



# Portland Streetcar

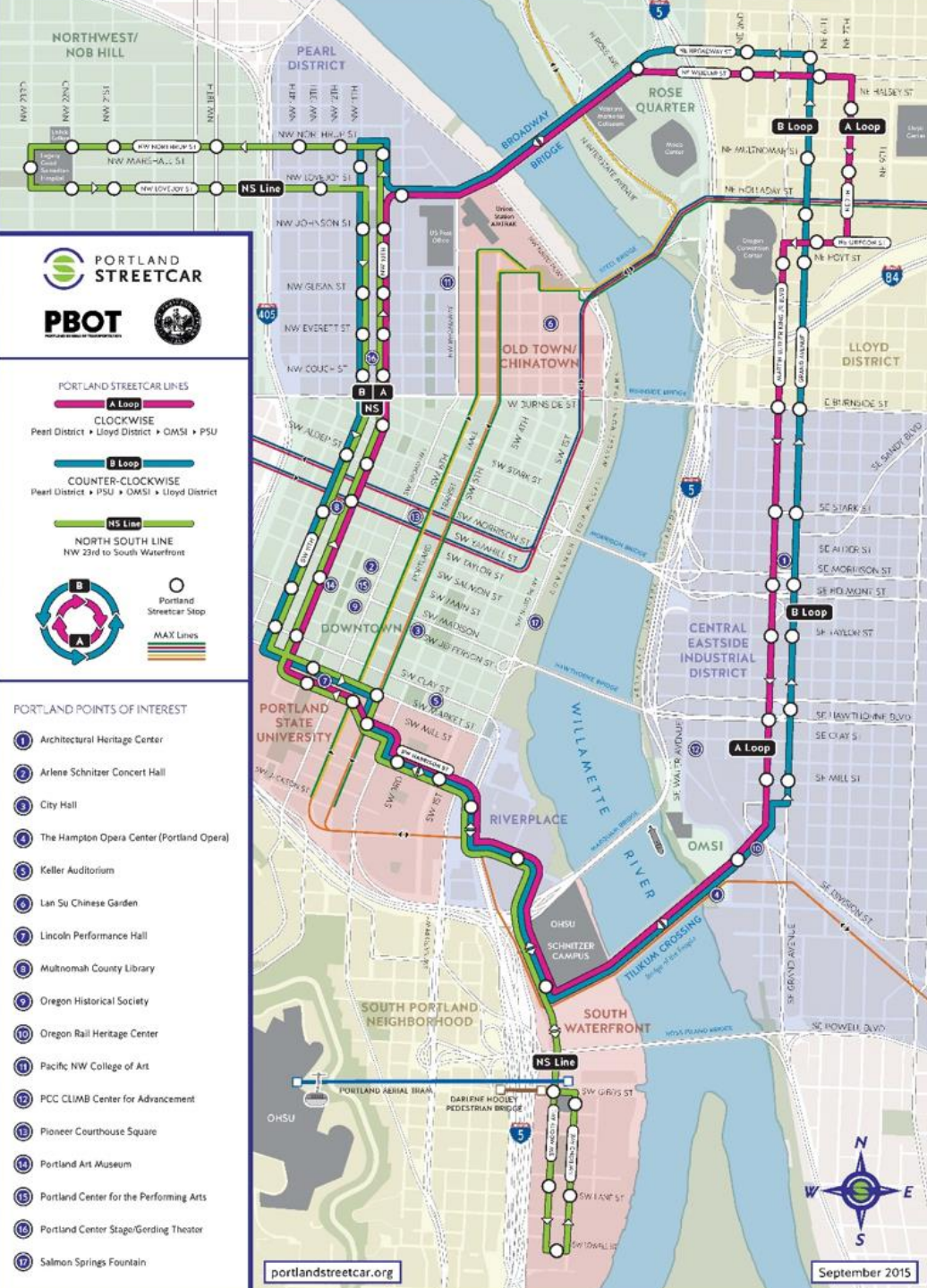
**HB 2017 Advisory Committee**

Dan Bower, Executive Director

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# Portland Streetcar Today



- Avg. Weekday Ridership ~ 15,500
- North/South Line (6 streetcars); A/B Loops (4 streetcars each)
- 3 spare streetcars
- 56 operators and 10 mechanics
- All Lines on 15-Minute Frequencies
- 80% of all TriMet Trips Intersect with the A/B Loops
- Stations < 1/2 mile
- Annual Operating Budget: **\$13.3m**



# HB 2017 Language

## What is a “Public Transit Provider” in HB 2017

- SECTION 122m. As used in sections 122m to 122p of this 2017 Act:
- (1) “**Public transportation service provider**” **includes** a qualified entity and **a city**, county, special district, intergovernmental entity or any other political subdivision or municipal or public corporation **that provides public transportation services**...

## What are allowable uses for rail?

- HB 4059 (February 2018 Short Session) Amended HB 2017 to include **(Amended language in bold)**:  
“ Moneys in the fund are continuously appropriated to the Department of Transportation to finance investments and improvements in public transportation services, except that the moneys may not be used for light rail capital expenses **but may be used for light rail operation expenses**”

# Light Rail vs Streetcar



## Light rail

- Interurban connections
- Connect regional centers
- Range in the 7-20 mile distance
- Stations spacing  $\frac{1}{2}$ –1 mile
- Larger stations
- Exclusive right of way
- Separate traffic signal control



## Streetcar

- Urban circulators
- Connect neighborhoods
- Range in the 2-5 mile distance
- Stations  $< \frac{1}{2}$  mile
- Smaller stations
- Mixed traffic operations
- Fits in existing traffic system

# Portland Streetcar Structure

- **The City of Portland** is the owner and operator of Portland Streetcar; it's also the lead development agency and in charge of land use planning in Portland.
- **TriMet** is the regional transit provider and supports Streetcar by providing trained operators and mechanics as well as providing operational expertise and funding.
- The non-profit **Portland Streetcar, Inc.**, through its Board of Directors, and with authority granted by the City, provides **oversight and assistance** for planning, operations, budgeting, customer relations and streetcar best practices.
- All three agencies collaborate on transportation and land use planning in the region. Their relationship is governed by the Streetcar **Master Agreement** which was adopted by the TriMet Board of Directors and City Council in 2013.



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# Projected Growth: Ridership and Housing

**Total Number Of Housing Units Built Within 1/4 Mile Of Portland Streetcar & Average Weekday Ridership: 2001-2015**



## HOUSING ALONG THE STREETCAR CORRIDOR

Located within 1/4 mile of the Portland Streetcar tracks are:

**49%** of all housing units built in Portland in the last 20 years

**3,130** housing units built in 2016

**5,600** new units planned/under construction

**6,659** regulated affordable units

**645** new regulated affordable units planned/under construction

**\$8.4 BILLION** in real market value created since 1998 (17.9% of real market value citywide)

# Average Daily Ridership by Hour

Average Daily ridership by hour, November 2015 - April 2016



# Riding From Home



**66%**  
of streetcar  
trips are to or  
from home

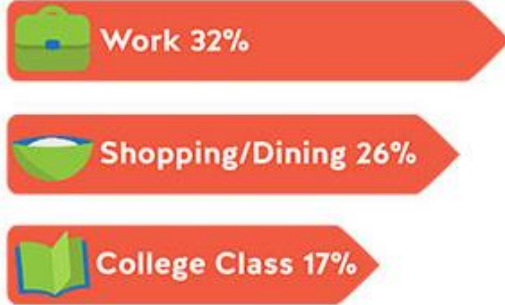


**1/3** of affordable units  
are on streetcar lines



# Connecting the Entire Community

## The top destinations for Portland Streetcar riders:







## DAILY TRANSPORTATION FOR THE CENTRAL CITY

**40% OF RIDERS**  
come from households  
without a car



**LESS  
THAN 5%**  
of riders are  
tourists

**32% OF  
RIDERS**  
earn less than  
\$30,000 per year





# Maturing System





# NE Grand Business Access & Transit Lane

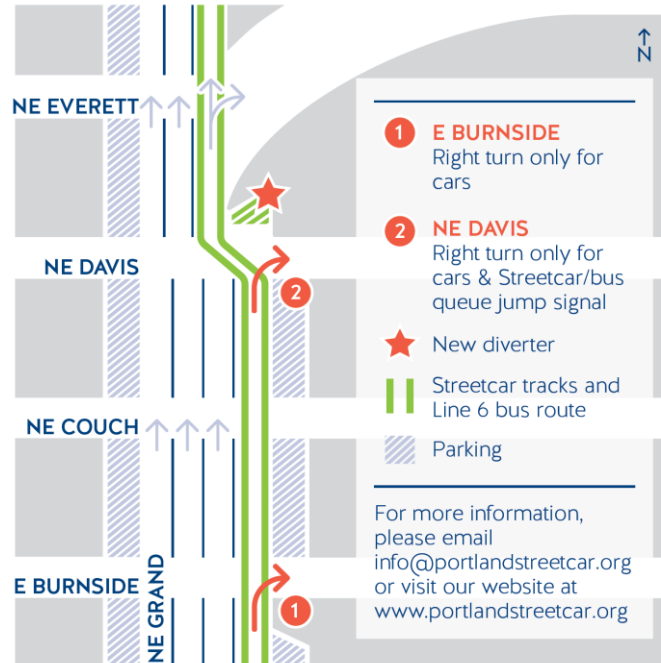
## When transit moves, traffic moves

One of the best ways to fight traffic jams on city streets is to improve the speed and reliability of buses and streetcars.

To do that, Portland Streetcar, the Portland Bureau of Transportation, and TriMet are working together to create Enhanced Transit Corridors. By making small changes on high traffic streets like syncing the timing of traffic signals and giving transit priority lanes in specific sections of road, we can improve traffic flow and make buses and streetcars a more reliable option.



LANE CHANGES ON NE GRAND AVE.



Coming Soon(ish)

### ROADWAY CHANGES ON NE GRAND AVENUE

Starting in May 2018, the right-hand lane on NE Grand Avenue between E Burnside and NE Everett streets will be reserved for streetcars, TriMet Line 6 buses, and vehicles turning right on E Burnside and NE Davis streets. Transit delays caused by vehicles merging onto the highway will be reduced, helping move streetcars and buses more quickly through the area.





# Streetcar and HB 2017

## Proposal

- Streetcar Ridership accounts for **5%** of all ridership in the TriMet District.
- Streetcar service accounts for **3%** of Revenue Hours in the TriMet District.
- **Proposal:** Allocate HB 2017 funds to the City of Portland based on Streetcar's share of transit in the TriMet District (3%-5%).

## Process

- Streetcar will provide a proposed plan for use of funds annually to the HB 2017 Advisory Committee. The plan will include:
  - Proposed use of funds for upcoming fiscal year
  - How the investment is meeting the goals of HB 2017; specifically how the investment serves low-income riders, and
  - Planned investments for future years

# Thank you



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Dan Bower, PSI Executive Director