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

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.

**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.
Portland Streetcar Ons/Offs: January - April 2016
NW 11th and Couch, Everett, and Glisan

NW 11th & Couch
NW 11th & Everett
NW 11th & 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.