

Portland Streetcar

Citizen Advisory Committee Meeting Minutes
August 11, 1999

Members in attendance: Rick Gustafson, Kay Dannen, Stan Lewis, Chris Smith, Ingrid Stevens, Sterling Williams, Mary Kennedy.

Others in attendance: Doug McCollum, Steve Fosler, J. Hahn Lee, Art Lewellan, Carter MacNichol, David Bragdon, Bill Failing, Brian Chase, Janet Paist

1. Construction Update

Kay Dannen distributed a construction schedule update. She said that track installation was proceeding on schedule. Trackwork on NW 23rd between Lovejoy and Northrup will be done by August 20th (less than a four week construction duration).

She said that Stacy & Witbeck purchased a full-page ad in the August issue of the NW Examiner. The ad included a list of merchants within the 23rd Avenue construction area. Kay said that it's been hard on the merchants, but mostly they are patient and see the value in the end product.

Kay said construction north of Burnside to Hoyt on NW 10th and 11th will be completed September 1999; and that 10th Avenue between Glisan and Burnside is done. Construction is now on 11th between Hoyt and Everett.

Stan Lewis suggested that the construction schedule and CCS brochure use pictures of the streetcar along the alignment. The current CCS pamphlet has 4 versions of the same photo of the streetcar. Stan mentioned that as we start groundbreaking we should have pictures of the streetcars at designated sites such as PSU and the Central City Library. We could send these pictures to the Oregonian and other publications. This would give the public a better idea of the project and, of course, better public exposure.

Kay said that PSI is putting together the new "On Track" newsletter with the following items:

Progress

Main facts

Business along the alignment & comments from business owners

Connecting neighborhoods

Lovejoy Ramp

Letter from Commissioner Hales

Any suggestions for other items to include in the newsletter, please call Kay.

Rick Gustafson asked those in attendance if there were any complaints or concerns.

Art Lewellan asked about the placement and quality of yellow striping on street along section of alignment. Rick said that these stripes would be replaced. Doug McCollum said that these stripes are not to be centered (they are 1 foot from center) and a parking stripe will be added.

2. Proposed PSU Terminus/Resolution 99-12

Proposed PSU Terminus/Resolution 99-12

Rick said that Resolution 99-12 is a process to develop options for the south alignment of the streetcar. As far as he knows, it has not gone to the City Council.

Rick said that here are difficulties in routing the streetcar through PSU. As a result, we feel this is a good time to pull all interests together. Michael Powell will lead the effort to pull property owners together and look at "best" options for the streetcar through North Macadam. We hope that by September 1st to have these recommendations. Charlie Hales will appoint the advisory group. The three options discussed:

1. 10th and 11th to Market Street. Streetcar turning on 11th to 10th and PSU Park Blocks, Mill Street to 6th, through Urban Center.

2. Because Mill Street only has room for 1 track, do return on Clay. Up Clay to 10th.

3. Turn streetcar at Columbia and turn Columbia into a 2-way street. Enter Waterfront Park via Columbia.

4. Take 5th and 6th to Urban Center.

Art Lewellan proposed alignment layouts. He would like to have them reviewed and considered.

Brian Chase of PSU handed out maps of the proposed alignment. He said that two tracks would impact PSU in a major way. He would like the

Committee to look at the problems and come up with solutions. PSU wants to work with the Committee in any way possible.

Steve Fosler said that he was encouraged that PSU is working with the CAC Committee and getting back to what we originally were trying to do.

Stan Lewis asked for a map reflecting south and west of the alignment shown on Mr. Chase's map.

Kay said that because of changes in design at the PSU terminus, the project will not be able to continue construction over the holiday moratorium at PSU as planned. Instead construction will continue south of Burnside on 10th to Alder on 11th to Stark. The rest of the trackwork on 10th and 11th south to PSU will continue in 2000.

Rick said that the Skoda streetcar can handle higher grades, we don't have to be elevated at Naito Parkway. The streetcar can work with mixed traffic.

Rick said that crossing Naito Parkway is difficult. The Harrison to LIncoln transition is also difficult. Commissioner Hales asked the Task Force to evaluate the River Parkway and Moody alignments.

Rick said that all work scope and all ideas will be incorporated and considered by this Task Force. The major work will revolve around the existing alignment.

Carter said that the critical path is Phase I.

Rick said that he will recommend to the Task Force that a single track will be a "fatal flaw". He also said that the Task Force will deal with the temptation of getting close to the Hawthorne Bridge and crossing it.

Stan said that the Task Force needs to deal with pedestrian safety, in light of the pedestrian deaths involving MAX. Kay mentioned that people with businesses along the alignment have asked about pedestrian safety issues as well.

Chris asked what is the Committee's role to help the Task Force get "off the ground"?

Rick said that the Commissioner appoints the Task Force. The CAC Committee will have a representative on the Task Force and receive a monthly report. Comments and opinions of the Committee will be sent to the City Council. Much like we work with neighborhood associations, the Task Force would seek recommendations from our group.

Rick asked the Committee about traffic issues we need to discuss. A list of issues will be developed, which, of course, will continue to grow. Doug, Hahn and Rick will bring back responses on how issues will be handled. The traffic issues list would include: pedestrian, bicycle, streetcar conflicts; signal issues...

Rick discussed the following issue:

Northwest District: street operation planned with streetcar. Lovejoy 2-way operation. Traffic operation will probably be an issue.

Doug said that all major intersections have traffic problems. There are major problems at 23rd preempting streetcar, though operation is good. Lovejoy has no special signal operations, so the streetcar will operate in traffic and be captive in traffic. Level of Service is D or E. Chris asked Doug what the level of service at 23rd is? Doug replied that the 23rd intersection is at Level E. It is at capacity today. Peak hour traffic will spread out from say 1 hour to 2-2 ½ hours.

Chris said that neighborhoods fear: 1) that if a street is too congested, traffic will spread out into arterial streets; 2) and that for the next two years, during construction and with the Lovejoy Ramp closed, can we get traffic re-routed other than to neighborhood streets.

Rick asked the Committee to review handouts from J. Hahn Lee which track interfaces with traffic. Rick discussed the following areas with the Committee:

NW 23rd/Northrup to Lovejoy: traffic problems, stop bars, build up on 23rd and Northrup.

21st/Lovejoy and 23rd/Northrup: This group has recommended that we load streetcars without being at intersection (not official stop). Committee should look at parking issues on 23rd north of Northrup. Traffic management issues at 23rd and Northrup.

21st to 19th: Signals start at 19th. City has not made a firm decision about traffic on Marshall (1 way or 2 way).

Chris mentioned that the neighborhood has expectations on traffic on Marshall. Rick said that if the neighborhood has a strong position, then it should be forwarded to the City. There is an option to close Marshall between 14th and 15th.

Sterling said that an option would be to close Marshall under the freeway. Chris said that this may be a "no man's land" jurisdictionally.

Stan asked that if getting the streetcars' out of the barn during the day would cause a big mess.

Rick said that the only place to get the streetcars into the barn and going in the correct direction with traffic would be on Lovejoy. A

flagger for traffic, to get the streetcars in and out of the barn would be necessary. There are operational restraints getting into the barn.

Sterling asked if a power unit to tow the streetcar to the barn, in case of breakdown, was available. Rick said that the power unit would probably be available through Tri-Met. However, each vehicle is set up to be able to tow another.

Steve suggested that we push the closure of Marshall as soon as possible. This would remove the costs of fence and gates otherwise needed. This would also make Marshall right-of-way available to park streetcars - if the street is closed.

Rick mentioned that there is a potential stop at 14th and Northrup. There is no stop between 18th and 13th. Carter said that stops are designed to be retrofitted at almost any intersection in the future.

Rick said that we need a Lovejoy/Northrup couplet to establish situation, to evaluate options, with ability to include all groups: pedestrian, cars, bicycle, etc.

Chris suggested that we need to make dedicated lane for streetcars and one for cars.

Rick said that we need more information on the two streets and the volume of traffic.

Chris suggested that we need a "streetcar boulevard".

Rick said that at next month's meeting we would have a list of issues, some answers and then start to talk about the public process to discuss traffic issues.