



PORTLAND
STREETCAR

Station Spacing:
Sometimes the “Right” Distance Changes

RAIL~**VOLUTION** 2016

2001

- Service on 4.8 miles of track connecting a dense neighborhood to the Urban University through vacant rail yards and parking lots began July 20, 2001
- Average of 4,000 riders per day



2016

- \$6.6 Billion in development along 16 miles of service including over 18,000 new housing units.
- Approximately 15,000 riders per day





Original Stop Spacing

- Original thoughts were that stops needed to be available at every major transfer or intersection, not just within 2 blocks.
- Designed & Built with Stations every 2-5 Blocks
- Portland Blocks = 200ft
- #1 Complaint with this configuration was that the Streetcar was too slow
- Added one stop as development increased along SW Moody.

Applying Lessons Learned

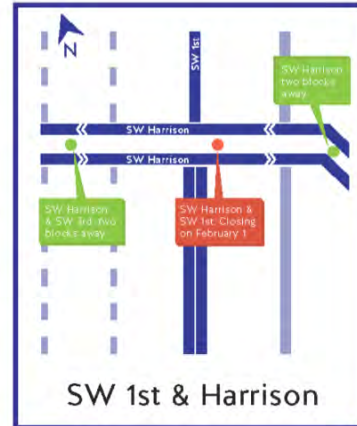
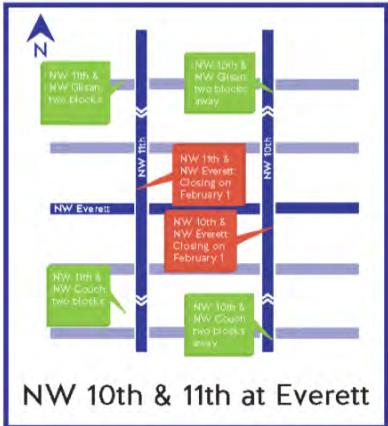
- Extension to the East Side of Portland was built with stations every 3-6 Blocks.
- Community Involvement during the design process lead to the elimination of 3 stations for better spacing.
- The Streetcar Citizen Advisory Committee took the results of the new line and looked to apply this to the original line through a stop consolidation process.



Trial Streetcar Station Closures

FEBRUARY 2016

Portland Streetcar is closing five stations beginning February 1, 2016 to evaluate possible improvements to speed and safety



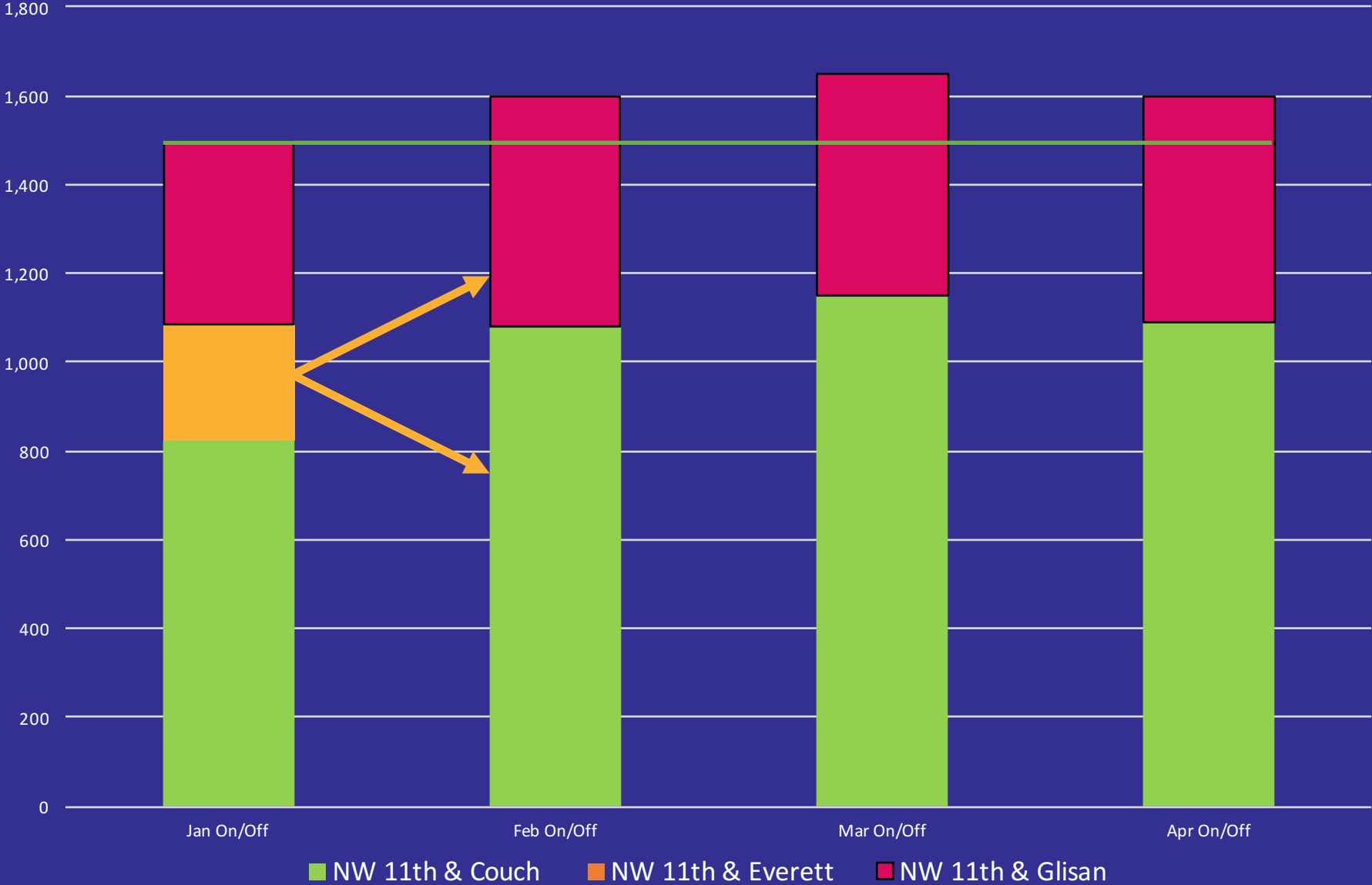
Public Process

- February-March 2016 implemented a trial closure of 5 streetcar stations all located within 2 blocks of 2 other stations.
- Vast outreach process including multiple public feedback channels and Public Hearing.
- 200 responses received
 - 40% were positive or neutral towards closing the stations
 - No unforeseen issues were brought forward through process.

The closure is a trial to help the streetcar move faster and more safely through the city. We want to help riders get around as quickly, safely and efficiently as possible.

Portland Streetcar Ons/Ofs: January - April 2016

NW 11th and Couch, Everett, and Glisan



Results

- April 2016 Portland Streetcar, Inc. voted to approve permanent closure of all 5 stations
- Resulted in time savings of 120,000 hours per year.
- Four stations are now used as new bike share stations for BikeTown.



Not just a Streetcar Issue

- Station/stop spacing has been evaluated region wide.
- TriMet redesigned the Transit Mall in Downtown Portland in 2007-2009 in preparation for the opening of the new Light Rail line.
- Station spacing on the Mall went from stops every 2 blocks with 2 stops per block to stops every 5 blocks with 1 stop per block.



- Travel times decreased through the core and efficiency increased.
- An added benefit of the redesign is the clarification for all users, particularly those with sight impairments as to where the buses will stop eliminating the issue with accidentally leaving a rider behind.



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