

Portland Streetcar Citizen Advisory Committee

June 8, 2005, 3:30PM, Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite #400, Portland, OR 97204.

Members in Attendance: William Danneman, Steve Fosler, Mary Kennedy, Stan Lewis, Susan Pearce, Carol "Zoe" Presson, Vern Rifer, Scott Seibert, Chris Smith

Other Attendees: David Hampton, Sullivan's Gulch Neighborhood, Ron Swaren, SMILE neighborhood

Staff Attendance: Kay Dannen, Vicky Diede, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes of Feb. 2, 2005 were approved as presented.

1. Recap on RiverPlace Grand Opening.

Kay thanked everyone on the CAC Committee for their tremendous support and volunteerism for the RiverPlace Grand Opening event. Numbers estimated attending the event on Saturday, March 11, 2005 was 8,000-10,000. Specifically thanked for their generous donation of time were Scott Seibert, Mary Kennedy, Janet McGarrigle and Kim Foster. The grand opening was funded by sponsorship dollars and was completed in good financial order.

Streetcar's March-May 2005 quarterly ridership numbers were expected to be available for the meeting, but were received later. Numbers received after the scheduled 6/8/05 CAC meeting were as follows:

For the months of March, April and May 2005 the average daily ridership numbers are:

Weekdays:	7,800
Saturdays:	6,400
Sundays:	3,100

2. Review of the Exclusion Ordinance Draft.

Vicky presented a draft of the Rules of Conduct for Portland Streetcar and Administrative Rules for the Issuance and Processing of Exclusions. Described in this draft document were definitions, categories of violations, exclusion schedule and review of notices of exclusion. The City attorney's office is currently reviewing. Multnomah County as well as Portland City Police will also need to review. Chris asked how Streetcar personnel dealt with riders that are intoxicated. Vicky stated that Streetcar personnel must follow City and State law. A person can ride the train if he or she is intoxicated and as long as the person is not threatening anyone or causing a disturbance of any kind, they cannot be legally taken off the train. The question was asked about open containers and food on the cars. Streetcar follows TriMet policy which is no open containers and/or food allowed on the cars; however, we recognize this is very hard to enforce and most of the time not something the operators would make an issue of or even recognize it is going on. Vern asked about the issue of transients on the trains and the sometimes, unhealthy odor which ensues. Vicky again said that there is no legal way to force them off the train. Good discussions were held on the exclusion ordinance with direction to Vicky with follow-up on selected issues. Scott Seibert made the motion with a second from Sue that this committee endorse further development of the exclusion ordinance policy. This motion was passed by majority.

Review of the exclusion ordinance draft brought up the smoking issue at the streetcar stop locations. Steve indicated that the no-smoking sub-committee did meet and had some recommendations to present to the CAC. These recommendations will be presented to the CAC at the next meeting on August 10. Vern made a motion that this committee endorses the recommendation that no smoking be allowed on the entire platform stop area including the shelter area, subject to legal issues that may be present, and no matter who may share the Streetcar platform stop, i.e. TriMet. This motion was seconded by Sue Pearce and approved by the committee. Vicky will clarify with the City regarding Streetcar's legal position.

3. Update on Bridgeplate Installation and Nextbus.

Rick suggested that Zoe describe her experience with the new bridgeplates. Zoe indicated that 2-3 weeks ago, she experienced mechanical problems with the new bridgeplates on car #1. Rick indicated that seven streetcars have been retrofitted with the new longer and wider bridgeplates. The physical components of the new bridgeplates were good, but staff have experienced some glitches in the computer programming part of these installations. These computer "bugs" have all been rectified. Rick believes the surface of the new bridgeplates is a big improvement over the original plates.

Our Streetcar contractor, Stacy and Witbeck is currently working on replacing the tactile strips at the bridgeplate landing area at all platform stops. This work is expected to be completed by Friday, June 24. Kay indicated that this work necessitates the bridgeplate landing area to be closed for wheelchair boardings for up to 4 hours at each stop location. Signage has been prepared to direct wheelchair users to the next stop and Stacy and Witbeck crews have been alerted to the possible needs of the disabled during this work period. This work will not be done at consecutive stop locations.

Nextbus signs are due for delivery the end of June, but Streetcar personnel have not received confirmation as yet. Signs are manufactured in China and will be installed by Stacy and Witbeck. Streetcar has added a Nextbus mantle sign at the PSU Urban Center Streetcar stop. This mantle sign is installed in the Pizzicato Restaurant window. According to Rick, Streetcar is the only system in the country to require yellow on black contrast for their signs. Also the state of Oregon law requires an Underwriters Laboratories (UL) listing for the 12 volt Nextbus system. Staff is working on providing this requirement.

4. Update on Gibbs & Lowell Extensions.

Rick reported that streetcar is completing construction to SW Gibbs and Moody with tentative operations to start when the first twin tower condominium (Meriwether) residents start moving in. The Streetcar manufacturer in Ostrava, Czech Republic will start building the streetcars for our 3-car order on July 1, 2005 with delivery of the first car scheduled for June 1, 2006. The Tram opens September 30, 2006 along with OHSU Building #1. Scheduled condo move-in dates for the Meriwether are April 15 - August 15, 2006.

Discussion was held on how Streetcar provides service to the condominiums prior to receiving any of our new car orders. Our current system with a 5-car operation with only 2 spares is not adequate to maintain good system reliability. We have basically 3 choices: open service to Gibbs with a 5-car operation which would slow headways on the entire line, offer a vintage trolley shuttle from Gibbs to RiverPlace in the interim or do nothing and wait and open in conjunction with the tram opening 9/30/06. Streetcar then, at that time, would presumably have 3 additional cars in inventory. Zoe felt that running Vintage Trolley as a shuttle, which would provide no wheelchair accessibility, would garner some strong complaints. When Streetcar operates to Gibbs, it will be a peak 6-car operation. Vern suggested pushing the system to Gibbs, open late spring 06 with a 6-car operation. Rick said you would be guaranteeing reliability issues. Stan stated that Streetcar has built up a solid customer base for reliability of service and to jeopardize that reliability is a touchy issue. On the other hand, Streetcar has always been progressive and strived to serve customer need. The issue is not an easy one and will continue to be discussed.

Streetcar is working to put together a financial package to fund a \$13.5 million extension to SW Moody & Lowell. Currently the stop at Gibbs just touches the South Waterfront District and doesn't really serve future development. Currently, under construction are the twin tower condo project and building #1 for OHSU. Another 35-story condo will start construction soon (the John Ross with sales to commence in July 2005) and Trammel Crow has plans for a high rise apartment building. Williams and Dame have purchased additional property south toward Bancroft. Our Streetcar contractor, Stacy and Witbeck have procured the rail needed for the Lowell Extension. The Lowell Extension could be built by September 2006 and Streetcar could possibly open the Gibbs/Lowell Extensions at the same time. Streetcar would recommend operating a 7- train operation at 12 minutes between each train. In order to accomplish the 10-minute headway, Streetcar would need to operate an 8-train operation - not possible with only two spares. Also, in order to operate to Lowell, TriMet would need to increase their participation for operating support in the amount of \$400,000.

The question was asked whether TriMet is planning a bus route on Moody. Bill Danneman indicated that the Corbett Terwilliger Lair Hill Neighborhood Assoc. has come to agreement with TriMet that buses that currently serve Macadam will not be rerouted. Zoe indicated that TriMet is cutting bus serving wherever they show low ridership as a cost cutting measure. If TriMet can't justify the ridership, they will not serve the area.

5. Update on Eastside including information on conceptual planning (URS) and developments on the alternative analysis study by Metro. The Eastside Transit Alternative Analysis study work continues with a no build, bus circulator alternative and Streetcar build with two alignment options; MLK/Grand couplet alignment and two-way Grand alignment. Streetcar length options include full length, Lloyd District and OMSI minimum operable segments (MOS). A workshop was held in April with other workshops planned for Oct/Nov, then public hearings and a decision on a locally preferred alternative (LPA) by the end of the year. There

doesn't seem to be any debate about the alignment choices in the Lloyd District to Burnside. South of Burnside the MLK alignment runs under bridges which causes concern by transit planners, with the lack of good bus/pedestrian connections. Generally, neighborhood/business interests have recommended this alignment. What will be studied along with the MLK/Grand couplet is Grand as local distribution street with a two-way streetcar operation with SE 7th/MLK acting as a couplet. 60% of the traffic on MLK/Grand is drive through - they pass through the district. URS continues to work on the conceptual planning currently showing a bridge over the railroad tracks from MLK to OMSI. Vern asked if the project had considered going east on Broadway. Rick said no, that the loop must be completed first with east on Broadway as a possible future extension. Local match funding is not available to expand further east at this time.

6. Update & CAC Involvement in the Lake Oswego Expansion.

The Lake Oswego Project Advisory Committee is very near to being appointed with a total of 18 members. They are also planning to form neighborhood working groups consisting of Macadam, Johns Landing and Dunthrope, as issues in each area are all very different. Currently Metro is writing the purpose and need statement. The Lake Oswego transit study is currently about 6-8 months behind the Eastside transit study, but determined to catch up.

7. Other Business.

Ron Swaren, a citizen activist from the Sellwood area requested the opportunity to make some comments. Ron is a strong Streetcar supporter and is concerned that decision-making parties are not looking at the whole regional transportation system. He feels that MAX light rail to Milwaukie at \$515 million for 5 miles is not cost effective. He feels that Streetcar could build over the Sellwood Bridge and connect at Lake Oswego to Milwaukie and also connect Streetcar from Milwaukie to OMSI. Cost would be less for two routes with Streetcar. He would like this committee to remain open on future transportation connections in the Milwaukie/Lake Oswego - Milwaukie to OMSI (Central Eastside).

Zoe & Stan indicated that the garbage can placement at SW 3rd/Harrison inbound (to PSU) could restrict some wheelchair movements. Kay to forward issue to Streetcar staff. Kay encouraged all CAC members to attend the Rudy Bruner Award Ceremony scheduled for Thursday, June 16, 9am at the Governor Hotel, 3rd floor, Renaissance Room.

Scott had several recommendations/issues he would like staff to consider.

- Comment - signage for the Starlight Parade at the platform stops was superb.
- Announcement and stop at NW 16th/Northrup at stop sign for operator relief was a positive addition.
- Providing signage onboard to remind customers to allow riders to leave the train before others board.
- Providing receptacles on the trains for newspapers and/or trash.

8. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, August 10, 2005, 3:30PM - 5:00PM at Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite #400, Portland, Oregon. Please call Kay Dannen at 503/478-6404 or email at 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.