

## **Portland Streetcar Community Advisory Committee Meeting**

Thursday, May 16, 2019, 6:00-7:30 p.m.

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

*Members in Attendance: Bill Bagnall; Raymond Becich; David Brandt, Chair; Michael Cannarella; Clint Culpepper; Reza Farhoodi, Vice Chair; Susan Pearce; Zoe Presson; Debra Unverdruss; Stephen Weber*

*Staff in Attendance: Andrew Plambeck, Dan Bower*

### **1. Meeting Called to Order:**

Brandt called the meeting to order.

Bagnall moved, and Weber seconded, to approve the minutes from April 18. The minutes were approved unanimously.

### **2. Public Comment**

Brandt provided an opportunity for public comment.

### **3. Update on committee transition**

Plambeck gave an update on the City of Portland's advisory bodies process and transition. The timeline for a transition would be likely the last meeting of this committee would be September, and the decision will be made by the end of June.

### **4. Cash fare option discussion**

Bower provided an overview of ways to pay for streetcar fares, the status of the cash fare machines on-board and the costs of repairing and replacing them. Bower presented a draft workplan for potentially removing the cash fare machines on-board the streetcars. The customer service representatives will conduct a survey of cash fare riders and a study conducted by the Transportation Research Education Consortium that is already happening for three other cities. This work will all feed into a Title VI analysis to determine whether any riders will be unduly burdened by the change.

The new streetcars currently being built will be wired for fare machines but will not include them as built. The group discussed the platform fare machines, costs associated with fare collection from various sources, the timeline for any potential transition and TriMet's future fare payment options.

### **5. Grand Avenue BAT lane project update**

Plambeck gave an update on the Grand Avenue business access and transit lane, which was installed at the end of April but is not operating successfully. The diversion allows even large vehicles to use the lane to get to the ramp to I-84, creating a chaotic merge situation and sometimes blocking streetcars. PBOT's maintenance team will be moving the sign to be more aligned with the lane itself and putting more diversion at NE Davis

to make it far more difficult to drive through. The group discussed the signage, the function of the change, the possibility for additional paint to make it more visible and the potential for extending the lane to Mill as a transit-only lane in the future.

#### **6. Montgomery Park extension update and transportation network design workshop**

Bower gave an overview of the work that has started for advanced concept engineering of the extension to Montgomery Park, including streetscape designs, plans for on-street parking, street trees, utilities and other elements of the transportation right-of-way. The group discussed station location, tie-in with the Line 24 bus, turn radius, lane assignment, access through the ESCO and Montgomery Park properties, layover location potential, structures over Highway 30 and other elements of the engineering work.

#### **7. Other business**

Plambeck suggested that members explore the PSU's new Montgomery Street car-free plaza pilot project. Culpepper also provided the details for the upcoming PSU Transportation Fair.

Brandt said the next meeting will be June 20.

Brandt adjourned the meeting.