

Portland Streetcar
Citizen Advisory Committee Meeting Minutes
Aug 9, 2000

Members in attendance: Bob Amundson; Kay Dannen; Steve Fosler; Peter Fry; Rick Gustafson; Catherine Lawson; Art Lewellan; Stan Lewis; Vern Rifer; Chris Smith; Colleen Smith; Ernest Tipton

The meeting was called to order and approval of the minutes was forthcoming. Catherine Lawson introduced Ernest Tipton, Facilities Planner, who will be taking her place and representing Portland State University on the CAC Committee. Also joining the CAC and attending his first meeting was Peter Fry. Peter was a former member of the Downtown Community Association, continues to be interested in Central City Planning and has consulted for the Central Eastside for many years. The current CAC membership welcomes these new members.

1. Construction Update:

Track work continues on Market between SW 10th and 11th, on 10th between Clay and Mill and on 11th between Clay and Market. Construction includes a turn back track from Market to 10th. Completion is scheduled for August 18. Garbage and recycle removal issues have been resolved at Southpark Square Apartments and approval from the owner has been obtained. The solution will be to widen the curb cut on Market Street to allow garbage & recycle trucks to park on the sidewalk while they are accessing the dumpsters for garbage pickup. Colleen asked if the tree that is being removed to accommodate these garbage trucks could be replaced at another location along the project? Track work at the PSU Urban Center Plaza started August 3 with completion scheduled September 18, in advance of the grand opening celebration scheduled at the Plaza for September 20. Track work is scheduled to start on Mill between Park and Broadway the end of August in order for completion to be done in advance of the start of fall term at PSU. Track work will continue on Market between 10th and 5th, August 22 with completion approximately October 2.

Catherine mentioned that we might want to include a representative from PSU to participate in our Streetcar marketing coordination efforts that are in progress which includes members from Streetcar, Tri-Met, Portland Department of Transportation (PDOT), and Association for Portland Progress. Rick said this would be a good idea in view of the transportation options being looked at by PDOT and the transit information center opening at the PSU Urban Center around September 20. Catherine suggested the project make sure this center is supplied with Streetcar information.

Tactile warning strips are being installed on the station platform stops and night work has been done at the MAX crossings on SW 10th at Morrison and Yamhill on the overhead electrical system. Notification was sent to businesses, residents and property owners in the MAX crossing area that the overhead electrical wiring system for the Streetcar on SW 10th Avenue between SW Washington and Taylor will be permanently energized. Streetcar construction meetings continue within the community.

Colleen has some concerns with the two left turn lanes from SW 11th to Market and the subsequent risk to pedestrians trying to cross Market, particularly cars turning from the far right lane on 11th to Market. A pedestrian was killed at this intersection last year. Rick stated that the operation of the Streetcar does not change auto movements. Discussion was held on the possibility of adding additional signage, restricting the far left turn to Market or moving the crosswalk to the west side of the intersection and not allow pedestrians to cross at the east side. Catherine mentioned that the University is updating their 2 year District Plan and would include this intersection in their study. Peter mentioned that he is a member of a pedestrian advisory committee, and though he understands the issue and concern, his group would want to make sure that moving the crosswalk to the western intersection does not restrict natural pedestrian flow. Rick stated that Market is presently an ODOT street and, at the present, there are no plans to transfer this street to the jurisdiction of the City. Kay distributed a letter sent by Mike Dale with a recommendation that the CAC consider investigating modifications in the way traffic on SW Market Street is handled. Some recommendations that Mike had were to improve traffic signalization, increase turn lanes, and decrease through traffic lanes and after hour parking on the south side of Market. Mike also suggested, that given the success with the diversion of traffic off Market to SW 12th Avenue and Columbia, that the project consider requesting the City to make that traffic modification permanent. Please see attached letter.

2. Operations Plan:

The Portland Streetcar Operating Plan was distributed to all members for their review. Discussion was held on several issues, including frequency of service. Peter mentioned that the project might want to look at the Saturday hours and increasing service because of MAX's proven Saturday ridership numbers. The initial "base" service is to be 21,000 revenue hours of service annually at a cost of \$2.4 million per year. It has been recommended that the Streetcar experiment with "hail stops" where passengers can request the Streetcar to stop at a sign without the curb extension. This experiment would require approval from the transit accessibility committee. Streetcars will operate on an "as-needed" stop basis for passengers, as is the case with buses. Peter mentioned that the streetcar should have the ability to adjust the schedule to meet demand. Catherine suggested that there is electronic equipment available that could do load counts and it would be important to document passenger numbers in order to justify increases in services. Peter confirmed that bikes and scooters would be accommodated in the center of the vehicle. Rick agreed that wait time would have a big impact on schedule.

Operating assumptions are the start of operations will be July 20, 2001. Inekon-Skoda vehicles are to be received by March 31, 2001 and 2 Vintage Trolley vehicles are to be transferred to Streetcar by February 15, 2001. PSI employees would be hired commencing on October 1, 2000, ATU/Tri-Met agreement for providing 14 operators to PSI would be concluded by October 1, 2000, City of Portland and PSI would approve an operating agreement that would provide funds to support start-up operations by October 1,

2000 and Tri-Met and the City of Portland would approve an agreement for funding of Streetcar by October 1, 2000.

Steve would like to establish our station platform stops as non-smoking and some discussion was held on who would assume responsibility for policing these areas. It may be something where you post non-smoking signage and hope you have compliance. All Streetcar employees will be trained to be customer service representatives and will be able to assist customers in purchasing tickets. It is not intended that they enforce fare evasion, unless we occur a lot of abuse. Rick has budgeted \$100,000 for Streetcar operations from fare recovery. Streetcar has projected 5,000 riders per day and 1 ½ million per year and of those riders, 60-80% will be riding in fareless square, many will have fare instruments with only about 10% purchasing a fare. Each car will have a ticket machine in the center of the vehicle, as well as a ticket validator at each door. Details are to be worked out on how Streetcar tickets will be sold. One possibility could be to make them available to businesses on the alignment to sell.

Rick stated it is intended that the superintendent will be trained to operate a streetcar, in case we have a driver call in sick. Rick is also working out a standby system where a driver could be "on-call" and available for fill-in.

3. Lovejoy Operation:

The Lovejoy/Northrup Traffic Analysis Task Force comprised of representatives from the Northwest District, Pearl District and Hoyt Street Yards met on August 8. This group reviewed a Streetcar simulation presented by Kittelson and Associates showing Streetcar operations on Lovejoy/Northrup between 9th and 23rd with two-way traffic on Lovejoy and Northrup and Streetcar operations on Lovejoy/Northrup with a one-way couplet between 10th and 19th. Streetcar operations works well with the one-way couplet scenario, even with a 10% increase in traffic. The two-way operation of Lovejoy has much more conflict, specifically between 14th to 19th. PM peak traffic eastbound is twice as heavy as westbound which restricts left turn movements. This simulation showed that when traffic is projected at a 10% increase on Lovejoy with 2-way traffic, that you would have gridlock, specifically between 14th and 19th.

This committee recommended that 2-way operation on Lovejoy be implemented immediately and put into place for streetcar operations. The committee also recommended that contingencies be established such as accommodating or restricting turning movements, educational efforts for drivers to use alternative routes, additional signage, etc. This recommendation by the committee is in support of their goals, which are: neighborhood livability, pedestrian access, transit access, economic vitality, bicycle access, traffic operations and on-street parking. Bikes do not have a good option with 2-way traffic on Lovejoy. The designated bike route on Lovejoy is between 9th and 14th only.

4. Grand Opening:

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 has been formed and met on August 8. Peter suggested banners along the alignment in advance of opening.

Vern suggested that upon arrival of the streetcars from the Czech Republic; that a media opportunity be made available, engage the local Czech community or consulate, offer tours of the vehicle. Peter suggested we offer tours of the Streetcars in advance of the opening.

Meeting was adjourned to preview the replica of our Streetcar.