Portland Streetcar Citizen Advisory Committee  
October 12, 2005, 3:30PM, Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite 400, Portland, OR  97204  
Members in Attendance:  William Danneman, Steve Fosler, Mary Kennedy, Stan Lewis, Susan Pearce, Carol “Zoe” Presson, Vern Rifer, Scott Siebert, Chris Smith  
Other Attendees:  Lenny Anderson, Dick Barnard, Lynne Coward, Brad Perkins  
Staff Attendance:  Kay Dannen, Rick Gustafson  

The meeting was called to order by our chair Chris Smith. The minutes of August 10, 2005 were approved as presented. Kay indicated that the CAC committee has been without an active representative from Portland State University for quite some time. She recommended that Dan Zalkow be added to the Streetcar CAC committee as PSU’s representative. Dan is currently on the downtown mall CAC committee and is land use/planning committee chair for the Downtown Neighborhood Association. Dan is willing to serve on this committee. The committee was in agreement with Kay’s suggestion; Chris will instruct Commissioner Adam’s office to prepare a letter of invitation to Dan to join our CAC committee.

1. Smoking Policy.  
Steve Fosler and Sue Pearce volunteered to serve on a smoking policy for the streetcar platform stops subcommittee and prepared a recommendation to the CAC committee. Steve presented this recommendation to the full CAC. Several issues were raised by CAC members:  
• Does PSI have the authority to enforce  
• Does the City of Portland have the authority to enforce  
• Would the recommendation cover the entire platform or just the shelter area  
• Would this be voluntary or enforcement  
• Need to determine Portland City code for enforcement  
Chris mentioned that the exclusion code for Streetcar is still in process to be adopted by the City. Stan recommended to follow the path of full enforcement of no-smoking on the identified platform locations and to reach for that goal, much like TriMet has initiated. Steve presented a recommended non-smoking policy for streetcar with ten listed items. It was recommended by Sue and seconded by Vern and approved by majority to approve these recommendations and refer to the City of Portland for resolution.

Through the efforts of Congressman DeFazio and as part of the Federal transportation bill which was signed this summer, a $4 million grant (allocation of $1 million per year) was awarded to Oregon Iron Works in Clackamas County to produce a prototype streetcar. This grant money is to be awarded to TriMet with the City of Portland and TriMet entering into an agreement to work within the federal procurement process to manage the distribution of this grant to Oregon Iron Works. Oregon Iron Works is looking into a partnership with Inekon to secure a licensing agreement. The assembly of this prototype streetcar would be done at Oregon Iron Works in Clackamas, with component parts coming from all over the world. Oregon Iron Works believes they can produce streetcars in
quantity for future sales and distribution to other transit districts across the U.S.

3. Update on Nextbus System.
During this summer, streetcar operations experienced some issues with the reliability of the Nextbus system. Streetcar was required to switch from ATT to Cingular service which created some challenges in the system. 2 of our trackers went out on 2 vehicles, which needed to be replaced, we received 12 new next bus signs with the amber on black display, 4 of which were defective. Currently, all nextbus platform signs are installed and functioning, except for the Harrison Street connector and RiverPlace terminus. Those nextbus signs have been ordered. Zoe mentioned that the Nextbus sign at SW 10th/Clay has been missing. Kay indicated that this sign needed to be repaired and will be operational soon, if not already. Scott indicated that car #5 was not tracking Nextbus correctly, Rick feels this has since been corrected. Streetcar personnel are working with TriMet to investigate the possibility of integrating our communication systems. Streetcar’s contract with Nextbus expires in March 2007. Streetcar currently pays $52.00 per month per stop for the nextbus arrival time displays.

Kay indicated that a new streetcar platform stop will open at NW 12th/Northrup the first week or two of November 2005. All maps and signage have been prepared in anticipation of this new stop location.

Streetcar is nearing the completion of the finance package in order to construct into the S. Waterfront District using SW Moody southbound, loop at Lowell and return on SW Bond northbound. Streetcar then would turn westbound on Gibbs to fit the tracks between the tram and the OSHU building #1. These temporary tracks on Gibbs would remain until streetcar has the opportunity to construct further north on Bond through the existing Zidel property. It is expected that Zidel may relocate their operation sometime in the future, although that date is not known. Currently, the project is short $2.5 million to complete the streetcar project into the S. Waterfront District. Stacy and Witbeck, Inc., have a contract to start paving streets in the S. Waterfront District in November 2005 and streetcar would ideally like to install the tracks at the same time. Otherwise, the streetcar project would need to return at a later date for track construction and tear up streets that have been newly constructed. Savings to do these two projects, concurrently, is somewhere between $300,000 - $500,000. Currently, the streetcar, tram, park and greenway are over budget and the City is scrambling to meet all the infrastructure demands of this fast growing district.

The planning in process for the Bancroft/Hamilton intersection is adding to the complication of providing streetcar service further to the south because of severe grade issues. Hopefully, these design issues can be resolved to enable future streetcar service south and provide access to the S. Waterfront District.

5. Update on Lake Oswego and Eastside Studies.
Work continues by Metro on the Lake Oswego to Portland transit alternatives analysis study with work on the purpose and need statement.
Some discussion has been held on the travel shed which includes West Linn. The Eastside Transit Alternatives Analysis study continues with refining the options for minimum operable segment (MOS) with the current MOS selected: full loop, OMSI and Oregon Street and the feasibility/possibility of adding an MOS to Belmont. Sue indicated that Eastside PAC was in agreement that the entire streetcar loop is the ideal goal for Eastside streetcar. Chris indicated that MOS are added in the process to have buildable options if the entire loop cannot be financed/constructed at the same time. The streetcar alignment south of Burnside is not resolved with the majority of the neighborhood and business groups wanting the MLK/Grand option and with some other parties encouraging the project to look at other alignment options south of Burnside. Central Eastside is very interested in maintaining the industrial sanctuary and keeping the EXD zoning currently in place. Other parties who are suggesting further study of alternative alignment choices, are concerned about the difficulty of the separated grades at bridgeheads on MLK as well as the ease and safety of pedestrian transfers from bus to streetcar and vice versa. Residents of Kerns, Buckman and HAND desire better east/west pedestrian/auto connections and consider adding SE 7th Avenue northbound as a one-way auto circulator an added impediment. It has been recognized by the Eastside PAC that they need 99.9% agreement on alignment choices in order for the project to move forward through the process. Work continues on the economic analysis report by ED Hovee and Company and cost estimates and funding strategies.

6. Other Business.
Chris reported that the Lloyd to Hollywood group has not met since they provided a report and discussion at our last CAC meeting on August 10, 2005. This discussion and efforts is meant as an extension to the loop not an option for the current Eastside transit AA study. Lynne reported that the Albina Fuel site is to be developed and that an ad hoc group will be formed to determine the structure of a permanent group to continue the work of the Lloyd to Hollywood committee.

Scott mentioned that the $1 and $5 ticket machines on the streetcars do not work consistently and people try to pay but are unable. He also mentioned he has noticed that Lovejoy continues to present a challenge to streetcar operations when during rush hour cars are backed up for blocks trying to get over the Broadway Bridge. Rick indicated that Lovejoy is our biggest challenge in maintaining schedule. Scott is encouraging staff to consider trash receptacles onboard each streetcar to encourage passengers not to leave refuse and garbage on the floors and seats.

7. Next CAC Meeting:
The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, January 11, 2006, 3:30PM - 5:00PM at Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite #400, Portland, Oregon. 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.