

Portland Streetcar Citizen Advisory Committee

August 1, 2007, 3:30PM-5:30PM, Shiels Obletz Johnsen, 1140 SW 11th Avenue, Suite 500, Portland, OR 97205

Members in Attendance: Chris Smith, chair; Lynne Coward, Sorin Garber, Stan Lewis, Janet McGarrigle, Carol "Zoe" Presson, Bob Richardson, Vern Rifer, Dan Zalkow

Other Attendees: Jeremy Beard, Government Affairs Representative, Bicycle Transportation Alliance; Dick Bernard, Karl Rohde

Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes from June 6, 2007 were approved as presented. Introductions were made.

1. Public Comment Period.

There were no comments presented by the public-at-large.

2. Community Workshop Report.

Chris stated there were about 200 participants (50% from out of town) Friday, July 27 at the all day Streetcar community workshop. Organizers felt this workshop was a resounding success. On Saturday, July 28 about 70 local participants attended a brainstorming session led by Commissioner Sam Adams to discuss the future of streetcars in Portland. In addition to learning more about the current and future plans for streetcar corridors, participants will be able to roll up their sleeves and work with friends, neighbors, City of Portland planning staff to discuss where future corridors could occur. Information was presented by the Portland Office of Transportation (PDOT) on the City of Portland Streetcar System Plan scheduled to start in September 2007.

Chris indicated that Congress and the White House are currently in a power struggle on the funding of streetcar systems across the United States. Streetcar currently is being pushed by cities but is not heavily supported by transit agencies.

3. Streetcar Lowell opening events.

Kay reviewed arrangements for the Lowell opening event scheduled for Friday, August 17. Inaugural rides will commence at the Park and Market streetcar stop at 10:30am and continue to RiverPlace, where we will pick up Governor Kulongoski and others and continue to the Lowell terminus. At 11am the ceremony will begin hosted by Commissioner Sam Adams. Ceremony will include "bell clanging", speakers, entertainment by 3 Leg Torso and Valerie Day and refreshments. Streetcar will be free all weekend with the Tram free on Saturday and Sunday. The event ceremonies will provide information on the South Waterfront District, Portland Streetcar, TriMet and other public jurisdictions. Immediately following the "bell clanging" Streetcar officially opens the extension to SW Lowell and Bond to revenue passengers. During peak travel times, Monday through Saturday, Streetcar will have 7 trains in service with 12-minutes between trains. Stacy and Witbeck, Inc. is the presenting sponsor along with ten (10) other sponsors participating.

4. Joint sub-committee with Bicycle Advisory Committee (BAC).

Chris indicated that Mark Ginsberg is the chair of the BAC and that a bike master plan is in the process of being developed. Chris is

recommending the streetcar CAC become more pro-active in working with the BAC as we extend future streetcar extensions.

5. Project Updates:

Loop Project:

Chris provided review of the current status of the Loop Project. The Portland Development Commission will be briefed on the project on August 8 with the City Council briefing on August 14. The first reading to City Council to adopt the Loop Local Improvement District (LID) is scheduled for August 15 with the adoption to approve the LID and other financial commitments by City Council are scheduled for August 29. Sources of funding for the Loop are:

- * Federal Transit Administration (FTA) Small Starts grant
- * Oregon State Lottery funds
- * Local Improvement District (LID)
- * Portland Development Commission Tax Increment Funds (PDC TIF)
- * City Transportation System Development Charge funds (TSDC)
- * Federal Metropolitan Transportation Improvement Program funds (MTIP)
- * and other City local funding

\$250 million for Milwaukie LRT and \$20 million have been allocated from Oregon State Lottery funds. The \$20 million in lottery bonds is to acquire 6-7 streetcar vehicles for the Streetcar Loop that will grant funds used only for the costs of purchasing newly construction streetcars from an Oregon-based and Oregon-owned manufacturer.

The Portland Streetcar Loop Project Advisory Committee (PAC) has reviewed the options for financing the operations of the Portland Streetcar Loop. The memorandum from Paul Smith to Commissioner Sam Adams dated June 18, 2007 effectively outlines the options available in securing commitments to operate the Streetcar Loop.

The CAC was asked to support the following options for assuring adequate funds for the operation of the Portland Streetcar Loop:

- * Support Option 3 as Minimum Service Level: The CAC recommends acceptance of Option 3 providing 12-minute frequency service between OMSI and NW Lovejoy and 10th Avenue.
- * Seek \$2 Million per year to support full loop operation by 2011: Efforts continue to secure sufficient support to assure 12-minute frequency service from OMSI to RiverPlace by 2011 when service is projected to open.
- * Assure adequate funds for the full loop by 2015.
- * Urge comprehensive review of Central City fares and revenues prior to Mall light rail opening in September 2009: The CAC supports an effort to review the transit service and fare structure for the Central City for both Portland Streetcar and TriMet with the goal of considering options that would assure an equitable distribution of benefits to the entire Central City, a seamless fare system and potential of increasing revenue available for transit service.

It was moved by Sorin and seconded by Vern and approved by majority to authorize Chris to represent the CAC at City Council in providing a recommendation of option #3 as the minimum service level. The CAC has

determined that option #2 (full loop 7.5 and 15-min service) is not acceptable and understands that additional operating revenue resources will be sought to restore originally planned Streetcar Loop service levels by 2011.

Lake Oswego Transit Alternative Analysis.

The Lake Oswego Portland Advisory Committee is comprised of interested citizens, business people and interest groups from the Oregon Highway 43 corridor between Portland's South Waterfront and downtown Lake Oswego. This committee has recommended continued study of Macadam to Lake Oswego alternative / streetcar to Willamette Park and Macadam to Lake Oswego alternative / streetcar to Lake Oswego. If either of these alternatives moves forward, the Committee believes that it should be accomplished with the following recommendations:

- * The alternative should be constructed in a manner that minimizes the impact on homes along the alignment and encourages appropriate redevelopment in Lake Oswego and Portland.

- * The alternative should be constructed so as to permit future expansion south and west of downtown Lake Oswego.

- * The alternative should provide enhanced transportation options for citizens living south of Lake Oswego including the continuation and improvement of local and through bus service.

- * The alternative should be constructed in such a manner as to allow coordination with transportation alternatives across the Sellwood Bridge or its replacement.

- * The alternative requires a significant effort to establish a safe and attractive pedestrian and bicycle route from Lake Oswego to Portland. This route must minimize any negative impact on homes along the trail. Vern indicated the Lake Oswego Transit Steering Committee is scheduled to make a recommendation on September 10 with a Locally Preferred Alternative (LPA) expected to be adopted by Metro Council on October 18.

6. Other business:

Discussion was held on the current operations. Rick indicated that reliability for streetcar is impacted the most by the upswing in ridership and traffic delays. We have seen with the Mall LRT construction, an upswing in ridership as well as traffic delays due to impacted streets downtown.

The Pearl District neighborhood association is currently studying traffic issues and would like to see a one-way street grid in the Pearl similar to downtown. Conversations are also ongoing on converting Lovejoy and Northrup to one-way grids from 16th to the Broadway Bridge. Providing this couplet would help with the current Lovejoy traffic stalls and delays in streetcar operations we are experiencing on Lovejoy eastbound.

The most challenging areas for streetcar operations are Lovejoy, followed by 11th/Burnside and 4th/Harrison.

Streetcar operations are currently looking at ways to test Nextbus' reliability. Streetcar design currently not set on the Jasmine block, but double track on the diagonal is the leading candidate.

7. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, November 7, 2007, 3:30pm-5:00pm at Shiels Obletz Johnsen, 1140 SW 11th Avenue, Suite #500, 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.

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