

Portland Streetcar Citizens Advisory Committee Meeting

Wednesday, June 1, 2011, 3:30-5:00 p.m., City Hall, Pettygrove Room

Members in Attendance: Owen Ronchelli, chair; David Brandt; Carolyn Brock; Bill Danneman; Michael Dennis; Peter Finley-Fry; Sorin Garber; Gerik Kransky; Janet McGarrigle; Susan Pearce; Cora Potter; Zoe Presson; Bob Richardson; Vern Rifer; Richard Ross; Scott Seibert; Dan Zalkow

Others: Steve Bozzone, Laura Campeau, Ian Trout

Staff Attendance: Kay Dannen, Julie Gustafson, Jamie Jeffrey, Patrick Sweeney

1. Meeting to Order:

Owen Ronchelli, chair, called the meeting to Order. The minutes were approved.

2. Bicycle Safety Report

Jamie Jeffrey from the Portland Bureau of Transportation (PBOT) presented to the CAC on the concerns for bike and pedestrian safety in relation to the streetcar tracks from the AROW Streetcar Safety Working Group. Sorin Garber asked about the westbound Lovejoy Ramp and the signal timing to see if it's possible to force bicyclists to stop at the bottom of the ramp. Jeffrey responded that the bicyclists should follow the signals as set. Bob Richardson asked for clarification on the intended use of the left turn bike box at 9th and Lovejoy. Jeffrey explained that the bike box at 9th is where the bike lane ends on Lovejoy and that cyclists should ride into the bike box and await the signal to proceed south on 9th. Richard Ross asked if there are national standards for bike/truck hazard signage. Jeffrey responded that currently there is one sign that shows the rails with a bicycle crossing at a 90-degree angle. Ross followed up by asking if there are any standardized signs on the horizon or ones that could be adopted from international locations. Jeffrey responded that PBOT is looking internationally for potential signs but that there is nothing on the horizon domestically. Gerik Kransky thanked the CAC for having this discussion. He would like to see this discussion occur earlier in the planning stages for future alignments to better improve safety for all. Steve Bozzone with AROW thanked the CAC, PBOT and Portland Streetcar for their time and their attentiveness to the issue of safety. AROW is a fan of streetcar and is excited to see the openness of the discussions. Jeffrey added that there needs to be a big educational effort to tell people the safest way to navigate more difficult areas. Owen Ronchelli added that this discussion is important and that this issue will be readdressed periodically. Vern Rifer commented that he has heard several times that Streetcar is causing danger and that we need to speak up for ourselves to let people know the work that is being done to improve conditions and to work with the community to make the situation ever better. Ronchelli added that we have done a lot and that each time we build an alignment we are learning more lessons and improving the conditions each time. Rifer suggested that there should be a person or group that watches for negative press that can respond with the positive side of the story. Kay Dannen responded that the majority of the media calls are handled by the media relations department at PBOT as well as Dannen and that she agrees a more concerted effort could be made to communicate all of the improvements that have been made from the first alignment to the latest. Ross added that there is a backlash against transportation and streetcars that is building that we need to be aware of in order to properly respond. Sorin Garber added that we can proactively write press as well. Garber asked about the possibility of a jersey barrier on the Lovejoy ramp to provide safety in separation. Bozzone responded that AROW had been told that the idea of a Jersey barrier has been looked at but is not feasible at this location. He stated that he sees this as a potential solution for future alignments. David Brandt seconded the desire to have this discussion now so that the future alignments can include many of these solutions in the design phase. Bob Richardson added to Rifer's earlier comments by stating that it needs to be clear that not all

criticism is based on inaccurate information and that we need to be advocates and not boosters. Kransky stated that he appreciates the opportunity to revisit this issue at future meetings. Dannen added that there is a new one-pager that addresses specific issues in the Pearl that will be in the June edition of the NW Examiner as well as distributed to the social media networks and blogs as well as posted on the Portland Streetcar website. Garber asked if there is a need for a subcommittee of the CAC that could meet with AROW and discuss this issue. Bozzone responded that it would be helpful to have a committee to work with AROW and discuss these issues including a possible flange way protector. Dannen responded that the Loop Project Manager has directed the design team to investigate the possibility a flange way protector at heavily used bike/streetcar track crossings.

3. Public Comments:

No Public Comment.

4. Streetcar Fare Study Update

Patrick Sweeney reported that the scope of the Fare Study project has changed. Several groups responded in the past month stating that it seems counter productive to alter the bus/MAX fare system in 2012 as the entire system is likely to be altered in 2015 with the completion of the full Streetcar Loop as well as the opening of the Milwaukie Light Rail. The study is now looking primarily at a streetcar only fare system for 2012 with a bigger picture look at the plan for 2015. David Brandt asked if there is a plan for a natural progression into the 2015/16 scenario. Sweeney responded that the study is looking at Phase 1 in 2012 moving into Phase 2 with the opening of the full Loop and the Milwaukie Light Rail. Peter Finley Fry commented that he is happy to hear about the uniform fare but wanted to confirm that a TriMet fare would still work on the streetcar. Sweeney responded that a seamless system with TriMet is one of the primary goals of the study. Bob Richardson asked if discussion had been had as to a rebranding of the Free Rail Zone if the streetcar is no longer free. Sweeney stated that the discussion had not been had to date and thanked Richardson for the comment. Dan Zalkow commented that he is concerned about the difference in fare between streetcar and MAX as many people do not differentiate between the two types of rail vehicles which will cause problems for riders. Scott Seibert agreed with Zalkow adding that he believes in equity not just between east and west riders but between transit modes as well. Susan Pearce seconded the concern as there are many people in Portland who do not know the difference between rail transit modes and that it may be time to evolve away from Fareless Square/Free Rail Zone. She would like to see the time between 2012 and 2015 used to educate the public to increase awareness. Ross would like to see investigation into a more closed system than the open system. Carolyn Brock stated that she is in favor of adding fares on MAX as well as streetcar. Zoe Presson reported to the committee that there is a \$0.40 increase planned for the LIFT transit system.

5. Loop Service Allocation Policy

No report was given.

6. Project Updates

a. Lake Oswego Update

Vern Rifer updated the committee on the Lake Oswego project. The Draft Environmental Impact Statement has been finalized; it has been approved by the Lake Oswego City Council, Portland City Council and the Project Steering Committee. Clackamas County will vote next week. There is a ground swell of activity in Clackamas County. Multnomah County will vote in

the coming weeks. At this point voting is only on the preferred alternative, which will allow for the completion of the EIS process. Peter Finley Fry asked if there is a minimum operating segment. Rifer responded that if Portland were to submit a project that extended only to the Sellwood Bridge that would be unlikely to gain regional and federal support and funding. The full project is more likely to gain the necessary support.

b. Loop Construction Update

Loop Construction is 70% complete. The Broadway Bridge will be fully open during the Rose Festival Moratorium with overhead wire work beginning June 13.

7. Other Business

Owen Ronchelli stated that he sent out an email following up on the May discussion about the Portland Plan. He asked that if anyone has any comments to please forward them to him. Peter Finley Fry added that there is a public hearing in the coming weeks where public testimony could be made. Gerik Kransky and Richard Ross stated concerns that the Streetcar and Bike Plans are not fully reflected in the Portland Plan. Ronchelli stated that he would like to get written testimony to the City before the hearing.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, July 6, 2011, 3:30pm-5:00pm at City Hall, Pettygrove Room. **There will be no August CAC meeting!** 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.