

## Portland Streetcar

Citizen Advisory Committee Meeting Minutes  
January 12, 2000

Members in attendance: John Carroll, chair; Kay Dannen; Steve Fosler; Rick Gustafson; Stan Lewis; Vern Rifer.

Others in attendance: Art Lewellan

### 1. Vehicle Colors

Rick Gustafson reported that the Portland Streetcar Inc., board voted to accept the CAC's recommendations with respect to colors. PSI ultimately decided to use all four colors in different combinations so that each vehicle would be unique.

### 2. Lovejoy/Northrup.

Rick reported that the Lovejoy/Northrup task force met, with representatives of two neighborhood associations and Hoyt Street Properties. They agreed that the technical consultants should prepare three scenarios so the committee can look at the various benefits and problems associated with them. The scenarios include:

Leaving Lovejoy and Marshall as they are now, two-way in some parts, one-way in others;

Creating a Lovejoy/Northrup couplet, or making Lovejoy and Northrup one-way for most of the alignment - from 9th to 21st or from 10th to 19th.

Making Lovejoy a two-way street.

Rick said that the technical staff will explore what modifications must be done to make the three options workable. For example, to make Lovejoy work as a two-way street for both the streetcar and other vehicles would require eliminating left turns.

One problem with the Lovejoy/Northrup couplet is limited access through Hoyt Street Properties. Marshall Street through the new development will be limited to pedestrians, so one-way access on Northrup may further limit access to the new housing. However, Tiffany Sweitzer of HSP said that they would be willing to make it work, as long as they have access to the garage.

Another problem might be directing so much traffic on a one-way Northrup through the Good Samaritan Hospital complex.

John Carroll said that he was stuck behind a bus on Lovejoy recently and couldn't get past it while it was loading and unloading passengers. Rick said the streetcar would be faster at loading and unloading than buses are. He added that on a one-way street, there's not much problem getting past a bus or the streetcar, but it would be very difficult on a two-way street.

Rick said that another tradeoff being mentioned is creating a Lovejoy/Northrup couplet in exchange for the Glisan/Everett couplet. He said many residents dislike these streets because of the high speeds through the neighborhoods. Steve Fosler said Everett and Glisan have very high accident rates.

The task force will meet twice more, with the final meeting in March.

### 3. City Council Resolution

Rick referred the committee to the draft resolution to be submitted to City Council. Rick said that they decided not to include a budget for ongoing operations until PSI and the unions agree on staffing of streetcar operations. The resolution is intended only to provide start-up funding. He said there are many long-term issues to resolve, one of which is the structure of PSI: should it continue as an independent entity or should it become a board appointed by the City of Portland. For example, the Vintage Trolley Board is appointed by the city, but the APP board that manages the city-owned parking garages is independent.

Steve moved approval of the draft resolution, and Stan Lewis seconded the motion. The motion passed unanimously.

### 4. Construction Update

Kay Dannen said that construction crews will be working on SW 10th Ave. through the end of the month, after which time they will begin work on 11th between Yamhill and Main Streets. She said staff was planning a construction workshop for January 18 to inform people about track installation at the MAX crossing.

Art Lewellan asked when construction would start on the PSU extension, and if it would be possible to build directly to PSU, so that they don't install track that later must be abandoned. John explained that they are redesigning the alignment in a way that should be able to build directly to the Urban Center, without putting in the original terminus that would later have to be removed. Steve said that the goal is to have the engineering work on the Urban Center extension ready by the time construction is done on the rest of the alignment, so that the contractors can pick up where the old contract left off.

Kay said that the construction project is preparing for four weekends in the spring when downtown MAX service would be interrupted by streetcar construction. Passengers will be ushered onto shuttle buses that will detour around the construction area. She asked for volunteers to help during those weekends: March 3-6, March 24-27, April 14-17 and May 12-15. She said people can notify her any time up until the weekend during which

they want to volunteer. Stan said he thought some DCA members would want to participate.

#### 5. Other Issues

Stan asked what the formal name of the line is. He said he favors the name "Portland Streetcar" over Central City Streetcar. He said people have a general idea of the Central City that includes Lloyd Center and the Central Eastside. If the line goes to North Macadam, "Central City" won't do a good job of describing it.

Stan moved and John seconded a motion that in the future, the streetcar be referred to as the "Portland Streetcar." All members present voted in favor of the motion.

Steve suggested that the streetcars have a reflective silver strip along the solid blue line on each car.

John said that he would be going to the Czech Republic in June. He suggested that the CAC receive a report on the status of the vehicles. Vern said he had heard some concerns about the reliability of Czech manufacturing. John said the selection team knew this was an issue but had been satisfied by what they learned about Inekon Skoda, the manufacturing firm.