## RESOLUTION No. 36499 As Amended

Adopt the "West Burnside/Couch Alternatives Report" and direct the Office of Transportation to begin preliminary engineering next fiscal year as funds become available for the recommended transportation and streetscape improvements to the West Burnside and Couch Streets Corridor outlined in the preferred project alternative, the Burnside-Couch Streetcar Couplet (Resolution)

WHEREAS, there are serious problems on West Burnside that include unnecessarily high numbers of fatal and seriously injurious vehicle and pedestrian crashes, a poor pedestrian environment, no on-street parking, crowded and unpleasant transit stops, restricted opportunities for left turns, traffic congestion and the creation of a barrier between neighborhoods; and

WHEREAS, there are sections of Northwest Couch that have traffic congestion and pedestrian and vehicle conflicts; and

WHEREAS, Burnside is a street of citywide importance which touches the lives of hundreds of thousands of Portlanders every day and represents both figuratively and literally the "heart" of Portland and its central city area; and

WHEREAS, these fundamental problems directly affect the livability of the adjacent neighborhoods and the viability of many business districts including those near Northwest, Goose Hollow, Pearl, Downtown and Old Town-Chinatown; and

WHEREAS, each of these adjacent neighborhoods has developed and adopted a neighborhood plan that specifically identifies Burnside as a serious problem needing to be addressed and remedied for the abovementioned reasons; and

WHEREAS, this project is the product of extensive civic engagement and a comprehensive community decision-making process that was undertaken in order to develop and choose a preferred project alternative; and

WHEREAS, a Stakeholder Advisory Committee representing the affected neighborhoods, business associations, business and property owners, social service agencies and community members was formed in 2000 to address these problems and recommend a plan for improvements titled, "The Burnside/Couch Transportation and Urban Design Plan;" and

WHEREAS, this plan was adopted by Resolution No. 36114 by a unanimous vote of the Portland City Council on December 11, 2002; and

WHEREAS, before beginning the engineering and construction of the improvements recommended by the "Burnside/Couch Transportation and Urban Design Plan", the current Commissioner-in-Charge for the Office of Transportation directed that additional analysis be conducted to ensure that the proposed improvements adequately address goals for transportation, urban design, economic development, environmental stewardship, and community livability; and

WHEREAS, the "West Burnside/Couch Alternatives Report" documents this new analysis and affirms all of the recommendations of the adopted "Burnside/Couch Transportation and Urban Design Plan" except that it also proposes extending the suggested couplet to Northwest19<sup>th</sup> Avenue and adding a streetcar between Northwest 2<sup>nd</sup> Avenue and Northwest 24<sup>th</sup> Avenue; and

WHEREAS, the recommended alternative will increase vehicle and pedestrian safety, increase access to adjacent neighborhoods and businesses, reduce overall air pollution, sustainably process stormwater runoff, enhance neighborhood livability, reduce congestion and better regulate traffic flow on Burnside and in the Pearl District, increase transit ridership by expanding the City's modern streetcar system, connect the south and north sides of the Central City by eliminating Burnside as a barrier, stimulate economic development and increase property values and encourage bicycling by turning NW Flanders into a bike Boulevard; and

WHEREAS, in response to the recommendations recently issued by the Peak Oil Task Force assembled by Commissioner Saltzman and the Office of Sustainable Development, the Office of Transportation has undertaken analysis indicating that this project alternative appears to have the least environmental impact in terms of carbon emissions and energy consumption of all those studied; and

WHEREAS, the emission reductions, fuel consumption savings, pedestrian enhancements, sustainable stormwater facilities, and expansion of our transit system entailed in the preferred alternative support the environmental policies and values of the City of Portland; and

WHEREAS, the recommended alternative will be funded through a public/private partnership and, to allow for active oversight, the funding strategy, cost estimate and preliminary design will be presented to the City Council for review when 35% of the engineering is completed. The project will again be reviewed by the City Council when the engineering is fully completed, the funding strategy is established and before advancing to construction; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the "West Burnside/Couch Alternatives Report" which recommends turning Couch into a one-way street for westerly traffic from NW 2<sup>nd</sup> to NW 15<sup>th</sup> Ave., turning Burnside into a one-way street for easterly traffic from 15<sup>th</sup> to 2<sup>nd</sup>, and adding a new streetcar line from NW 24<sup>th</sup> to NW 2<sup>nd</sup> Ave. (and ultimately across the Burnside Bridge to SE 12<sup>th</sup> with options for streetcar on either Couch or Burnside from NW15th to NW19th).

BE IT FURTHER RESOLVED, that City Council authorizes the Office of Transportation to begin preliminary engineering of the recommended alternative, the Burnside-Couch Streetcar Couplet, in fiscal year '07-'08, when funding will be secured.

BE IT FURTHER RESOLVED, that Council directs the Office of Transportation to develop cost estimates of a stronger confidence level and a funding strategy that will later come back to Council for a review and vote.

BE IT FURTHER RESOLVED, that upon completion of 35% preliminary engineering that the Office of Transportation report back to the Council regarding the design, revised, higher-confidence cost estimate and a proposed funding strategy for the project.

BE IT FURTHER RESOLVED, that Council directs the Office of Transportation to proceed with preliminary design work for the enhanced existing Burnside option as a backup option.

BE IT FURTHER RESOLVED, with this second endorsement of the Burnside-Couch Couplet Project, Council directs city agencies to adhere to standard administrative practices and make all street designation adjustments and plan amendments necessary as part of the normal system plan revision process, and do so as a part of a regular future administrative or technical update to affected City of Portland system plans.

BE IT FURTHER RESOLVED, that the City Council deeply thanks and expresses its gratitude to all of those who participated in the community-driven project development and selection process, a process that entailed countless hours and meetings and the immeasurable efforts of hundreds of people over the course of almost eight years.

BE IT FURTHER RESOLVED, that the City of Portland Office of Transportation is directed by Council to identify and implement as soon as possible appropriate and viable interim pedestrian safety improvements for the most dangerous parts of West Burnside.

BE IT FURTHER RESOLVED, that the City Council directs the Office of Transportation to identify and recommend a comprehensive package of safety and mitigation measures for the St. Mary's Cathedral and the Cathedral School, so that any risks and/or adverse impacts are minimized.

BE IT FURTHER RESOLVED, that the couplet will not be built without a streetcar and that the streetcar couplet will be integrated into the Central City Plan.

Adopted by the Council, April 11, 2007

GARY BLACKMER
AUDITOR OF THE CITY OF PORTLAND
By /S/ SUSAN PARSONS

Commissioner Sam Adams Bill Hoffman:slg February 16, 2007

**DEPUTY** 

## BACKING SHEET INFORMATION

AGENDA NO. 385-2007

ORDINANCE/RESOLUTION/COUNCIL DOCUMENT NO. 36499 As Amended

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
ADAMS	X	
LEONARD	X	
SALTZMAN	X	
STEN	X	
POTTER	X	