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
We are here

Schedule

October 2007
Technical Corridor Evaluation

June 2008
Technical System Evaluation
Implementation Strategies

November 2007
Kick-off
Open Houses

April 2008
Public
Workshops

District Working
Group Process

January 2009

May 2009
Public
Open House
Meetings

July/August 2009
Planning
Commission & City Council

City of Portland
Office of Transportation
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
CITY WIDE STREETCARE SYSTEM PUBLIC INVOLVEMENT PROCESS

COMMUNITY LEADERS
LOCAL BUSINESSES
NEIGHBORS
LOCAL ORGANIZATIONS

System Advisory Committee
(CITIZENS)

District Working Groups

Streetcar System Plan Project Team

Development Oriented Transit Team

PORTLAND OFFICE OF TRANSPORTATION (PDOT)
BUREAU OF PLANNING
PORTLAND DEVELOPMENT COMMISSION (PDC)

TRIMET
METRO
OREGON DEPARTMENT OF TRANSPORTATION (ODOT)

PROJECT MILESTONES
(PM)

POTENTIAL STREETCARE DRAFT STREETCARE FINAL STREETCARE SYSTEM SYSTEM PLAN EVALUATION PLAN TO PLANNING COMMISSION / CITY COUNCIL

PUBLIC MEETINGS
DISTRICT WORKING GROUPS

SPRING 2008
SPRING 2009
SPRING 2009
SUMMER 2009

STREETCARE SYSTEM PLAN

PORTLAND TRANSPORTATION March 2009
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

Phase I
- Corridor Screening
- Selection Criteria:
  - Primary Transit Index Rating of 1 and 2;
  - PTI Rating 3 with Metro-Designated Main Street
  - Eliminate Based on Fatal Flaws
  - Fill Gaps in Coverage/Missed Opportunities
- 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:
  - Viable Transit Option with Adequate Ridership
  - Ability to Catalyze Re/Development
  - Demonstrated Public Support
- Total Miles = 76
  - Level 1: 82 miles
  - Level 2: 15 miles
  - Level 3: 17 miles
- Select Best Streetcar Corridors
- Selection Criteria:
  - Ability to Support Peak-Oil/Sustainability Strategies
  - Structure/Catalyst for Future Main St Growth
  - Ability to Integrate with Existing Neighborhoods
- Total Miles = 67.6
  - Note: further reduction of corridor mileage pending

Phase II (A and B)
- Corridor Evaluation
- 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;
  - PTI Rating 3 with Metro-Designated Main Street
  - Eliminate Based on Fatal Flaws
  - Fill Gaps in Coverage/Missed Opportunities
- 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
- Total Miles = 76
  - Remaining: 76 miles
  - Deferred to Portland Plan: 40 miles
  - HCT Study: 15 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
- Total Miles = 67.6
  - Note: further reduction of corridor mileage pending

Phase III
- System Evaluation
- Selection Criteria:
  - Primary Transit Index
  - 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:
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FINAL PORTLAND STREETCAR SYSTEM PLAN
NOTE: Phase 3 of this study, incorporating both the technical data analysis and public input from Phase 2, will arrange 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>East</th>
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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>Tuesday, May 5</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>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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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
Implementation: Identifying Issues

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
Primary Anchors
City Center, Regional Centers, Town Centers

Secondary Anchors
Main Streets
Major Institutions

Boundary
City of Portland
Other Cities
Other Areas within UGB
Areas Outside of UGB

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