Portland Planning Commission
SSP Update

- What it is
- Project Organization
- Corridor Evaluation
- Public Involvement
- Identifying Issues
- Next Steps
Why a Streetcar System Plan?

Streetcars are:

- Walkable neighborhood circulator
- Strategic Economic Development Tool

Explore how the City could grow* with additional investments in streetcar corridors while:

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

*Key link to Portland Plan process
What is the Streetcar System Plan?

- SSP is a BoT modal plan, similar to Pedestrian, Bike, Freight and TDM
- High level planning study to identify strongest potential streetcar corridors citywide
- Assessment of public interest in streetcars
- Masterplan of future transit corridor planning studies
Schedule

We are here

October 2007

November 2007
Kick-off
Open Houses

Technical Corridor Evaluation

April 2008
Public Workshops

District Working Group Process

June 2008

Technical System Evaluation

January 2009

May 2009
Public Open House Meetings

July/August 2009
Planning Commission & City Council

Streetcar System Plan
Project Organization

**Project Team:** BoT, URS-Technical, Novick/Tippens/BoT-Public Involvement

**System Advisory Committee (SAC):** Citizen review - meets monthly, Owen Ronchelli - Chair, 12 members

**Development Oriented Transit Team (DOTT):** Allied Bureau and Agency Partners Technical review - meets monthly, includes TriMet and Metro service planners, BPS, BoT, PDC, ODOT

**Streetcar Citizen Advisory Committee:** City Stakeholder review - Chris Smith - Chair, updates provided at request

**PSI Board:** Business Community Stakeholder review - Michael Powell - Chair, updates provided monthly
**Corridor Evaluation Process**

**Phase 1 Screening:**
Define Manageable Set

**Phase 2 Screening:**
Detailed Analysis and Ranking of Corridors

**Phase 3 Screening:**
System Analysis with Metro and TriMet

With help from:
- Commissioners Office
- DOTT
- SAC
- BoT staff

Feedback:
- PSI Board
- PSI-CAC
CITY WIDE STREETCAR CORRIDOR TECHNICAL EVALUATION PROCESS

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

Select City-Wide Set of Promising Corridors
Selection Criteria:
- Primary Transit Index Rating of 1 and 2; or
- PTI Rating 3 with Metro-Designated Main Street
- Eliminate Based on Fatal Flaws
- Fill Gaps in Coverage/Missed Opportunities

Phase I
Total Miles = 114
- Level 1 • 82 miles
- Level 2 • 15 miles
- Level 3 • 17 miles

Select Best Streetcar Corridors
Selection Criteria:
- Viable Transit Option with Adequate Ridership
- Ability to Catalyze Re/Development
- Demonstrated Public Support

Phase II A
Total Miles = 76
- Remaining • 76 miles
- Deferred to Portland Plan • 40 miles
- HCT Study • 16 miles

Select Best System
Selection Criteria:
- Ability to Support Peak-Oil/Sustainability Strategies
- Structure/Catalyst for Future Main St Growth
- Ability to Integrate with Existing Neighborhoods

Phase III
Total Miles = 67.6
Note: further reduction of corridor mileage pending.

Evaluate Implementation Strategies
- Financing
- Operations
- Phasing
- Community Support

DRAFT STREETCAR SYSTEM

FINAL PORTLAND STREETCAR SYSTEM PLAN
Portland Streetcar System Plan
DRAFT 03.25.08

Remaining Corridors
- Corridors Remaining (after Streets 2A)
- Potential Streetcar to be Considered in HCT Study

Deferred Corridors
- Existing/Planned HCT
- MAX Light Rail
- Existing/Under Construction
- Planned High Capacity T (HCT) to be Studied by I
- Existing/Planned Streetcar
- Portland Aerial Tram

Boundaries
- City of Portland
- City Planning Districts
- Other Cities
- Other Areas within UGB
- Areas Outside of UGB

Primary Anchors
- City Center
- Regional Centers
- Town Centers

Secondary Anchors
- Port-Air
- Main Streets
- Major Institutions
- Station Areas

Central City
North
Northeast
West
Southeast
East
NOTE: Phase 3 of this study, incorporating both the technical data analysis and public input from Phase 2, will advance the highest performing Phase 2 corridors into several system scenarios.
Update: Public Input to the project

Major Public Meetings:

- **October/November 2007 Kick Off**
  - 3 Open House Meeting Events

- **April 2008 District Streetcar Workshops**
  - 5 District Workshops
  - Initiated District Working Group Process

- **July 22 2008 Central Portland Plan/SSP Workshop**

- **May 2009 Draft System Plan Open House**
  - 6 Open House Events
Update: Public Input to the project

- 5 District Working Groups and Public Surveys
**Update: Public Input to the project**

**DWG Survey Priorities**

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<th>NE</th>
<th>East</th>
<th>SE</th>
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<td>NW 21(^{st}), 23(^{rd}), 18(^{th})-19(^{th})</td>
<td>Lombard to MLK</td>
<td>Sandy</td>
<td>Lents TC Foster</td>
<td>Hawthorne and 50th</td>
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**Update: Public Input to the project**

**Transportation Transformation!**

**Bike+Streetcar Planning**

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**Open Houses Schedule**

*For all open houses, drop in anytime from 4:00 p.m. to 7:00 p.m.*

*Certified childcare and light refreshments will be provided!*

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<td>Southeast Portland</td>
<td>Tuesday, May 5</td>
<td>Franklin High School Cafeteria, 5405 SE Woodward St, Portland 97206</td>
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<td>East Portland</td>
<td>Wednesday, May 6</td>
<td>David Douglas High School Cafeteria, 1500 SE 130th Ave, Portland 97233</td>
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<td>North Portland</td>
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<td>Roosevelt High School Cafeteria, 6941 N Central, Portland 97203</td>
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<td>Central City and Northwest</td>
<td>Wednesday, May 13</td>
<td>Portland Building, Room C, 2nd Floor, 1120 SW 5th Ave, Portland 97210</td>
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<td>Northeast Portland</td>
<td>Thursday, May 14</td>
<td>Grant High School Cafeteria, 2245 NE 36th Ave, Portland 97212</td>
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<td>Monday, May 18</td>
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Implementation: Identifying Issues

- Financing
- Streetcar Corridor & Neighborhoods
  - Equity: Vertical and Horizontal
  - Modal Coordination
  - Identity and Development
  - Parking Management
  - Corridor Infrastructure
Implementation: Identifying Issues

Financing

– Assume FTA Grants
– Approach to working with TriMet and Metro
– Approach to Central City/Neighborhood Local Match
  • LID viability
  • TIF
  • Bond measure
  • Other financing options
Benefits Spread/Shared

– What can we do now to hardwire displacement solutions before the transit investment arrives?
  • Horizontal reach to broader neighborhood
  • Vertical equity for different incomes
  • Local business and housing affordability

– SSP identifies displacement risks
– Portland Plan provides tools and mechanisms to implement streetcar neighborhoods
Implementation: Identifying Issues

Modal Coordination

– Bicycles
– Freight
– Buses
– Pedestrians
– Autos
– Safety
Implementation: Identifying Issues

Neighborhood Identity and Development

– Compliment neighborhood identity
– Integrated neighborhood scale mixed-use
– Preserving local businesses
– Density
– 20-minute strategy
Implementation: Identifying Issues

Parking Management

– Need strategy to avoid parking conflicts
– How much parking should be provided with new development
Implementation: Identifying Issues

Corridor Infrastructure

– Coordination:

• Water
• BES – Stormwater Management
• District Energy
• Bike Parking
• POSI
• Zipcar
The Final Product

System Plan Report and Concept Map

• Council Resolution accepting System Plan
  – Recommend process to allow highest priority corridors to move forward
  – Follow-up work and funding requests
  – TSP amendments, Portland Plan work items

• Portland Plan refines streetcar neighborhood growth strategy

• TSP amendment with Streetcar Policy adopted with Portland Plan
SSP: What’s Next

Public Involvement:
- May Open House Events
- SAC Review and Recommendation
- Planning Commission Hearings
- City Council Hearings

Analysis and System Planning:
- Finish Corridor Screening Process
- Implementation Strategies and Recommendations
- Draft System and Concept Plan