

Portland Streetcar Citizen Advisory Committee
November 12, 2003, 3:30PM, Lloyd Center Tower, 825 NE Multnomah, second
floor (next to Café Today)

Members in Attendance: Bob Amundson, John Carroll, Steve Fosler, Mary
Kennedy, Stan Lewis, Janet McGarrigle, Carol Presson, Steve Shain, Chris
Smith

Other Attendees: Art Lewellan, Rick Siefert, Peter Finley Fry, Rick
Parker

Staff Attendance: Kay Dannen, Vicky Diede

The meeting was called to order by our new chair Chris Smith. The minutes were approved as written. All in attendance congratulated Chris, on his appointment by Commissioner Francesconi as chair of the Portland Streetcar Citizens Advisory Committee. A celebration was in order for our retiring chair, John Carroll. John indicated he has enjoyed his 13 years serving on the CAC and is excited about the opportunity of chairing the PSI board affords him. He sees the next couple of years as very challenging and takes seriously his commitment to Streetcar to move extensions forward. RiverPlace extension will start operations in March of 2005 and the Gibbs extension will open December of 2006 to meet the schedule of the tram being built connecting Macadam with OHSU. He has been excited to be part of a project, which has delivered over \$1 billion in development along the first phase of the Streetcar line. Stan, speaking for the CAC committee, is grateful to John for his calm leadership and for his encouragement when the chances of a Streetcar line were in question. Chris presented John with a plaque, which highlights his 13 years of involvement with the Portland Streetcar and a special cake with a picture of a streetcar on it. The cake was enjoyed by all.

1. Mission, Goals and Objectives.

Chris is committed to the important role of the CAC committee and would like all members to think about our mission, goals and objectives and discuss at a future meeting. He wants the committee members to feel comfortable and understand their important role as a CAC committee member. He sees committee members as bridging community support throughout the Streetcar system and future systems and assisting in bringing the community together for the common good. Chris has been the transportation chair for the Northwest District Association for several years, where discussion has been held for years on the transportation options in the District. The NW District is the densest in the state, very diverse, contains some low-income housing, very transit supportive and has the lowest car ownership per capita in Portland.

2. Eastside Streetcar Update.

Vicky gave the report on the Eastside Streetcar. Financing is being sought through PDC in the amount of \$600,000, which would be part of the Urban Renewal District plan at the Oregon Convention Center. We are hoping for \$300,000 in additional HUD money next year. Currently our committed \$200,000 in HUD money is tied up with Veterans benefits and she is not sure when it will be received by the project. An RFP will be prepared to start the process to select a consultant to do pre-engineering work on the Broadway Bridge and phase I of the alignment (bridge crossing, Wiedler, Broadway, 7th to OCC). Also a traffic analysis is being done on MLK and Grand to determine how traffic works on

those streets. DEA has already done some modeling to the freeway and the project would consider having them continue south on MLK/Grand. Art asked what Streetcar involvement was on the convention center hotel study. Vicky indicated that Streetcar would support PDC on their decision for a convention hotel in the Lloyd District.

3. Accessibility Report.

Kay reported that a meeting was held about two weeks ago with Ted Wenks and staff from the Oregon Advocacy Center, Michael Levine from Independent Living Resources, Carol Presson from our CAC, Michael Harrison from Commissioner Francesconi's office, Streetcar staff to review accessibility upgrades that are being considered for streetcar. The stop at NW 10th/Everett was selected as the meeting place and several accessibility upgrades were demonstrated for review purposes. The following prototypes were reviewed:

- 3" lettering indicating the stop location
- raised lettering and Braille at the end of the shelter
- handicapped directional signage
- 2" raised section on concrete directly under railings to prevent the blind from walking into the railings
- discussion of additional tactile warning strips at the bridge plate landing

Kay has discussed with Frank Synoground, Commission for the Blind, about installing Braille on the ticket machine. He felt this was an important addition, but felt the raised lettering and Braille at the end of the shelter not a top priority. Carol also has gotten the same information from Frank. City Council approved the \$264,000 retrofit of the bridge plates, which will make them longer and wider. It will be about 6 months before they are installed. This expense is being added to the capital budget for the RiverPlace Extension. Streetcar has also applied to ODOT for a special projects grant to cover this expenditure. The current Nextbus signage cannot be enlarge or changed to amber on black, but any future orders will be amber on black. Kay indicated that communications and cooperation from the accessibility community has been great.

4. RiverPlace Extension update.

Two contractors bid for the Streetcar RiverPlace Extension contract: Kiewit and Stacy and Witbeck. Through a selection process, Stacy and Witbeck were awarded the contract. Construction is set to start approximately Feb. 1, 2004 with completion November 24, 2004. Operations to start March 1, 2005. Chris mentioned that private utility work (i.e., water, sewer) is generally more disruptive than the track work. A private utility meeting is being coordinated on November 24 and we will be able to share a more specific construction schedule at the January CAC meeting. We will start some of our first work on Harrison between 1st and 3rd because we currently have enough tracks stored to complete this section. Track has to be ordered and will take approximately 6 months to arrive in Portland from Austria. Stan asked for specifics on Harrison, but those details are in process and will be shared with the CAC and Portland Center Apartments as soon as they are available. It was agreed that a more detailed construction schedule should be provided at the January 14, 2004 CAC meeting.

4. Gibbs Extension.

Vicky reported that we would carry the two Gibbs Extension alignment options forward to the end of the year. At that time a decision will need to be made whether to use River Parkway or Moody as the preferred route. The Moody or River Parkway options or both will be brought forward in our application to FTA. Moody is more at the edge of the district, where River Parkway would serve redevelopment on both sides of the alignment. The property owners, Zidell and Schnitzer are discussing the two alternatives, as these two property owners own most of the land affected.

Vicky reviewed the FTA process that was put into progress to use local money in the RiverPlace Extension as match for federal funding for the Gibbs Extension. The first meeting was in January of 2003, in which FTA officials were encouraging about our success in this process and asked only for a written categorical exclusion. This exclusion report was submitted to FTA in March 2003. Staff was suspicious that not all was going well with FTA when they kept asking for additional information, which we provided. They then indicated to the project staff that an environmental analysis would need to be done for the RiverPlace Extension. Since this report would add 12-18 months onto the start of construction for RiverPlace, staff determined in fairness to the property owners along the alignment and in order to save the money that an environmental assessment would cost, that construction would begin ASAP with local funding. It does mean we will need local money for the Gibbs Extension and will not qualify for the possible \$10 million from FTA. The budget for Gibbs is about \$15+ million plus 2 more cars, which brings the total up to near \$20 million. We will start an environmental assessment process for Gibbs and try to work within the federal process. Gibbs needs to start operations by December 2006.

John mentioned we also have to get to Eastside and federal assistance will be needed for that expansion. Jeanna Dorn, an official from FTA toured the Northwest and Streetcar alignment and was surprised at the \$1 billion+ dollars that has been spent in redevelopment since 1997. Vicky would be happy to do a power point presentation on Streetcar for groups with advance arrangements. The presentation takes about 30-35 minutes. Steve said Vicky should take a picture from Burnside looking north - it will capture at least 5 cranes working on projects. Art feels the Brewery Block development has been a great model for development in Portland and expects to see good quality in Macadam. Steve mentioned the building at 10th/Glisan is now being used as a parking garage, but will be remodeled into an Albina Bank sometime this spring. Vicky agreed to bring to a future CAC meeting, discussion information on the study of expanding Streetcar to the River. John indicated that the property owners in Macadam are looking hard at the alignment and recognize that Moody is at the edge of the District; however, there is development potential south of Moody. Objective of the PSI Board is to advance Streetcar to Gibbs. Art mentioned that the Streetcar would be a good ride if it were close to the river. Vicky indicated that Congressman Blumenauer has a small starts bill in Congress, which would set up a new stream of funding for Streetcar projects around the country. We want to be at the head of pack when this

bill is approved. Many people from around the country visit our Streetcar system each year.

5. Other Business.

Art submitted a letter, which he has submitted to Congressman Wu and would like it included with the distribution of these minutes. Art also attended the Tacoma Streetcar opening and indicated that the system is running well. Art is concerned with the lack of direction Sound Transit in Seattle is going and would like to have that be an agenda item at a future meeting. Art to discuss inclusion with Chris. Rick Siefert would like to request that Streetcar discontinue the audible announcements on the streetcar, which announces our business sponsors, and feels that they intrude into a rider's enjoyment of the ride. Vicky reminded Rick that about \$170,000 in revenue is collected each year from those sponsors and it is income that the Streetcar sorely needs. Rick values the announcement if they are educational, but objects to commercial announcements. He suggested we just list the businesses near the stop as a point of information. Kay indicated that although she has received complaints about the quality of the announcements, she has never received a complaint about the content of the announcements. Rick feels that Streetcar has done an excellent job with not placing visual ads outside and inside the cars. He would propose that surveys be done of passengers and/or sponsors to get an idea of what opinions might be. The PSU students who did some surveying in September 2003 only asked fare questions. Staff did not want to put the students into adversarial positions of taking complaints. Vicky indicated that staff would discuss the issue.

6. Next CAC meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, January 14, 2004, 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.