

Portland Streetcar Citizen Advisory Committee

May 14, 2003, 3:30PM, Lloyd Center Tower, 825 NE Multnomah, 2nd floor

Members in Attendance: John Carroll; Steve Foster; Stan Lewis, Carol Presson; Vern Rifer; Chris Smith

Other Attendees: Rick Parker, Art Lewellan, Susan Lindsay, Lee Perlman, Mike Vanderkam

Staff Attendance: Kay Dannen

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

1. Discussion of fare policy.

Chris asked the committee which of the following options made the most sense:

- Make the entire Streetcar system fareless?
- Follow TriMet fareless square boundaries?
- Have a different fare/fareless boundary?

If we have fareless areas beyond fareless square, do we:

- Fund them from the base operating budget?
- Ask each district to fund farebox replacement annually? (e.g. allow NW Portland to buy out the farebox)
- Other?

Discussion was held on the above issues. Chris explained that originally the NW District was concerned about parking in their district for free and using streetcar, thus eliminating available parking. In consideration of the NW District and to follow TriMet's fare structure, Streetcar determined their fare structure would follow TriMet's district policies; free in fareless square and a charge in the NW District. Chris believes that the district will ultimately no longer be concerned with parking in their district when paid parking is installed. The NW District will be setting up a transportation management association (TMA) which will recommend how the money received from this paid parking will be utilized. The first 2 years of paid parking will be used to pay back the installation of the system. During the following years, the NW District will have revenue, which will be allocated. TriMet has a policy of buying out the farebox where they are fareless.

Stan feels it is very important to have all neighborhoods weigh in on the fare issue. The Downtown Community Association was an early supporter of the Streetcar concept, but later was upset with the alignment to PSU. Lynn - feels we should give an incentive to people who use transit. She lives on 17th and people park on her street all the time for free and ride MAX.

Vern - believes that the average rider does not know where fareless ends and fare zones start. Original intent for the streetcar was to make it fareless, but could not determine how to pay for it.

A motion was made by Stan "for the CAC to create a fare study group to study the different fare options, discuss with the appropriate neighborhoods and bring back a recommendation to the CAC this fall."

Chris seconded the motion and the motion was passed. A group of Chris Smith, Janet McGarrigle, Rick Parker and Lynn Coward was formed to study the fare issue.

2. Update on Eastside Steering Committee.

Rick Parker discussed the results of the Portland Streetcar, Inc. Board meeting on Tuesday, May 6. The PSI Board made a resolution, which endorsed phase I of the eastside steering group recommendation and asked the steering committee to further study phase II and III of project. There was a member of the PSI board who had some concerns about the use of MLK as a designated route for eastside streetcar and as a result of a discussion; the board took to above approach to the resolution. The issues in phase II of the alignment concerned lack of good transit connections, poor bridge connections, the general speed of the street and poor Streetcar operations on MLK. It was also recommended that 6th and 7th Avenues be looked at more closely as a possible alignment. Lynn would like to see the alignment go further east on Broadway to possibly 16th or 20th and indicated there is major development going on or being considered for Broadway. Susan understands that the loop is the start of the system, but wants to make clear that land use changes are not an option on 6th and 7th. Rick Parker indicated that phase II & III are many years down the road and changes more than likely would occur. The PSI Board recommendation that Phase II & III indicates that they want to see more study done before definite alignments are chosen.

3. Other Business.

Mike Vanderkam indicated he has been on the streetcar when the operator accelerated before the bridgeplate was been pulled back in. Also he would like to request that the blue strip, that advises the operator that a wheelchair would like to deboard, be installed on both sides of the car. He has found himself in the position of being unable to get to the blue button to signal a stop. Kay will advise operations on the above. Stan would like to see an informational flyer on the cars giving riders "tips on riding."

4. Location of next CAC meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, June 11, 3:30pm, 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 or have items for the agenda.

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