

Railvolution 2010



Where we are now



Existing 4 –mile system

- 12,700 Weekday
- 11,500 Saturday
- \$5.6M O&M

2012 : + 3.6 miles

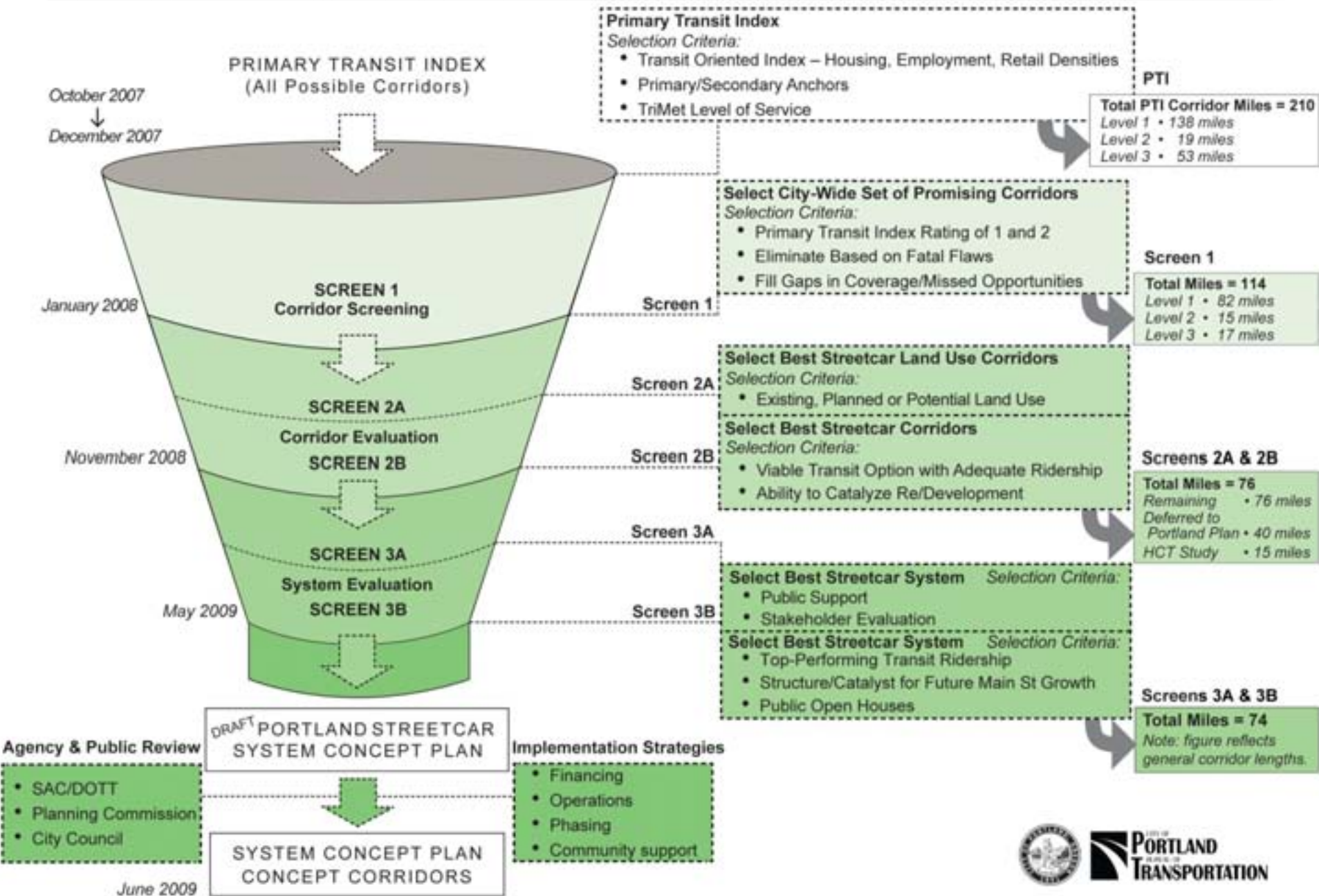
- 8-9000 Weekday
- 7-9000 Saturday
- \$4M O&M

Where do we go next?

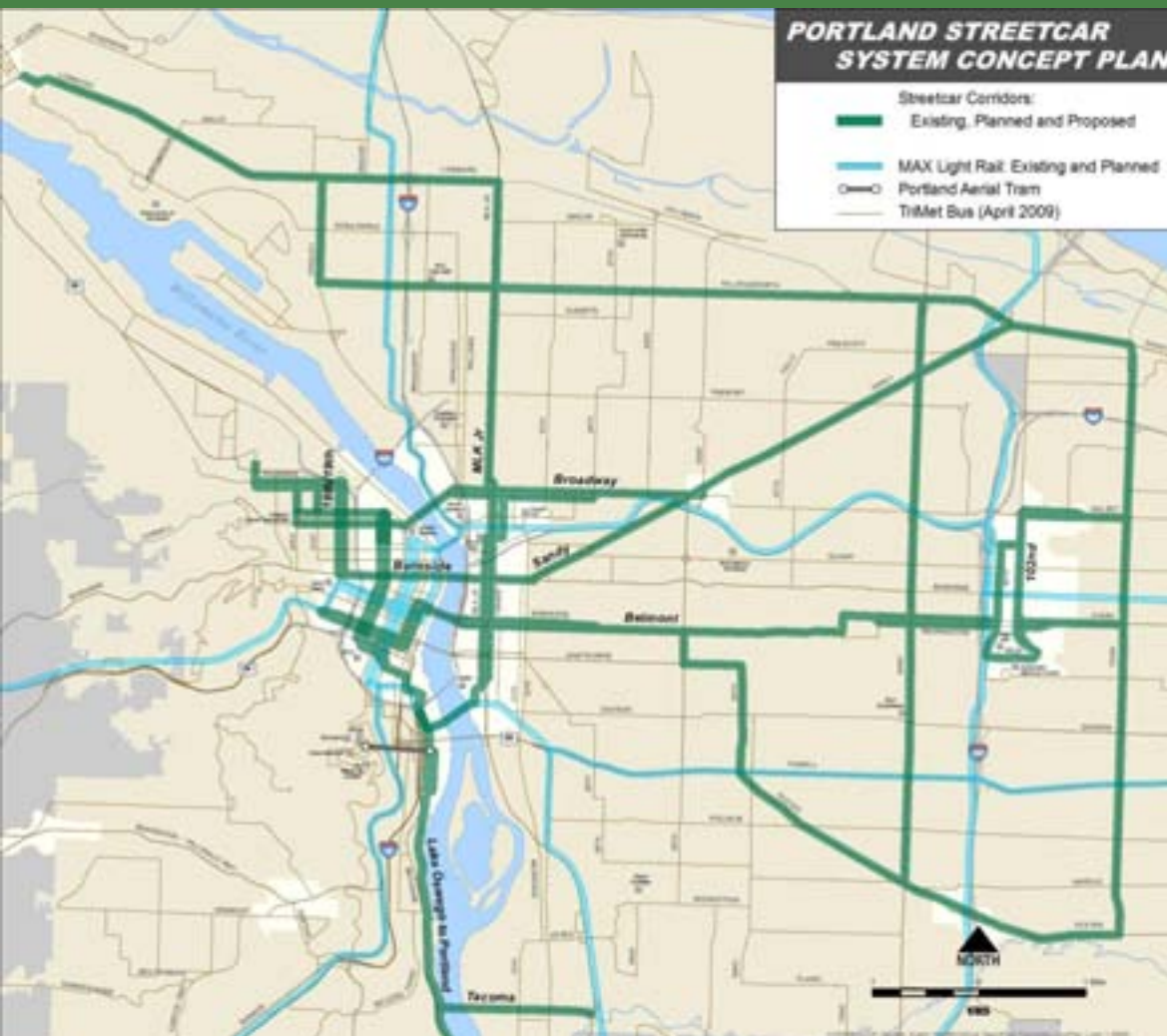


- Primary Transit Index Study (2007)
 - Mode neutral
 - Transit Orientation Index (TOI) score
 - Household & employment density
 - Retail employment density
 - Ridership anchors

CITY WIDE STREETCAR CORRIDOR TECHNICAL EVALUATION PROCESS



Where do we go next?



Corridor Evaluation

- Viable Transit Option with Adequate Ridership
- Have (re)Development Potential
- Demonstrate Community Support

System Concept

- Help achieve peak oil and sustainability strategies
- Organize/catalyze growth along potential corridors
- Integrate streetcar with neighborhoods

Where Streetcar could go



Concept Corridors

- Measured expansion of system

Comp Plan Corridors

- Aggressive expansion

Tension

Concept Corridors

- 16.8 miles
- Most viable
- Incremental growth

Comp Plan Corridors

- 41.1 miles
- Less viable
- High public support

VMT ↓

Density ↑

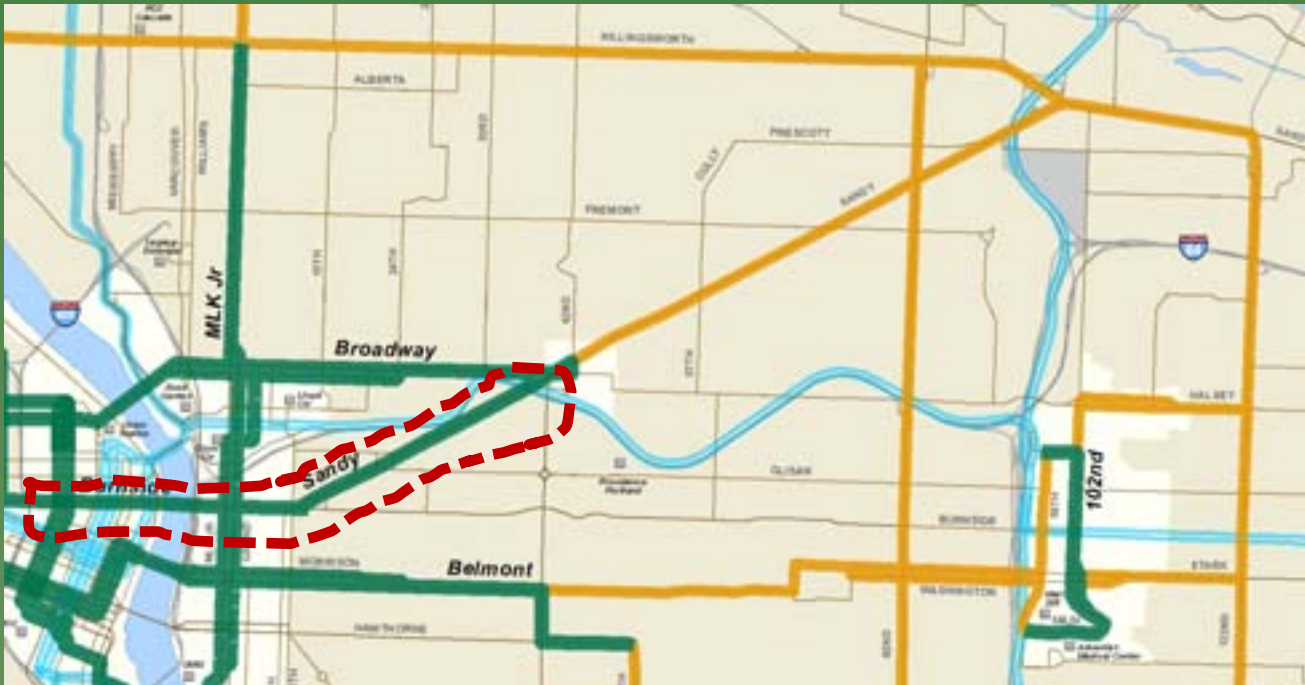
GHG ↓

Short Trips ↑

Corridors beyond Central City

- Overlap existing Frequent service bus
- Higher commuter use in peaks
- Lower land values
 - Less development potential
- System integration with TriMet
- Objective: better transit service with redevelopment

Sandy Blvd Case Study



- 4-mile potential streetcar corridor
- Anchored by downtown and Hollywood TC
- Frequent Service Bus lines 12, 19, 20

Sandy Blvd Case Study

Hollywood to Downtown Service Options

- Local bus - local streetcar
- Local bus - limited streetcar
- Local streetcar - limited bus
- Limited bus - limited streetcar



Early preference

- Local streetcar with limited bus
- Extends transit benefits beyond streetcar project

Sandy Blvd Case Study

- Further Analysis
 - Revenue projections
 - Operating costs for bus and streetcar
 - Evaluate development potential
- Integration with Portland Plan (Comp Plan)
 - Orient employment and density to high frequency transit corridors
 - Reinforce land use anchors

Up Next: Foster Corridor



- Highest level of public support
- High ridership corridor
- Increasing development activity

- Lents Urban Renewal Area
- Intersects MAX Green Line
- Not connected to existing streetcar