

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

**Thursday, April 16, 2015, 3:30-5:00 p.m., City Hall, Pettygrove Room**

**Members in Attendance: Owen Ronchelli, Chair; Lenny Anderson; David Brandt; Carolyn Brock; Bill Danneman; Reza Farhoodi; Jon Joiner; Arlene Kimura; Janet McGarrigle; Susan Pearce; Zoe Presson; Bob Richardson; Brian Ruder;**

**Staff Attendance: Dan Bower, Kay Dannen, Julie Gustafson**

**Guest: Bomaniosayande Bolivar, Amy Taylor, Glenn Traeger**

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

Ronchelli called the meeting to Order. The minutes from the March 4, 2015 meeting were approved.

### **2. Public Comment**

Amy Taylor, Streetcar operator, stated concerns about PM rush hour reliability on the Central Loop and the pressures it puts on the operators and customers. Ronchelli thanked Taylor for her comments and affirmed the support of the CAC for addressing these issues. He added that the committee drafted a letter to the City with recommendations for improving the efficiencies of the full system highlighting the importance of addressing the issues on Broadway and Weidler. Ronchelli stressed the importance of operator breaks and comfort as well as that is a key factor in the efficiency and success of the system. Richardson asked if there was somewhere along the eastside where a deal could be worked out with a business for emergency bathroom use. Gustafson responded that due to the nature of most of the businesses, they are not open during the hours this would be needed.

Bomaniosayande "Bomani" Bolivar, Streetcar operator, provided suggested ideas for improving efficiencies and preventing some illegal turns and maneuvers that occur around the Streetcar alignment. Suggestions included bollards, collapsible stantions, detailed signage, increased public education and increased enforcement. Brandt requested a written list of the ideas for review by staff and the committee. Glenn Traeger asked if this is something the Transit Police should be doing. Bomani stated that he has seen the police following around a streetcar and pulling over drivers who perform illegal maneuvers around the streetcar. Gustafson responded that an education campaign and some of the lower cost items can make a difference and could be reviewed for feasibility. Ronchelli seconded the support of a three-pronged approach. Joiner asked what the feasibility is of any of these suggestions being implemented. Gustafson responded that items like a safety video about how to drive, or not to drive, around tracks would be an easier project to implement than changing City or State regulations in regards to safety or driving. Each idea would need to be evaluated prior to any decisions.

### **3. Streetcar Operations & Service Planning Letter**

Ronchelli reviewed the letter supporting projects to improve Streetcar efficiencies and reliability sent from the CAC to PBOT and the Mayor. Traeger commented that the traffic is backed up on the west side as well in the PM peak and that, with all of the new housing, it won't get any better. Gustafson responded that the letter included a request to evaluate traffic studies that could see if a slight change in priority during the PM peak would help to smooth out the traffic. Ronchelli added that he did receive an acknowledgement from Director Treat that they received the letter and that they would be reviewing it with staff. Farhoodi asked if speeding up the system and making it more reliable would impact ridership. Ronchelli responded that intuitively it seems like it would have a positive impact on ridership. Bomani hears comments all of the time in the vein of "if the Streetcar was faster I would use it more often".

#### **4. Fare Change Outreach**

Bower and Gustafson are visiting the neighborhood associations along the alignment and included the one-pager about the proposed fare change and service interruptions in the CAC packet.

#### **5. Broadway Bridge painting**

Gustafson reminded the CAC that starting at some point in Mid-May the Broadway Bridge is going to be repainted. Multnomah County has agreed to do the portions that impact Streetcar service first so that it is completed prior to the opening of the completed Central Loop in September. During this time, the power will need to be shut down on the Broadway Bridge for 6-10 weeks, which will prevent Streetcar from operating across it. There are three options for service during this time frame. Staff is hoping for a recommendation from the CAC on which option to move forward with. Gustafson prefaced the options by stating that all three options are ugly and will greatly impact riders. All three options would involve running a special circulator Streetcar on 10<sup>th</sup> & 11<sup>th</sup> between Market and Northrup to maintain the regular frequencies in the core.

Option A is to run Streetcars from OMSI to N Broadway/Weidler & Ross. This would involve coordination with TriMet operations to get four streetcars across the Tilikum Crossing each morning, three for operations and one spare, and hiring a supervisor and flaggers to stop traffic and assist the operator with the turnback using the manual switch which sits in the traffic lanes on the east end of the Broadway Bridge. Traffic will still be on the Broadway Bridge using the center lanes. Riders would need to transfer to either a bus shuttle or the Route 17 bus to get from the east side to the west side of the bridge.

Option B is a TriMet bus shuttle replacement service from OMSI to NW 11<sup>th</sup> & Marshall. Option B comes at a potential cost above the normal Streetcar Operations budget of \$500,000. This is money that is not currently allocated.

Option C would be to utilize the existing TriMet service, particularly lines 6, 17, and 77, to get to the locations along the alignment. This would cover the majority of stops but not all and would require coordination with Central Loop Riders who hold Monthly and Annual pass to ensure that they were able to get around.

Farhoodi asked why Option B would be more expensive as there will be operators who are available who aren't operating the Central Loop streetcars. Ronchelli responded that Streetcar operators and Bus operators are a different group. Gustafson added that the costs also involve the price of the gas and buses and supervisors assigned to bus. Ronchelli added that Option C is the only option with no Streetcar presence on the east side.

Brandt stated concern about the dramatic impact this will have on Central Loop ridership if it is completely absent. Pearce asked how the buses would connect with service on the west side. Gustafson responded that both the 6 and 77 cross Streetcar on 10<sup>th</sup> & 11<sup>th</sup> while the 17 runs parallel until PSU and would require a walk of 3-4 blocks. Pearce asked if there would be any service to the OMSI/ORHF area during this shutdown. She seconded the concern about the dramatic impact to ridership with Option C. Richardson asked if there was any way to turn around in the Lloyd District. Gustafson responded there is not a turn back in that area. Richardson asked if TriMet has to be the contractor for the bus service, such as Eugene which has buses with doors on both sides of the bus.

The CAC voted with 0 votes for Option A, 6 votes for Option B, and 5 votes for Option C.

**6. Staff Updates**

Gustafson reported on February and March ridership numbers which were consistent at around 15,000 weekday riders and that every single count was up over 2014 counts.

**7. Other Business**

No other business was discussed.

The next meeting for the Streetcar Citizens Advisory Committee will be Thursday, May 21, 2015, 3:30pm-5:00pm at City Hall, Pettygrove Room. Please call Julie Gustafson at (503) 222-4200 or email at [julie.gustafson@portlandstreetcar.org](mailto:julie.gustafson@portlandstreetcar.org) if you have any questions regarding this committee. The CAC meetings are open to the public.