

Portland Streetcar
Citizen Advisory Committee Meeting Minutes
July 12, 2000

Members in attendance: Bob Amundson; John Carroll, chair; Michael Dale; Kay Dannen; Rich Davidson; Steve Fosler; Rick Gustafson; Mary Kennedy; Carrie LaMear; Art Lewellan; Stan Lewis; Doug McCollum; Kenneth McFarling; Janet McGarrigle; Jon Putman; Vern Rifer; Steve Shain; Chris Smith; Colleen Smith

In advance of our scheduled CAC meeting, Kittleson & Associates presented an initial simulation of Streetcar operations on Lovejoy and Northrup between 11th Avenue and 23rd Avenue. Problem areas of traffic congestion are on Lovejoy between 19th and 14th. This exercise was undertaken in order to look at street movements on Lovejoy and Northrup and how it affects Streetcar operations. Rick commented that the Streetcar would create its own space on the street. Lovejoy is forecasted to operate right on the margin with Streetcar operations. Two way traffic on Lovejoy and Northrup is preferred for pedestrian movements - bikes are not as well served. It was determined that this simulation should be presented to the Northrup/Lovejoy Traffic Analysis Task Force. Ken made the comment if you made Lovejoy/Northrup one-way couplets, where would you decouple these streets. The natural place could be 19th, but it may be 21st or even 23rd.

John Carroll called the meeting to order and approval of the minutes was forthcoming. In an effort to expand the existing CAC to include neighborhood/business representatives in the Portland State Urban Center Extension area and further Streetcar expansion areas to RiverPlace and N. Macadam, several potential new members were present. Potential new members include; Jon Putman, member of Tri-Met's Citizens for Accessible Transportation Committee; Colleen Smith, resident of Southpark Square Apartments and member of the Downtown Community Association; Bob Amundson, member of the Downtown Community Association and lives at RiverPlace; Janet McGarrigle and Carrie LaMear, residents and business owners at RiverPlace.

John reviewed the philosophy of the CAC and discussed average participation of many of the members expanded up to ten years. It is the CAC's intent to be the driving force behind the effort to provide, in the Streetcar system, an integral part of the regional transportation system. John appealed to the CAC Committee to stay focused on the business at hand and continue the good work within a cooperative spirit.

John mentioned Sterling Williams, who was a former member of our CAC, most recently died. His contribution to this committee and his faithful service and attitude was never tiring. John also informed the group that Thursday, July 13 at 11AM at the Washington Park Zoo Station, a plaque would be dedicated in Sterling's honor.

1. Construction Update

Installation of track began on July 11, 2000, on SW Market between 10th and 11th, on 10th between Clay and Mill and 11th between Clay and Market. This work will continue until about August 21. Market Street has been reduced to one lane between 11th and 10th to do the track work. One lane has been working well, with utilization of the ODOT board on highway 26, reader board at the entrance of Market and blinking yellow lights at 11th and 10th with flaggers. This has helped move traffic through without much delay. Traffic in the far left lane of Market are forced to turn left on 12th. 10th and 11th are both closed at Market with local access only. Advance press releases were also sent to advise of the Market Street traffic changes.

The next construction segment for track work will be on Market between 10th and 5th as well as the Urban Center Plaza.

Hoyt Street Property area construction is scheduled for September-December 2000 with completion of construction on January 18, 2001.

A Streetcar marketing group has been formed which consists of representatives from Tri-Met, PDOT and Streetcar staff to discuss the Streetcar grand opening weekend as well as operational issues. The Grand Opening weekend has been scheduled for Friday through Sunday, July 20-22, 2001, with ribbon-cutting, media opportunities, speeches on Friday, between 10:30AM - 2:00PM. Saturday, July 21, from 10AM-5PM there will be events scheduled in 5 different districts along the alignment. These districts include PSU Urban Center, Art Museum, West End, Pearl District and the Northwest District. All Streetcar fares will be free for this weekend. A Streetcar "grand opening" steering group is being formed, with representatives among the five districts to help in the planning of this weekend.

Rick explained that it is intended to move two of the Vintage Trolleys to the Streetcar line in January of 2001 and begin testing in the Northwest loop. It is possible that on identified training runs, passengers could board the trolley to ride. Vern suggested that when the Streetcars arrive from the Czech Republic that an event should be planned. Rick advised the committee that the cars are arriving by ship and will accommodate 31 people seated, 2 wheelchairs and 107 standing. The Skoda streetcar vehicles are to be tested in the Czech Republic before arriving in Portland. It is possible we will charter these cars in advance of the opening and run promotional runs. It is the intent to reward the LID payers in some way for their financial support of Streetcar construction.

Colleen asked if bikes are allowed on the Streetcar. John said the cars are fully accessible for bikes and pedestrians. Stan mentioned that Tri-Met is experiencing a high increase in the use of strollers and that Streetcar should be prepared.

John commented how seamless construction has progressed throughout the alignment, with 3 blocks of track work being completed within approximately 3 weeks. The only area where a longer time was spent, was at the MAX crossing area at Yamhill/Morrison and 10th and 11th. Four months were spent in this area and 20% of the capital Streetcar budget

expended. Kay mentioned that overall, response from the community has been positive during construction.

2. Operations Plan

The Streetcar operations plan was approved at City Council today. One of the main components is the assumption of a \$2.4 million annual operating budget, which would cover 21,000 hours of Streetcar service. This budget was to cover operations for the original alignment from 23rd to Mill and 10th. With the addition of the PSU Urban Center Extension and no additional cars, this puts pressure on operations to maintain the hoped for 10-minute headways. It is intended by October 1, 2000 to have agreements completed which would formulate the PDOT agreement for funding from Tri-Met, PDOT agreement with ATU (transit union) and the contract with Portland Streetcar board and City of Portland for a 5 year operating agreement. Portland Streetcar will have some employees. The Vintage Trolley will be integrated into the Streetcar schedule on the weekends and act as a backup during the week.

Jon asked what it would cost to retrofit each Vintage Trolley to make them accessible - the cost is approximately \$200,000. Jon mentioned that it is possible that the STF Committee at Metro could have money available for this retrofit, which would allow more mobility for customers along the alignment.

Colleen asked if Tri-Met's bus route #6 will change because of Streetcar operations. Tri-Met has no plans at this time to cut service and may, in fact, be adding service and/or making modifications. Steve explained that the Vintage Trolley needed a place to be because of increased service on the MAX line when Airport MAX opens in September 2001.

3. City Council Presentation

City Council today approved the creation of the LID (local improvement district) to support construction to the PSU Urban Center, an amendment to the Stacy and Witbeck contract to complete construction using the Mill/Market couplet, which was approved in January 2000 to the PSU Urban Center and endorsement of the operation plan with the goal of 10-minute headways.

Rick explained the Market Street option and how the project went through a series of modifications to get to the current approved alignment. We first started with the single operation on Mill which the project felt was inefficient, thus the desire for double tracking. Alignment was drawn down the south side of Market but because of expensive water replacement cost (approximately \$2 million) the alignment was chosen on the north side of Market. Many other alignment options were reviewed.

The alignment on the north side of Market does present some problems for garbage and recycle removal at Southpark Square Apartments at 10th and Market. The project construction team is working on a solution. Colleen reported that Southpark Square and other residential buildings in the

area petitioned City Council to pass an ordinance that there would be no garbage removal between 10PM and 7AM.

4. Other Issues

Art asked if during the study of Lovejoy/Northrup is Everett/Glisan being studied to decouple? Rick reported that there is a strong advocacy to decouple Everett/Glisan.

Steve made a motion that the Streetcar platforms be officially non-smoking. Rich seconded this motion.

Jon mentioned that Metro will be publishing their RTP soon and they still have the project official name as Central City Streetcar in their documents. Kay will call Metro and make sure they make the name change to Portland Streetcar.

Rich mentioned that he had attended the Convention of New Urbanism a couple of weekends ago and it was fabulous. Several thousand people attended. Colleen mentioned she had a copy of a video produced by PBS on "Urbanism and Suburbism" - she has a tape, which she would lend.

John reported that the Czech Republic is busily working on the Streetcars and John will have a report for the next meeting.

Mike advised that Market is ripe for having a re-design and would encourage the City of Portland to look at Market between 13th and Naito Parkway.

The meeting was adjourned.