

NATIONAL RESEARCH COUNCIL
TRANSPORTATION RESEARCH BOARD
500 Fifth St NW, Washington, DC 20001

LIGHT RAIL TRANSIT COMMITTEE – STREETCAR SUB-COMMITTEE (AP075[1])

ANNUAL MEETING

MONDAY, JANUARY 9, 2023 6:00PM-7:30PM ET

TRANSPORTATION RESEARCH BOARD ANNUAL MEETING

MARRIOTT MARQUIS, WASHINGTON, DC MINT (M4)

DRAFT MINUTES

Attendance

In-Person Attendees*	
Name	Organization
Ted Rosenbaum	DB ECO, NA
Jen Smoker	Jacobs
James Benton	DC DOT
Jim Gough	
Jeff Peel	Streetlight
Andy Boenau	
Yousef Kimiagar	Hatch
Laurence Lui	TTC
Chris Reyes	LA Metro
Knowles Tivendale	Movement and Place

* Unfortunately, the attendance list was misplaced; this is a partial list.

The meeting was called to order at 6:00pm.

1. Welcome, Introductions, & Housekeeping Items	Jim Gough welcomed the attendees. He noted this was his last meeting as Chair.	Jim Gough
2. Factors to Improve the Efficiencies of Light Rail	<p>Presentation from Yousef Kimiagar on the factors that improve efficiencies for streetcars and light rail.</p> <p>It was noted that some of the images presented are not current with respect to the Toronto Transit Commission’s streetcar fleet.</p>	Yousef Kimiagar (Hatch)

<p>3. Planning streetcar systems</p>	<p>Andy Boenau and Jeff Peel led an interactive discussion with respect to planning of streetcar systems. Topics were as follows.</p> <p>How are you ensuring recent data included in benefit cost analysis?</p> <ul style="list-style-type: none"> ● Toronto is leveraging passenger boarding and alighting to ensure a good understanding of origins and destinations by time of day and week ● Local community members collecting data ● Data from mobile traces enables a rich data set that can be used to understand more recent historic actual trips 	<p>Andy Boenau</p>
<p>4. Planning streetcar systems</p>	<p>How do we plan for future patronage and travel patterns?</p> <ul style="list-style-type: none"> ● Pre-COVID demand forecasting models are out of date ● A real estate or economic development approach to planning streetcar systems does not necessarily result in service to high-demand areas or fostering of network connectivity ● Noted that UITP has done work on new models ● One approach is to assume that 2030 forecasts are likely to be reached later – by say 2035 ● Recognise that the peak has softened and other peaks are emerging (across the week and in geographies) 	<p>Jeff Peel</p>
<p>5. Planning streetcar systems</p>	<p>How are you capturing the multimodal lens to understand all travel demand and encourage mode shift?</p> <ul style="list-style-type: none"> ● Streetlight data is collected from mobile phone and connected vehicles ● Many of the projects are also urban development projects ● Ensuring data is used to complete before and after evaluation of projects is critical ● Using data to help understand how events are accessed; data is key to planning transit infrastructure 	<p>Jeff Peel</p>
<p>6. Potential Webinars</p>	<ul style="list-style-type: none"> ● Jim raised the idea of a spring webinar with operators who are interested in presenting but could not come to the conference (Cincinnati, Kansas City) – focusing on their success factors ● How to improve streetcar planning with better application of data ● Potential topic re: what transport agencies should be doing post covid to help improve alignment of services with demand has likely already been covered by others 	<p>Jim Gough</p>

<p>7. Potential Research Topics</p>	<p>Research topics for future discussion with the LRT Committee:</p> <ul style="list-style-type: none"> ● Off-peak ridership patterns on streetcar and bus systems to understand the impacts on infrastructure and operational investment ● Role of community support in development of streetcar systems (e.g. DC Streetcar) and how best to support construction (e.g. real-time info on street impacts) ● Consider the social licence for operation of streetcar routes and networks (e.g. problem of emergency vehicles and others not understanding the issues surrounding stopping on the tracks). Consider researching perceptions of users and non-users ● Ridership on streetcar vs. bus and what impact does that have on investment strategies. This also led to issues such as reliability of data – for example, in Detroit, where service reliability problems leads to issues with data 	<p>Jim Gough</p>
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Meeting Adjourned at 7:30PM