

Portland Streetcar Citizen Advisory Committee
February 12, 3:00PM, Lloyd Center Tower, 825 NW Multnomah, 2nd Floor
(next to Café Today)

Members in Attendance: Don Amundson; John Carroll; Peter Finley Fry;
Janet McGarrigle; Carol Presson; Vern Rifer; Dick Singer; Chris Smith

Other Attendees: Marcia Weinstein, David Hampsten, Lynne Coward, Yvonne
Tamanaka, Dan Haneckow, Donna Forsberg, Rick Parker, Art Lewellan, Aaron
Hall, Owen Ronchelli, Alan Lehto, Brad Perkins, John and Cleo Rumpakis,
Steve Iwata, Fred Leeson

Staff Attendance: Kay Dannen; Rick Gustafson

The meeting was called to order by our Chair, John Carroll. John
welcomed all interested parties and introductions were made.

1. Streetcar background

Rick spent some time discussing the current operations of Portland
Streetcar. Streetcar has a staff of 14 operators, 3 maintenance and 2
superintendents that come from TriMet Amalgamated Transit Union, 4 City
employees; manager of operations and safety, manager and assistant
manager of maintenance and car cleaner. Portland Streetcar, Inc., a non-
profit volunteer board has managed the design, construction, operation
and expansion study to the Eastside. Streetcars operate during Monday
through Saturday at a 14-minute interval with early morning and evening
service at 20-22 minute intervals. Operations started on July 20, 2001.
Streetcar currently has 7 streetcars and 2 vintage trolleys as rolling
stock. Two thirds of our operating funding comes from TriMet through an
agreement with the City. Other revenue comes from sponsorships, fares,
parking meter revenues in the River District and overlimit time parking
tickets. Reliability of Streetcar has been fantastic with only 12
accidents (4 major) with no injuries. We have met the existing schedule
99.8% of the time during the last 1-½ years.

Marsha Weinstein asked that during the initial discussion about Streetcar
alignments, was it ever considered to add buses instead of fixed rail?
John Carroll - explained that the goals of streetcar were to provide a
catalyst for redevelopment, provide a commitment to the city and
neighborhoods and depict a sense of permanence. Streetcar meets and
exceeds all the above criteria.

Vern - all the neighborhood representatives involved in choosing an
alignment wanted a system that would connect and complete neighborhoods.
They wanted the ability to easily get to another neighborhood to complete
the services that their particular neighborhood might lack. They wanted
the neighborhoods to be lineal. Several neighborhoods came together to
ultimately come up with the alignment that is in operation today. Not
all discussions were friendly and much give and take was necessary, but
these groups ultimately chose to come together to make a strong case for
the current alignment.

Chris - it has been documented that some people that will not ride buses
will ride a train.

Rick - the physical ride on a train is much more comfortable than a bus.
Good customer response from the choice rider determines that Streetcar is
part of an individual's travel plans on a particular day. Many riders
choose to ride to local events on trains which is shown on our Saturday

ridership counts which are nearly as good as weekdays. Currently we carry about 4,800 passenger weekdays, 4,500 on Saturdays and 2,600 on Sundays.

Yvonne Tamanaka asked how the Streetcar alignment has affected businesses along the line.

John C.- you see more pedestrian traffic along the transit line than the outlining streets - this results in people visiting businesses. Also with the Streetcar passing retail establishments every 14 minutes, exposure at the businesses directly on the line is high. Most retailers that have been surveyed have shown an increase in pedestrian traffic in their stores. Kay offered to send to Yvonne a report done by PSU graduate students which documents 25 retailers and their relationships with Streetcar.

2. Citizen Process

Peter Finley Fry discussed with the group the citizen processes. Eastside development of streetcar will be dependent on the level of support from the neighborhoods in which the Streetcar will service. All neighborhoods currently stand out as a separate identity and these neighborhoods will need to stand together in their recommendations for Streetcar expansion. These neighborhoods need to come to the realization that the Streetcar is important in connecting these neighborhoods. Lloyd Center has large property owners, while the Central Eastside has a lot of small business and property owners. Basically, there are items that the Eastside neighborhoods need to accomplish in order to move the streetcar expansion forward:

- Pick an alignment
- Determine development capacity
- Build a political desire
- Determine financing

John Rumpakis - his father was in business on the inner eastside for 60 years and he has been in business in real estate development for 40 years and owns two blocks near the streetcar potential alignment. He is very upset with the alignment currently shown on paper and feels it is much too shallow and should be further east. He also feels that Multnomah Avenue should be renamed Multnomah Parkway, and tree-lined, as it is really the main street in the Lloyd District. The project also needs to be aware that a good majority of the businesses in the area are small with annual incomes of only \$15,000 to \$25,000.

Don Singer - owns and develops property in Northwest and has been on the transportation committee for NWDA. There was not always uniformity or agreement in all issues with streetcar. Many members were very concerned about the operation of streetcar on NW 23rd Avenue because of the high traffic volume and the two busy turns on Northrup and Lovejoy. The members of the transportation committee were pleasantly surprised as this street works very well with streetcar operations. He said that it has most definitely helped development North of Lovejoy and brings people into the neighborhood from other areas.

Rick - Streetcar currently has the ability to control 5 signals, which eases the ability for streetcar to operate reliably and safely. One area that has caused streetcar delays, that we did not count on, was the backup at the Smart Park garage at SW 10th/Yamhill during the holidays. Our schedule has sometimes been impacted 5-7 minutes.

3. Organization and Schedule of Eastside Streetcar Workshops

Two Eastside Streetcar Workshops have been scheduled. One is Wednesday, February 26, 5:00PM-7:00PM at Lloyd Center Tower, 825 NE Multnomah, 2nd floor (next to Café Today). The second workshop is scheduled for Thursday, April 3, 5:00PM-7:00PM at OMSI auditorium. Workshops will be informal with separate tables set up to cover the following categories:

- System Overview / Streetcar information
- Possible Eastside alignment
- * development on current alignment
- * Development opportunities on Eastside alignment / expand current boundaries
- Typical platform stop
- Finance plan
- Citizen process
- Operation
- * Public safety
- Vehicle information

3. Other Business

Brad Perkins indicated that Lloyd Center acts as a suburban mall and he would like to investigate as to whether their owners, Glimcher, have an interest in the Eastside streetcar project. Waterfront area south of the Broadway Bridge has a great opportunity for good housing stock - not commercial. Rick indicated that Rhonda Rosenberger from Glimcher in Columbus, Ohio has been a strong partner with the TMA. Wanda is community-based and has remained the liaison for Lloyd Center through several ownerships.

Rick mentioned that TriMet has put back on the table the possible use of the Caruthers Bridge, which could be a joint use streetcar/MAX bridge over the Willamette River. This bridge would be between the Marquam and Ross Island Bridges. On April 17, 2003, Metro will make a decision on light rail and the use of a new Caruthers Bridge. The Hawthorne Bridge has been upgraded to be rail ready.

Cleo Rumpasis stated that Lloyd Center has its back to the neighborhood. Also believes that streetcar should go further east to capture those neighborhoods and feels the current possible alignment only serves Lloyd Center. Streetcar will not be fareless on the eastside of the river.

Marsha suggested that we make sure streetcar has good connections with light rail.

Rick mentioned that the target date for Eastside operation could be as soon as 2010. One of the big questions will be how do we fund and how do

we present a compelling story to the Federal government to assist streetcar funding.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, March 12, 3:00pm, at Lloyd Center Tower, 825 NE Multnomah, 2nd floor (next to Café Today). Please call Kay Dannen at 503/478-6404 if you have any questions regarding this committee.