

Statement on City of Portland Resolution on Bus Service Planning

**David V. Yaden, Executive Director of Policy and Planning
Tri-Met**

February 12, 1997

Tri-Met acknowledges the resolution of the City Council calling for development of a bus circulation plan for the central city. The resolution restates commitments to develop such a plan made earlier in adoption of the Tier One report of the South/North light rail project. The bus circulation plan is to be completed during the final environmental impact statement, based on the choices about alignment made at completion of the Draft Environmental Impact Statement. In addition, the resolution calls upon Tri-Met to submit to the City Council a draft concept plan by May of this year, at the time amendments to the Draft Environmental Impact Statement will be adopted. This will assure the council that no changes to the DEIS are being proposed which have fatal flaws for the operation of the transit system downtown.

Since the final bus circulation plan will be based on the choices for alignments made during the DEIS, the concept plan cannot be a complete or final document, and it is clear that the resolution does not expect that we will deviate from the schedule and process for developing the plan that is laid out in the recommendations of the Downtown Oversight Committee and adopted by the Tri-Met Board of Directors.

The draft concept plan will show representative alternatives for changes in bus routes made necessary by any of the alternative alignments under consideration for light rail in downtown, including the "mall connector" which would defer construction on the Mall north of Morrison by connecting into East-West MAX at Pioneer Square in the interim. We are particularly mindful of the need to insure adequate service to the north part of downtown and the River District.

It is important to remember, incidentally, that it is the capacity of the Bus Mall rather than light rail of itself that causes us to consider alternative bus circulation plans. Without light rail, continued growth of bus ridership and service would lead to the same need to consider other downtown bus routes.

The resolution calls for incorporation of the Central City streetcar into the bus circulation plan. This is consistent with the Tier One recommendations. We have confirmed with City staff that it does not introduce any expectation that the streetcar become part of the DEIS or that planning for the streetcar pass to Tri-Met or Metro. Rather, we recognize the streetcar as a City transportation project which we should be expected to incorporate in our planning.

We look forward to continued partnership with the City to keep transit the vital tool it has become for the economic and social vitality of the downtown.

RESOLUTION No.

Request that Tri-Met develop a Central City Bus Concept Plan that integrates the phasing of light rail service and addresses the overall transit circulation needs of the Central City (Resolution)

WHEREAS, The Regional Urban Growth Goals and Objectives (RUGGO), Objective 7 2 states that "the Central City area of Portland is an area of regional and state concern for economic, cultural, tourism, government, and transportation function, and that state and regional investments should recognize this special significance," and

WHEREAS, The Central City Transportation Management Plan identified future employment growth of 32,500 Downtown jobs, 16,000 Lloyd District jobs, 10,000 River District jobs, 8,500 North Macadam jobs, 6,000 Central Eastside jobs, and 1,000 Goose Hollow jobs, and

WHEREAS, The River District Plans called for creating 5,500 housing units and the University District Plan called for 1,000 housing units to support downtown's vitality, and

WHEREAS, The Portland State University currently attracts five millions visitors annually and the Westside Light Rail Project will reduce transit service to the campus, and is a priority for South/North LRT Service, and

WHEREAS, Metro and Tri-Met and its regional partners have initiated efforts to respond to voter concerns raised by the defeat of Measure 32, including to reduce the costs of the South/North Project, and

WHEREAS, Cost reduction measures under consideration for the South/North Draft Environmental Impact Statement (DEIS) includes shortening the downtown light rail alignment to serve Portland State University to Pioneer Place, connecting to the present MAX alignment on SW Morrison/Yamhill, and deferring the light rail service to the North Downtown/River District and Union Station to the future, and

WHEREAS, The Central City Streetcar would serve Downtown, River District, and Northwest Portland, and future extensions depend on alignments selected by the South/North Project, and

WHEREAS, The South/North Downtown Portland Oversight Committee and Steering Group recommended "that Tri-Met, the City of Portland, Metro, and the Downtown Portland business community work to develop a plan for the Central City Streetcar and Central City Transit Circulation and Facility Plan that would spread transit access throughout more of the Central City area based upon the results of the DEIS and completed in conjunction with the FEIS", and

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Portland, requests that Tri-Met, in cooperation with Metro, the Central City community, and the Portland Office of Transportation develop a Central City Bus Concept Plan that addresses the phasing of light rail service and the overall transit circulation needs of the Central City, and in particular, the transit needs for River District, and

BE IT FURTHER RESOLVED, that the Central City Streetcar Project shall be incorporated into the Central City Bus Concept Plan, including service to North Macadam, Lloyd District, and Central Eastside/OMSI and

BE IT FURTHER RESOLVED, that the Central City Bus Circulation Concept Report should be reviewed by City Council as part of the proposed actions amending the Draft Environmental Impact Statement, schedule for May, 1997, and a Central City Bus Concept Plan should be reviewed by City Council by December 1, 1997, and the Central City Bus Plan completed in conjunction with the FEIS

Adopted by the Council,

FEB 12 1997

Commissioner Charlie Hales
Stephen Iwata

Auditor of the City of Portland

By

Britta Olson

Deputy

February 6, 1997

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Agenda No

RESOLUTION NO

35588

Title

Request that Tri-Met develop a Central City Bus Circulation Plan that integrates the phasing of light rail service and addresses the overall transit circulation needs of the Central City (Resolution)

INTRODUCED BY Commissioner Charlie Hales	Filed FEB 07 1996
	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	By <u>Cay Kershner</u> Deputy
Affairs	
Finance and Administration	
Safety <u>Charlie Hales</u>	
Utilities	
Works	For Meeting of
BUREAU APPROVAL	Action Taken
Bureau Office of Transportation	_____ Amended
Prepared By Date Stephen Iwata January 5, 1997	_____ Continued to _____
Budget Impact Review	
_____ Completed _____ X Not Required	
Bureau Head Felicia Trader <u>Felicia Trader</u>	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS
Consent	Regular X	Francesconi	Francesconi	✓	
NOTED BY		Hales	Hales	✓	
City Attorney		Kafoury	Kafoury	✓	
City Auditor		Sten	Sten	✓	
City Engineer		Katz	Katz	✓	