

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

REPORT TO COUNCIL

DATE: February 7, 2018
TO: Commissioner Dan Saltzman
FROM: Kathryn Levine, Division Manager, Portland Streetcar
SUBJECT: Portland Streetcar Annual Report for 2017

The fourth annual report from Portland Streetcar has been scheduled for February 7, 2018, at ~~10:30~~ 10:15 a.m.

The purpose of this report is to provide Council members with an update on Portland Streetcar performance, transit service, ridership, economic development and housing. Attached please find the 2017 Annual Report, which includes performance metrics from the five-year Portland Streetcar Strategic Plan.

Presenters will include Jim Mark, Board Chair of Portland Streetcar, Inc. (PSI), Dan Bower, Executive Director of PSI, and Kathryn Levine, Portland Transportation.

We appreciate the opportunity to share with you the latest data on Streetcar performance and ridership, needed fleet additions, and successful coordination with other public agencies.



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WWW.PORTLANDSTREETCAR.ORG



Portland Streetcar

2017 ANNUAL REPORT



PORTLAND
STREETCAR

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Growing Community

When Portland Streetcar began in 2001, it kicked off a renaissance of urban streetcar systems. As the nation's oldest modern streetcar line, we are an example of how streetcars beneficially shape growth to create more sustainable and equitable cities.

Modern streetcar systems are unique because they transport people and transform neighborhoods. Since Portland Streetcar began operation in 2001, the city has added over 17,000 new residential units along the Streetcar corridor, including one-third of all affordable units. In fact, more than half of the housing built in Portland last year was built along the streetcar corridor.

As housing is developed, new streetcar riders are born: each new housing unit along the line creates a new rider for the Portland Streetcar system. Our 15,000 daily riders use streetcar to get to work, school or complete errands, reducing congestion and helping us reach our climate action goals.

Portland Streetcar has also proven to be a strong signal to property owners and employers, growing private investment and job opportunities. Since 2001, Portland Streetcar has helped spur \$8.4 billion worth of new property development and has increased foot traffic and sales for local businesses along the line. Across the country (including in Portland) major employers cite streetcar systems as the reason they are investing and growing within cities.

When city officials planned Portland's streetcar route almost 25 years ago, they knew that the success of our transit system was closely linked with housing development in the central city. We all want land use and transportation systems to foster vibrant neighborhoods and connect Portlanders to jobs, schools, and services. We're seeing the results of that early planning along the streetcar's lines.

As we as a community work to create the city we all want, we're proud to play a part in shaping that change.



Dan Bower, Executive Director



Why Streetcar?

Streetcar was created to accomplish three goals:

City Shaping

Streetcar has been instrumental in encouraging infill development, creating new housing and spurring economic growth.



Mobility

Streetcar has increased the ability of residents to get around the city independently.



Circulation

Streetcar helps move people efficiently and easily in the city once they are here, reducing traffic congestion and car trips.



Creating Housing

Since Portland Streetcar opened in 2001, nearly half of all multifamily housing built in Portland has been located within ¼ mile of the streetcar's line.

Today, this success story is growing: 54 percent of new multifamily units built in 2016 are along the streetcar corridor.

Portland Streetcar is also linked closely with building more affordable housing. Over one-third of all regulated affordable housing units in Portland are located along the streetcar corridor and another 645 regulated affordable housing units are currently planned or under construction.

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

5,600

new units planned/under construction

3,130

housing units built in 2016

6,659

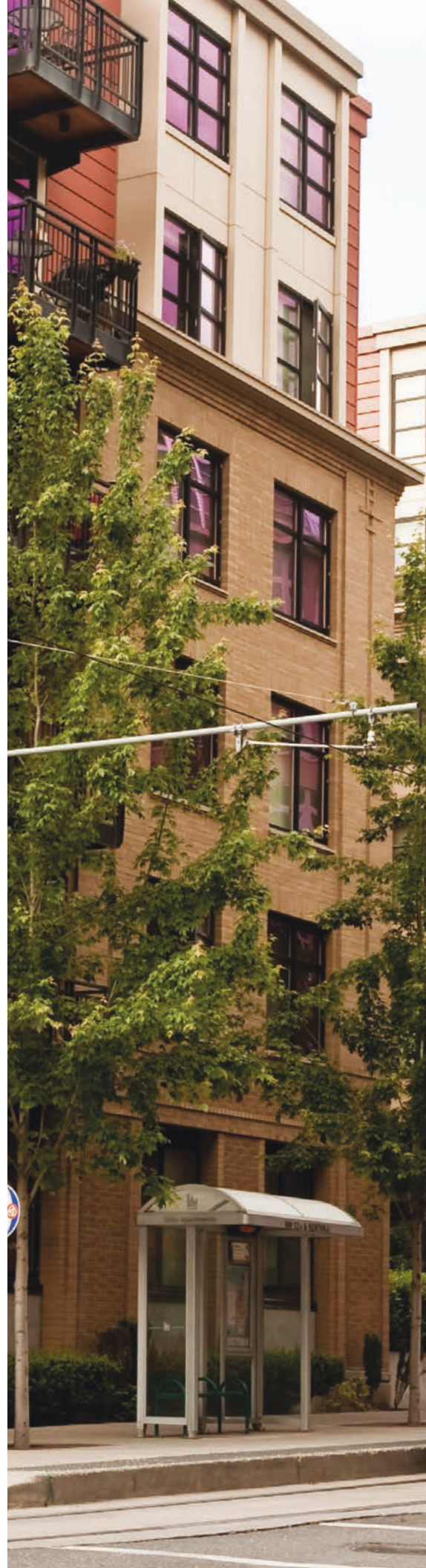
regulated affordable units

645

new regulated affordable units planned/under construction

\$8.4 BILLION

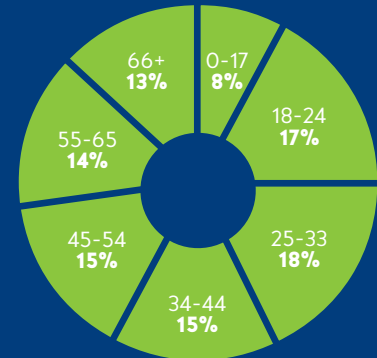
in real market value created since 1998 (17.9% of real market value citywide)





WHO RIDES THE STREETCAR?

Age of streetcar riders



Income of streetcar riders

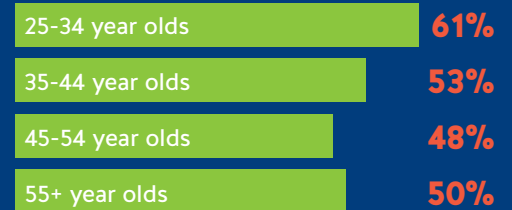


Top destinations



Car ownership

Percentage of riders who are car free:



Deployment of mobility ramp

Streetcar drivers use the mobility ramp **30+ times** per hour to assist passengers of all ages, many of whom have disabilities



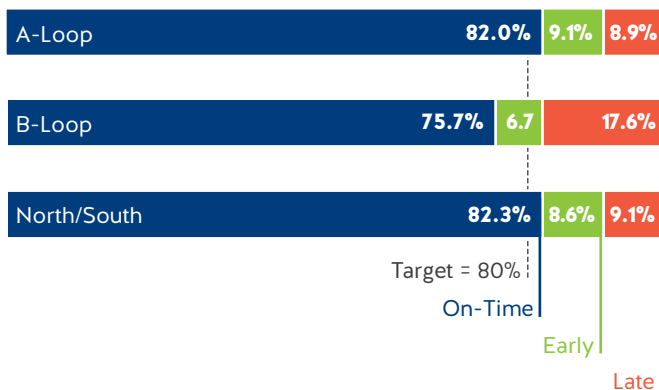
Sources: ECONorthwest Data Analysis, 2017
Portland Streetcar Ridership Survey, 2017
Portland Streetcar Monthly Ridership Data, 2017

Improving Service

STAYING ON TIME

The Portland Streetcar system works best when riders can count on getting where they need to go in a timely manner. We track our performance regularly to ensure we meet our overall goal of over 80 percent of our scheduled streetcars being on-time to destinations. Last year, we provided our riders with 97 percent of all scheduled trips.

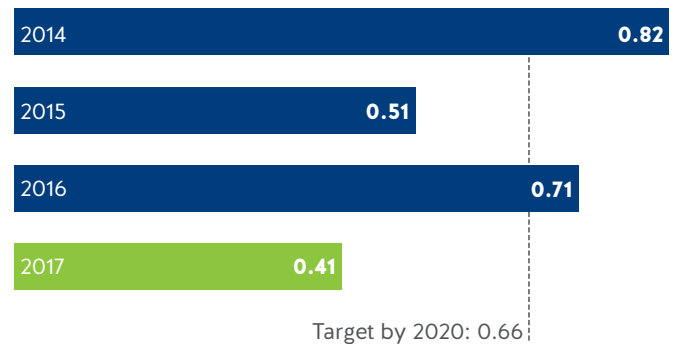
On-Time Performance (yearly averages)



A FOCUS ON SAFETY

Portland Streetcar and the City of Portland are working together to reduce the number of collisions between streetcars and vehicles and other objects by 20 percent from 2014, or no more than 0.66 collisions per 1,000 hours of service by 2020.

Collision Rates (per 1000 hours of service provided)



A YEAR'S HIGHLIGHTS

HOP FastPass launch

TriMet, in partnership with Portland Streetcar and C-Tran, launched a regional electronic fare tapping program called HOP Fastpass™, saving customers time and money and providing seamless transfers between systems.

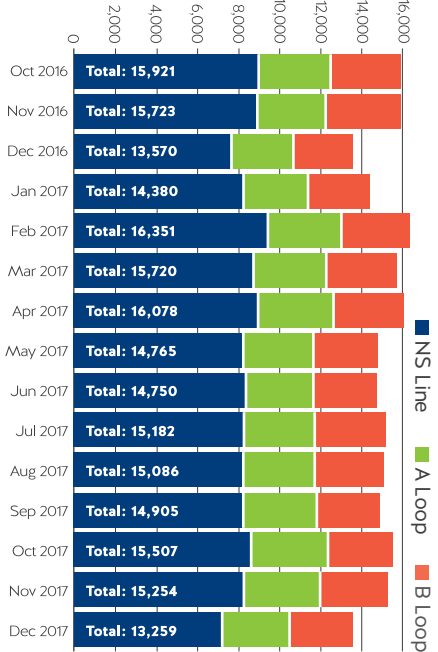
Rose Festival Parades

In partnership with the Rose Festival, streetcars were able to provide service throughout both the Starlight and Grand Floral parades for the first time since opening service in 2001.

GROWING RIDERSHIP

Streetcar has provided over 56 million rides since opening in 2001, and now serves over 15,000 riders per day and 4.7 million riders a year. In February 2017, the Streetcar hit its highest ever average daily rider total: 16,352. Overall streetcar ridership increased 10 percent in 2017 with nearly all the growth on Portland's eastside.

Average Weekday Ridership Counts



Community Partnerships

Streetcar continued its community partnerships program, sponsoring great events like the Winter Light Festival, Pints in the Pearl, First Thursday, the Streetcar Mobile Music Festival, and many others.

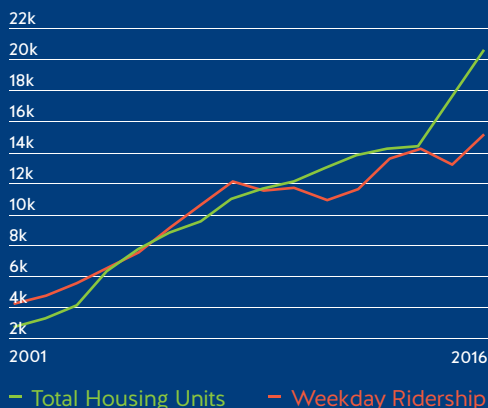
Added Service

Streetcar restored frequent service for the North/South line for the morning commuters and early risers.

NEW HOUSING, MORE RIDERS

Since opening the system in 2001, streetcar ridership has grown steadily along with housing construction, with over 15,000 riders per day and 4.7 million total riders last year.

Total Number Of Housing Units Built Within 1/4 Mile Of Portland Streetcar & Average Weekday Ridership: 2001-2016



Streetcar service operates on 100% renewable electric energy. The 4.7

million trips on Streetcar reduced the transportation carbon emissions in the downtown and is supporting the region's goal of reducing overall carbon emissions.

"The Portland Streetcar takes care of almost all of our needs. We use it to visit our doctors, dentists and grocery shopping—and we are down to one car we hardly use"

Barb and Dave King



Our Future

2018 will bring several exciting changes to the streetcar system, as it grows with the City.

The investments are meant to both speed up the existing service and increase the frequency of service in the very near future. In addition, a planned extension of streetcar in NW Portland will open up a new neighborhood for housing, jobs and recreation.

Additional Streetcars

In 2018 Streetcar will be procuring up to five additional vehicles for service in 2020. The additional cars will help manage existing service as the original fleet of streetcars undergo some mid-life upgrades and will allow Streetcar to improve service on all lines.

Improved Schedules

A planned capital project to prioritize transit on NE Grand Avenue is expected to improve run-times and reduce delays on the B Loop during the afternoon peak. New schedules in Fall 2018 will reflect the improved run-times and added service.

System Expansion

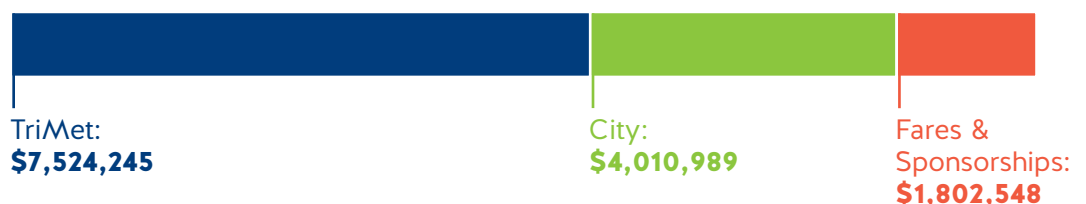
A planned extension of streetcar to NW Portland is entering the project development phase and partners are working to deliver an exciting new streetcar alignment to support the planned growth of housing, jobs, and access to recreation in Northwest Portland.

Smaller Capital Investments

Streetcar is planning several smaller investments to improve the safety and security of the system including the addition of new cameras on all streetcars, construction of a double-sided platform at PSU Urban Plaza, and installation of automatic passenger counters on the entire fleet in 2018.

FY 16/17 OPERATING BUDGET

Total Costs: \$13,337,782



The bar chart represents sources of revenue used to fund the Streetcar system.

Streetcar Performance: 2015-2020

In 2015, the City of Portland and Portland Streetcar adopted a five-year strategic plan to establish and track goals related to financial stability, long-term asset management, continued operational success, and targeted expansion into new service areas.

1. SAFETY & SECURITY

Vision: Provide a safe and secure streetcar system consistent with the City of Portland's Vision Zero policy, including the safety and security of Portland Streetcar staff, riders and the general public

STRATEGY	PERFORMANCE MEASURE	2014 (Base Year)	2015	2016	2017	2020 TARGET
Reduce collisions between autos and streetcars by 20%	Annual # of collisions per one thousand revenue hours	0.82	0.50	0.71	0.41	0.66
Continue to improve safety of traveling public, especially that of passengers and those operating bicycles around streetcar tracks	Number of fatal or serious injuries on the streetcar system	0	0	0	0	0
Ensure the safety of streetcar passengers staff through targeted investments in security personnel, video surveillance and partnerships with local and federal law enforcement agencies	Annually account for demonstrated progress			<ul style="list-style-type: none"> •Hiring of one new Streetcar Officer •Developing design for installation of cameras on all streetcars •Security guards added to Maintenance and Operations Facility •Security Cameras installed inside Facility 	<ul style="list-style-type: none"> •Design of security cameras in streetcar yard •Modification of posted speeds for streetcar operators in high-crash locations 	N/A

2. PLANNING FOR THE FUTURE

Vision: Ensure the existing streetcar system is operating as efficiently as possible while exploring strategic expansions consistent with the land use vision included in adopted plans and policies. Ensure adequate capacity on the system, including vehicles and stations, for 20,000 riders per day by 2020.

STRATEGY	PERFORMANCE MEASURE	2014 (Base Year)	2015	2016	2017	2020 TARGET
Ensure existing system has appropriate redundancies and operational fallback opportunities through investments in track "turn-backs", tail tracks or other investments that can support operations during unplanned events	Number of opportunities to turn streetcars around within the existing track system	7	7	7	7	9
Acquire three to five additional modern streetcars to support operations and work toward providing 10 minute frequency of service on all streetcar lines	Number of modern streetcars available for service	17	17	17	17	20-22
Evaluate solutions for improving customer information including electronic station signage, arrival information, mobile applications for ticketing and enhanced web presence		N/A	<ul style="list-style-type: none"> • Updated all signs and cars with new logo and branding materials • Updated all system maps and signage in streetcars • Adopted uniform policy for streetcar operators 	<ul style="list-style-type: none"> • Procured and installed new 3G NextBus vehicle tracking and prediction signs at all westside shelters • Launched updated website: www.PortlandStreetcar.org • Installed Hop FastPass e-fare validators on all streetcars 	<ul style="list-style-type: none"> • Launched HOP Fastpass in partnership with TriMet 	N/A

3. TRANSIT PERFORMANCE

Vision: Provide reliable and efficient transit service to support a growing central city which will include more residents and businesses, more cars and traffic and more passengers relying on Portland Streetcar for access and mobility.

STRATEGY	PERFORMANCE MEASURE	2014 (Base Year)	2015	2016	2017	2020 TARGET
Maintain at least 85% on-time performance across the system	Percentage of streetcars arriving at time-points within a window of up to one minute early, or five minutes late, by line, using GPS data	81%	82%	82% (NS 85%, A Loop, 85%, B Loop 76%)	80% (NS 83%, A Loop 82%, B Loop 75%)	85%
Evaluate the existing streetcar system for operational improvements including signal timing, station consolidation, dedicated rights-of-way or other solutions	Run time for streetcar lines as tracked by NextBus GPS data (including planned layovers)	N/A	NS: 75 minutes A/B Loop: 60 minutes	NS: 75 minutes A/B Loop: 60 minutes	NS: 75 minutes A/B Loop: 60 minutes	NS: 75 minutes A/B Loop: 58 minutes
Invest in technology to support better workflow and performance monitoring	Measurable steps taken toward improving operations planning and reporting through investments in technology	N/A		Finalized procurement of incident management software module to support work flow planning and performance tracking	<ul style="list-style-type: none"> Updated schedules in Fall 2017 to add service on NS line Full implementation of incident management software 	N/A

4. EFFICIENT & COST-EFFECTIVE OPERATIONS

Vision: Provide frequent transit for a majority of service hours at a cost-effective rate and with reliable scheduling for customers and operators.

STRATEGY	PERFORMANCE MEASURE	2014 (Base Year)	2015	2016	2017	2020 TARGET
Provide service at 15-minute frequency or better on all streetcar lines for a majority of service hours at or below \$180 per Revenue Hour	Cost per Revenue Hour (2014 \$)	\$168	\$180	\$184	\$184	\$180
Develop twenty-year capital asset management plan	Demonstrated progress toward adoption and updates of 20-year capital asset plan	N/A	20-Year Capital Plan Developed	20-Year Capital Plan updated and presented to Streetcar Permanent Executive Group	20-Year Capital Plan updated and presented to Streetcar Permanent Executive Group	Plan In Place and Annually Updated
Increase fare-box recovery from 10% to 20% by 2020 through a transition to e-fare and improved enforcement	Percentage of operating costs covered by fares received by the City of Portland	10%	11%	14%	14%	20%

5. DEVELOPMENT & PUBLIC-PRIVATE PARTNERSHIPS

Vision: Further integrate streetcar planning with land-use decisions and building designs to support transit-oriented development and encourage “place-making” and public spaces through public-private partnerships, including the continued engagement of a Board of Directors for PSI, meant to represent the private sector interests of Portland.

STRATEGY	PERFORMANCE MEASURE	2014 (Base Year)	2015	2016	2017	2020 TARGET
Annually account for and report on the total square feet of residential and commercial development, number of jobs, and affordable housing units along the streetcar alignment	Annual publication of economic development figures		✓ Full reports available online	✓ Full reports available online	✓ Full reports available online	N/A
Continue to integrate streetcar into large planned developments occurring over the next five years	Number Track Access Permits issued each year	100	149	100	115	N/A

Agenda No.
REPORT
Title

Portland Streetcar Annual Report for 2017 (Report)

<p align="center">INTRODUCED BY Commissioner/Auditor: Commissioner Dan Saltzman</p> <hr/> <p align="center">COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman <i>Dan Saltzman</i></p> <p>Position 4/Safety - Eudaly</p> <hr/> <p align="center">BUREAU APPROVAL</p> <p>Bureau: PBOT Group: Development Permitting & Transit Group Manager: Christine Leon Asst. Director: Chris Warner <i>Chris Warner</i></p> <p>Prepared by: Kathryn Levine; <i>KV</i> Supervisor: Christine Leon Date Prepared: January 9, 2018</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances NA</p> <p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan</p> <p>Council Meeting Date February 7, 2018</p>	<p>CLERK USE: DATE FILED <u>JAN 30 2018</u></p> <p align="center">Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <i>Susan Parsons</i> Deputy</p> <p>ACTION TAKEN:</p> <p align="center">FEB 07 2018 ACCEPTED</p>
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AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/></p> <p>Start time: 10:00 <u>10:15</u></p> <p>Total amount of time needed: <u>30 mins</u> (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	2. Fish	<input checked="" type="checkbox"/>	
3. Saltzman	3. Saltzman	<input checked="" type="checkbox"/>	
4. Eudaly	4. Eudaly	<input checked="" type="checkbox"/>	
Wheeler	Wheeler	<input checked="" type="checkbox"/>	