Portland Streetcar Citizen Advisory Committee
January 11, 2006, 3:30PM, Shiels Obletz Johnsen, 520 SW Sixth Avenue,
Suite 400, Portland, OR 97204

Members in Attendance: Scott Bricker, Michael Dennis, Steve Fosler, Mary
Kennedy, Janet McGarrigle, Susan Pearce, Carol “Zoe” Presson, Chris
Smith, Dan Zalkow

Other Attendees: Dick Barnard, Lynne Coward, Roger Geller, Mark
Ginsberg, David Hampsten, Mary Kennedy, Mel Kroecker, Margaret Moore,
Jack Newlevant, Brad Perkins

Staff Attendance: Kay Dannen, Vicky Diede, Rick Gustafson, Carter
MacNichol

The meeting was called to order by our chair Chris Smith. The minutes
from October 12, 2005 were approved as presented. Margaret Moore was
recognized as a guest of the CAC and invited to share her pedestrian
experience in crossing the streetcar tracks, at specifically the PSU
Urban Center Plaza. Margaret experienced a fall in crossing and
presented picture and oral documentation of the event and asked for
consideration and mitigation at the site. Streetcar operations will be
notified of the issue.

1. New Meeting Date.
Chris asked that we modify our standing CAC meeting to the first
Wednesday of every other month - this was approved by majority. Kay
indicated that all forthcoming CAC notifications will be by email, except
for members that rely on postal notification.

Carter presented a drawing and discussed maintenance facility upgrades
scheduled for construction at the streetcar maintenance facility at 1516
NW Northrup, between Feb. & June 2006. In anticipation of the streetcar
opening of operations to SW Gibbs in September 2006 and receiving 3 more
streetcars, scheduled to arrive in June/July and August 2006, storage
capacity at the yard needs to be increased. Upgrades include adding
storage track north of Northrup at 15th, exchanging the manual switch for
an automatic switch at NW 16th/Lovejoy and adding turntables in the yard.
These upgrades will be funded through the Gibbs extension contract.

3. Lake Oswego extension update.
Rick reported that the Lake Oswego streetcar project advisory committee
has met and includes a dedicated group of members. An RFP has been done
to secure assistance with alternative modes of travel/alignment options.
Extension planning will be extensive and expensive, need to consider
environmental issues & constraints to using current Willamette Shoreline
ROW, etc. Chris commented that the Eastside streetcar had support from
all along the alignment, whereas the Lake Oswego streetcar has had
support at the north and south terminus, with constituency in between not
necessarily in support.

4. Smoking policy update.
Vicky reported that Mark Moline, City of Portland attorney has indicated
that there is a good indication that the COP can post & enforce non-
smoking on all the streetcar platform stop locations. Confirmation needs
to come from the City prior to posting non-smoking at the stops.
5. Lowell Extension update.
Carter provided the group with a map and update on the SW Lowell streetcar extension. Design efforts for this extension are in progress, stop locations are tentative. City Council on 1/11/06 approved Stacy and Witbeck's contract to install tracks in a portion of both Bond and Moody in conjunction with building the streets. Streetcar would run in the right hand lane with bikes on Moody and have left hand running on Bond. The streetcar alignment runs between the OHSU building #1 & the tram’s lower terminus, no autos on Gibbs between Moody and Bond – bicycle running stills needs to be resolved in this segment; possibility of bicycles to use Whitaker as their west route to Moody. When and if Zidell moves their barge building business, it is expected that streetcar will continue north on Bond to provide the double-tracking as desired to RiverPlace. Bicycles prefer right-side running and compromises were reached in design to accommodate both bikes and streetcar in the right running lane southbound on Moody. Streetcar moved the alignment from left hand running on Moody to avoid a major water line. Carter also provided a drawing showing Moody Avenue with modified right running bike and streetcar.

Chris discussed his personal support of multi-modal advocacy, and indicated his interest in having all constituencies for bikes, peds, rail and auto working together to provide the best alternatives. In that light, two new members were added to the CAC from the bike and pedestrian community. Since this committee and the community expect to see more streetcar lines in the future, it is important that all advocates have representation in coming to the best possible modal alternatives. Portland places a lot of emphasis in being a bike-friendly city with Commissioner Adams a strong proponent of moving Portland to be a bike rated platinum city.

Mark Ginsberg from the bicycle action committee commented he is very open to problem solving, but also concerned that bikes keep getting the short end of the stick in these conflicts. Agreed with Chris, that good collaboration is needed between all modes of travel.

Carter MacNichol, from Shiels Obletz Johnsen presented the DRAFT alternative alignment options for eastside streetcar in detail, including street design, traffic, signals, stop locations, bike accommodations and pedestrian improvements. Carter pointed out the overall description of the Loop with MLK/Grand, Loop with two-way Grand and minimal operable segments (MOS) for Oregon, Morrison and OMSI. Because the eastside line would terminate at PSU, headways would increase on 10th & 11th to 6-7 minutes between trains. Because of time constraints within the meeting agenda, only the Oregon MOS update was detailed. Sheet #C00 & C01 show the complete full circle loop and numbered code identifiers. C02 indicates the connection to the existing streetcar alignment in NW Portland, which continues on Lovejoy, double tracking across the Broadway Bridge where it moves into the center lanes. The approximately cost to retrofit the Broadway Bridge is $18M, primarily due to four (4) large 8
ft. cast iron wheels that need replacing. Multnomah County has been doing maintenance on the bridge to reduce the weight; whereas streetcar would add additional weight to the bridge. Streetcar shows left side running on Weidler and Broadway to avoid bike lanes on the right lane and right hand auto turn conflicts. Of special concern is what is called the ‘box’ at Broadway/Weidler and Vancouver/Williams and the freeway ramps.

Chris commented that riders coming from the NW District would experience out of direction running to continue east across the Broadway Bridge – the same situation exists on the return. Staff was asked if there is some way to mitigate. Rick Gustafson indicated that a hearing will be held the end of March/first of April 06 where these kinds of comments will be noted and responded to by staff. Scott indicated that Lovejoy, as well as the Broadway Bridge are important bike streets. Bikes use the sidewalk eastbound on the Broadway Bridge and a bike lane westbound. Carter indicated that the stops are figurative and more than likely will change.

There was concern brought up at the Eastside PAC meeting that streetcar should run on the right side on Broadway/Weidler to enhance the pedestrian connection to future development on the north and south of Broadway/Weidler. Mike felt that it presented the pedestrian with a less than desirable 80 ft. street crossing of Broadway/Weidler with left side streetcar running. If streetcar runs on the right side of Broadway/Weidler, the potential arises for a bike/streetcar conflict. Scott asked is it is feasible for the Portland bike community to start modeling bike movements on city sidewalks as done prominently in Europe. Roger Geller indicated that US cities do not favor this European design.

Carter indicated the lowest cost option would be the MOS to Oregon. NE 2nd and Weidler to be signalized sometime in 2006. Rick indicated the Eastside Alternative Analysis hearing will be held in late March/early April, which in turn, will result in a Locally Preferred Alternative (LPA) decision in May 2006. Decisions to be made; mode of travel, MOS to fund and whether to continue studying the 2-way Grand option. Sue Pearce indicated that the Central Eastside neighborhoods (HAND and Buckman) are opposed to the two-way Grand option because of the 3 lanes of northbound traffic that would need to be diverted to SE 7th Avenue.

It is expected at the March 1 CAC meeting, information on the draft Morrison & OMSI MOS will be provided on the Eastside Transit Alternatives Analysis.

7. Other Business.
Steve mentioned that Cirque du Soleil will be at the Marquam Bridge site south of the Residence Inn by Marriott from March 14 – April 2, 2006. He recommended that streetcar look at ways to provide an alternative mode of transportation, because of severe lack of parking on site.

8. Next CAC Meeting:
The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, March 1, 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.