

## **Portland Streetcar Citizens Advisory Committee Meeting**

**Wednesday, January 9, 2013, 3:30-5:00 p.m., City Hall, Pettygrove Room**

**Members in Attendance: Owen Ronchelli, Chair; David Brandt; Carolyn Brock; Bill Danneman; Michael Dennis; Arlene Kimura; Cora Potter; Zoe Presson; Bob Richardson; Vern Rifer; Richard Ross**

**Staff Attendance: Kay Dannen, Julie Gustafson, Art Pearce**

**Guests: Pete Collins, Lee Perlman, Brad Schmidt**

### **1. Meeting to Order:**

Owen Ronchelli, chair, called the meeting to Order. He thanked the committee for agreeing to meet a week later than usual due to New Year's. The minutes from the November 7, 2012 meeting were approved.

### **2. Public Comment**

No public comment was made.

### **3. Close the Loop Update**

Art Pearce thanked the committee members that were able to attend the City Council session on December 5, 2012 where Close the Loop was discussed. Close the Loop is the final infrastructure that is needed for Streetcar to be able to run the full Loop in 2015 when the Portland Milwaukie Bridge opens. With this City Council action all of the local pieces are in place to make that happen. Three elements need to occur to Close the Loop:

- 1) The connections onto the Light Rail Bridge near the OMSI station need to be constructed. The City committed its local match share towards that scope and committed to pursuing federal funding to match the local contribution.
- 2) In advance of doing the construction at the OMSI station the Stephens turn-back needs to be constructed. The City committed to this work.
- 3) In order to run across the Light Rail Bridge, the entire streetcar fleet needs to be outfitted with the Automatic Train Stop System which is currently on the TriMet fleet and is required for Streetcar to run mixed in with MAX.

Staff is now working to get of the pieces in motion. They are currently working with TriMet to get the construction elements at the OMSI platform added to the work scope for the Portland Milwaukie Light Rail project and with Stacy and Witbeck to add the Stephens turn back package as part of the Loop Project contract. For the ATS system they are working on specifications now and may be ready to go to contract this summer.

David Brandt asked if the connections to the bridge also include the connections on the west side. Pearce responded that the west side connections are already included as part of the Moody Avenue project. Brandt followed up by asking about plans for the double track section in the Jasmine Block. Pearce responded that since there is no longer a Sustainability Center on the Jasmine Block the City and Streetcar are refining a couple of options for the double track that go around the parcel rather than directly through the parcel allowing for more development capacity of the Jasmine Block. Pearce would like to bring the refined options to the CAC in either February or March. Vern Rifer asked who owns the land. Pearce responded that PDC still owns the Jasmine Block.

Bill Danneman asked if the west side connections allow the streetcar to turn both north and south off of the PMLR Bridge. Pearce responded that the connections will be built to allow the streetcar to turn north off of the bridge and operate the full Loop. While the turn south will not be constructed, the design has been engineered to allow for that movement with the

construction of a future line but it is not being built at this time. Vern Rifer asked if the NS Line will be able to continue travelling south past the bridge connection. Pearce responded that the existing tracks on Moody will remain, the Close the Loop construction is adding the turn onto/off of the bridge for the CL Line.

Bob Richardson asked if any of the local money being spent on Close the Loop will count as a match for current or future federal funding. Pearce responded that it will be used as match for federal funding on this project, not for future projects. Richardson asked if there is a plan for layovers on the CL Line that don't involve passengers waiting the 10-15 minutes at the layover stop once Streetcar is running continuously in a circle. Pearce responded that there are several possibilities but that nothing specific has been identified. Richardson verified that we are emphasizing passenger convenience rather than operational convenience. Kay Dannen responded that conversations have occurred but we are still in the early phases and that decisions have yet to be made.

Michael Dennis asked about the ultimate vote by City Council on the Close the Loop project and the tenor of the comments. Pearce responded that the vote was unanimous and that the tenor was supportive. Richard Ross stated that he is pleased to hear that the Streetcar will be on the bridge on opening day with the light rail. He then asked about the status of bikeway connections to the bridge. Pearce responded that there is an additional project on the east side called "Clinton to the River" that connects at 12<sup>th</sup> and Clinton and will be a high quality bike corridor along the light rail alignment and then onto Caruthers to the Greenway Trail, the Springwater Corridor and the bridge. On the west side there will be a bike facility under the new light rail path that snakes along by Harbor Drive that will connect SW Moody straight along Harbor Place to the Greenway Trail. The piece that still needs to be worked out is the connections west to the PSU area. The Harbor Place and Clinton to the River bikeways will both be completed by opening day of PMLR. Ross stated that he was very happy to hear about these improvements and requested a pre-opening tour of the bridge and the facilities for the Streetcar CAC.

Rifer asked if there has been any talk about increasing the bicycle parking at the Center for Health & Healing. Pearce responded that there is additional temporary parking under the Tram by the Go By Bike shop and there have been talks of doing something more permanent. Pete Collins of the South Waterfront TMA added that the additional parking had gotten a lot of good press and that the Go By Bike shop had been featured in the Boston Globe. There are not plans at this time to install permanent bike parking but OHSU is aware that there will be a large demand for bike parking but with the addition of Bike Share and the 300 bike parking spots that will be at the shared Life Sciences Building there is a desire to see what the demand will be. Dannen added that it is important to note that the addition of the second track at the Jasmine Block needs to be completed prior to September 2015 in order for streetcar to operate the full Loop. Rifer asked why that is necessary and Dannen responded that we can't run both lines in both directions on the single track. Ronchelli asked what the duration of interruption will be to construct the double track segment. Pearce responded that the duration will depend somewhat upon the design chosen but there will be some period of time where a bus bridge will be needed.

Richardson asked if it is under consideration to shave off a bit of the corner on the turn around the Jasmine Block to make the ride a bit easier on all involved. Pearce responded that of the two remaining design options, one involves leaving the first track where it is and building a second track around it and the second option involves shaving a bit off the corner to smooth out the ride.

#### **4. Operations Update**

Owen Ronchelli presented the operations update to the committee. There were some additional issues with the prototype in December and at one point it was taken off line to address some of the issues. On time for the last week in December was 100% but overall for the month was about 70%. United Streetcar is being as responsible as possible. They replaced a bridge plate and one drive that needed to be swapped out due to a heat sensor.

Rifer asked if updated ridership numbers for the Streetcar including the CL Line. Dannen responded that updated numbers haven't arrived yet and that numbers will be posted online once they are available. Richardson asked if the sampling only occurs on a really good day or is a more random sampling which will reflect our service issues. Gustafson responded that the sampling is random and that over a six month period every day of the week and every run of the day will be sampled. Ronchelli added that the automatic passenger counters will really help us with the counts and will give us additional information about individual stops along the alignment. Currently Streetcar pays TriMet for the ridership counts and getting stop by stop data costs more money. Ross asks if TriMet still does the rider census and if they do that on the Streetcar. Dannen responded that the census is in process now. Ross recommended trying to get that data as it can help Streetcar to understand the ridership on the CL Line as well as help supporters combat the lines to nowhere argument. Ronchelli suggested it may be a good exercise for the committee to study past ridership numbers to develop a baseline to see where we go from here.

Danneman asked how the fare collection and enforcement is progressing. Gustafson responded that the Streetcar Officer and Fare Surveyors are out on the line and people are starting to recognize them. Fare evasion is holding steady at around 7%. Danneman asked if they are still in the education mode. Ronchelli responded that they have yet to write a citation. Rifer asked who would need to authorize the ability to write citations. Ronchelli responded that the authority is already there and has been authorized. Dannen added that it hasn't been determined by the operations management when citations will begin.

#### **5. United Streetcar Vehicle Update**

Owen Ronchelli reported that United Streetcar will take the prototype offline in March, or as soon as we have adequate certified vehicles, to replace the drives and to perform break in testing so the vehicle will be able to travel at the contracted speed of 42 MPH. The company is standing behind their product and wants to make the prototype a more reliable part of the fleet. The prototype is expected to return to revenue service in October.

Car #21 was set for delivery this past Tuesday but is now set to be delivered January 15, 2013. There was a door sensor that was not performing the way it should and needed to be addressed before Streetcar will take delivery of the vehicle. The doors are made by the same manufacturer that made the doors for our existing fleet as well as the majority of streetcars and light rail vehicles around the country and are very good at what they do. Once Car #21 is delivered the testing process will begin and it will not be entered into revenue service until all tests have been met. Danneman asked what the schedule is for the remaining vehicles. Ronchelli responded that the next vehicle is scheduled to arrive about 5 weeks after Car #21. Julie Gustafson added that after the first couple of vehicles the deliveries should occur approximately every 3 weeks as many of the lessons learned on the first two vehicles can be applied to the production of the remaining fleet. Dannen added that Chandra Brown has been quoted as saying that there has been a learning curve for United

Streetcar but that they are totally committed to delivering safe and reliable vehicles. Dannen added that the City and Streetcar won't accept delivery until the safety tests have been met.

Richardson asked if this delay is just to deal with the sensor issue or will it change the access allowed to make adjustments to the door panels in the field. Ronchelli stated that he doesn't know for sure, but that he doesn't believe structural changes will be made to the vehicle. Richardson followed up by asking how much of a ripple effect is there with the delays in the first vehicle. Is United Streetcar able to continue assembling the other vehicles or do they have to get the first two out of their shop before moving on to the remaining orders. Gustafson responded that they are well into production on not only Portland's entire order but also the Tucson cars, which are in the assembly bays and parts of the DC cars.

Dannen announced that Car #21 is already sponsored by Kaiser Permanente and that the logo has been installed. Dennis asked how much the sponsorships cost. Dannen responded that the car sponsorship costs \$25,000 a year and includes the signage both inside and outside of the vehicle, an audio announcement, inclusion on the web site and the ability to add ridership benefits packages to their sponsorship. Ridership benefits are only available to sponsors.

## **6. Other Business**

Arlene Kimura asked if Streetcar is going to pursue new technology for fare collection that uses a card that can be used for all regional transit, similar to the Clipper Card in San Jose. Gustafson responded that TriMet is looking into a new fare system that may include a tap on card and that Streetcar will follow TriMet's lead. Mobile ticketing apps are under construction now for use on both TriMet and Streetcar. Ronchelli added that system integration is key moving forward.

Vern Rifer asked if any thought had been given to the conversation on promotional events and helping with development opportunities that was discussed at a previous meeting. Gustafson responded that there is now a formal board for the Streetcar Mobile Music Fest and that a 2013 event is in the planning stages. The SMMF Board may also help out with other smaller promotional events on the alignment to help increase ridership. Dannen reviewed other promotions that have occurred. OMSI included a gift certificate for free single ride tickets to all of their members in the latest newsletter. The LeftBank Annex is using single ride tickets as a promotion for events in their venue. Streetcar Bistro, a new stop sponsor, is promoting the connections to event venues from their location in the Pearl. Dannen met with the Director of Smart Trips at PBOT which promotes the transit modes in a section of town once the infrastructure is in. They have a mailing list of about 30,000 people who will receive a brochure of different modes. Gustafson added that Streetcar and PBOT are working with Central City Parking to offer Streetcar single ride tickets as part of the current parking validation program so businesses could offer customers a Streetcar ticket rather than an hour of parking. Rifer asked if it would be possible to approach the PSI Board to see if they would be interested in approaching PDC to look at how we can support the development and redevelopment along the CL Line. Dannen responded that a subcommittee was formed at the February Board meeting to look at the sponsorship program and fare revenue collection policies. Dannen added that it was always anticipated that the growth would be slower on the east side and that the full impact will not be felt until September 2015 when we Close the Loop.

David Brandt asked about the high rise project at NE 7<sup>th</sup> & Holladay. Ronchelli responded there is still work ongoing and that last he heard there is work around the SDC fees. He

added that there is also a rekindling of the Convention Center Hotel project. Dennis asked if there is any talk at the PSI Board of a subcommittee on development to help keep the pressure on the City to work through these issues and allow these transformative projects to occur. Rifer added that the success of the Pearl District and Streetcar would not have happened if it had not been a totally integrated process with public and private and that needs to happen this time around and will only happen if we step forward to make it happen.

Ross asked if a corridor development plan was done for the CL Line. Dannen responded that PDC did that for the original line. Ronchelli responded that a plan was done but mostly focused on the MLK/Grand corridor and what land was available for redevelopment.

Cora Potter told the committee that PDC is in the process doing the Foster Corridor Investment strategy which impacts two of the lines in the system plan (Foster and 82<sup>nd</sup>) and asked if people could weigh in on the plan. Ronchelli asked which Urban Renewal District that study is a part of. Potter responded that the study is part of the Lents URA.

Ronchelli notified the committee that he will be taking 2 months of paternity leave and asked if the CAC would approve cancelling one of the two meetings while he is gone unless an important issue arises that needs to be discussed. He does not want to stifle the productivity of the group. Richardson asked if it would be possible to get an update via email for the month that the committee doesn't meet. Gustafson responded that a report will be put together and distributed to the committee in the event that a meeting is cancelled.

Dennis announced that the Willamette Pedestrian Coalition is now called Oregon Walks to better represent Pedestrians around the State in Salem.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, March 6, 2013, 3:30pm-5:00pm at City Hall, Pettygrove Room and Council Chambers. Please call Julie Gustafson at 503/242-0084 or email at [julie@sojpdx.com](mailto:julie@sojpdx.com) if you have any questions regarding this committee. The CAC meetings are open to the public.