

Portland Streetcar Citizen Advisory Committee

December 6, 2006, 3:30PM-5:00PM, Shiels Obletz Johnsen, 1140 SW 11<sup>th</sup> Avenue, Suite 500, Portland, OR 97205

Members in Attendance: Bill Danneman, Rich Davidson, Stan Lewis, Janet McGarrigle, Susan Pearce, Carol "Zoe" Presson, Chris Smith, Dan Zalkow

Other Attendees: Dick Barnard

Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes from October 4, 2006 were approved as presented. There was no public testimony.

**1. Update on Streetcar Loop & Lake Oswego Transit Alternative Analysis study.**

Chris reported that the project development Federal application is being prepared for submittal to FTA. The current appointed FTA administrator, Mr. James Simpson, is in the transit business and is very interested in funding some Streetcar Small Starts projects and advised Portland to apply as soon as possible. The question is what MOS, whether Oregon, Morrison or OMSI MOS. There is great interest among Eastside constituents to complete the Loop and apply to OMSI. Sue indicated the Central Eastside Urban Renewal district has been extended to 2018 and \$51 million dollars. There is some effort on Commissioner Adam's part to extend that URAC an additional 2 years & fund with additional money.

Chris discussed the recent Portland Tribune article in which Commissioner Adams indicated his desire to include streetcar within the Burnside/Couch couplet planning. Burnside/Couch couplet extends from SE 12<sup>th</sup> to NW 19<sup>th</sup>, with the streetcar extending from SE 12<sup>th</sup> to NW 24<sup>th</sup> using Burnside and Couch on both sides of the river. Chris indicated that the streetcar funding priorities in order would be Eastside Loop, Lake Oswego and then Burnside/Couch. The City has currently taken on a region-wide rail planning process. Developers Gerding/Edlen and the Henry homeowners association have opposed the couplet on the Westside; however, Commissioner Adams is a proponent of the entire couplet and has recommended it for funding.

Bill Danneman reported on the Lake Oswego Alternative Analysis process. Through many public meetings, the committee has eliminated river transit and are still presenting alternatives; including streetcar on Macadam, then using the Willamette Shore Trolley ROW, bus rapid transit and no build. Locally Preferred Alternative is expected in January or February of 2007. Pedestrian and bike trails are part of the discussions.

**2. Update on Lowell Extension construction.**

Kay reported that trackway and paving on SW Bond from Gibbs to Bancroft has been completed and is accessible by car. Stacy and Witbeck are currently installing track on SW Moody between Curry and Bancroft with completion expected March 1, 2007. Following trackwork installation, the contractor will be installing overhead wires, poles and completing the furnishings & shelters at the stop locations. The stop location at SW Moody and Gaines will be deferred pending future development. Construction completion is expected July 13, 2007 with opening planned for the fall 2007.

**3. Review of Streetcar Incident Management & Reporting Procedures.**

Rick indicated that the incident which Sandra Diedrich reported at our last meeting, was a situation where the operator in question did not follow set procedures. There was a direct consultation with the operator and a note placed in their personnel file. Operators are required to alert the superintendent when they have an incident/issue. The superintendent then handles this incident and the incident is logged. We do discover lapses in log entries and work to rectify this issue. All operators are required to do an annual certification in which safety issues trumps all other issues. Operators are required to do retraining if necessary and weekly counseling with management if necessary. Rules & procedures are very rigorous. We have the benefit of having highly trained TriMet superintendents and operators, which assists with the protocol standards of operating. Cell phone use is of particular concern with a no tolerance level of acceptance by streetcar management. Operators have basic first aide training.

**4. Discuss preserving an appropriate experience for honored citizens under crush loads.**

Discussion was held on ways to communicate appropriate behavior while riding streetcar. Stan indicated the issue usually is isolated to times when the loads are particularly heavy such as the evening commute. Chris summed it up by encouraging CAC members to be good role models and look for opportunities to communicate streetcar behavior standards to our riders.

**5. Other Business.**

Rich Davidson, vice president of the Homestead Neighborhood Association took the opportunity to provide some background information regarding early agreements between the Homestead NA and the City of Portland regarding the Portland Aerial Tram's operations and the fee structure. Rich has heard several different scenarios and wants to ensure the neighborhood is charged fair rates. OHSU has indicated that the City of Portland will be making the decision on the fare structure soon. It was recommended that Rich contact the City with a position from the Homestead Neighborhood Association.

Kay provided some draft communication signage that will be used to communicate to our riders about the streetcar fare structure changes being initiated on Jan. 1, 2007. The committee provided valuable feedback and suggestions. Methods of communication are to include:

- Press releases – Dec. 27 and Jan. 3
- TriMet resources / website
- TriMet and PSU sales outlets
- TriMet customer service and 503/238-RIDE call takers
- PSI website
- Signage inside the cars – install 12/15
- Flyers for racks inside the cars and to be distributed by staff 1<sup>st</sup> weeks in Jan.
- Update of signage on fare machines

It was reported that old trolley lines existed in the city of Portland from approximately 1903 through 1951.

Kay reviewed that the tram opening is scheduled on Thursday, January 25 with a press release at 10am, with the free rides to the public on Sat/Sun, January 27 & 28.

Our three new streetcars are in process to be shipped and will arrive in Baltimore either December 25 or December 31, ready for the 6-14 day cross country truck delivery to Portland. It is hoped they will arrive in the United States by the end of the year to take advantage of a tariff exemption that expires on December 31, 2006. When the cars arrive in Portland, there are a series of tests that are needed in order to certify the vehicles and preserve the warranties. It is unlikely to have any of the new cars in service to support the tram opening weekend and the most we could run on Saturday and Sunday is all 7 cars. Streetcar operations will look at other options to enhance streetcar service the tram opening weekend.

**6. Next CAC Meeting:**

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, February 7, 2006, 3:30pm-5:00pm at Shiels Obletz Johnsen, 1140 SW 11<sup>th</sup> Avenue, Suite #500, Portland, Oregon.

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.