

Portland Streetcar
Citizen Advisory Committee
June 13, 2001, 3PM, Streetcar Maintenance Facility

Members in attendance: Don Amundson; Steve Fosler; Mary Kennedy; Stan Lewis; Ken McFarland; Janet McGarrigle; Jon Putman; Vern Rifer; Steve Shain; Chris Smith; Ingrid Stevens

Staff attendance: Rick Gustafson; Kay Dannen; Jeri Jenkins
Others: Lenny Anderson; Art Liewellan; Carol Presson

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

1. Car Testing and Delivery Highlights

Operators started on June 4 and will have a week of in-house training and then the operators will start operating the cars in preparation for certification. Our 13 operators have a total of 75 years of Tri-Met experience. Our 3 superintendents have a total of 80 years of Tri-Met experience. Our first sign-up was conducted on 6/13. 18 of our employees are from Tri-Met; 13 operators, 2 maintenance technicians and 3 superintendents. Car #5 arrives on Saturday, June 16 and will be moved to the maintenance facility on Monday, June 18. Cars number 1 & 2 have been accepted by Streetcar, car #3 continues to have diagnostic testing. Inekon/Skoda is preparing the cars in order to turn over to Streetcar operations as soon as possible. Several issues need to be resolved. The fare boxes and inside signage need to be resolved. We need to install a pull cord for passengers to signal the operator that they want to stop and depart. We have not received the audio system as yet in order to determine what kind of flexibility we will have with the audible announcements. We are working on the door closure bells, because we have had a number of complaints from the community. Cars continue to operate well; problems continue with software problems, especially as it affects the doors. Spare parts should arrive on Saturday with the car. Interference along the alignment during operations use to be 3-4 times per trip, but has dropped to about one time per trip. This should further decrease as we simulate service, which is to start on Sunday, June 17. The project will more than likely move many of the loading zones to avoid conflict and illegally parked cars. Streetcar is currently operating at 5 mph on Mill through the PSU campus.

2. Discussion and possible options for Streetcar Schedule

Simulated service is to start on Sunday, June 17 and will continue until the start-up of operations on July 20. Train operations are done under three separate scenarios to test running times:

- Stop at every stop and open doors
- Stop at every other stop and open doors
- No stops on the run

The run that most simulates real service would be the stop at every other stop as streetcar is a hail system and does not stop at each stop location. During the run time an operator layover rest stop has to added into the schedule.

Opticom will be added to the intersection of 11th and Burnside to hold the light green longer to assist with Streetcar operations. Rick spoke to the CAC regarding the possibility of Streetcar utilizing the GPS tracking system which would show train arrival at each stop location. One of the challenges has been to accommodate this when the stop locations are not powered. The project has looked into a battery or solar charged system. Rick is considering operating without a schedule if this system can be up and operating by July 20. We have currently made a 36 minute roundtrip run, which is excellent. We estimate about 15-20 seconds at each stop location. In order to achieve a 10 minute headway, we would need all 5 cars in service, which will not be possible. We will run, at the most, with 4 cars on schedule. With 5 cars in service, that leaves no spare in case of a car breaking down. Additional service cost \$100.00 per hour. Vintage Trolley is scheduled for runs on Saturday and Sunday. The PSI board has suggested that we "plan for success." The expectation is that we will need additional service on Saturdays, as well as evenings. Jon confirmed that we would be monitoring the amount of stops we make along the alignment and if we reach close to stopping at every stop that it be initiated as a standard operating procedure.

Vern made the motion that during the grand opening weekend that vintage trolley not be used unless decreased capacity warrents. Jon seconded and the motion was passed.

3. Portland State University Safety Report

Kay distributed a report that was prepared from her recent safety committee meeting at PSU. PSU has set-up a safety committee on campus that will act on Streetcar safety issues and act as a conduit from students/staff to the project. Jon mentioned that because there was now no sidewalk on the south side of the tracks through the Park Blocks, people continually walk on the tracks. Also the lineup on the Park plaza does not line up with the crosswalks. Carol felt that there were safety issues regarding operations that impact local residents in the area.

4. Presentation on the Signage Package

Samples of the frame maps for the shelter locations and the channel system map to be installed in the car was shown. Their will be 4 channel maps in each car over the double doors.

5. Sponsorship and Grand Opening Update

Kay distributed the latest list of grand opening events at the district event locations. The Grand Opening Steering group is working very hard to have a very successful weekend. It was suggested that we have volunteers encourage event goers to get off at each event location so we can offer rides to new passengers. Kay is concerned about getting people on the cars. Volunteers will have plenty of streetcar day tickets to distribute so they can ride another time, if the cars are too full. Jon is willing to assist with grand opening events.

6. Other business

Kay mentioned that she had received several complaints on the noise of door bells. Maintenance is looking into this issue; doors opening and closing are very noisy. Rick mentioned he was looking into a way to communicate with riders between July 20 and September that Streetcar is operating under a learning curve and would appreciate patience from riders. Communication could be made through the Streetcar data base. It was suggested that we provide rides to LID (Local Improvement District) payees to ride on a tour.

Streetcar posters and system maps to be produced for sale to the public. Monthly CAC meetings to be held at the maintenance facility from now on at 1516 NW Northrup, the second Wednesday of each month at 3PM.