system and directs the Portland Office of Transportation to work with Portland Aerial Transportation, Inc., through the design development phase for the system; and

BE IT FURTHER RESOLVED, that City Council directs the Portland Office of Transportation to work with Portland Aerial Transportation, Inc. on the development and implementation of a design competition as part of the Design Development Phase, and return to City Council with a report on the recommended competition approach by September 25, 2002; and

BE IT FURTHER RESOLVED, that City Council directs the Portland Office of Transportation to work with the affected property owners, Homestead Neighborhood, Corbett-Terwilliger-Lair Hill Neighborhood, and Portland Aerial Transportation, Inc. on addressing neighborhood impacts through the development of potential mitigation approaches, including a voluntary buy-out option for affected properties and consideration of recommendations from the South Portland Circulation Study, and to return with a recommended mitigation program at the time that a final design is submitted for Council consideration; and

BE IT FURTHER RESOLVED, that City Council will not use hostile public condemnation dislocating a property owner in establishing a monocable tram linking Barbur Boulevard and Marquam Hill; and

BE IT FURTHER RESOLVED, that City Council directs the Portland Office of Transportation to work with Portland Aerial Transportation, Inc on ownership and operation issues and return with a recommended ownership and operating program at the time that a final design is submitted for Council consideration.

Adopted by the Council, JUL 10 2002

Mayor Vera Katz  
Commissioner Jim Francesconi  
Matt Brown:slg  
July 10, 2002  
SCTS Resolution 071002.doc

GARY BLACKMER  
AUDITOR OF THE CITY OF PORTLAND  
BY

*Susan Parsons*  
DEPUTY

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**PORTLAND OFFICE OF TRANSPORTATION**

**COUNCIL CALENDAR ITEM**

Council Calendar No. \_\_\_\_\_

Submitted for Council Consideration on: July 10, 2002 Regular Agenda 2:30 p.m. Time Certain

**DESCRIPTION:** Resolution Title: Accept the Marquam Hill/North Macadam Connector report and recommendation and direct the Portland Office of Transportation to proceed with the next steps to implement the recommendation.

This resolution will accept the City Engineer's report and recommendation for the connector study and direct PDOT to work on subsequent steps for implementing the tram system(s). PDOT has recommended that two tram systems be constructed – one linking Marquam Hill to North Macadam along the Gibbs Street alignment, the second linking Marquam Hill down to Barbur Boulevard.

**BACKGROUND:** The work undertaken by PDOT grew out of the Marquam Hill planning process. On May 23, 2002, City Council directed PDOT to study alternative connection concepts between Marquam Hill and North Macadam, and to return to Council by June 26, 2002 with a draft report and recommendation on a preferred system.

PDOT produced a report and recommendation, and distributed the report on June 20, 2002 to City Council and to the CTLH and Homestead neighborhoods, No Tram to OHSU, and OHSU.

Portland Aerial Transportation, Inc. (PATI) has come forward as the project sponsor for the tram, and funded this initial phase of work. PATI has been developing a design competition approach as part of the next phase of this project, and will continue to serve as the project sponsor.

**ISSUES:** There are a number of issues that have been raised and will continue to be raised in response to the tram proposal. Comments on the report are due to PDOT by July 3, and PDOT will be assembling those comments and providing response, clarification, or modifications where appropriate.

The primary issues are:

**Neighborhood Impacts – No Tram to OHSU** is a group of residents, primarily along Gibbs Street in the Lair Hill area, that is opposed to the tram. They have argued consistently that the tram has a high degree of impact on the neighborhood and will be a very negative influence. Specifically, they believe the tram will reduce privacy, lower property values, degrade the historic district, and produce more neighborhood traffic.

**Property Acquisition –** The second tram that is recommended (Marquam Hill to Barbur) requires the acquisition of property at Barbur Boulevard. The recommended alignment shows the tram landing at Congregation Ahavath Achim, a Sephardic Synagogue that had been previously displaced by previous urban renewal efforts in South Portland in the 1960's. Matt Brown, Project Manager, has had an amiable discussion with the leadership of the congregation on the potential

point, the one unknown is cost for relocation.

Letter of Intent to Sue – The City has received a letter from a lawyer for No Tram to OHSU notifying us that Gibbs Street property owners intend to sue the City for trespass on their airspace should we proceed with the proposal. The City Attorney has reviewed this matter and believes that the City has the authority to proceed with the recommendation.

Cost and Travel Time – Opponents will be very critical of the methodology used to generate travel time and operating cost information for the alternatives. However, staff is very confident in the figures used. Travel times on the shuttle bus system were established through independent travel time runs undertaken by transportation staff; operating costs were generated by Tri-Met using a base assumption that all of the systems are publicly operated.

**POTENTIAL PROBLEMS:** No Tram to OHSU is likely to file lawsuits in an attempt to stop or delay the tram proposal. Property acquisition may be an issue for the Barbur tram stop, although to date the discussions with the congregation have been amiable and productive.

**RECOMMENDATION:** Pass Resolution

- Can be delayed \_\_ week(s), if necessary
- Should be filed this week.
- Must be filed this week.

Fiscal Review by \_\_\_\_\_  
 No impact at fund level  
 Impact on Fund  
\_\_\_\_\_

Contact Person Matt Brown, Project Manager will attend Council session.

Phone No. 503-823-7027