

Portland Streetcar Citizen Advisory Committee

November 7, 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, Bill Danneman, Sorin Garber, Anne Niles, Sue Pearce, Carol "Zoe" Presson, Bob Richardson

Other Attendees: Michelle Poyourow, Events & Outreach Director, Bicycle Transportation Alliance; Dick Bernard, Jim Karlock, Patrick Sweeney

Staff Attendance: Kay Dannen, Julie Gustafson, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes from August 1, 2007 were approved as presented. Introductions were made.

1. Public Comment Period.

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

2. Streetcar System Plan.

Patrick Sweeney, PDOT Project Manager for the Portland Streetcar System Plan provided an update on the progress of this project. Patrick indicated that 40-50 people attended the October 29, Parkrose public open house. The next public open houses are scheduled for November 13, 4:30 to 7:00pm at Lincoln High School Cafeteria, 1600 SW Salmon and November 15, 4:30 to 7:00pm at Grant High School Library, 2245 NE 36th Avenue. The City-wide Streetcar System Plan identifies corridors city-wide for future streetcar development.

The DRAFT mission of the Portland Streetcar System Plan (SSP) is to identify an interconnected system of streetcar corridors integrated with the City's transportation and land use network. The SSP plays a key role in shaping the city by reinforcing walkable neighborhoods and vibrant main streets that encourage sustainable development and infrastructure, reducing vehicle trips, and supporting greater accessibility, housing options, employment and economic development.

The SSP is a big picture look at the City of Portland's transportation network and how the streetcar can fit into the future system. The goal of the SSP is to identify interconnected corridors to create a citywide streetcar system. The SSP will evaluate potential streetcar corridors using a corridor screening process.

A citizen-led System Advisory Committee (SAC) includes representatives from a variety of community and business organizations – representatives from our CAC is Chris Smith and Stan Lewis. It was recommended that when the roster of committee members is completed, it be added to the website.

After the initial public meetings in the Fall of 2007 to review the Primary Transit Index (PTI) evaluation, there will be a series of public meetings in February and April of 2008 to introduce technical concepts of the SSP and receive feedback on the project. Throughout the process, PDOT staff, public involvement and technical team members will regularly brief project stakeholders, including the Planning Commission, City Council, Portland Streetcar, Inc., Board of Directors and Portland Streetcar Citizens' Advisory Committee to update them on the project's progress and receive their feedback in a timely fashion.

Bob Richardson recommended preparing a handout describing why streetcar/ not a bus (advantages and disadvantages). He expressed this is one of the most highly asked questions in public presentations. Patrick advised that the technical team is apprised of representatives from the freight/bike/pedestrian community. PDC is participating. Project Corridor Working Groups will be an important component in system-wide streetcar planning. Sue asked if a N. Portland open house location should be considered. Lynne mentioned outer Multnomah County where Urban Renewal money is no longer available.

3. Project Updates.

Loop Project:

Portland City Council made a commitment on 9/6 to support the local financial commitments and required documentation was supplied to FTA on 9/7. We are awaiting at least a 'medium' rating on cost effectiveness in order to include this project in the President's budget. The FTA administrator has the ultimate responsibility on making this happen. Currently the project is waiting on that determination, which we expect anytime. The President's budget is prepared in Feb. 08.

Project schedule is as follows:

October/November 2007 – FTA ratings received
Early November 2007 – FONZI issued by FTA
Dec. 2007 – Feb. 2008 – 3rd party review by PDC
Feb. 2008 – Cost estimates and 50% engineering drawings to FTA
Feb. 2008 – preparation of FTA of Project Construction Grant Agreement (PCGA)
Sept. 2008 – Construction starts
Late 2010 – complete construction
Early 2011 – Loop opening of revenue service

Several design options are being discussed with local constituencies which include:

- Lovejoy or Northrup alternative
- Exclusive streetcar lane in front of the Oregon Convention Center (travel savings of 3-5 minutes), additional cost of \$600,000
- OMSI location

Several meetings have been held with property owners and the Pearl District Business and Neighborhood Associations regarding the Lovejoy and/or Northrup options. Constituencies in the Pearl District are supportive of the Northrup option; people outside the district are not. It is planned to have wider-based discussions, discussed at the Loop PAC and Portland Streetcar, Inc. with the City of Portland ultimately making the final decision.

Lake Oswego Transit Alternative Analysis.

Metro produced on September 10, 2007, the Steering Committee Recommendation of Alternatives to be advanced into a Draft Environmental Impact Statement. This recommendation also includes work program considerations. There was concern from the LOPAC members that their recommendations were disregarded in the Steering Committee recommendations. This report is available through Metro, Lake Oswego to Portland Transit and Trail Alternatives Analysis, Steering Committee Recommendation, adopted 9/10/07. See www.metro-region.org for further information.

Burnside/Couch.

Westside Burnside/Couch project is forming a design review committee which will include two Portland Streetcar board members. It is expected the engineering work will be complete in Feb. 2009. Project scope is Burnside Bridge to NW 15th. NW 15th to 23rd is a separate project.

Eastside Burnside/Couch project anticipates start of construction in the fall of 2008. Project scope is Burnside Bridge east to 12th Avenue. Current evaluations are being done to integrate the Loop Project within the scope of the Burnside/Couch project.

4. Other business:

Lynne recommended more coordination with TriMet in providing better communication to passengers stranded at bus stop locations. She noted in calling 503/238-RIDE, they were unable to tell her the status of her particular bus. Rick indicated there has been work with TriMet to further integrate and enhance communication to passengers.

Kay indicated to the CAC that a function has been added to the home page of the streetcar website to enable our customers to purchase their annual passes online.

A demonstration historical art etching project has been initiated at the Art Museum, SW Moody & Gibbs, SW Lowell & Bond, SW Bond & Lane and OHSU Commons platform shelter locations. The glass panels at each of these stop locations has been etched to enhance the urban environment and provide graffiti protection and hopefully decrease maintenance costs. The art etching project is sponsor based.

Rick reported an electrical switch at SW Moody and Gibbs malfunctioned on Sunday, October 21 and was restored on Wednesday, October 31. This malfunction required the cancellation of the South Waterfront Loop service, with the last stop serviced at SW Moody and Gibbs. Communication of the closure was provided to the public.

5. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, January 9, 2008, 3:30pm-5:00pm at Shiels Oblatz 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.