

Portland Streetcar Community Advisory Committee Meeting

Thursday, April 18, 2019, 6:00-7:30 p.m.

Bogue Boardroom, 3rd Floor, Karl Miller Center, Portland State University, 615 SW Harrison Street

Members in Attendance: Lenny Anderson; Bill Bagnall; Raymond Becich; David Brandt, Chair; Carolyn Brock; Michael Cannarella; Reza Farhoodi, Vice Chair; Sorin Garber; Susan Pearce; Zoe Presson; Debra Unverdruss; Stephen Weber; Erik Wilson

Staff in Attendance: Andrew Plambeck, Dan Bower

1. Meeting Called to Order:

Brandt called the meeting to order.

Unverdruss moved, and Weber seconded, to approve the minutes from February 21. The minutes were approved unanimously.

2. Public Comment

Brandt provided an opportunity for public comment.

3. Streetcar Summit report back

Plambeck discussed presentations made by PSI staff at the Community Streetcar Coalition Streetcar Summit in February, as well as other sessions presented at the conference. The group discussed cost containment, public education and fare policies.

4. Northwest extension land use scenarios overview and discussion

Bower gave an update on the Montgomery Park extension and an overview of the potential land use scenarios for the area around the alignment. The federal grant will include land use study all the way to Hollywood, transportation analysis and other project development work. An open house was held March 19 with the Northwest District Association to provide an update on the project and take input.

The group discussed the scope of the federal grant, the process for moving non-streetcar elements of the project forward, public involvement, media coverage, how the potential for a baseball stadium at Terminal 2 affects the planning process, and how this extension rose to the top compared to other potential routes.

5. Grand Avenue BAT lane project update

Plambeck provided an update on the Grand Avenue Business Access and Transit lane, which is now currently in construction. The signs have been posted and the signal pole has been installed, but striping will happen in the next week as long as the weather is dry enough. There will be public outreach from PSI, PBOT and TriMet. The project is four blocks of right-turn-only except transit and a diverter and new priority signal at NE Davis. The group discussed enhanced transit corridors, public outreach and operations of the project.

Bower also gave an update on the vehicle procurement from Brookville, Pennsylvania. The cars are scheduled to arrive beginning in June of 2020. They are exploring potentially replacing the wheelchair ramps with level boarding if they can figure out a way to get the cars low enough. The seats will be vinyl, and there will be a process in the near future to replace the entire fleet's cloth seats with vinyl.

Anderson asked if there was any follow-up from the letter sent on the environmental assessment for the I-5 Rose Quarter project. Plambeck explained that they received more than 2,000 comments on the EA and those will be reviewed by the Federal Highway Administration, which will then issue a Finding of No Significant Impact, require certain mitigations or will require a full environmental impact statement. Plambeck will also be a member of the urban design workgroup for the project.

Weber asked about the broken rail in the South Waterfront. Bower explained that two maintenance projects will be happening soon to repair a grate at Larrabee and Weidler, and to repair the broken rail at Sheridan and Moody. May 2-3 there will be reduced B Loop service, and May 4-5 will require a shuttle bus from Riverplace to Lowell and Bond as well as no B Loop.

6. City of Portland advisory bodies update and CAC transition

Plambeck explained the updated direction for PBOT's advisory committees under regulations passed last year by the City Council. There have been recent discussions within PBOT and the Office of Civic and Community Life to assess who does what and why. The timeline for staff recommendations to be approved by the PBOT director is the end of June, and that will involve sunseting a few committees and likely introduce other new committees. There will likely at some point be a new PBOT Transit Advisory Committee that will include in its purview the streetcar, the tram, enhanced transit corridors and Central City in Motion.

Brandt provided context and background on the committee's work and when it has really surged during streetcar concept plan development and how the members of this committee can provide input to PSI and the City moving forward and continue to be a link to the broader community.

The group discussed the PSI board and its subcommittees, the structure of PSI and the City's relationship, community engagement for streetcar, ensuring streetcar remains a transportation priority for the City, the uniqueness of Portland's streetcar system, the potential scope of a transit advisory committee, equity goals, potential future project-specific committees and how the process will move forward to transition committees.

7. Other business

Brandt said the next meeting will be May 16.

Brandt adjourned the meeting.