

Streetcar Update

Review of June 2017

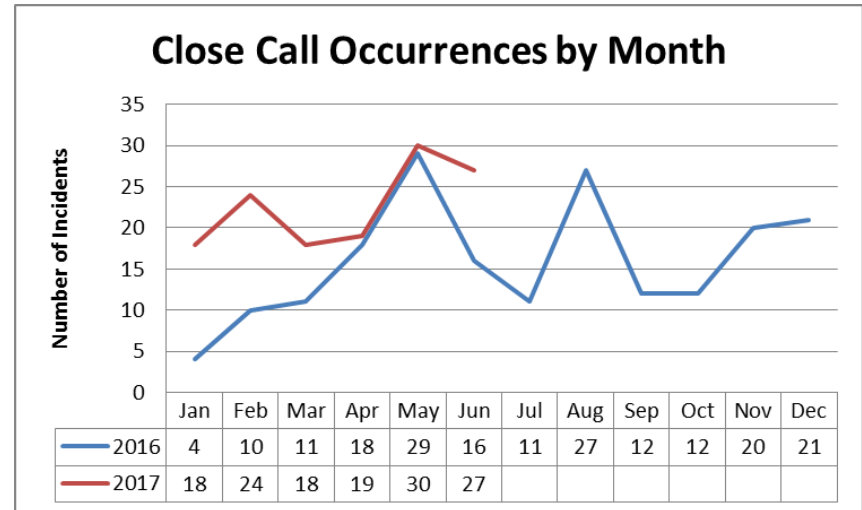


Cincinnati Bell® connector

Safety Metrics: Near Miss

Near Miss Incident Breakdown

- 78% initiated by other vehicle:
 - Most interactions due encroachment, cutting off and Stop Signal running
 - 19% Pedestrian Interactions (Jay walking)
- Incidents most likely to occur: Walnut at 4th and 5th, Race at 12th and Elder, Main at 5th (consistent from previous months)
- Most likely to occur between 12 and 1 PM and between 4 and 5 PM



Safety Metrics: Reportable Incidents

- Incident Types (Since RSD)
 - 68% Collision
 - 11% Security-related
 - 11% Evacuations
 - 6% Pedestrian
 - 5% Medical-related
- 12 Reportable Incidents YTD for 2017



Safety and Security Activities

- Completed Full Scale Exercise 16 June
- Continued meetings (SSRC, FLSSC and CA Committee)
- Effective 1 July 2017 Metro Police Security Detail realignment

Annual Report

- At least annually, SSOA's are to report status of the safety of each system to the Governor, the FTA, the board of directors, or equivalent agency
- ODOT has provided the annual report for SORTA
- ODOT has indicated that
 - Safety and Security programs managed properly
 - Document deadlines are being met
 - Working relationship with project management and staff excellent.

June Ridership Summary

	Ridership	Ridership Budget	Variance
Weekday	36,665	74,998	-38,333
Saturday	17,166	6,816	+10,350
Sunday	7,495	4,500	+2,995
Total	61,326	86,314	-24,998

*Includes supplemental service

*Does not include charter service

June Operations Summary

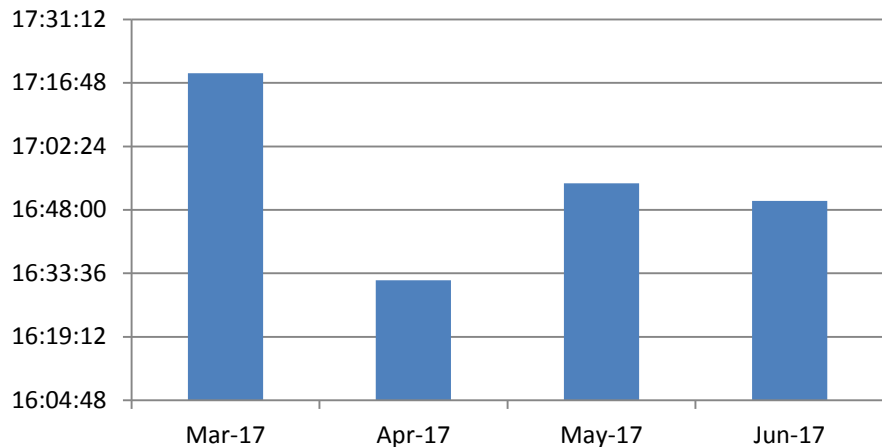
- 7,594 fare inspections conducted
 - 21 citations issued
 - 99.7% compliance
- Sources of Delay
 - Brent Spence Bridge construction congestion
- Charter
 - United Way “Stuff a Streetcar” event (Cincinnati Bell donation)

June Operations Summary

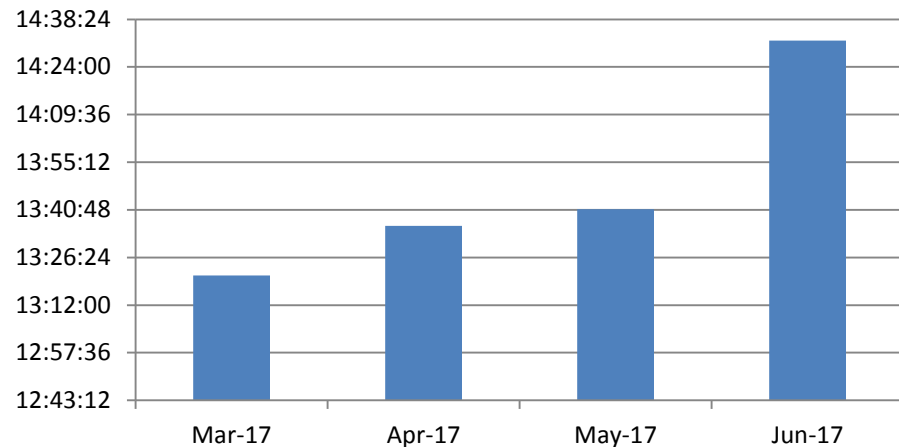
Trips Scheduled	Trips Operated	Missed Trips	Average Headway	Extra Train Hours	Blockages*	Signal Failures	Close Calls	TAA	Charters
2,258	1,970	291	14:32 (12 min) 16:50 (15 min)	64	52 (total) 50 (more than 2 min)	9	30	16	3

Operations Trends

Average Off Peak Headway

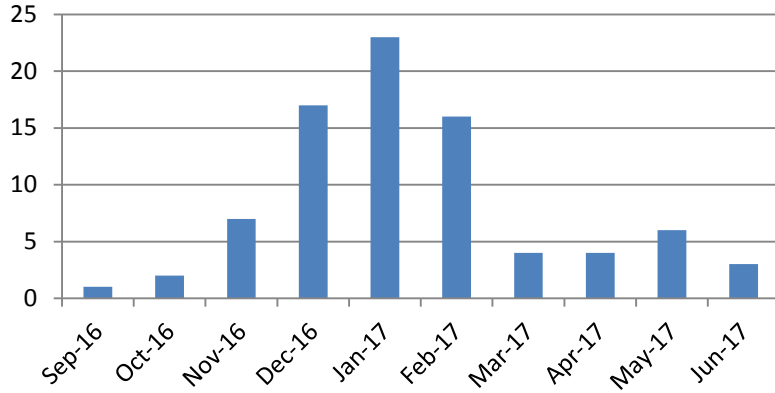


Average Peak Headway



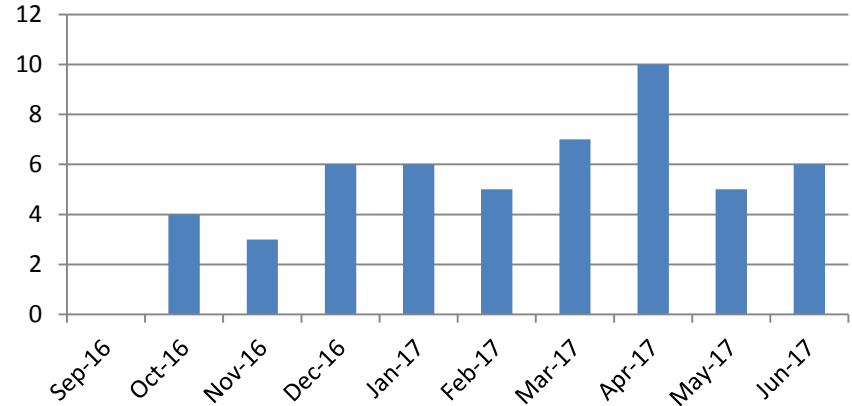
Operations Trends

Change Off Road



Streetcar vehicle failure resulting in removal of vehicle from service; can be a failure of a safety device or electro/mechanical failure – requires off-load of passengers and results in 60+ minutes suspension of service and can result in reduced service (increased headway)

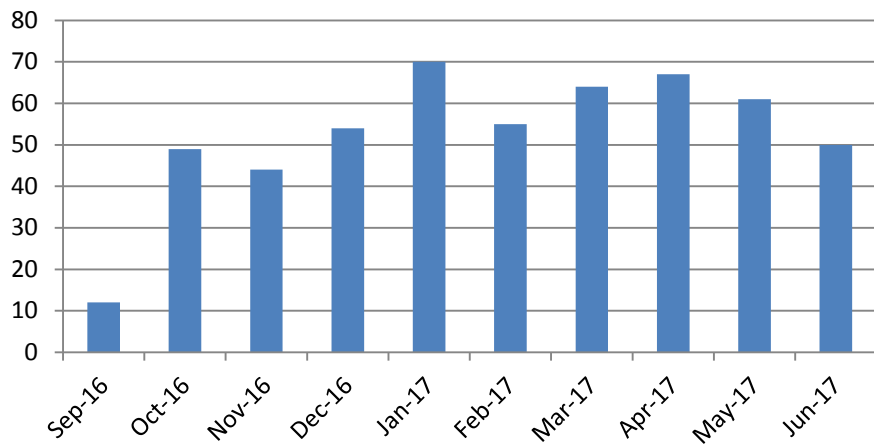
Train Failure Road



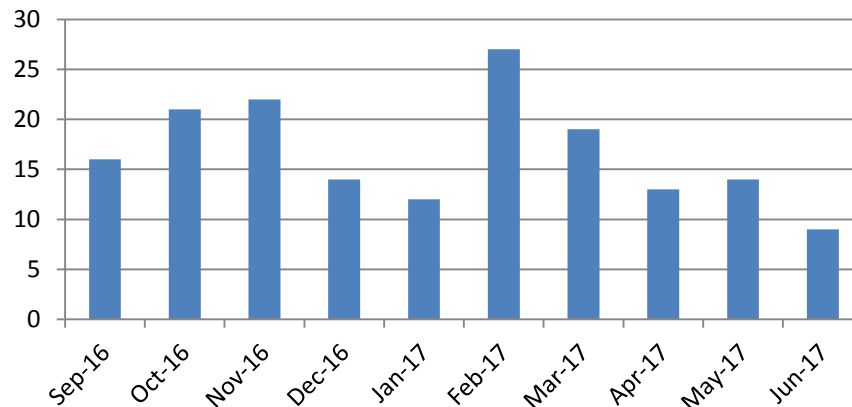
Streetcar vehicle failure that can be remedied on the line – typically results in 5 to 60 minutes suspension of service

Operations Trends

Streetcar Blockages



Traffic Signal Failures



Current Fleet Status

- 1175 out of service
 - incident damage and CAF Flooring Investigation
- 1177 “Driver Vigilance Fault”
 - Fault re-occurring
 - CAF Specialized Technician
 - Operate ‘B’ end only

QUESTIONS?