

Portland Streetcar
Citizen Advisory Committee Meeting Minutes
January 10, 2001

Members in attendance: Mike Dale; Kay Dannen; Rich Davidson; Steve Fosler; Peter Fry; Richard Gross; Rick Gustafson; Mary Kennedy; Stan Lewis; Janet McGarrigle; Carol Presson; Vern Rifer; Ed Roske; Chris Smith

The meeting was called to order and the minutes were approved.

1. Construction Update

Kay reported that track work construction to complete the 4.8 mile roundtrip loop between NW 23rd and PSU Urban Center Plaza has started on SW Mill between 6th and Broadway and NW Lovejoy between 11th and 14th and NW 11th between Kearney and Lovejoy. All track work will be completed by mid-February. Furniture and equipment have been moved into the Streetcar maintenance facility with staffing to follow.

Static system testing of track and overhead electrical clearances with Vintage Trolley will start on Sunday, January 14th on the Northwest Loop from NW 16th to 23rd Avenue using Northrup and Lovejoy. Communication to the community regarding this testing has been extensive, including flyers on cars, notification to all area residents and businesses, communication with Legacy Health Systems, information to the media and communication to area truck loading companies. Testing the overhead power on the system is scheduled for mid-February on the Northwest Loop, March 4 for the phase I loop to SW Market and April 1 for the entire system to PSU.

Kay invited the CAC to an "Open House" to discuss service planning changes sponsored by Tri-Met at the Portland Building on Thursday, January 25, 5PM - 8PM. Portland Streetcar has been invited to participate in this meeting.

The purchase of a 7th Streetcar has been approved by Mayor Katz and will be included with the Tacoma, Washington Streetcar order. We expect this car to be delivered toward the end of 2001 or early 2002. It was important to make this car commitment to avoid a three-year delay in

streamlined trolley production at the plant in the Czech Republic. Confirmation of the funding resources to construct to RiverPlace should be finalized by spring of this year. The 7th car would accommodate operations of the alignment extended to RiverPlace.

Carol was concerned about the ability of Tri-Met's lift operations to function efficiently along the Streetcar alignment especially around Legacy Good Samaritan Hospital. Kay will call lift operations and discuss any possible conflicts and report at the next CAC meeting in February.

2. Summary of City Council actions of January 10, 2001.

Rick discussed City Council approved all resolutions for Streetcar this morning. Resolutions on the docket were:

City of Portland / Portland Streetcar, Inc. operations agreement

Resolution which endorses the Streetcar operation plan

City of Portland / Tri-Met funding agreement

This agreement formalizes Tri-Met's commitment for \$1.6 million in annual operating funds through June 2006. Tri-Met's share will be two-thirds of the operating costs; the city is responsible for the rest. In exchange, the city will modify key traffic lights to help buses stay on schedule.

City of Portland / Tri-Met personnel agreement

Tri-Met light-rail workers will bid on 18 Streetcar positions; 13 operators, three repair technicians and two supervisors, with those assignments starting June 4, 2001. These operators could be trained in two weeks because they have been working in light rail and the Streetcar system is much simpler than MAX light rail with only one signal to worry about. Shifts will be either 8 or 10 hours. Passengers will be able to stay on the Streetcar the entire loop, except at the terminus at 5th and Montgomery. Operators will have a layover time at this location and will be out of the vehicle.

Chris asked, if with the additional car, would operating frequency be increased or whether we are forced to stay within the \$2.4 million dollar budget? Rick stated that at start-up of operations Streetcar would be required to stay within the set budget amount, which limits us to 21,000 hours of operations. We currently will be offering 12-minute headways during much of the weekday service, but after hours and weekend service has been reduced to meet budget restrictions. In order to increase frequency, more money would have to be allocated to the operations budget. Customers of Streetcar will be able to use Tri-Met's trip planning service at 238-RIDE to get schedule information. Streetcar information will be fully integrated in Tri-Met's system to provide the best customer service possible. Chris mentioned that as Tri-Met's communication system becomes more sophisticated, it will be necessary for Streetcar to follow suit.

Tri-Met and Streetcar have been working together to discuss Streetcar shared stop locations with buses. The number of shared stops with Tri-Met has not been determined. Rick mentioned that cameras will be installed on the trains as a security measure and will assist with liability and insurance issues. Each streetcar will have a ticket machine and ticket validators.

3. Signage Presentation

Discussion was held on the draft signage package for the Streetcar stop platforms, which includes frame map on the shelters, blade sign and other

information on the walls of the shelters. Kay described that each frame map will include a system map showing the alignment, district map showing the four different districts within the alignment, which includes Northwest, Pearl, West End and University. The middle of the map frame insert will include sponsor name, the bottom of the frame will have a changeable insert on the left side for schedule information and general information on the right.

An issue that has been brought up by Tri-Met during our coordination meetings was the height of the letters on the flag sign and whether Streetcar needs to comply with 3" ADA height restrictions. Samples were shown to the committee of other flag sign possibilities, which might limit the name of the stop, eliminate the directional information (to PSU) at the bottom of the signs or show the Streetcar logo and name only. It was also discussed that if we removed the location on the flag sign (NW 22nd & Northrup), that it might be possible to show this location in the appropriate 3" lettering on the top face of the shelter. A motion was made by Steve Fosler to put the Portland Street logo and name on the flag sign with the destination indicated on the bottom and include the stop location in the 3" lettering on the top face of the stop shelter. Motion and seconded by Vern and unanimously approved by the committee.

Several comments were made by committee members on the signage package which include:

Correct the bus routes and Streetcar stop locations on the map

Better indication of fareless square

Blend district locations to show continuity

Make the map as user friendly as possible

Show bus connections

Darken the park blocks to dark green

Indicator at each stop showing "you are here"

Consider producing frame maps for sale

Small section on frame saying "please no smoking on Streetcar platforms"

A discussion was held on whether it is appropriate to include the CarSharing information and logo on the frame map. Vern felt very strongly that this was inappropriate for inclusion on the frame insert. He contends this is a private company and the insert should contain only information pertinent to the Streetcar customer. He suggested that if CarSharing wanted to advertise that they pay for that advertising and use another venue - possibly handouts on the trains. Other members of the committee felt that CarSharing should be included as information to customers of the availability of choices of transportation options. A

motion was made by Vern and seconded by Ken that CarSharing be removed from the frame map. This motion was passed by five to two by the committee.

Rick mentioned that Streetcar would be producing schedules and a general information brochure for use by our customers. Carol suggested that the schedule be printed in black and white for easier use by the seeing impaired. It was also recommended that a system map be provided on each of the cars showing the route and stops. Other opportunities to review Streetcar signage information will be made available to the committee.

The next CAC meeting will be held at the Streetcar Maintenance Facility at 1516 NW Northrup, Wednesday, February 14, at 3PM. The public is invited to the Citizen Advisory Committee meetings.

The meeting was adjourned.