Portland Streetcar
Citizen Advisory Committee Meeting Minutes
December 13, 2000

Members in attendance: Bob Amundson; Mike Dale; Kay Dannen; Rich Davidson; Vicky Diede; Steve Fosler; Rick Gustafson; Stan Lewis; Art Lewellan; Doug McCollum; Carol Presson; Vern Rifer; Chris Smith; Colleen Smith; Ingrid Stevens.

The meeting was called to order and the minutes were approved.

1. Construction Update

Trackwork construction remaining to complete the 4.8 mile roundtrip loop between NW 23rd and PSU Urban Center Plaza will continue after the first of year. These trackwork areas include SW Mill between 6th and Broadway, NW Lovejoy between 11th and 14th and NW 11th between Kearney and Lovejoy. Gradual move-in of staff into the Streetcar maintenance facility will commence after the first of year in preparation for Vintage Trolley testing.

Project completion schedule is as follows:

- Northwest Loop (Lovejoy/Northrup from 15th-23rd Avenues) January 1, 2001
- Phase I loop to SW Market, March 1, 2001
- Entire alignment to the PSU Urban Center, April 1, 2001
- Station finishes, June 15, 2001
- Shelters to be installed June 1-15, 2001
- Final project completion July 15, 2001

At the start of Streetcar operations on July 20, 2001, NW 10th between Marshall and Northrup and Northrup between NW 10th and NW 12th will have the track completed, but the roads will be unimproved. Hoyt Street Properties will complete these roads as projects develop in the River District.

The Northwest Loop will be electrified on December 26, 2000, in preparation for testing the Vintage Trolley starting mid-January 2001. A communication work plan for the Northwest Loop has been developed to communicate this testing.

Doug McCollum, City of Portland transportation engineer, indicated that NW Marshall and NW Lovejoy between 14th and 19th would be decoupled in April 2001 to a two-way street operation. Northwest 14th at Lovejoy will be reopened approximately December 20-22. During trackwork, which is scheduled January 2 for approximately 5 weeks, this intersection will remain partially open with intermittent closures.
Kay gave an update on the "Open House" sponsored by Tri-Met, Streetcar and the City of Portland, office of transportation, which was held at the Northwest Cultural Center on November 13, 2000. About 40 participants attended. An update on the Streetcar Project was given and handouts were made available. The CAC were invited to attend the next co-sponsored open house scheduled downtown at the Portland Building on January 25, 2001. A formal invitation will be forwarded to CAC members.

2. Street modifications update on Market Street.

Doug McCollum, City of Portland traffic engineering, explained the updated decisions on the street treatment of Market between 12th and 5th. Prior to Streetcar construction, Market Street was an eastbound one-way 3-lane highway. It has been approved to modify Market Street to include a mandatory left turn from Market to SW 12th. The continued two through lanes on Market are then moved to the two northbound lanes resulting in only 2 through lanes between 12th and 11th. Pro-tem parking (evening and weekend parking allowed) has been approved on the south side Market between 11th and 9th.

The City has received a formal request from the Downtown Community Association to provide meter parking between 11th and 5th. The City has a concern about installing meters until after it has been proven that Streetcar can operate efficiently on Market with the current modifications. Once meters are installed, they are very difficult to remove. Once the City is comfortable with Streetcar operations under the current scenario, they are open to eventually moving forward to meter parking, sequentially starting at 11th through 9th and possibly eventually to SW 5th. A mandatory right turn at Broadway could be a future modification to Market. Colleen suggested that St. Mary's Academy would be supportive of meter parking on Market between 5th and 6th and the addition of a truck-loading zone on Market to accommodate a loading entrance to their building.

Doug agreed that there is a lot of support to install meter parking on the south side of Market. The Association for Portland Progress have been briefed about traffic modifications to Market. They are supportive of the changes, but are concerned about the erosion over the last 10 years of available car lanes in and out of the City. Colleen asked if a mandatory left turn from Market to 10th is feasible. Doug said that movement would eliminate the pro-tem parking on Market between 11th and 9th and is not being considered. Doug would expect to see the Bureau of Maintenance make the necessary changes to Market within the next couple of months.

Colleen asked if the pedestrian crosswalks at 9th and Park across Market are signed properly. Doug said he would confirm. One signaled pedestrian crosswalk at 11th across Market will be eliminated due to Streetcar operations.


Vicky reported that the following items are scheduled for City Council action on December 20:

A Streetcar presentation was given to approximately 20 residents, including the board of directors of the Homeowners Association. An update on the completion schedule for Phase I of Streetcar, route taken and opening weekend celebrations were discussed. Information was presented on the proposed RiverPlace extension, route, and cost. A decision could be made as early as January 2001. Discussion was also held on the Harrison Connector and the timing of that project. RiverPlace residents and retailers are very supportive of the extension. They currently have a serious parking shortage with no available parking for either visitors or shoppers. Vicky indicated the Felicia Trader from PDC, Tim Grewe and Vic Rhodes have been given direction from City Council to come up with a financing package for this extension.

5. Other items.

Vern asked how relationships are with Tri-Met management. Rick believes that Fred Hanson, Tri-Met's general manager, has been instrumental in changing attitudes internally at Tri-Met which has led to a high level of cooperation between Streetcar and Tri-Met as we move closer to operations. Tri-Met's board of directors have had less interaction with Streetcar. Tri-Met will be including Streetcar on their 238-RIDE system and is cooperating through a join Streetcar/Tri-Met/PDOT marketing group, which has been meeting since summer, to develop an integration of systems.

Tri-Met is currently contemplating up to 16 shared platform stops where Streetcar and Tri-Met buses would service customers. From a customer point of view, this makes sense to broaden connection opportunities. Vicky has some concerns with shared bus usage on 11th, because this street has not been designed to accommodate this level of use. Chris mentioned that NWDA has encouraged Tri-Met to consider sharing stops, specifically on NW 23rd / Lovejoy and Northrup. Kay reported that Tri-Met is planning to provide wayfaring signs that will direct customers to Streetcar.

Carol had a suggestion that we contact Tri-Met's lift operation to brief them about Streetcar operations. She was a passenger on a lift vehicle today, in which the driver was very concerned on how pick-ups would be made during Streetcar operations.
Vern asked if the project had taken into consideration the probability of illegal parkers along the alignment and the necessity of having immediate towing capabilities. Kay informed the committee, that arrangements are being made with the City to authorize our operators and superintendents to have the ability to cite and tow vehicles expeditiously. Vern suggested Comet Towing as a vendor with an immediate response record.

Stan suggested that Streetcar contact Mark Perla at Tri-Met who directs their bus stop/bus shelter program. Tri-Met is currently adding bus shelters and making signage changes. Kay informed Stan that Tri-Met has been meeting with Streetcar on signage issues to develop complimentary signage and in some case, in the shared stops, will have a frame map inside the shelters that mirrors the Streetcar frame map.

Colleen passed on to the committee her praise for the integrity of the Streetcar's general contractor, Stacy and Witbeck. Kay suggested she formalize that compliment in writing for inclusion in the contractor's file.

Vern asked how the car shipment is proceeding. Rick informed the committee that we might not get our first car until April 15, 2001, with the remaining four not arriving until May 15. With the Vintage Trolley testing to start mid-January, we have the advantage to test our electrical system in advance of receipt of the Skoda vehicles. Also Skoda does the basic testing for certification on the Streetcars prior to shipping. Once the Streetcars arrive, each car will require a minimum of 500-kilometer burn-in on the Streetcar system. ODOT will do the rail safety certification. The Skoda vehicles will hold up to 149 people standing, with 31 seats provided and two handicap sections. It is anticipated that the majority of riders will stand because of the short distances between stops.

The meeting was adjourned.