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

PRIMARY TRANSIT INDEX
(All Possible Corridors)

Screen 1
Corridor Screening

Screen 2A
Corridor Evaluation

Screen 2B
System Evaluation

Screen 3A
Screen 3B

Agenda & Public Review
DRAFT PORTLAND STREETCAR SYSTEM CONCEPT PLAN

implementation Strategies
• Financing
• Operations
• Phasing
• Community support

Select Streetcar System
Selection Criteria:
• Public Support
• Stakeholder Evaluation

Select Best Streetcar System
Selection Criteria:
• Top-Performing Transit Ridership
• Structure/Catalyst for Future Main St Growth
• Public Open Houses

Select Best Streetcar Corridors
Selection Criteria:
• Viable Transit Option with Adequate Ridership
• Ability to Catalyze Re/Development

Select Best Streetcar Land Use Corridors
Selection Criteria:
• Existing, Planned or Potential Land Use

Screen 2A & 2B
Total Miles = 76
Remaining = 76 miles
Deferred to Portland Plan = 40 miles
HCT Study = 15 miles

Screen 1
Total Miles = 114
Level 1 = 82 miles
Level 2 = 15 miles
Level 3 = 17 miles

Primary Transit Index
Selection Criteria:
• Transit Oriented Index – Housing, Employment, Retail Densities
• Primary/Secondary Anchors
• TriMet Level of Service

Total PTI Corridor Miles = 210
Level 1 = 138 miles
Level 2 = 19 miles
Level 3 = 53 miles

Note: figure reflects general corridor lengths.
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