

Portland Streetcar
Citizen Advisory Committee Meeting Minutes
February 14, 2001 Streetcar Maintenance Facility

Members in Attendance: Mike Dale; Rich Davidson; Mary Kennedy; Stan Lewis; Ken McFarling; Don Singer; Chris Smith; Ingrid Stevens

Others in attendance: Sarah Fuller; Dick Thompson; Carol Presson; Art Lewellan; Richard Gross; Louis Ornelas. Staff attendance: Rick Gustafson; Kay Dannen Tri-Met attendance: Tony Mendoza; Rhonda Hennings PDOT attendance: Franci Royce

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 is complete except for the section on SW Montgomery between SW 4th and 5th. This track work will complete track installation and will be completed in the next two weeks. Overhead wires and catenary pole installation continues on the PSU extension. Final installation and certification of the substations is in progress.

Testing of the track systems, including track clearances and overhead wires on 10th and 11th is scheduled for the first part of March with testing of the entire loop, including the PSU extension scheduled for April 8. This testing will be accomplished with vintage trolley and eventually Streetcars when after they are received. After the entire alignment is available, you will continue to see testing on a weekly basis up until start-up on July 20, 2001.

The first Streetcar is scheduled to be shipped from Bremen, Germany on February 20 with arrival at the Port of Vancouver on April 8. The remaining four cars will arrive about June 1. Streetcar #1 will be teal and blue.

\$100,000 in an art RFP is in process, administered by RAAC, to provide artwork along the Streetcar alignment. The selection process is underway. On February 1, 4 "tiki totems" were installed over existing catenary poles on 11th between Marshall and Northrup and at the corner of Lovejoy and 11th.

Chris asked if a temporary shelter could be placed at the current shared bus stops to provide shelter for bus riders. Tony Mendoza from Tri-Met will see if some shelters could be provided on a temporary basis until the permanent Streetcar shelters are installed. The specific stop locations are 23rd/Marshall and the shared stops on Lovejoy. Chris also has noticed that orange barrels are on these stop locations and make the stops crowded. Kay will check and see if these barrels are necessary.

Rick mention that Streetcar is taking a calculated risk in starting service so soon after the arrival of the cars. Our strategy is to engage

the community in joining us in start-up and making it clear that we are in a break-in mode. When the cars are received, they will have a 600 kilometer "break-in" requirement prior to putting in service for passengers. These cars are pre-tested in the Czech Republic prior to arrival in the US. Operators coming from Tri-Met will be MAX drivers and therefore, will be fully trained on operation of light rail vehicles. Streetcar anticipates about two weeks of training for these operators. All four MAX crossing dishes were installed the weekend of Feb. 11/12 and look like they will accommodate the crossings at Yamhill/Morrison and 10th/11th. Tri-Met seems satisfied with their operation.

2. Summary of Vintage Trolley operations on the Streetcar line.

Rick discussed the issue of operating Vintage Trolley on Saturdays and Sundays as part of regular service and as a back-up during the week if Skoda vehicles are in for repair. Vintage Trolley offers some special challenges because the cars are non-accessible. Rick introduced Dick Thompson, who coordinates and trains the conductors for Vintage Trolley and Sarah Fuller who handles VT charters and organization. VT will run every third car on both Saturday and Sunday with schedules from 10AM-11PM on Saturday and 10AM-6PM on Sunday.

Carol wanted to make sure that there were not two Vintage Trolleys back-to-back in service and that a Skoda vehicle would be scheduled between the VT. For someone who is disabled, if you had two VT in a row, the disabled customer would have a very long wait. Stan emphasized that Sterling Williams, who has recently passed on and was a member of our CAC committee, was very supportive of VT. Stan did encourage that our signage be adequate to inform the public of the lack of accessibility with the Vintage Trolleys. Don had understood that VT was noisier than the Skoda vehicle and that we will be operating on days when more people are at home and they could be bothered by the additional noise. Rick said that this noise could be mitigated by more wheel truing on the wheels, which would produce a quieter ride. It may be necessary to revise the wheels to resolve this noise issue. Sarah informed the group that Vintage Trolley has coexisted with MAX for some time and there is an acceptance and expectation in the community that the trolley will be a positive addition to Streetcar service. Some discussion was held on future VT service on the MAX line once Airport MAX goes on line. Rick feels that service will be limited to Sunday's only and certainly when Interstate MAX goes online, it is questionable whether VT will be able to operate. Rick mentioned there is an expectation in the community that Streetcar will operate the vintage trolleys. The community views the VT as a positive addition to the Streetcar alignment.

Some discussion was held on public outreach/communication and marketing of Streetcar service. Some suggestions are utilizing local newspapers, having schedules available on the website. Rick mentioned that Tri-Met will be providing Streetcar information on the 238-RIDE number. It was suggested that we don't depend on the website as the only communication link to the public, that we utilize many sources and make sure our signage at the platform stops is clear and understandable.

3. River District/Northwest Transportation Options Plan

Franci Royce from Portland Department of Transportation discussed the NW Transportation Options Plan would have the following goals:

Maximize opportunities to travel without a car.

Improve transit access and coordination with Streetcar, MAX connections, eastside and the transit mall.

Reduce Auto impacts to neighborhoods.

Minimize the need for auto parking facilities in area.

Test new programs that support walking, biking, bus, Streetcar and MAX.

The opening of Streetcar, the building boom in NW Portland, the regional attractions in the area, and the City and community's desire to build a livable, transit friendly neighborhood provide a unique opportunity for partnerships between the community, Tri-Met and the City of Portland. Elements of the plan include; improve transit, enhance transit information, increase carsharing participation, carpool incentives, bike/pedestrian improvements and promotions, promotions/marketing, building transit promotion partnerships, community pass and transportation management association development. A targeted group in NW will be mailed these community pass applications in which they have the ability to sign up, at no charge for the first 1,000 applicants, to receive 6 months of free service on Streetcar, 1 month on Tri-Met, annual membership to CarSharing, discount on a bike locker, etc.

Tony Mendoza from Tri-Met planning discussed pedestrian wayfaring signage which are scheduled to be installed in the NW study area. These are directional signage to Streetcar, PGE Park, etc. If this signage proves helpful to transit customers, it will be repeated throughout Tri-Met's system. New oval bus stop signage will be fully installed in the NW study area by September 2001. Streetcar and Tri-Met will be sharing 13 platform stops and blade sign and frame maps are being designed to be compatible and informative to riders.

Don Singer is concerned about Tri-Met buses on the Streetcar line and the possibility of breakdown which would impact Streetcar operations. Chris mentioned that Streetcar has developed a back-up plan for Lovejoy/Northrup to ensure we have realiable operations. One questions is where do you put bus route #77 if not Lovejoy. Tony feels that Streetcar and bus services are complimentary and are not in competition with each other.

4. Signage package for platform stops.

Letters of support have been received from Citizens for Sensible Transportation, Oregon Environmental Council, Northwest District Association, NW ECO Collaborators, Pearl District Neighborhood Association and the Nob Hill Business Association to continue advertising

CarSharing options on the Streetcar maps at the platform stops. A vote of members was taken in support of the CarSharing issue with a tally of 3 for and 2 against. Stan has requested some carsharing statistics to back up this support.

The next CAC meeting will be held at the Portland Streetcar Office on Wednesday, March 14, at 3PM. The public is invited to the Citizen Advisory Committee meetings.

The meeting was adjourned.