

Portland Streetcar Citizen Advisory Committee
June 12, 2002, Portland Streetcar Office, 115 NW First Avenue
Members in attendance: Bob Amundsen; Steve Fosler; Mary Kennedy; Stan Lewis; Ken McFarling; Carol Presson; Vern Rifer; Don Singer; Chris Smith
Staff attendance: Kay Dannen; Rick Gustafson

The meeting was called to order.

1. RiverPlace Extension.

Rick reported that City Council on May 29 adopted the resolution and unanimously agreed to the Streetcar RiverPlace Extension financing plan, approval of the project to seek \$1 million in HUD funding, authorized all engineering work, authorized the work to develop an LID (local improvement district) and directed PDC to provide funding for the Harrison Connector. Strong support was shown by the City Council to allocate money for engineering. In August, council action will be required in order to place an order for the track, specialized track and curved track and switches. Construction is scheduled to start in February of 2003 with operations to RiverPlace to start in July 2004.

Commissioner Jim Francesconi has been appointed the commissioner for transportation. Jim faces challenges because of the financial shortfalls at PDOT. Portland Development Commission also is facing financial challenges. Former Commissioner Hales will be networking on a federal level with Congressman Blumenauer with Streetcar as the focus and emphasis on inner city density and good transit connections.

2. Operations.

Next years budget is the same as this year at \$2.4 million. Emphasis will be placed on operations, when discussions are held on how to fund operations for the extension. Recently with a schedule upgrade, we have increased service 12% with no impact to the existing budget. We have shortened the roundtrip operating time to 52 minutes on an average, which gives us 13-minute headways from 7am to 7pm. NexBus arrival time has assisted us with this change. Budget controls the ability to run more trains. Rick estimated that it would cost about \$160,000 annually to operate with 10-minute frequency. It would entail hiring two more operators. One major problem with Nexbus, is that it can slip off the system. If a car sits still for more than 10 minutes, it falls off the Nexbus system and has to be reinstated by a superintendent.

The superintendents have been conducting fare surveys and we have noted an increase in annual pass sales. We are also documenting about a 20% fare evasion. Rules of conduct need to be approved by the City attorney. The ridership counts contract with Tri-Met will end at the end of June. At that time, Streetcar personnel will continue with the counts using, most of the time, our flex operators. We have had 6 hours, since the start of operations, where we could not meet the schedule due to mechanical problems.

The air conditioning system does not work well in the cabs of the cars. Solutions are being investigated. Because of a large amount of complaints, the Vintage Trolley was pulled out of service the end of April. The two VT's did not have the NexBus system installed and we were

unable to note their arrival on the reader boards. Vintage Trolley service is to restart on June 15. The Vintage Trolleys cannot make the same travel time as the Skoda vehicles. This will be a challenge on Saturdays for the VTs to stay out of Skoda's way. Operators do not like to drive the VT's because they have to stand for 8 hours and rarely get a break. This should be somehow mitigated.

To date, operations have shown no impact to the opening of the Lovejoy Ramp. Operations is watching to see what impacts may occur with left hand turns on 18th/Lovejoy and 12th/Lovejoy. Currently, are our biggest delays for operations is the back up of traffic at 11th/Burnside because of the traffic backup in the right hand turn lane.

3. Marshall Street Opening.

Marshall Street has been opened and a 3-way stop has been installed at this intersection. PDOT is also looking at increasing the lighting at this intersection. ODOT is requiring a permit to cross at this section and paperwork is being completed to accommodate them.

4. Arrival of cars #6 and #7.

Cars #6 & #7 are expected at the Port of Portland on July 6 or 7, 2002. The new cars are blue/green and red/blue. The new cars will have the ticket machines located in the recessed position in the car to ease the movement of wheelchairs and scooters in the low-floor section of the cars. Cars #1 through #5 will have the ticket machines also pushed back against the wall. The new cars will be experiencing the customary burn-in and modifications, prior to running in service. We expect they will rotate in service by September.

5. Accessibility Review.

Rick provided an update on the current work being done to mitigate concerns brought to Streetcar operations by the disabled community. We have received some complaints that some of our boarding platform stops are not accessible. Our curb heights were built to an engineered height of 240 mm, the cars have been adjusted to be at about 340 mm. Each stop is targeted to meet 1 to 6, which would be a 16% slope. While the stops meet ADA requirements, some stops may have steeper slopes when cars do not have many passengers. Documentation will be done continually to support the work of Streetcar operations to meeting accessibility needs.

Stan suggested that signage be provided inside the car to notify the wheelchair user to notice the width of the bridgeplates; as they do not meet the edges of the doors. He also suggested extending the yellow painting to the outer edges of the bridgeplates. Carol suggested that signage be provided at the platform stops to indicate where the wheelchair boarding is located. This will be investigated. Stan also suggested that the touch up paint inside the cars be better matched.

6. Other business.

The next CAC meeting is scheduled for Wednesday, July 10, 3:00PM at the offices of Shiels Oblatz Johnsen, 115 NW 1st Avenue, Suite #200.