Portland Streetcar Citizen Advisory Committee
August 10, 2005, 3:30PM, Lloyd Center Tower, 825 NE Multnomah, second floor, Portland, OR 97232
Members in Attendance: William Danneman, Steve Fosler, Mary Kennedy, Stan Lewis, Susan Pearce, Carol "Zoe" Presson, Vern Rifer, Chris Smith
Other Attendees: Lois Achenbach, Lenny Anderson, Dick Barnard, Lynne Coward, Katie Davenport, Ted Grund, David Hampsten, Jim Howell, Dick Levy, Chris Lonigro, Tom Lister, Brad Perkins, Lee Perlman, Josh Plager, Trudi Rahija, Owen Ronchelli, John Rumpakis, Ron Swaren, Jon Winslow
Staff Attendance: Kay Dannen, Vicky Diede, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes of June 8, 2005 were approved as presented.
Rick discussed the recently passed and signed transportation bill which will provide $4 million
($1 million each year) to Oregon Iron Works for the production of a prototype streetcar thanks to Congressman DeFazio, $3 million over two years for a streetcar corridor study for Eastside and Lake Oswego. Also $5.2 million for the Burnside/Couch couplet (eastside) and Eastside Streetcar. Small Starts program was passed in the House led by the leadership of Congressman Blumenauer.

Nineteen cities across the country were provided money for preliminary engineering for streetcar projects.

1. Discussion with Lloyd to Hollywood future planning committee.
Chris provided some background for a discussion of a future streetcar extension from Lloyd to Hollywood. During Eastside discussions/open houses we heard from some neighbors that they would like to see streetcar extended further east from the Lloyd District. At the prompting of Lynne Coward from Sullivan's Gulch and others, an initial meeting was held on Monday, July 25, 2005 to discuss this opportunity. At that initial meeting were representatives from Hollywood, Sullivan's Gulch, Lloyd District, Irvington and Grant Park. Chris has asked Lynne to chair this Lloyd to Hollywood discussion group. It was determined at this initial meeting that a minimum of three meetings will be held, the next at this venue with the Streetcar CAC. With that introduction, Chris opened the meeting to discussion.
Lynne presented some compelling reasons to open these discussions:
· Streetcar provides a reason to build and develop underdeveloped areas
· Streetcar could provide mitigation for the speed on Broadway/Weidler
· Albina Fuel site is planning for 300 units of housing
· 1620 Broadway building recently & completed with 88 units
· Support live & work in the neighborhood
· NE area of Lloyd District covered in parking lots, which could be converted to much needed housing
Connection to Providence Hospital was mentioned.
Connectivity to transit center / serve the local community
Lenny – would invite all parties at the meeting to spend some time on streetcar to experience first hand streetcar as a transportation option as well as a development tool. Streetcar has become a fixture, communal place in the neighborhoods it serves. Need to look on how it affects the

bus routes. Bus routes in NW mirror the streetcar on much of the route but have very different origins and destinations.
Brad – there are opportunities for development along the Broadway corridor.
Tom Lister – study trip origins and trip destinations, doesn't believe streetcar is a catalyst, but it does accelerate development. Streetcar provides a signature quality and sense of place.
John – sees advantage to streetcars over buses, quiet running, no pollution. Suggested we educate ourselves with the process, talking to professionals and study and talk to people in the Pearl District, do we want more people, more density.
Steve – past streetcar decisions came from neighborhood involvement, not from professionals.
Vern – development happens when there is demand.
Recommended we talk to Gilmsher (operators of Lloyd Center) to get their buy-in to the potential of streetcar. Lloyd Crossing in Lloyd District underway but not funded.
David – neighborhoods are getting density – appetite of up zoning.
Stan reiterated that streetcar started from neighborhood involvement.
Lenny indicated the SW 10th/11th couplet, where streetcar operates, is underused as an automobile street; whereas, Broadway is a high speed arterial. Lights are timed on Broadway/Weidler to NE 24th for a 30-second rotation which results in a high speed. A plan was formed sometime ago for curb extensions, traffic calming, but the only portion completed to date is around the Safeway building. Broadway handles 15,000 cars per day, Weidler 10,000.

It was determined that another meeting will be held with the Lloyd to Hollywood discussion group. Time and location to be determined.

2. Update on Eastside including information on 2-way Grand operations & Metro's alternative analysis development.
Eastside alternative analysis process continues with a no-build, bus alternative and several streetcar alternatives with a decision to be made by January/February 2006. Options studied are MLK/Grand, 2-way Grand options with traffic diversion on 7th. Burnside/Couch couplet tied to streetcar planning. There are identified issues with streetcar operations on MLK because of the bridgeheads; MLK is not at grade which discourages transit connections and pedestrian usage. MLK regionally is hard to support as a Streetcar alignment option. Central Eastside is committed to preserving the industrial sanctuary. Lloyd Center TMA is studying the 7th Avenue Bridge issue.
Ted feels that Grand as a main street makes a lot of sense. Brad feels the industrial sanctuary will change over time.

Susan Pearce voiced some opinions from the CEIC – source was unidentified. MLK needs development, with a 2-way Grand LID opportunities are narrowed, expensive utilities under Grand, heavy cost to reroute traffic to SE 7th Avenue, residential neighborhoods want better route west to the river. Grand and MLK a pedestrian barrier, adding a traffic reroute to 7th Avenue would add to that barrier.

3. Update on Bridgeplate Installation and Nextbus.

Rick reported that all bridgeplate installations have been completed and the system is operating very effectively. We have received the Nextbus equipment and would expect that installation will be completed by the end of August 2005. Streetcar is the only system in the Nextbus system of subscribers that have requested the yellow on black lettering. Taking care of that retrofit provided problematic for Nextbus and slowed down the arrival of our ordered equipment.

4. Update on Gibbs & Lowell Extensions.
Streetcar tested trains on Wednesday, August 10 from SW River Parkway to the terminus at SW Gibbs on Moody. This platform stop will provide a convenient transit connection to the Portland Aerial Tram due to begin operations on September 30, 2006. The overhead catenary (electrical) wire will stay powered up through to start up of operations scheduled for summer 2006.
Rick indicated that work continues to identify 100% of capital funding for the next extension from SW Gibbs to SW Lowell (one block north of Bancroft). Currently 85% of capital funding has been identified. Also under discussion is the return route from Lowell on Bond as to where the alignment will return to Moody to continue northbound.
Project staff has recommended SW Gibbs, but conflicts have arisen with the tram landing area. Work will continue to reach a resolution. TriMet has agreed to fund their portion of operations to Lowell.
The portion of track between SW Gibbs and SW River Parkway will remain single track until Zidell Company chooses to relocate.

5. Streetcar "Stop and Shop" retail brochure.
At the urging of former mayor Vera Katz, Kay reported that Streetcar will be publishing a "Stop and Shop" brochure patterned after the current "Ride and Dine" brochure. Only businesses within the Streetcar Local Improvement District (LID) will be eligible to participate. Cost will be $600.00 for one year with the publication and distribution date set for October 1, 2005. Interest in participating in this new brochure has been brisk.

6. Other Business.
Ron Swaren, a citizen activist from the Sellwood area, feels strongly that light rail should be studied with any Sellwood Bridge improvements. Vern indicated some inconsistencies with the Nextbus system and also some schedule reliability issues. Rick indicated that streetcar operations are challenged with the 11th/Lovejoy intersection and 11th/Couch - Burnside intersections.

7. Next CAC Meeting:
The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, October 12, 2005, 3:30PM - 5:00PM at Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite #400, Portland, Oregon.
Please call Kay Dannen at 503/478-6404 or email at dannen@portlandstreetcar.org if you have any questions regarding this committee or have items for the agenda. The CAC meetings are open to the public.