

Portland Streetcar Citizens Advisory Committee Meeting

Wednesday, February 2, 2011, 3:30-5:00 p.m., Shiels Oblatz Johnsen

Members in Attendance: Owen Ronchelli, chair; David Brandt; Carolyn Brock; Bill Danneman; Sorin Garber; Peter Kilbourne; Arlene Kimura; Janet McGarrigle; Susan Pearce; Cora Potter; Zoe Presson; Bob Richardson; Vern Rifer; Richard Ross; Dan Zalkow

Others: Michael Ahillen, Bill Crawford, Jacob Mitchels, Sara Morrissey, Andrew Parrish, Lee Perlman, Mark Person, Dustin Posner, Alex Steinberger, Ian Trout, Tony Vi, Michael Wideman

Staff Attendance: Catherine Ciarlo, Kay Dannen, Julie Gustafson, Rick Gustafson, Patrick Sweeney, Karen Withrow, Steve Witter

1. Meeting to Order:

Meeting was called to Order by Owen Ronchelli, chair.

2. Welcome New Members

Catherine Ciarlo from the Mayor's Office welcomed the CAC to the New Year and welcomed the new members to the committee. As we look to the future the vision for Streetcar is to expand into new neighborhoods and areas of Portland. The Mayor's office wanted to expand this committee to ensure representation of a larger portion of the city. Members introduced themselves.

3. Public Comments:

No Public Comment.

4. Status Report on Lake Oswego

Vern Rifer referred the members to page 2 of the January 5, 2011 minutes. This is the month where a lot of decisions will be made. This committee and a number of other entities will be asked to comment on the locally preferred alternative of streetcar. The Lake Oswego CAC will make a recommendation next week. Ultimately there will be a recommendation sent to the Metro Council and the Metro Council will make a recommendation of the locally preferred alternative which will kick-start the Environmental Analysis and Preliminary Engineering.

Karen Withrow of Metro and Patrick Sweeney of PBOT presented on the Lake Oswego to Portland Transit Project. The conditions driving this project are: the corridor is constrained; Highway 43 has issues, especially at peak hours and ODOT has determined that expanding 43 isn't feasible. There are three alternatives in the study – 1) No-build; 2) Enhanced bus – similar to a streetcar, but increased frequency; 3) streetcar – most of the alignment would be in the Willamette Shore Right-of-Way.

There are three design options in John's Landing – 1) stay on the Willamette shore line; 2) go on Landing to Boundry to Macadam utilizing in-street operations; 3) the same route as option 2 (Landing to Boundry to Macadam) utilizing a new, streetcar only lane in Macadam. The John's Landing Neighborhood don't want streetcar operating in the condo/residential area along the Willamette shore line, and the businesses want it on Macadam. Through the process Option 2 has been chosen. The project staff are looking at possible increases of sidewalk widths and other pedestrian amenities along the proposed route. Residents and Businesses also made it clear that they would like the Pendleton stop option to become a reality. Withrow passed out the latest project newsletter which is also available on metro's website.

The public comment period for the Draft Environmental Impact Statement (DEIS) closed on Jan 31, 2011. Metro is now compiling all received comments into a report which will include a summary of the comments, as well as a summary of all outreach activities from during the Draft Environmental Impact Statement process. The report will be compiled to give to the Steering Committee before they make a recommendation. The Lake Oswego CAC should have a recommendation by Feb 7, 2011. The next step for the project is that the Steering Committee is meeting at the end of February to look at the CAC recommendation, technical recommendations and public comments. The recommendation will include the preferred mode as well as the design options in John's Landing, Riverwood and Lake Oswego. After the Steering Committee makes their recommendation, it will then go on to the jurisdictions that are represented in the project, then to JPACT and then to Metro.

Lee Perlman asked if it is necessary to have unanimous sign-off on the project. Withrow responded that if a jurisdiction could not support the project there would be continued discussions. Gustafson added that discussions would continue until they could come to an agreement.

Sorin Garber asked what the travel time benefits and cost differences are for the two options in John's Landing. Sweeney responded that the Macadam bump-out adds 3 minutes of travel time, but leverages redevelopment on Macadam. The cost difference between the two directly results from not using a piece of the Willamette Shore Right-of-Way which is valued at around \$7-9 million. Rifer added that discussion has occurred that looks into the possibility of the property owners that benefit from the more expensive option contributing financially to the project. Residents along the Willamette Shore Right-of-Way in John's Landing have stated that they would like to be able to use the unused portion of the Right-of-Way as an improved pedestrian/bike route to improve circulation in the area. Rifer added that there is up to 1 million square feet in development potential in the area. Discussions are occurring regarding the possibility of rezoning this segment of Macadam.

Bob Richardson asked if there is any way to make use of the unused Right-of-Way that could be incorporated into the project so that the Right-of-Way value can still be used as local match. Sweeney stated that this issue will be discussed during the preliminary engineering phase. There is a similar issue in the Dunthorpe/Riverdale option that would put the streetcar on Riverwood Road rather than keeping it in the Willamette Shore Line which would also separate the streetcar from some of the houses that are immediately next to the Right-of-Way. Richardson relayed a question from a Portland Transit reader concerned about travel time calculations stating that they were not calculated from neighboring locations. Sweeney responded that he does not have that information and that it is a good question for the representative from TriMet on the project. Richardson said that it is out of concern that a minute here and a minute there can add up quickly.

There was a public hearing on January 24, 2011 where 79 people testified about the project. 41 testified in opposition of the project and 38 testified in support of the project. Several of the opposing testimonies were from people not along the alignment that were just opposed to a project of this size.

Bill Danneman asked if plans for the trail in this area were proceeding along with the project. Sweeney said that through a combination of the Sellwood Bridge project and this project there is a potential of a great path from the Sellwood Bridge to Downtown Portland. Withrow added that none of the design work precludes a trail and there are a number of places where the design actually accommodates a trail. Clackamas County has found funds that they will be using for an

engineering study, primarily in relation to the tunnel. Metro has funding that will be used to study the trail as well.

Owen Ronchelli asked that a clarification be made between the project CAC and the streetcar CAC.

5. Feedback from January's Loop Operations presentation

There has been discussion at previous meetings about the opening date of the Loop (now set at September 21, 2012) as well as the operations for the opening of the Loop. Ideally there will be 12-trains operating at the opening of the Loop, but how many trains will be operated on each segment and what the headways would be for both lines as well as where the Loop will turn around. Sorin Garber added that he remembers a big piece of the discussion was the difference in headways and that in the long run a couple of minutes may not be as dire as originally thought. Rick Gustafson added that there are four issues – 1) Opening date for revenue service – all but the FTA seem to be in agreement on September 21, 2012 at the moment; 2) Securing of operations funding – the current agreement ends June 2012; 3) Allocation of service – how many trains and where will they be; 4) Fares and Fare structure.

Currently streetcar has agreements for a 12-train operation. There are two options: 1) Run the Loop from OMSI to the Pearl; 2) Run the Loop from OMSI to SW 10th & Market. 10th and 11th are the crush-load corridors. The tram area does experience crush-loads at peak hours. We need to look at how to run service in 2012, then in 2014 after the completion of the Jasmine Block, and then in 2015 after the completion of the transit bridge when we plan to run the complete Loop.

A 14-train operation in 2012 would allow for 12-minute service on both alignments. To operate 14 trains, streetcar would need an additional \$1.6 million in operational funding. This is a very difficult time for transit due to the drop in the payroll tax. The focus for TriMet is on the reinstatement of bus service that has been reduced. Streetcar has experienced a \$400,000 loss in contribution from TriMet (equivalent % reduction as TriMet experienced).

The final issue is the whole question of fares and the equity for the Loop alignment.

Vern Rifer asked about fare recovery if you charged a fare on the existing line. Gustafson responded that streetcar has 4 million annual riders, 70% of those are within the free rail zone. There is a possibility of \$1-1.4 million in revenue. TriMet has estimated that streetcar would collect \$960,000 from the fare box from the Loop. Carolyn Brock asked if we have any information as to how many riders are from out of town. Gustafson responded about 5%. We have twice the number of trips as TriMet for non-home based trips. Dustin Posner asked when Lake Oswego may come on line and how that would impact operations. Gustafson responded that it could come online as early as 2017, but TriMet has indicated that operating funds would not be available until 2019. Obviously it won't be built until the operating funds can be allocated.

Patrick Sweeney stated that PBOT has initiated a study of the fare structure for streetcar initiated by the opening of the Loop. Fare equity needs to be taken into consideration as well as the coordination between MAX, Streetcar and the Zone 1 bus service. PBOT and TriMet are working together on this and hope to have the study complete in the next 6 months. Owen Ronchelli asked Sweeney to come back before the project completes to update the CAC. Sweeney agreed to give updates to the CAC. Sorin Garber asked if streetcar ends up being a fare system if there would be

fare inspections instead of fare surveys or even looking at having a gated system that you can only enter by paying a fare. Sweeney responded that part of the study is looking into electronic fare collection. Gustafson added that fencing off the platforms would be a large undertaking and would close off the platforms from the pedestrian environment.

Bill Danneman asked what the benefits of the new Transit System Development Charge overlay district would be for the system. Gustafson responded that "Close the Loop" is included in the proposed TSDC, which is very important. Susan Pearce added that the TSDC would include the switches on the Milwaukie Light Rail project that were eliminated when they didn't get 60% funding, the "Close the Loop" project, the rerouting of Water Ave and the Clinton to the River multi-use path. "Close the Loop" is the project that would complete the southern end of the Loop which is the connections to the bridge as well as money to allow the streetcar to operate on the bridge which would include track connections to the bridge and the automatic trip stop system technology on the cars to allow them to run on the same rails as MAX. The last piece is the purchase of 4 vehicles and a turn around in the Lloyd District. The last piece is not essential prior to the opening of Milwaukie Light Rail and can be completed at a later date.

Vern Rifer asked about the life of the current cars. Gustafson responded that the cars average 20,000 miles a year. The life-span was originally thought to be 30 years; it is now possible that the life span may be 45 years.

6. Loop Construction Update

No report.

7. Other Business

In 2011, Streetcar is celebrating its 10th Anniversary of service from NW 23rd to PSU. The celebration will be August 12, 2011, 11am, at Jamison Park in the Pearl.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, March 2, 2011, 3:30pm-5:00pm, City Hall, 1221 SW 4th Ave, Pettygrove Room, 2nd Floor. 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.