



# American Public Transportation Association

## 2018 APTA Annual Meeting

OMNI Hotel Nashville  
250 5<sup>th</sup> Street, Nashville, TN 37203

### Streetcar Subcommittee

Sunday September 23, 2018  
11:30 am – 1:00 pm

Timothy R. Borchers	Chair
Eric Sitiko	Vice Chair (Not attending)
James D. Schantz	Secretary

#### Minutes

##### 1. Welcome & Introductions

Tim Borchers

Committee Chair Tim Borchers called the meeting to order at 11:40 am. He extended the committee's thanks to John Schlegel of Herzog Transit Services for sponsoring lunch for the 95 attendees. John then addressed the group briefly, reiterating his firm's commitment to the streetcar community.

##### 2. Meeting minutes from Denver, CO

Jim Schantz

Committee Secretary Jim Schantz reviewed the main points covered in the Denver minutes (circulated by email in advance of the meeting). Hearing no comments or corrections he then called a vote on the minutes, which were accepted unanimously.

##### 3. Updates

- **Light Rail Technical Forum**

Mike Eidlin

Technical Forum Vice Chair Mike Eidlin reported on the meeting held by the Forum earlier on the same day. About 30 attendees saw a presentation covering the comprehensive long-range transit plan, including light rail, for host city Nashville. However, it was recently defeated in a local referendum. Due to the area's rapid growth, it is expected that similar proposals will be presented in the future.

- **Light Rail & Streetcar Conference April 7-9, 2019 in Jersey City, NJ**

Charles Joseph

Charles Joseph reminded attendees of the upcoming conference in April 2019, for which considerable planning is underway. A full agenda of streetcar-related presentations is expected.

- **Community Streetcar Coalition**

Jeff Boothe

Community Streetcar Coalition Executive Director Jeff Boothe reviewed planning underway for the next streetcar summit to be held in Tucson in February, 2019. The coalition will shortly be circulating a ballot to members to select agenda items.

- **Web Site Update**

Jim Schantz

The Subcommittee's site at [www.heritagetrolley.org](http://www.heritagetrolley.org) and [www.streetcarcommittee.org](http://www.streetcarcommittee.org) continues to be updated regularly with news and other resources that could be of use to groups planning or implementing modern or heritage streetcar systems. The latest draft of the off-wire status paper and the level boarding white paper are among postings in the Technical section.

- **Work Program Update**

Tim Borchers

The two primary projects being undertaken by the subcommittee are:

1. Researching and developing a base of knowledge under the title State of the Art in Tramway Safety Technologies by drawing on latest and best practices in Europe and North America
2. Reviewing the APTA Modern Streetcar Vehicle Guidelines for changes needed due to the rapid evolution of streetcar technologies.

Unfortunately, as the date of this meeting overlapped with the huge international trade show Innotrans in Berlin, and due to other conflicts, the subcommittee's members most active in these projects (John Smatlak, Eric Sitiko, and Paul Grether) were unable to attend this meeting. Work will continue on these projects for review at the next subcommittee meeting.

- **Suggested topics for 2019 APTA Rail Conference**

All

Charles Joseph asked for subcommittee members to send in suggested topics for the streetcar sessions at the June 2019 APTA Rail Conference.

#### 4. Old Business

Jim Schantz

##### **Vintage and Heritage Trolley Vehicle Equipment Standard APTA RT-SCS-S-001-05 Rev 1.**

Jim Schantz briefly reviewed the standard which completed a full review and update in spring 2017 under the APTA standards program. The standard, first published in 2005, was one of the first work products of the committee and was created to provide a reference point for those planning or building streetcar systems using restored first-generation streetcars or replicas of such cars. As many of these lines have been built in states where streetcars had not operated for a half century or more, there frequently was no relevant set of rules for regulators to use in monitoring such systems, so the standard was intended to fill that gap. The standard's primary focus is on vehicle features but also tied the vehicle to operating and training procedures and addressed interface of the cars with the track infrastructure. Currently both Memphis and Lowell (MA) are using major maintenance programs to improve compliance with the standard.

#### 5. Presentations

- **Feature Presentation: "The Streetcar Evolution/Revolution in Toronto. ON"**

Josh Colle

Toronto City Councilor and Chair of the Toronto Transit Commission

Toronto has the largest streetcar network in North America, consisting of 11 lines, a mixture of legacy and new routes, serving a fast-growing city. The TTC has the third largest ridership in North America. The streetcar network is now undergoing a major change with the introduction of Bombardier Flexity 5-section, low floor streetcars to replace all current equipment. The 204 new cars will, due to their length, represent a 32% increase in capacity over the 247 CLRV/ALRV older fleet. A challenge for the TTC is that legacy lines operate mostly in mixed traffic, slowing service especially in rush hours. Three routes (Harbourfront, Spadina, and St. Clair) have been given fully dedicated rights-of-way leading to faster service and significant increases in ridership. The most challenging corridor is the heaviest route, King, that carries 72,000 daily riders through downtown in a street too narrow for both a similar dedicated right of way and separate general traffic lanes. To speed service through this corridor the TTC is working with the city on the King Street Transit Pilot. In this program, automobile traffic is limited so that in each block cars can turn onto King then are forced to a right hand turn off the street at the end of the block. Taxi spaces, drop off and loading zones, and bicycle routes have been carefully integrated to prevent blocking streetcar passage through the corridor. Results to date show shorter streetcar travel time through the corridor and increased on-time reliability and greatly increased ridership. Businesses and residents along the corridor have been involved in planning and careful, comprehensive performance metrics are being tracked and reported regularly. Aspects of the pilot are being continually refined. An overall assessment and decision about whether to make the pilot permanent is anticipated in early 2019. North of downtown a crosstown light rail route is under construction along and under Eglinton Avenue and is scheduled to open in 2021. A second new line, Finch West, is planned to be ready in 2023. Both new lines feed the North-South Yonge Street heavy rail line. Also undergoing planning is a line along the waterfront that would tie together and extend various streetcar/light rail routes that serve parts of the Lake Ontario shore line.

#### 6. New Business

- **FY19/20 Work Plan**

Tim Borchers

Tim Borchers asked for suggestions from the subcommittee for future work programs. The following topics were suggested:

1. Transportation Equity: Explore the feeling in some cities that streetcars do not serve minority communities.
2. FTA Regulations and Rulings: Explore the issue of cost of compliance with some regulations that seem more appropriate for light rail than for streetcars. Develop a consensus position to feed back to the FTA to relax some onerous reporting and/or compliance costs

**7. New Business**

Tim Borchers thanked Charles Joseph for his many years of service as APTA staff adviser to the committee. Charles is retiring in early 2019, and received an ovation from the attendees.

**8. Other Business/Q&A/Meeting Close**

Tim Borchers adjourned the meeting at 12:55 pm.

Tim Borchers

**9. Next meetings:**

- Light Rail and Streetcar Conference, April 7, 2019, Jersey City, NJ
- APTA Rail Conference, June 23, 2019, Toronto, ON, Canada

*Minutes prepared by Jim Schantz*

*Lunch sponsored by*

