

Portland Streetcar Citizen Advisory Committee  
September 10, 2003, 3:30PM, 700 Lloyd Building, 3rd floor conference  
room, 700 NE Multnomah

Members in Attendance: Steve Foster, Mary Kennedy, Stan Lewis, Janice  
McGarrigle, Carol Presson, Chris Smith

Other Attendees: Lynne Coward, Susan Pearce, Lee Perlman

Staff Attendance: Kay Dannen, Rick Gustafson, Vicky Diede

The meeting was called to order by our acting chair and the minutes  
approved.

1. Eastside Streetcar Update.

Rick reported on the progress of the Eastside Streetcar Steering group.  
One of the emphasis is on identifying funding opportunities. Congressman  
Blumenauer is creating legislation called the "Streetcar Community  
Development Act" that would provide for special demonstrations of  
Streetcar in communities with 50% federal funding up to \$15 million per  
year per project. The projected cost for Phase 1 is \$39.5 million, phase  
2 \$44 million with no estimate for phase 3 at this time. Phase 1  
includes the Broadway Bridge, Broadway and Wiedler and SE 7th to Oregon.  
Phase 2 includes MLK/Grand from I-84 to OMSI. Phase 3 is the south river  
crossing. The consensus of the committee is that they would like to see  
phase I & 2 built together at the same time.

Debate on MLK/Grand has not been well received by the CEIC and the  
neighborhoods. Rick emphasized that we must have 90% consensus from the  
community in order to move forward with planning and construction. Susan  
has some concern on how you connect 7th Avenue to OMSI if 7th is now  
going to be thrown into the mix as a possible streetcar extension. It is  
recognize that MLK does not work that well, bus to streetcar transfers  
are difficult and the street is not pedestrian friendly.

It is important that we prove to other interests including TriMet, Metro  
and the federal government that the preferred alignment is acceptable for  
construction and most support from the businesses and community. TriMet  
has expressed a number of concerns about MLK/Grand. Three Multnomah  
County Commissions expressed concerned about the proposed alignment &  
Metro also has issues. Clearly MLK/Grand works well for transit, zoning,  
redevelopment and the neighborhood interests.

It has been demonstrated that MLK is dominated by people who do not use  
the District. The project would like to see Grand studied as a two-way  
operation. TriMet needs to be onboard with the Eastside alignment,  
currently their focus is on Lake Oswego.

Streetcar is currently a high-density development operation. The added  
loop has all kinds of potential. The mission of the streetcar system is  
to a provide high quality of transportation in high-density areas. Some  
discussion was held in developing a streetcar system plan, which could  
show possible future extensions in the neighborhoods.

The following processes need to be advanced.

- Decision-making - support Eastside Streetcar Steering Committee process
- Public process - support workshop and other outreach
- Federal process - coordinate meetings with FTA, HUD and others
- Project funding strategy - develop strategy
- Environmental Assessment (Phase I)
- Conceptual Engineering (Phase I)
- Broadway Bridge Engineering
- Prepare Federal Transit Administration Project Funding Submittal
- Evaluate Phase II Alignment
- Submit request to City for amendments to the Transportation System Plan (TSP)
- Submit request to Metro for inclusion in the RTP (Regional Transportation Plan)
- Submit request to Metro for inclusion in the STIP (State Transportation Improvement Plan).

## 2. Accessibility Report.

Rick presented an accessibility evaluation report, which includes:

### Recommended Commitments

- Order new bridgeplates
- Require design changes to remove beveled edge and bump on entry for bridgeplate.
- Hold future Nextbus signs pending proper contrast
- Replace stop identification letters on the shelter
- Develop design for raised letters and Braille on shelters
- Add accessible route direction at stops
- Stripe steps in cars
- Replace worn bridgeplate warning strips in cars

Streetcar obtaining price for funding requests:

- Replacement of Nextbus reader boards.
- Detectable warnings on stop platform
- Protruding handrails at shelters
- Stop indicator reader board on vehicles

Rick indicated that requests for funding will be done through Regional and State funding sources. Stan complimented the staff on all the work done to date to accommodate our disabled riders in the community and to striving to go the extra mile to improve accessibility standards for the Portland Streetcar.

## 3. RiverPlace Extension update.

Vicky provided an update on the RiverPlace Extension. An RFP has gone out to seek a general contractor for the construction of the extension. The deadline for submittal is October 2, 1003. Approximately 2.5 weeks ago the FTA in Washington, DC informed FTA in Seattle to stop the approval process for the Portland Streetcar Extension because there is currently no federal grand money involved. This is contrary to how the Seattle FTA advised us to proceed. There is a meeting set up with FTA

next week to resolve this issue. It is imperative that we receive a letter of no prejudice from FTA in order to qualify for future matching funding. The alternative is to start construction in December anyway (without FTA approval) and lose \$10million in federal funds, which puts the Gibbs extension in jeopardy. With federal money, the Gibbs Extension is no problem. We will need two more cars for Gibbs.

#### 4. Northwest Parking Plan.

Chris reported on the Northwest Parking Plan and said there is virtually no community support for the current plan. The business community wants to build 8 garage locations. Neighborhood would agree to 6. City Council early on in the process agreed to 8, but has dropped off one garage. Of course, the garage under the biggest fire from the neighborhood is the first garage to be built. It is to be located behind Papa Haydens. This directly serves the interests of the Singer family. The decision on the parking plan has been delayed to February 2004.

#### 5. Other Business.

On a recent Sunday, Howard Dean, a presidential candidate spoke at PSU at the Urban Plaza. It closed down Streetcar operations for approximately 4 hours. Plans are being made to contact representatives at PSU to come to some agreement on streetcar operations through PSU. The issue with police vehicles blocking streetcar tracks has lessened. A color designation needs to be assigned to the streetcar routes, especially when we open the eastside. TriMet is helping us with this color coordination. At the next meeting we will discuss the possibility of electing a new chair since John Carroll has become the chair of the PSI board. Steve recommended that we have the chair of the CAC represented on the PSI board.

#### 6. Next CAC meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, November 12, 3:30pm, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room. It has been decided by the committee to meet every other month. Please call Kay Dannen at 503/478-6404 if you have any questions regarding this committee or have items for the agenda.