The meeting was called to order by our chair Chris Smith. The minutes were approved as written.

1. Accessibility Update (Gustafson)
All the leaning/step rails on the current Streetcar alignment have been retrofitted with a second rail to prevent anyone in a wheelchair from rolling under the top rail. This retrofit has been dubbed the “Zoe” retrofit. Wayfinding signage is in the process of being installed at 20 of our Streetcar platforms. This signage consists of a metal plate installed between the two leaning rails with directional accessibility signage on both sides of the metal plate. All metal plates are to be installed, the leaning/step rails are to be repainted and then vinyl directional signage installed. Work also has started on the tactile warning retrofit on the current platforms with the Art Museum and NW14th/Northrup stop completed. Tactile warning bumps are being redone at the bridgeplate landing area in preparation for the new bridgeplates, which will arrive and be installed this fall. Also repair work is being done on the tactile warning strips that have been badly damaged. After the new bridgeplates have been installed on all vehicles in stock, new tactile warning strips (3 rows) will be installed on the curb side of the bridgeplate landing area. Work continues between the construction and operations teams and representatives from the accessibility community in determining the extent of installation necessary for added tactile warning strips at the platform stop locations. This identification has proven challenging in that each platform stop location is unique with no two platforms alike.

2. Review of RiverPlace Signage Package for Streetcar.
(Gustafson/Dannen)
The first order of business was the directional blade sign. It was agreed by the CAC to drop the “to” 23rd Avenue which now appears on the northbound blade sign and instead say 23rd Avenue. On the southbound blade sign, it was agreed to say PSU/RiverPlace. It was also understood that when we open the line to Gibbs, that we change the southbound flagpole signage to PSU/S. Waterfront. A prototype was displayed of the system map that will be installed in the cars. All CAC members were in support of this signage with some editing. Samples of a district framemap was distributed for review. Ideas were discussed with direction to staff to provide a draft at the next CAC meeting on October 20.

3. RiverPlace Construction Update (Dannen)
Construction continues on track for the RiverPlace Extension with track work currently on SW Harrison between SW 3rd and 4th Avenues. Work also
continues on the Harrison Roadway. Opening for operations is tentatively scheduled for March 18, 2005.

4. Gibbs Update (Gustafson)
Track work construction to SW Gibbs is to complete by July 2005 with operations to commence in June 2006. This start up of operations date has been set to provide the necessary connections to the Portland Tram, which is scheduled to start operations in late spring 2006. Streetcar will single track to Gibbs, paving the trackway to Sheridan and using tie and ballast from Sheridan to Gibbs. The alignment between Sheridan and Gibbs will utilize the old trolley right of way adjacent to Moody instead of putting tracks on Moody itself. This alignment alternative will save money on construction and utility relocation. This savings in construction will allow the Streetcar project to purchase 3 additional Skoda vehicles, which will bring the total fleet to 10. It is expected to take 18 months from order to delivery on these 3 Skoda streetcars. Total capital costs for this construction segment from River Parkway to Gibbs is $15.8 million.

As development occurs in the South Waterfront, Streetcar has plans to have the track extend from the north end of River Parkway, east of the Marriott Residence Inn, through future development to Gibbs. Recently the Schnitzer family donated about 20 acres of prime developable land between Zidell’s Barge Company and the Marriott Residence Inn to OHSU.

5. RiverPlace Opening Celebrations (Dannen)
Initial discussion was held on the opening of operations to RiverPlace and the event surrounding that opening. Janet, Kim, Scott and Mary expressed an interest in helping plan this event. Janet mentioned retail promotion, river connections (boat rides), new Harrison Roadway, connection to the waterfront. Focus on the event should be the connection to the South Waterfront and the opening of a new District. Rick suggested that media works most effectively on a Friday with Saturday and Sunday planned as public events. Streetcar service would be free Friday, Saturday and Sunday system-wide during the opening weekend.

6. Other business.
Vern reported that City Council deferred the vote to approve the parking meter increases and hours until Wednesday, August 11, 2004. Of the increased revenue generated, $300,000 will be used to increase Streetcar’s operating budget and allow for more frequent service, reducing peak headways to under twelve minutes. Commissioner Sten recommended approval of this increase with the caveat, if Streetcar does not increase ridership by 9% over the current ridership, that funding would be removed. This stipulation goes into effect on July 1, 2006 and Streetcar then has two years to meet the 9% ridership increase goal or this revenue source will be removed. Commissioner Leonard is not supportive of increased Streetcar funding. Steve made a motion that the CAC write a letter to City Council in support of passing the parking meter revenue package. This motion was seconded by Steve and approved by all.

Mayor Judie Hammerstad is organizing a tour on the Willamette Shore Trolley line and of redevelopment potential in Lake Oswego. Chris is assisting in that coordination.
Rick reported that negotiations are in progress with TriMet regarding the operating agreement. We currently operate 21,000 hours per year and anticipate 27,000 with the RiverPlace opening in March 2005. 27,000 hours to RiverPlace would increase headways to 13/15/21 minutes between trains depending on time of day. Peak travel time would be 13 minute headways. Cost to operate streetcar is $150.00 per hour, TriMet bus $90.00 per hour and MAX $220.00 per hour. Stan complimented staff on their attention to safety and accessibility concerns with Streetcar operations.

7. Next CAC Meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, 3:30pm - 5:00pm, October 20, 2004 at the offices of Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite 400. Please call Kay Dannen at 503/478-6404 or email at dannen@portlandstreetcar.org if you have any questions regarding this committee or have items for the agenda. The CAC meetings are open to the public.

Attendance at City Council on Wednesday, August 4, 2004 by PSI and CAC members:

John Carroll, PSI chair (testified)
Bill Failing
Steve Stadum (testified)
Michael Powell (testified)
Rick Parker
Chris Smith, CAC chair (testified)
Carol Presson
Stan Lewis
Scott Siebert
Janet McGarrigle
Mary Kennedy
Vern Rifer