

Portland Streetcar Citizen Advisory Committee  
January 9, 2002, Portland Streetcar Office, 115 NW First Avenue

Members in attendance: Bob Amundson; John Carroll; Steve Karolyi; Stan Lewis; Janet McGarrigle; Mary Kennedy; Carol Presson; Vern Rifer; Don Singer; Chris Smith; Ingrid Stevens

Staff attendance: Kay Dannen

Others: Rob Burchfield; Dakota Inyoswan; Carter MacNichol

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

#### 1. Northwest Parking Plan

Rob Burchfield and Dakota Inyoswan gave a presentation on the draft Northwest Parking Plan. Over the past year a large committee from Northwest, representing all interests have been working on a parking plan that would accommodate all interests. The catalyst for providing the NW District with a workable parking plan, stems from the opening of PGE Park and possible commuters utilizing Streetcar and other transit. The Northwest District has had a history of parking issues, and resolutions to parking congestion have been problematic. The boundaries of this plan are I-405 and 25th/Burnside to Pettygrove. The primary objectives for this project are:

- 1) Discourage parking by PGE Park patrons in the NW Portland neighborhood.
- 2) Discourage parking by commuters in the NW Portland neighborhood.
- 3) Mitigate the impacts of automobile traffic on NW Portland streets.
- 4) Increase the supply of off-street parking in NW Portland.

The draft proposal is a combination of a permit program, a pay-to-park program and increased off-street parking supply for residents, employees and visitors is proposed to manage the demand for on-street parking in Northwest Portland. A permit program is needed to accomplish three basic objectives:

- 1) Provide exemptions to residents, guests of residents and employees from the pay-to-park regulations and the visitor time limits.
- 2) Discourage parking the neighborhood by PGE Park patrons with visitor time limits.
- 3) Discourage parking in the neighborhood by out-of-area commuters who park and then use transit to shuttle in the city with visitor time limits.

A Pay-to-Park District will operate in conjunction with a Permit Program to regulate the price and the duration of time that visitors may park in the neighborhood. The program will require all visitors to pay to park on streets within the boundaries. A Pay-to-Park District is needed to accomplish four basic objectives:

- 1) Provide incentives for the turnover of visitor parking via pricing.
- 2) Allow visitors to extend the duration of their parking stay by purchasing additional time beyond the initial visitor time limit.
- 3) Generate revenue for the neighborhood and the City, a majority of which is dedicated to the benefit of the neighborhood to fund other parking or transportation projects/programs.

4) Focus visitor parking activity in the commercially zoned areas, principally along NW 23rd and NW 21st Avenues.

City Council on Wednesday, January 9 voted unanimously to replace parking meters with pay stations throughout the city. This pay station contract was awarded to Slumberger-Sema Company. These pay stations have various customer service functions, including the ability to use credit cards and a smart park card, the ability to credit the parker with time even if they move locations through out the district boundaries, etc. The Nob Hill Business Association and the Northwest District Association have been working together successfully to implement this plan. Work has been done on the feasibility of a fee-based garage in the NW District or satellite garages. No decision has been made. It is expected to be in place, at the earliest, by April 2003.

CAC members held some discussion on this plan. Vern made the motion to endorse the NW Parking Plan with the first priority for parking revenues be used to create a fareless Streetcar system in the Northwest. This motion was seconded and approved by all members.

## 2. RiverPlace Extension

Carter MacNichol from Shiels Oblatz Johnsen made a presentation on the RiverPlace Extension. This proposed extension is 6 tenths of a mile and will increase the alignment length to 6 miles roundtrip. The cost is \$16.6 million, which includes the cost of the 2 cars, which are due to be delivered to Portland from the Czech Republic in July 2002. Cost to build without the vehicles is \$11.5 million and cost of rail is approximately \$8-9 million. A notice to proceed was given in early December to start preliminary engineering. The project consists of two pieces, one the streetcar alignment and second, the Harrison connector, which is proposed as a two lane street from the end of Harrison to SW River Parkway.

The Shilo Inn lawsuit, initiated by Mark Hemstreet, has put the project in jeopardy because of the cost affect this lawsuit would have on PDC's tax increment funding abilities. This RiverPlace extension is a critical piece of the alignment in order to extend the alignment to Johns Landing in North Macadam to assist with redevelopment potentials. OHSU is anxious for the transit connection. Word should be forth coming from PDC within the next 60 days on their decision on funding portions of the Streetcar RiverPlace extension.

The alignment route would be on Harrison in the center lanes with center loading. This alignment would avoid major water and sewer utilities that would have to be relocated if the streetcar ran in the curbside lanes. Placing the alignment in the center lanes also makes it possible to build one shelter to service both inbound and outbound trains, thus saving the project some money and provide the rider with a larger platform stop location. The alignment continues to run in the center lanes to the southern terminus at SW River Parkway and SW Moody. At this southern terminus location, the alignment is ready to extend either down Moody or River Parkway.

The alignment from the current southern terminus to connect to Harrison has several possibilities that are being studied:

- 1) Circle the block on 4th/5th/Montgomery and Harrison.
- 2) Double track on 4th - this results in a track running opposite the car traffic on 4th. This lane would have to be a dedicated transit lane and would block traffic access onto the block from 4th and Montgomery.
- 3) Double track on 5th - this results in a track running opposite the car traffic on 5th. This lane would have to be a dedicated transit lane and would block traffic access onto the block from 5th and Harrison.
- 4) Diagonal across the block. This would require purchasing a building and would limit future development on this block.

Discussion was held on the conflicts at Naito and 1st Avenue and the problems associated with the Streetcar crossing this intersection. A number of ideas were discussed including, making Harrison one way east bound, having pre-emption at the intersection for the streetcar, change signal phasing, eliminate left turn from Harrison to Naito. Work continues to be done on this intersection. The goal is to make sure that car traffic does not inhibit streetcar operations.

Platforms on Harrison will be in the center medium with each platform handling both inbound and outbound stops. The medium at this location is 12' wide. The issue with center loading is to provide a safe refuge for riders and mark the street to promote a safe crossing to the platform stops. The platform width at River Parkway is 10' wide.

Utility work is tentatively scheduled to begin this summer with opening of the RiverPlace streetcar extension in the summer of 2003.

### 3. Other business.

The Streetcar general brochures have been distributed and copies were available for committee members. Chris asked about when and if Marshall Street will be closed again. Kay said that the street will be closed soon and will be open for only pedestrians and bikes. A meeting is to be scheduled in March of this year to discuss the operation of Marshall Street.

Steve K. brought up his concern and the concern of AIA members in Portland regarding the poor quality of our catenary poles and platform stops. The catenary poles used in a good portion of our alignment were chosen because of the cost factor. The poles on the PSU extension were smaller in design and more expensive. The poles to be used in the RiverPlace extension will be the size of the PSU extension poles. Originally the platform stops were not to have shelters, but were added. It is intended that the shelters for the extension remain consistent with the current design. This will enable maintenance to be consistent and graphics work will be the same.

Monthly CAC meetings to be held at selected locations on the second Wednesday of each month at 3PM. The next meeting is scheduled Wednesday, February 13, 3:00PM at the offices of Shiels Oblatz Johnson, 115 NW 1st Avenue, Suite #200. A special meeting with the RiverPlace Homeowners Association is scheduled for Thursday evening, January 31, time and

location to be determined. A RiverPlace extension presentation will be given to this group.