

Portland Streetcar Citizen Advisory Committee

October 4, 2006, 3:30PM-5:00PM, Shiels Oblatz Johnsen, 1140 SW 11th Avenue, Suite 500, Portland, OR 97205

Members in Attendance: Scott Bricker, Bill Danneman, Michael Dennis, Steve Fosler, Mary Kennedy, Peter Kilbourne, Stan Lewis, Janet McGarrigle, Ann Niles, Susan Pearce, Carol "Zoe" Presson, Vern Rifer, Chris Smith, Joe Vaughn

Other Attendees: Lenny Anderson, Dick Barnard, Lynne Coward, Sandra Diedrich

Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes from June 7, 2006 were approved as presented. Introductions were made by all. Time was allocated for public testimony at the beginning of the meeting.

Lenny Anderson, works at Freightliner on Swan Island and is a member of the Swan Island TMA. Lenny commented that he is very supportive of the Streetcar and has heard a rumor that a ship yard on Swan Island will be building the streetcar prototype. Whether or not the streetcar prototype is manufactured in Oregon is still pending.

Stan Lewis has been a member of our streetcar CAC since its beginnings, is a current member TriMet's CAT committee and also a member of the Downtown Mall CAC committee. Stan informed us that the Tri-County Elderly & Disabled Transportation manual has been recently updated and is available if other CAC members are interested. Stan indicated he rides on the streetcar 3-4 times per week and has noticed rider behavior has deteriorated since opening in 2001. Stan also believes that TriMet is experiencing the same issues. The issue is more evident when the trains are full, seats are not made available to the elderly and disabled which makes it very difficult for the elderly and disabled to sit. He would like streetcar staff to discuss how we can better inform our passengers on proper riding etiquette and to revisit priority of ridership, attention to parents with children, etc.

Sandra Diedrich is a Northwest resident, works full time at the City of Portland, one project she has spearheaded is the 'stop the ivy' campaign. As Sandra is in a motorized wheelchair and uses oxygen for an asthma condition, she is very grateful and find invaluable the transportation options Portland has to offer and utilizes and likes streetcar very much. She did indicate she has had a couple of bad experiences on the streetcar and would like to make it clear that she brings these to the CAC in the hopes of emphasizing the training that is necessary with our frontline operators, rather than focus on her particular incidents.

On 5/18/06 an operator rolled through a stop location at NW 10th/Marshall and took the corner onto Northrup at a high speed. Her motorized wheelchair toppled over, she was righted by fellow passengers, but the operator did not stop the train to inquire about the extent of her injuries. Sandra is asking Streetcar management for a system of policies and standards for safety reporting, training and follow-through to ensure these types of incidents to not reoccur. Sandra also experienced on another occasion, at the same location where an operator took this corner too quickly and her wheelchair tipped, but

did not topple over.

Vern asked if staff could provide a report on incident procedures at the next CAC meeting. Rick reported that we routinely provide retaining programs, do ride checks and require the reporting of all incidents.

Chris thanked Sandra for her eloquent account of her experiences and the opportunities it gives streetcar to review operator procedures. He also relayed the feelings of all the CAC in our extreme regret that this situation occurred.

1. Recommendation from the Subcommittee on fares.

Chris reported on the recommendation from the fare sub-committee and the survey that has been conducted. Survey was created with Survey Monkey and distributed via the ONI server list, TriMet and Streetcar websites plus TriMet's email list. The largest portion of responses seems to have come through the TriMet list. The online survey was conducted. With 489 responses received, to test two potential improved Streetcar fare value propositions: lower-cost Streetcar-only ticket or an all-day Streetcar ticket. Of the respondents, 100 were in the targeted category of individual ticket users. In both the overall survey sample and in the targeted category, an all-day Streetcar ticket was preferred by approximately a two-to-one ratio. Chris reported that the fare sub-committee has made a recommendation that effective January 1, 2007, the current Streetcar fares charged will be valid all day, rather than 2 hours as was previously. It was also agreed to by the committee that the Streetcar annual pass will increase to \$100.00 on January 1, 2007. After a short discussion, Sue Pearce moved adoption of the above recommendation, Mike Dennis seconded and this was approved by majority. There was some discussion on how this will be communicated to the public.

2. Update on Streetcar Loop and Lake Oswego Transit Alternative Analysis Study.

Vern provided an update on the Lake Oswego Transit AA study. The study has eliminated the following options for study; river transit & Terwilliger Blvd. extension.

With the expectation that a Locally Preferred Alignment could be decided by December and/or January 2007; Highway 43, John's Landing and Willamette Shore Trolley ROW continues to be studied. Local meetings are being set up with residents in the John's Landing, Dunthorp and Lake Oswego areas for further discussion.

Rick reported on the progress of the Streetcar Loop. The Locally Preferred Alternative was approved on July 20, 2006. To move the project forward, an environmental assessment will need to be completed, which will require service agreements to meet federal requirements. Enormous effort is needed with the Federal Transit Administration to write the rules in a fashion that would enable streetcar projects to be competitive. FTA places high emphasis on travel time savings which makes streetcar projects currently not competitive in the federal

funding process.

3. Update on Lowell Extension construction.

Rick reported construction continues on the Lowell extension with emphasis & resources being placed at the SW Moody and Gibbs terminus area and the OHSU Center for Health & Healing building plaza area in preparation for the October 16 opening date of the building and the Streetcar Gibbs extension opening on October 20. The Lowell extension is on budget and on time with July 13, 2007 to reach substantial completion. Rick wanted to make the CAC aware of a serious threat to the reliability of the schedule with the opening of the Gibbs extension and the delay of delivery of our three new cars from the Czech Republic. Expected arrival for the first car is now December 1 with the remaining two cars scheduled for delivery in January 2007. It is possible we may have to resort to a bus bridge at times to accommodate the schedule. It has been noted because of the center platforms on Harrison that when a bus bridge is done, special signage needs to be made available on Harrison to direct passengers to the bus loading area. Rick feels we will be able to provide 13 minute headway on the Gibbs Extension 95% of the time.

4. Gibbs Extension Opening Ceremonies.

Kay reported that all CAC members are invited on the first ride streetcar leaving from SW Park/Market at 10:30am on Friday, October 20 with the ceremonies to start at 11:00am at the Gibbs terminus. Speakers confirmed for the day include: Commissioner Sam Adams, Congresswoman Darlene Hooley, Congressman Earl Blumenauer, Congressman David Wu, Dr. Joe Robertson, President, OHSU, Dr. Daniel Bernstine, President of PSU, Fred Hanson, General Manager, TriMet, Pat Egan, Chief of Staff for Governor Ted Kulongoski, PDC Commissioner Bertha Ferran, Metro Councilor Rex Burkholder, Michael Powell, Chair, PSI. On Saturday, October 21, information on the South Waterfront District will be provided by Portland Development Commission, Portland Office of Transportation, OHSU March Wellness Center and South Waterfront Development.

5. Other Business.

Lenny mentioned that the Streetcar operators are essential to successful positive operations and they should be encouraged. Chris reported that the smoking policy is currently on Vicky's desk for completion. Vicky apologizes as other tasks have taken a higher priority.

Discussion was held on operating speeds. Rick indicated that monitoring travel speed is a top priority, but providing better headways require more operating funds. Travel time between Gibbs and Legacy Good Samaritan Hospital is about 37 minutes between 3pm & 6pm; speed will vary between 22-37 minutes depending on time of day. Streetcar operations is looking into removing stop signs on Northrup at NW 12th, NW 14th and NW 16th to assist in increasing travel

speed. We also continue to work on signalization at specified intersections. No question, NW Lovejoy is our biggest congestion challenge with SW 4th & Harrison becoming a problem because of Mall construction on SW 6th Avenue. High ridership also decreases travel speed as more people board and deboard at the station stops.

Chris requested that a motion be made to enable the Streetcar Loop to participate in the funding request cycle for MTIP funding. A motion was made by Sue and seconded by Steve and approved by majority.

6. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, December 6, 2006, 3:30pm-5:00pm at Shiels Oblatz Johnsen, 1140 SW 11th Avenue, Suite #500, 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.