

Portland Streetcar Citizen Advisory Committee
April 10, 2002, Portland Streetcar Office, 115 NW First Avenue
Members in attendance: Steve Fosler; Stan Lewis; Ken McFarland; Janet McGarrigle; Mary Kennedy; Carol Presson; Vern Rifer; Steve Shain; Chris Smith
Staff attendance: Kay Dannen; Carter MacNichol
Others: Don Jensen; Zach and Seth Longaker, Art Liewellan

The meeting was called to order and a review of the March 2002 Streetcar update was reviewed.

* Ticket Dispensing Machines

Streetcars #006 and #007 will arrive in July with the ticket machines located in a recessed position. We expect the materials to relocate the current ticket machines on our existing five Skoda cars to arrive within a month, with installation to follow. The primary reason for relocating the ticket machines is to give further room inside the low floor portion of the streetcar for wheelchair movement. We expect the retrofit on the ticket machine in order for it to take \$1 and \$5 dollar bills in late summer.

* Streetcar Arrival Time

Streetcar's NextBus system was activated on Monday, March 25 at all locations where a signaling device is located. This system will advise passengers at the platform when the next two streetcars are due to arrive. This information is also available on the Streetcar's website. We will also have the ability, through the use of this system, to advise passengers if we experience any delays in service. There are three locations where this system was not installed: Park and Market, Park and Mill and NW 22nd and Northrup. We also have reader boards installed at alternative locations where it was cost prohibitive to install electricity. Those locations are: NW 10th and Couch, NW 22nd/Lovejoy, PSU Urban Center and NW 21st and Northrup. The reader boards have a "so smoking on the platform" message every few seconds.

* Temporary Closure of Marshall Street

Currently NW Marshall Street is closed between 15th and 16th Avenues. The main concern Streetcar operations have had with Marshall Street being open is safety issues, particularly when cars are moved in the evenings. Seth and Zach Longaker from Odd Ball Shoes stated that the closure of Marshall has hurt their retail business, which is located at 17th and Marshall and have requested that the street be opened immediately. Don Jensen also stated that the closure of Marshall has been difficult for Bridgetown Coffee and their truck movements. Don supports the addition of the Streetcar. While attending a meeting of City Council on Wednesday, April 10, Mayor Katz and Commissioners Hales, Sten, Saltzman and Francesconi recommended that Marshall be opened immediately. Several ideas were discussed to mitigate this closure, which includes opening Marshall, adding crossing gates, signage, lighting, a four way stop on Marshall at 16th, etc. Kay announced that a meeting is scheduled on Wednesday, April 17 at 9:00am at the maintenance facility to discuss this issue with the Northrup/Lovejoy Task Force as well as local businesses. All CAC members are welcome to attend. Vern Rifer made the motion that Marshall Street be reopened to automobile traffic unless there are no feasible options available to Streetcar to maintain safety. Janet

seconded the motion and it was passed unanimously. No action will be made on Marshall Street until after the task force meeting on April 17.

* Ridership Counts

Average daily ridership for March was 4,050 weekdays, 3,300 Saturdays and 1,750 Sundays.

2. RiverPlace Extension

Carter indicated that the movement of the RiverPlace extension is on hold and has made virtually no progress the last six months. We are waiting on some word from the Portland Development Commission on their ability for funding. Steve mentioned that there has been discussion on modification of the alignment. Carter indicated that there is a stamped agreement from City Council, which shows the adoption of the PSI, adopted alignment to North Macadam. Ken asked about the Willamette Shore Trolley connection. Carter said discussions would be held with Willamette Shore Trolley staff on the practicality to move the trolley terminus to meet with Streetcar on the south side of our alignment to provide good connectivity and for Streetcar to avoid crossing their tracks. Carter indicated the RiverPlace extension is the top priority of the PSI Board.

Some discussion was held on future eastside alignments which could include Hawthorne and Broadway Bridge crossings, alignments on NE Broadway and Weidler, 7th, MLK and Grand, Taylor and Salmon, etc. Central Eastside and Lloyd Center District very interested in extending Streetcar. Carter indicated there is the redevelopment potential east of Hawthorne. Vern was interested in providing a connection to Omsi. There are no plans to run an extension to Omsi, although one of the alignment possibilities would put the route within 4-6 blocks of Omsi. It was also discussed how the CAC would be expanded to include representatives from the Eastside.

Chris asked if additional funding resources have been requested from Tri-Met to accommodate the extension to RiverPlace in addition to decreasing current headways. Carter suggested that this would be done and would expect both requests to be done simultaneously.

3. Other business.

None.

The next CAC meeting is scheduled for Wednesday, May 8, 3:00PM at the offices of Shields Obletz Johnsen, 115 NW 1st Avenue, Suite #200.