

Portland Streetcar Citizen Advisory Committee  
December 13, 2004, 3:00PM, Shiels Oblatz Johnsen, 520 SW Sixth Avenue,  
Suite #400, Portland, OR 97204.

Members in Attendance: William Danneman, Steve Fosler, Peter Finley Fry,  
Mary Kennedy, Stan Lewis, Janet McGarrigle, Susan Pearce, Carol Presson,  
Vern Rifer, Scott Siebert, Chris Smith

Other Attendees: Dick Bernard, Kimberly Foster, Ed Hane, Lynne Coward,  
Marsha Weinstein, John Wolz

Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes  
were approved as written.

1. RiverPlace Extension Update:

Construction - RiverPlace construction is nearing completion with  
emphasis on the overhead catenary system (electrical), finish landscaping  
on the Harrison Roadway and on the SW Harrison median between SW 1st and  
4th Avenues. Work continues on the Harrison Roadway to complete handrail  
installation and it is expected sidewalk pedestrian access will be  
permitted within a week or two. When all electrical work is completed,  
punch list work completed, and testing of Streetcar commences, SW  
Harrison Roadway will be opened to traffic. That is expected toward the  
end of January 2005. All trackwork is completed except for a small  
portion at the end of the track on Moody. We expect to short-line  
Streetcar to SW 10th/Market in order to test the electrical system to  
RiverPlace on Thursday, January 6, 2005.

Opening Events - RiverPlace opening events are scheduled for Friday,  
March 11, 2005 and Saturday, March 12, 2005 with emphasis on  
accessibility to RiverPlace & South Waterfront due to the opening of  
Streetcar operations. The next meeting of the planning committee is  
scheduled for Thursday, December 16 at 9:30am at the Residence Inn by  
Marriott. Kay asked if anyone would like to assist with planning  
efforts, to please contact her.

Signage - Review was done of 3 layout samples for the frame maps to be  
redesigned and replaced at all platform stop locations prior to opening  
of RiverPlace on March 11, 2005. Kay asked the CAC members to review the  
three options and provide a consensus of their approved design. Review  
was to be done on placement of components for the frame map, not design,  
color, etc. Steve made a motion, seconded by Scott that sample #C be  
accepted as the preferred signage layout for the frame maps. This was  
approved by the majority of the committee. Marsha commented that it  
would be in our best interest to ensure that Michael Levine, as an  
advocate for the ADA community, have the opportunity to review the  
signage in advance of design and production. Kay has been in discussion  
with PDC and PDOT regarding the wayfinding signage project for downtown  
Portland. Modifications could be done to the Streetcar map in order to  
ensure that these two maps are more consistent.

2. City Council Action:

Rick reported that the Local Improvement District (LID) assessment for  
the Gibbs Extension was approved by Portland City Council on December 8,

with Jay Zidel testifying in favor of the Streetcar LID. Zidel's is a major employer in the South Waterfront area. City Council also approved the new funding agreement with TriMet and PSI, extending our current agreement to September 30, 2009, whereas TriMet will continue to support 2/3 of the cost of operations with provisions for escalation in funding driven by the CIP (consumer price index). On September 30, 2009, TriMet is intending to open light rail on the Downtown Mall. Currently, TriMet is studying the possibility of changing fareless square to make all light rail systems fareless, which would include Streetcar, as we mirror TriMet's fares.

On Wednesday, December 22, Streetcar will be asking City Council to approve the order of 3 additional cars for operations to Gibbs. The cost of these 3 cars has risen approximately \$600,000 for a total of \$7.8 million because of the weakening dollar in European markets. We will be ordering 3 Trio cars produced by Innekon in the town of Ostrada, Czech Republic. These cars mirror the current cars, except for some minor differences. One upgrade is new trucks, which are better than what is on the current cars. Streetcar maintenance staff will be able to work on these new cars, presumably without difficulty. Streetcar can operate with a car order of only two cars to Gibbs, but it would place the system in jeopardy with only two cars as spares. Stan made a motion and Bob seconded that the Streetcar CAC strongly recommends the order of 3 cars now in order to provide reliable service to Gibbs. The motion carried by the majority of the attending members of the CAC. Rick has proposed that rails be installed in the Moody roadway at the same time the road is rebuilt. It is anticipated that the South Waterfront development would be rebuilding Moody over the next two years. A 10-car inventory of cars would be adequate to operate to Bancroft on Moody.

### 3. Change in Service Status for the Vintage Trolley:

As of mid-December, the two Vintage Trolleys housed at the Streetcar maintenance facility were transferred to the Rose Quarter trolley maintenance facility to be stored during the winter months. These two vintage trolleys were sustaining damage because of the inability for Streetcar to store the vehicles inside a protected location. They will not be put back into service on the Streetcar line until March 11, 2005. Discussions are being held on where these vintage trolleys can eventually run, which could include the downtown light rail mall in 2009 (as shuttle service), the Willamette Shoreline, currently continue on Streetcar's line on Saturday's only and TriMet's line from Rose Quarter to Galleria. In order to run on the Willamette Shoreline, the trolleys need to have \$60,000 in generator repair. It is hoped that volunteers can be utilized to assist with the maintenance of the cars. Also it is hoped that \$50-100 can be raised to perform work on the cars. They are currently 13 years old and are showing wear and tear. It is possible that Streetcar will short line the trolleys at SW 10th/Market and add as bonus service. It is not possible to operate Vintage Trolley on single tracking on the Streetcar line.

### 4. Proposed Service Profiles for RiverPlace and Gibbs:

Streetcar service profiles were provided for CAC member review. It is planned that weekday peak service and peak hours on Saturday would provide a 13-minute headway to RiverPlace. When opening to Gibbs, that

headway would drop to every 12 minutes. We would have 5 trains at peak times. When we open to Gibbs on July 1, 2006, we would add an extra train and start to provide the 10 minute headways that the CAC has always desired. This is made possible by the additional TriMet contribution that goes into effect on July 1, 2006. There was concern raised about the 30-minute headways that show up on Sundays in the early morning and late evening. Rick explained that with annual hours limited by budget constraints, headways were decreased in some areas while increased in others. The decrease in headway was identified where we show very low boardings. Don and Janet mentioned that during the summer months, there are large events at RiverPlace virtually every weekend on both Saturdays and Sundays. Rick indicated that Streetcar could respond to these crowds on an event-by-event basis by adding service.

5. Latest Ridership Counts:

Latest ridership counts from June, July and August 2004 were distributed to all attendees. Average weekly ridership is 6,899, Saturday 5,492 and Sunday 3,561. Kay indicated that our next quarterly report for September, October and November 2004 should be provided to Streetcar within the next week. CAC members asked that updated ridership counts be provided with the CAC agenda packets when available. Rick indicated that our ridership increase matched TriMet's increases, although their bus lines #15, 17 and 77 have declined in ridership 20% over the last 3 years. Light rail is currently showing over 100,000 riders per day with almost all new rides being non-work related. Streetcar is showing that same trend.

6. Other Business:

Bridgeplates are due to arrive the end of December with installation and testing in January 2005. Scott asked if Streetcar has considered selling Streetcar logo merchandise? Kay mentioned that we have had pins, hats, buttons, coffee cups, banks, etc. in the past. Most of the items produced were for promotions.

7. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be advised at a later date.

Please call Kay Dannen at 503/478-6404 or email at [dannen@portlandstreetcar.org](mailto:dannen@portlandstreetcar.org) if you have any questions regarding this committee or have items for the agenda. The CAC meetings are open to the public.