

Portland Streetcar
Citizen Advisory Committee
July 11, 2001, 3PM, Streetcar Maintenance Facility

Members in attendance: Bob Amundson; John Carroll; Mike Dale; Steve Fosler; Mary Kennedy; Stan Lewis; Ken McFarland; Janet McGarrigle; Jon Putman; Vern Rifer; Chris Smith; Ingrid Stevens

Staff attendance: Rick Gustafson; Kay Dannen
Others: Carol Presson, Mary Volm, Commissioner Charlie Hales

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

1. Start-up, Frequency, Nexbus System

Discussed the history of the CAC and the importance of this committee's work in assisting with Streetcar progress. CAC is happy with the colors of the cars - they seem to be neighborhood friendly and receiving neighborhood support.

Saturday evening, July 7, a car made a right turn in front of Streetcar #1. Cosmetic damage was done to car #1. We have had another instance where a streetcar hit an open car door. One of our cars has a burnt motor, but motor is in town and will be repaired in advance of the grand opening. The mechanics continue to work on the air conditioning units. Car and truck loading zones are not causing many problems. Our schedules depend more on the individual operator rather than operation in mixed traffic. Some operators are more aggressive than others. Our average runtime is 42 to 58 minutes. We will run 15-minute frequency mid-week from 6am to 6pm. Rick advised that there is a press briefing on Monday morning, July 16. It is the desire of Streetcar to educate the public that Streetcar will be in their break-in period from July 23 through September 4. Vern suggested we provide a self-addressed postcard for our customers to respond to Streetcar issues and comments. Signals have been modified in most locations to assist with the operating time of Streetcar. Operators are being trained on the opticom system.

Tri-Met has become good partners with Streetcar. Rick discussed the NEXbus system which we plan to have in place by September. Streetcar will have a reader board at each stop location which will indicate when the next train is due to arrive and if there are any delays or breakdowns in the system. This offers good customer service and should enable streetcar to increase frequency of vehicles.

Protocol and incident response for accidents has been developed. Streetcar is utilizing 90% of Tri-Met's standard operating procedures.

2. Update on Grand Opening Weekend. Call for volunteers.

Grand opening of Streetcar is scheduled for Friday, July 20 with speeches starting at 9:45am at the PSU Urban Center and the first train to lead a parade, along with the Lions of Batacada at 10:30am. We expect the five trains to arrive in NW Portland for lunch and more speeches at 12Noon.

Volunteers are welcome. We will utilize the services of a tow truck on Friday and Saturday to accommodate the towing of large vehicles, if necessary. This tow truck will be on call and located at 10th and Burnside.

3. Closure of NW Marshall Street.

A meeting is to be scheduled with the Lovejoy/Northrup Task Force to determine the future use of NW Marshall between 15th and 16th Avenues. Two options are on the table:

1. Close the street altogether and not allow cars, bikes or pedestrians.
2. Close the street to cars and allow bikes and pedestrians.

4. Other business.

Commissioner Hales was present at our meeting and extended his thanks and gratitude for the fine work and dedication by this group to assure that we have a successful Streetcar operation. Members commented that we have had the solidarity of neighborhoods along the alignment during the 10 years of development of Streetcar. Teamwork has obviously worked for this committee.