



Eastside Transit Alternatives Analysis

Locally Preferred Alternative Presentation
Portland City Council
July 5, 2006

A vertical strip on the left side of the slide shows a topographic map of a river valley. A specific area along the river is outlined with a dashed line, indicating the project's location. The map shows terrain contours and the winding path of the river.

Today's Presentation

- Transit AA Project Background and Overview
- Results of Evaluation
- Steering Committee's Locally Preferred Alternative (LPA) Recommendation
- Staff Recommendations

A vertical strip on the left side of the slide shows a topographic map of a river valley. A specific area along the river is outlined with a dashed line, indicating the project location. The map shows terrain contours, the river, and some infrastructure like roads and bridges.

Project Background and Overview



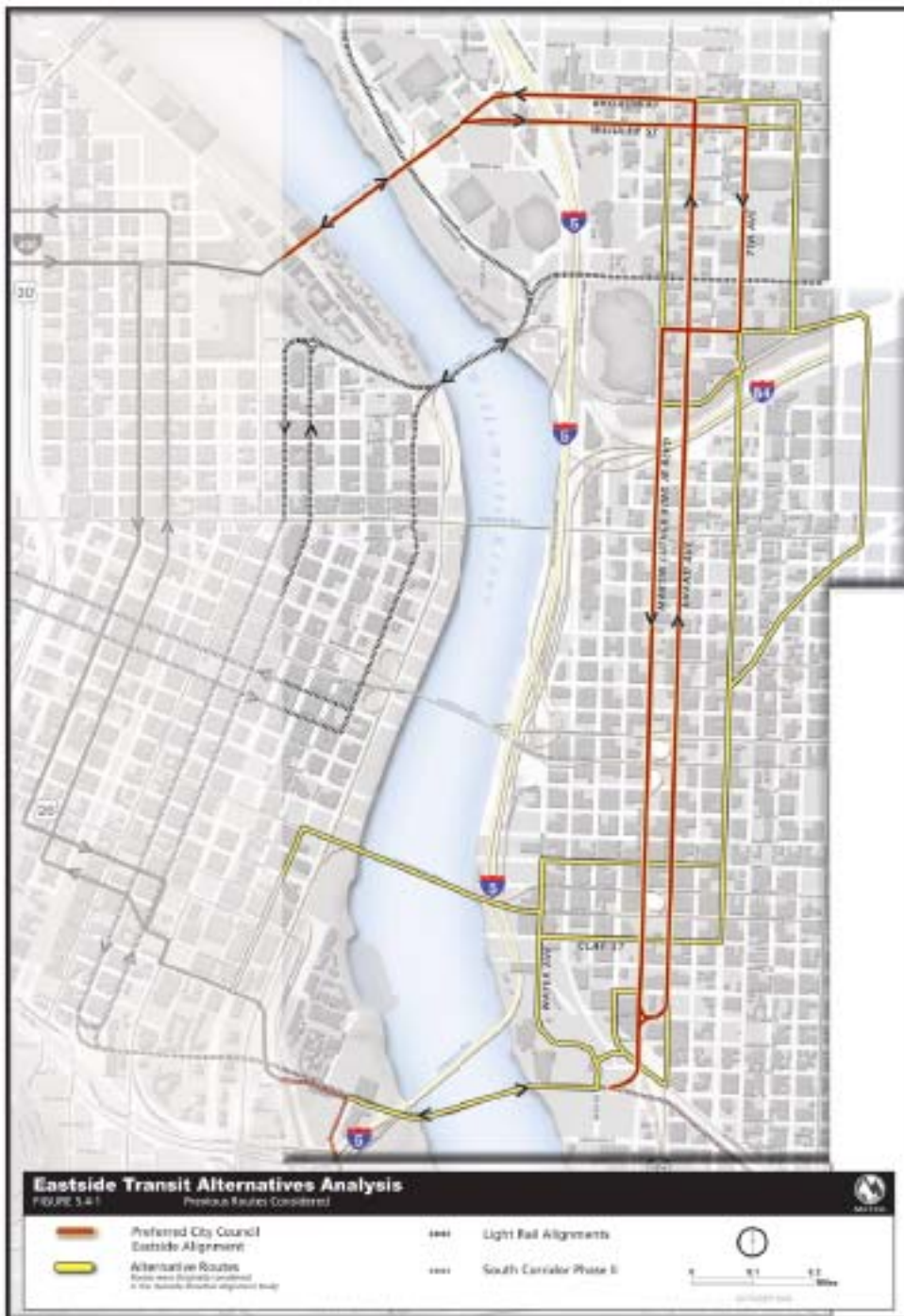


Central City Plan & Central City Transportation Management Plan

- Increased FAR and height, Mixed-use zoning
- Industrial Sanctuary
- Inner city transit loop to connect the east and west sides of the Central City
- Central City Streetcar
- Enhanced multi-modal corridors on Broadway/Weidler and MLK/Grand

Origin of the Project

- Eastside Steering Committee formed in 2003
- Alternative Routes Considered
- Preferred Alignment Adopted by City Council in June 2003

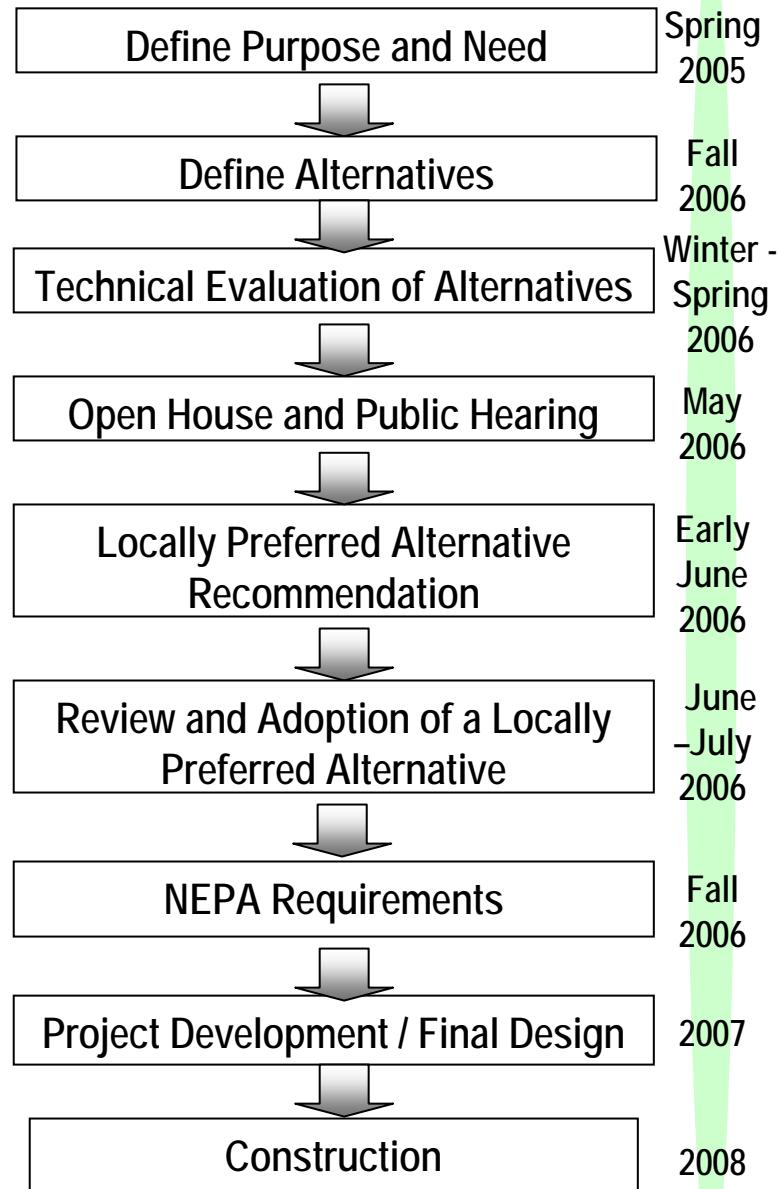


A vertical strip on the left side of the slide shows a topographic map of the Eastside project area. It features a river, a bridge, and a road network. The map is in grayscale with a green border.

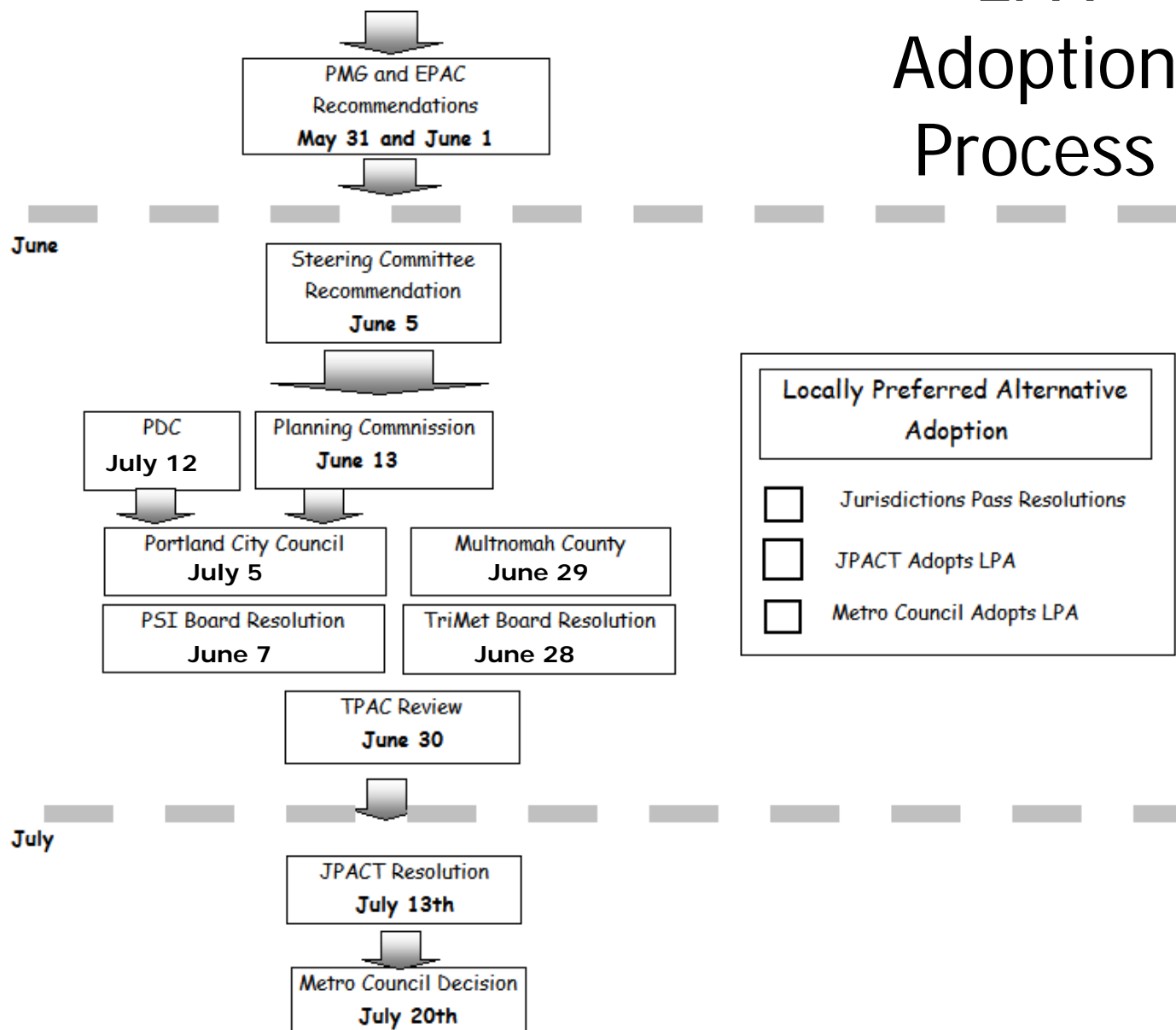
Federal Funding Sought

- City of Portland and the region decided to seek federal funding for the Eastside project
- Metro began a federal (FTA) Alternatives Analysis in July 2005
- Project to compete for FTA Small Starts funding, a new federal program
 - Federal grants up to \$75 million
 - Project less than \$250 million total capital cost

Transit AA Process Overview



LPA Adoption Process



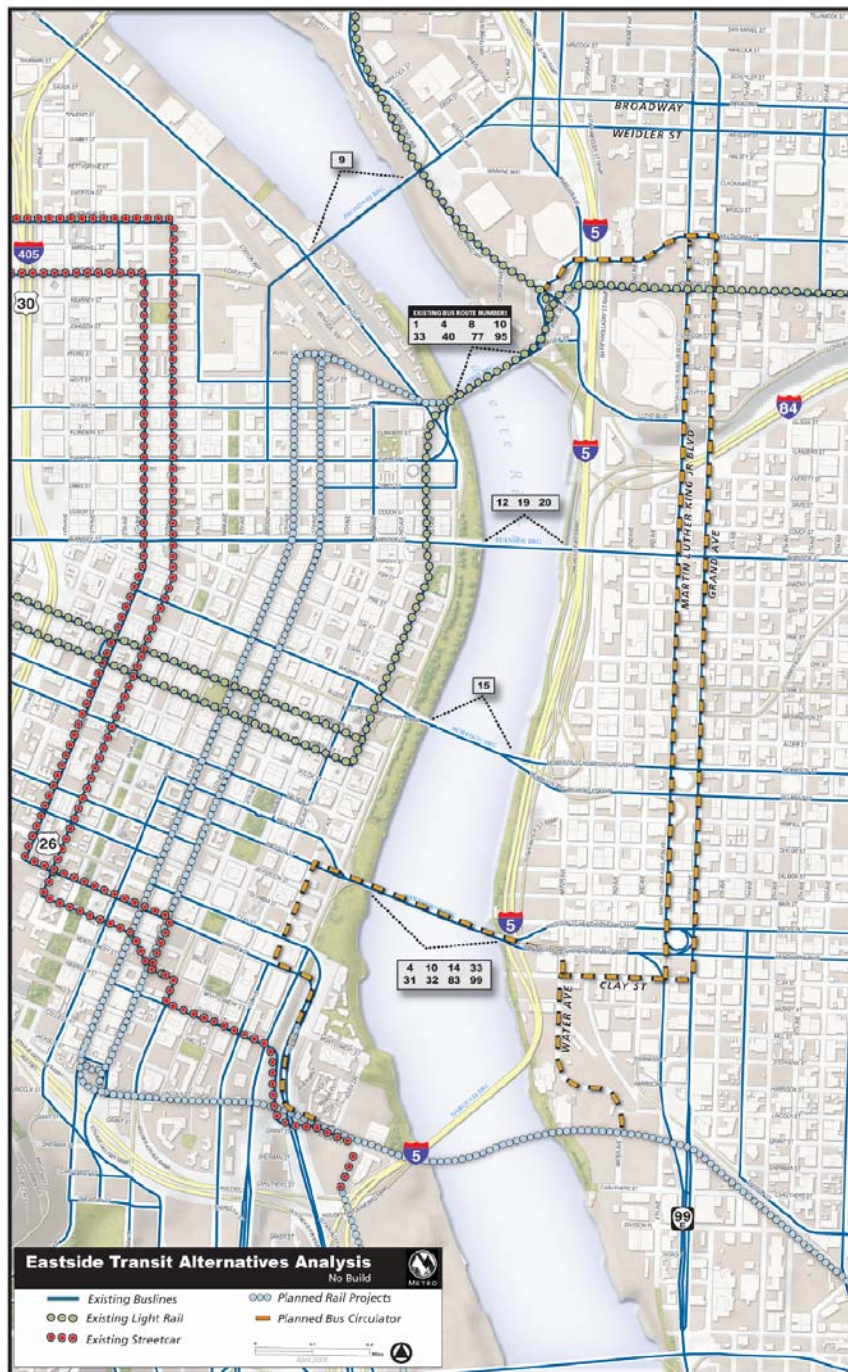


Alternatives



No-Build Alternative

- Regional Transportation Plan (RTP) “Financially Constrained” year 2025 highway and transit network
- Increased bus service
- Re-routing of TriMet 6-Busline to serve RiverPlace and OMSI



Full Loop Streetcar Alternative

- Similar to Preferred Alignment adopted by City Council
- Cross river via the future planned Milwaukie LRT Project Caruthers Bridge (2014)



Streetcar Alternative

Minimum Operable Segments

NE Oregon
MOS

SE Morrison
MOS

OMSI
MOS



Two-Way Grand Design Option

Re-direct traffic from the Grand Ave Viaduct to 7th Ave



METRO

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Evaluation Results

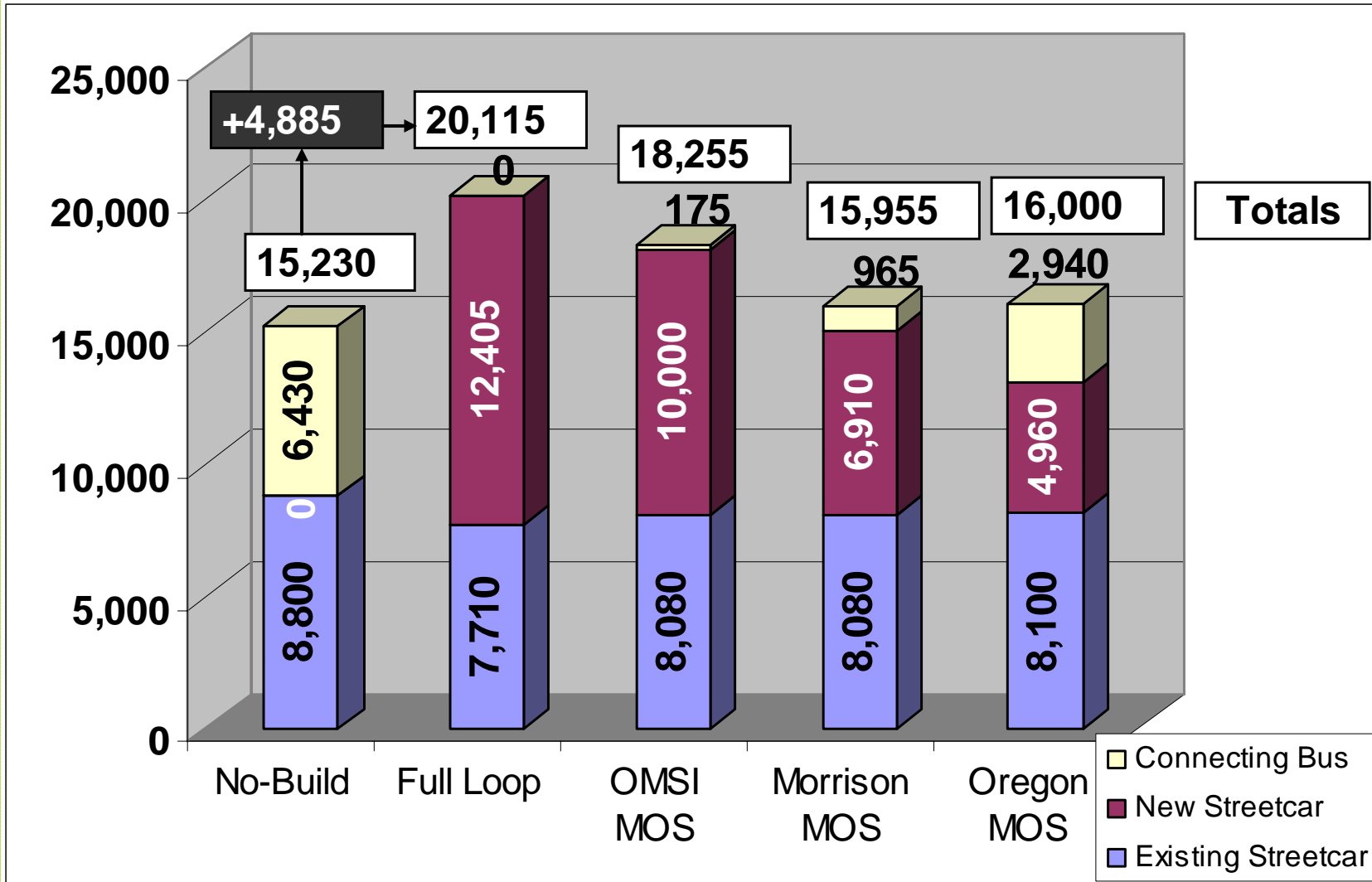
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Evaluation Report

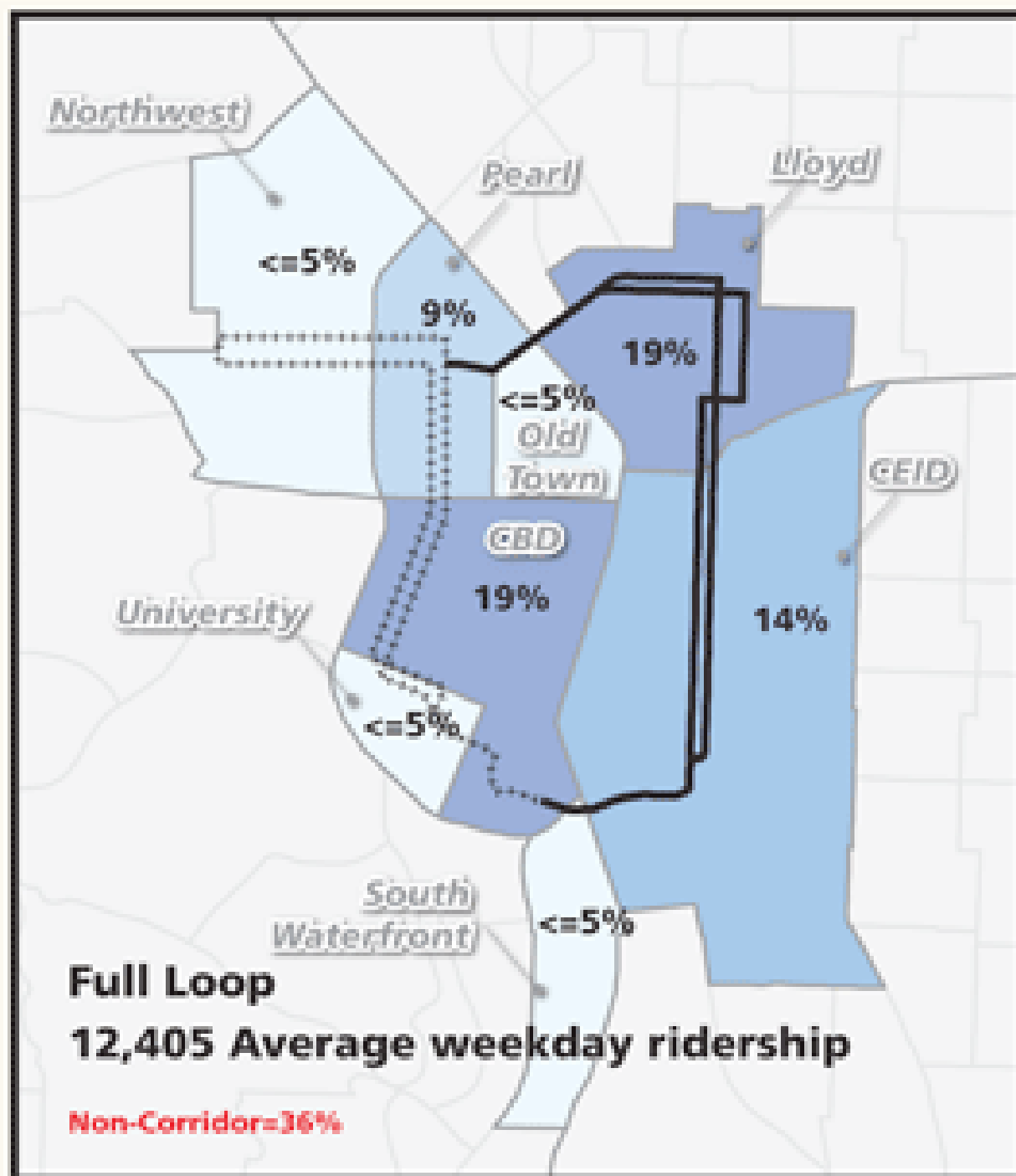
- Evaluation criteria include:
 - Transit Ridership
 - Land Use
 - Economic Development
 - Traffic Impacts
 - Design Considerations
 - Costs
 - Cost Effectiveness
 - Financial Feasibility

Transit Ridership, Streetcar and Bus

- Average Weekday, Year 2025

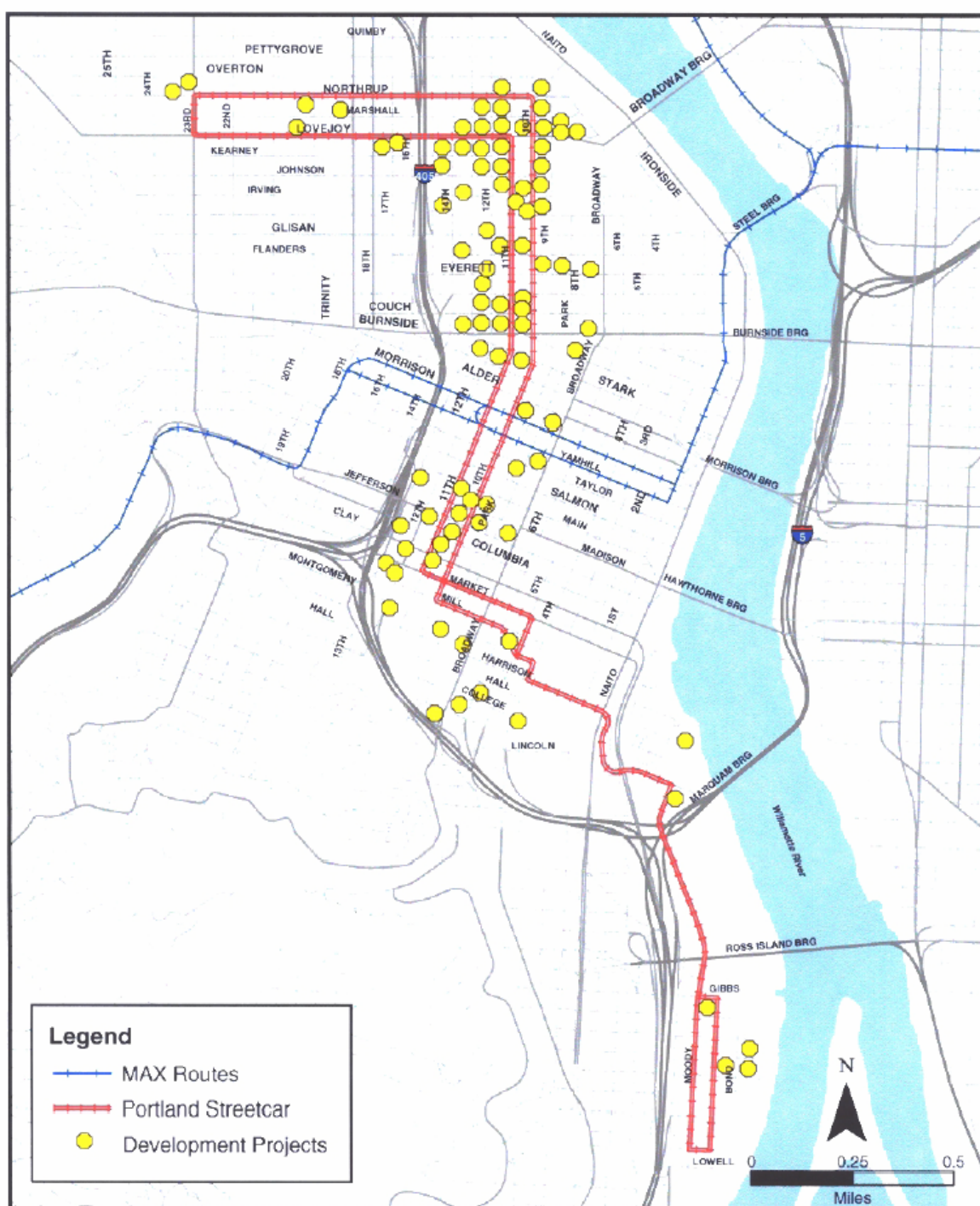


4.6% annual growth rate in transit trips from 2005 to 2025



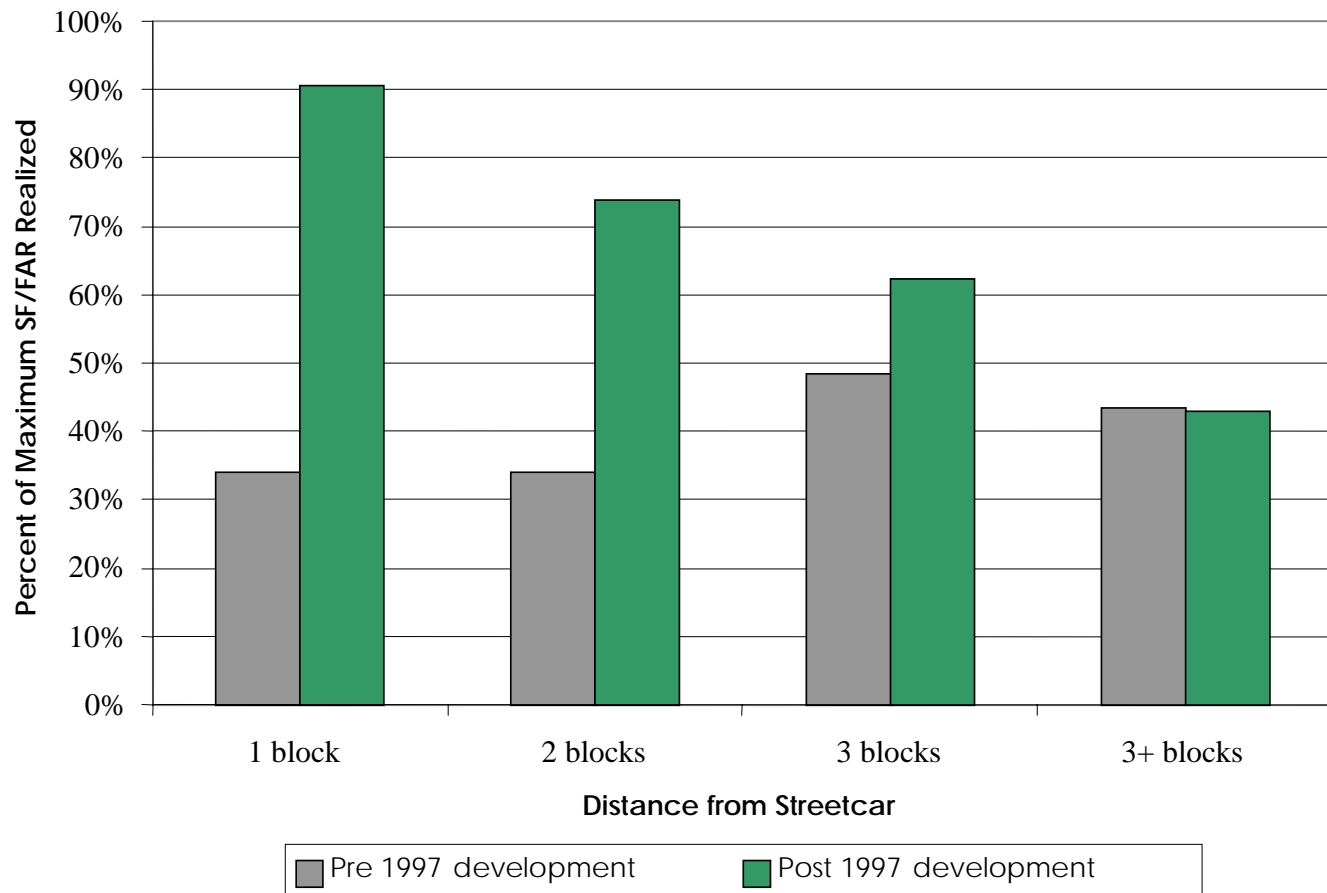
Westside Development Projects within the Streetcar LID Boundary since 1997

- 7,248 Residential units
- Over 4.5 million square feet of non-residential development
- \$2.2 billion in construction



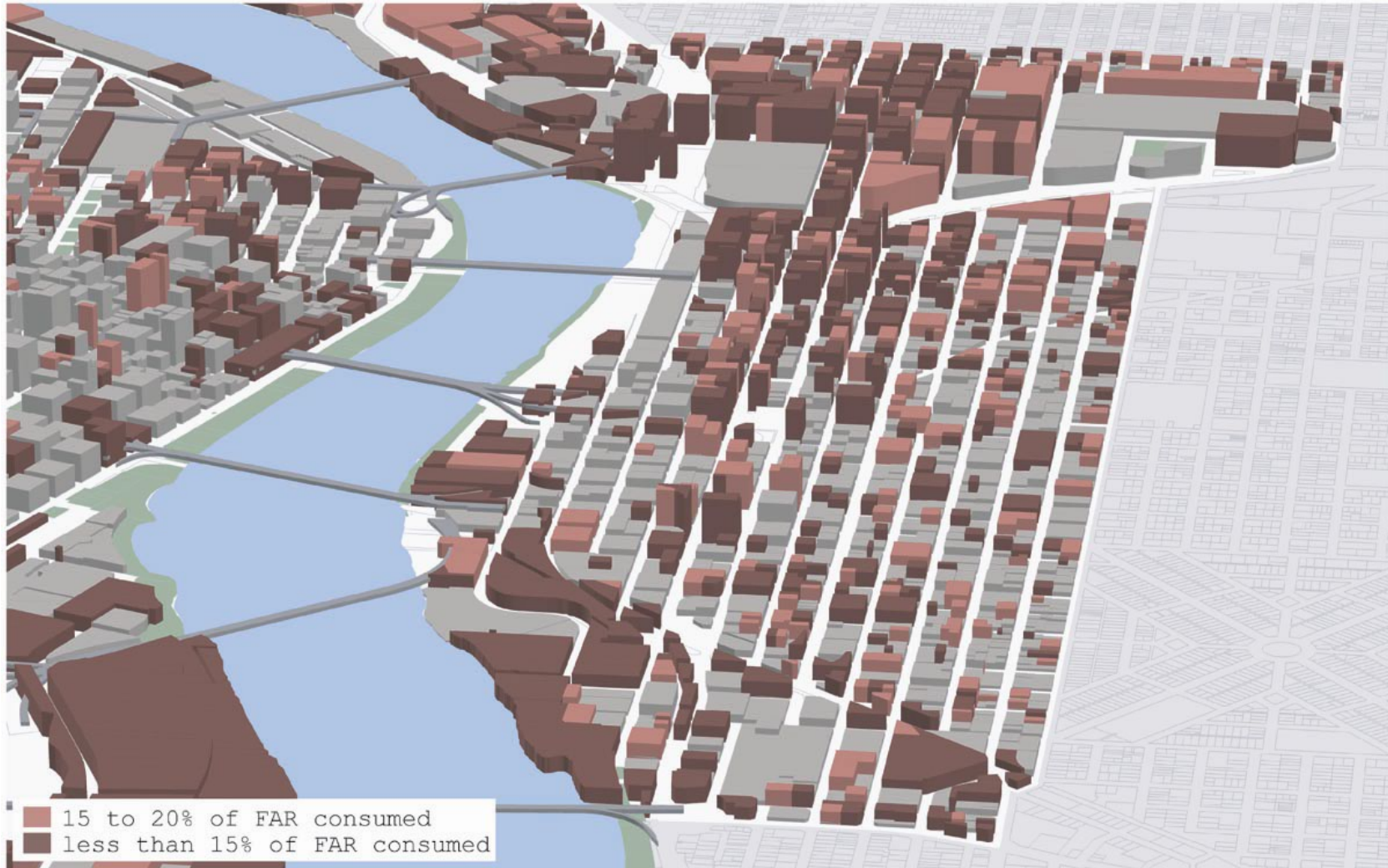
Westside Streetcar Economic Development Impacts

Percent of Maximum Floor Area Ratio Constructed



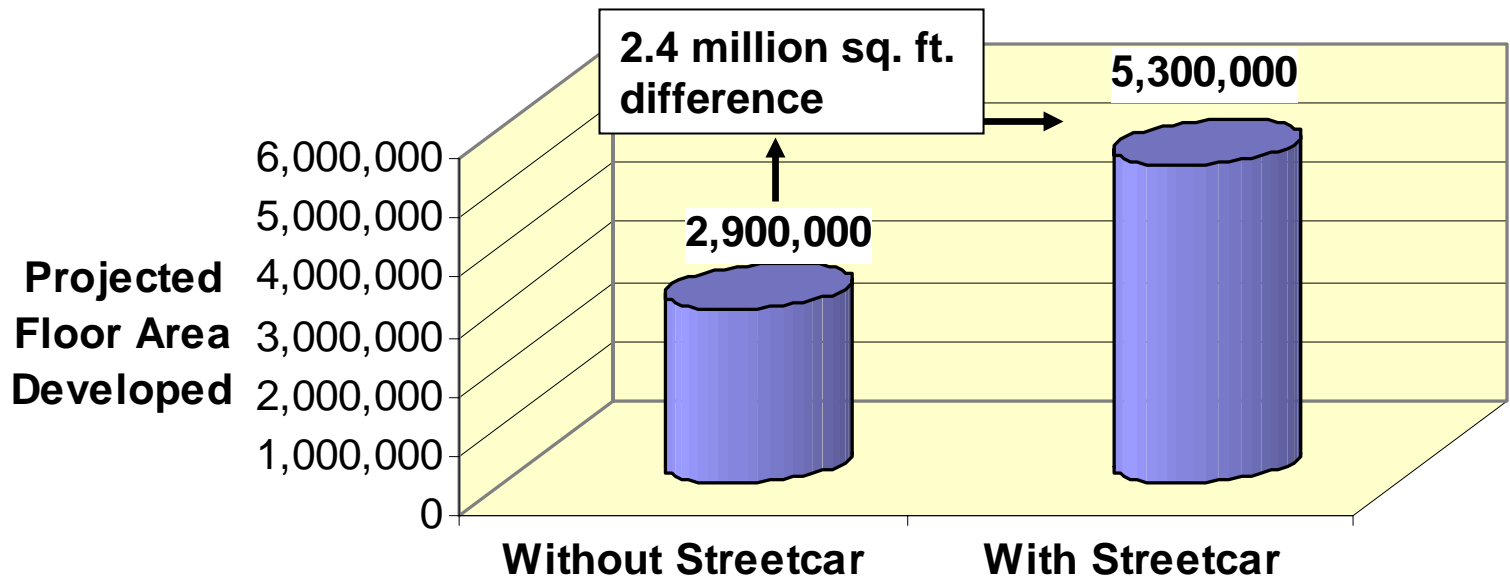
Eastside Development Capacity

parcels consuming less than 20% of available FAR



Projected Eastside Development

Eastside Year 2025 Projected Development
(additional housing and jobs)



Preliminary Capital Construction Costs (Year of Expenditure)

Millions

\$200

\$150

\$100

\$50

\$0

Oregon MOS

Morrison

OMSI MOS

FULL LOOP

MOS



Potential Federal Match



Local Match

\$100.5
Total

\$41

\$60

\$125.6
Total

\$51

\$75

\$169.9
Total

\$95

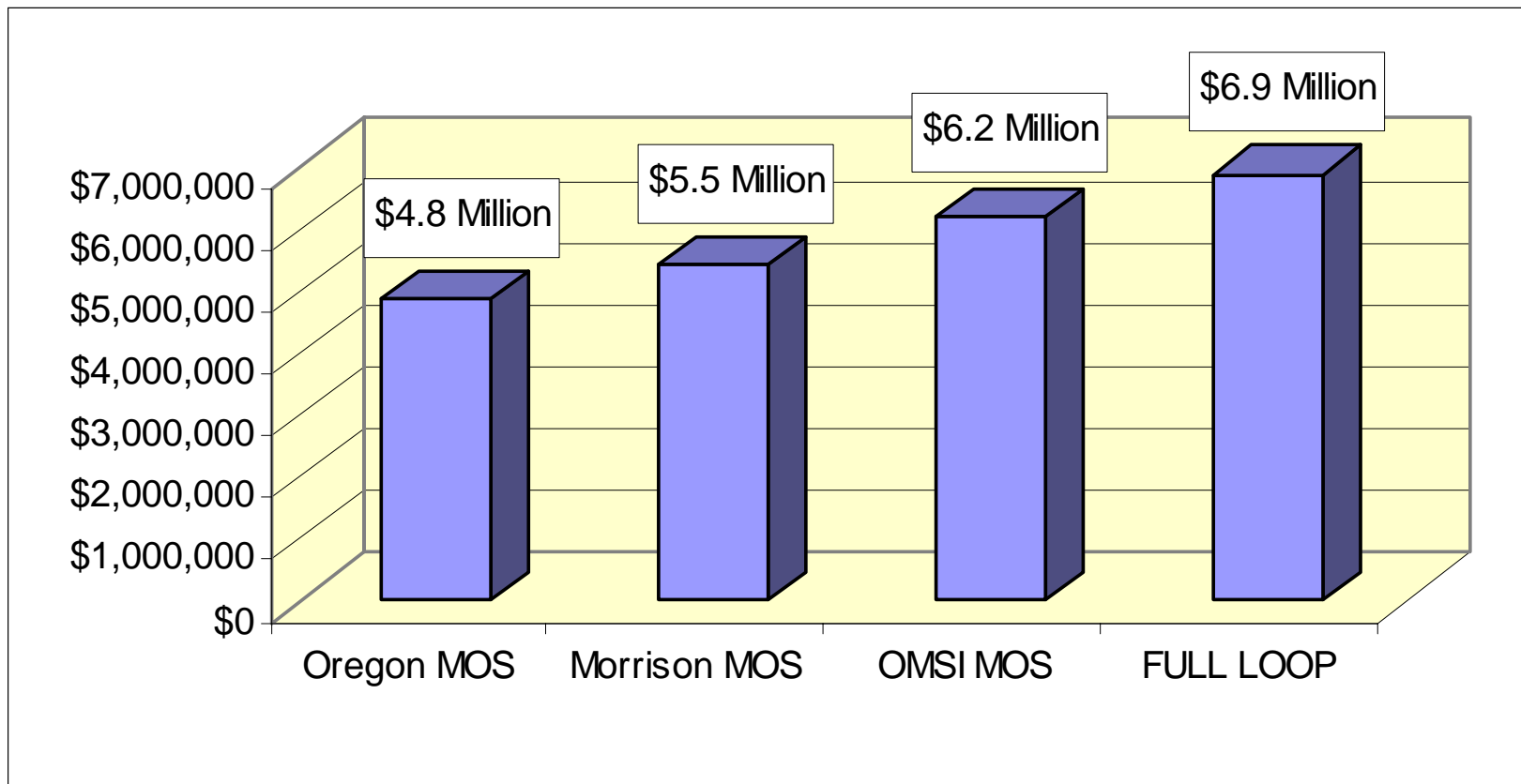
\$75

\$187
Total

\$112

\$75

Estimated Operation & Maintenance Costs



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Locally Preferred Alternative Recommendation

Steering Committee
June 5, 2006



Locally Preferred Alternative Recommendation

Mode:

Streetcar, Full Loop Alternative

Alignment:

MLK/Grand Couplet in Central Eastside south of I-84

Terminus:

- **Full Loop** is the ultimate project goal
- **OMSI** interim terminus until Willamette River crossing completed
- **Oregon Street** first construction segment





Mode: Streetcar

- Higher ridership than bus by up to 30%
- Leverages private development as shown by experience with existing line, documented in Hovee Report
- Higher level of community support



Alignment: MLK/Grand Couplet

- Two-way Grand traffic diversion impacts and \$17 million additional capital cost outweigh other benefits
- Couplet has highest community support
- Best ability to leverage LID funds
- Better supports existing City policy including CCTMP, street classification



Conditions to Extend to Morrison or OMSI

- Progress towards a development agreement with PDC for the Burnside Bridgehead project
- Identification of additional private and public redevelopment opportunities and projects
- Amend the Central Eastside Urban Renewal District to facilitate development objectives
- Develop a MLK/Grand Transportation Management Plan
- Develop a parking management plan that includes raising revenues to help fund streetcar operations



Work Program Considerations

1. Coordination with ongoing planning efforts, i.e. updates of the Central City Plan and Central City Transportation Management Plan.
2. Preparation of Alternative User Benefits Measures.
3. Refinement of capital costs and funding plan.
4. Definition of operating and maintenance revenue sources.
5. Traffic and streetcar operation plan.
6. Refinement of streetcar alignment and capital cost reductions.
7. Evaluate emergency shared light rail and streetcar operations between Rose Quarter and Caruthers Bridge.
8. Evaluate TriMet operating capacity and service distribution.



Resolution Actions

- Adopt the LPA and the Work Program Considerations
- Complete the following during project development and before a Federal Construction Grant agreement:
 - Feasibility of securing both the capital and operating funding for each MOS – Oregon Street, Morrison Street, OMSI and the Full Loop
 - Asset Management Plan
 - Assessment of near-term and long-term sources of funding and comparison of competing needs
- Planning and Development Bureau Directors Review of the Project

A vertical strip on the left side of the slide shows a topographic map of a river corridor. A specific area within the corridor is outlined with a dashed line, indicating the project area. The map shows terrain contours and the river's path.

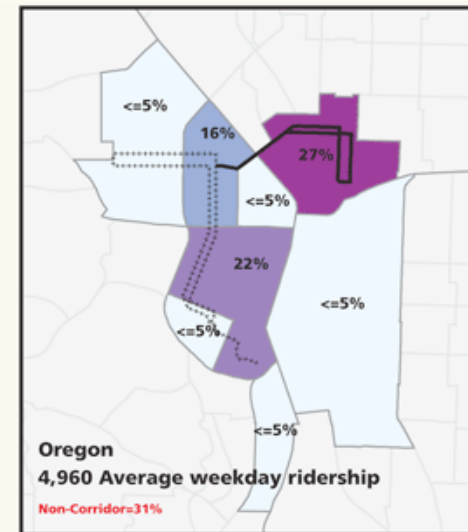
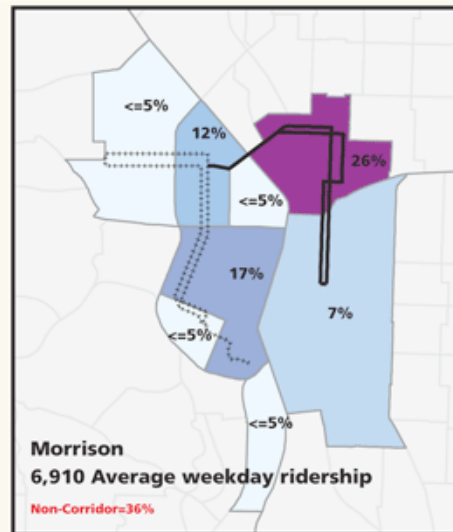
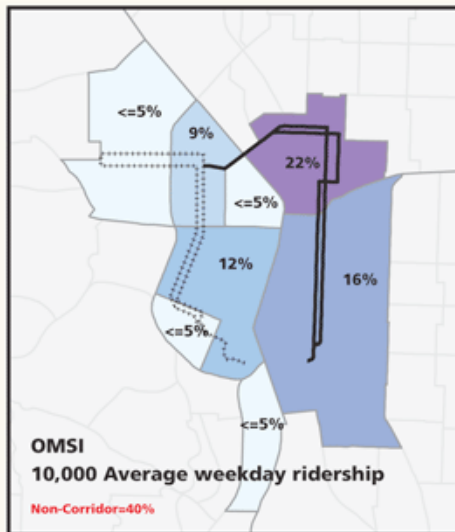
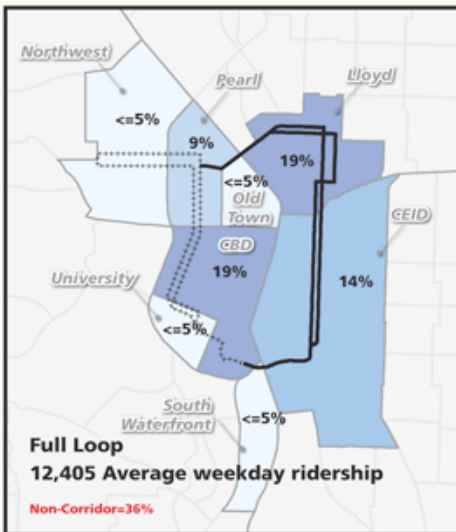
Resolution Actions Continued

- Complete Inter-governmental Agreement with Metro for use of Federal corridor study money.
- RFP's for technical work and consultant selection.
- Work with regional partners to develop strategies to proceed with the Milwaukie corridor Project, including the Caruthers Bridge.

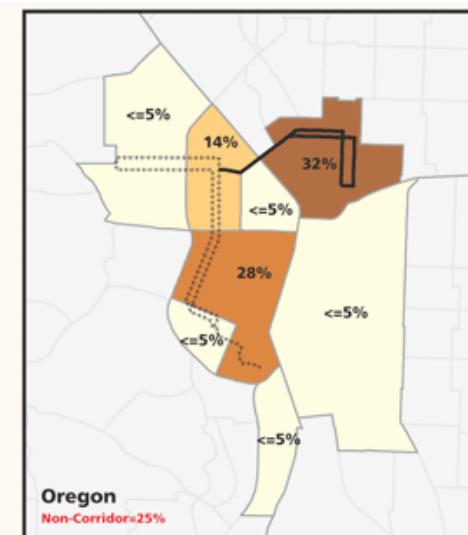
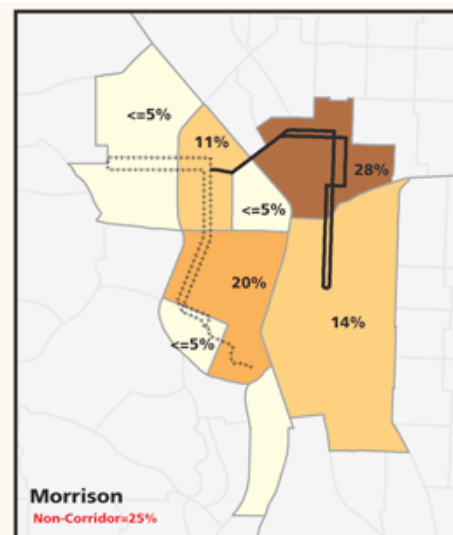
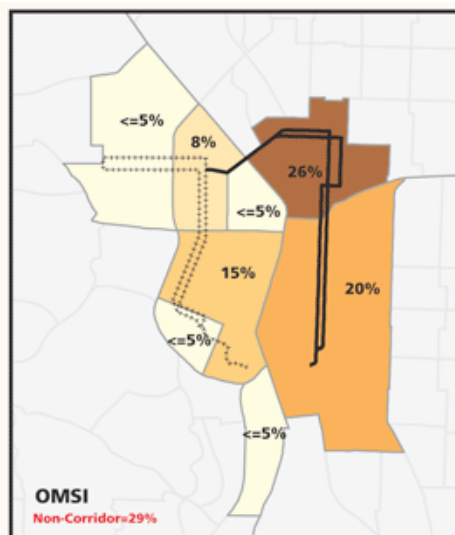
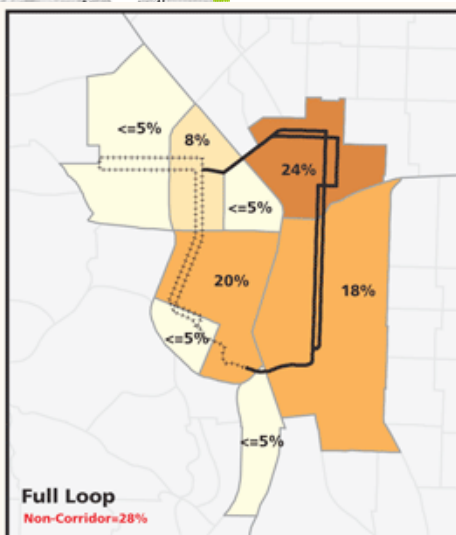


Locally Preferred Alternative Recommendation





Percentage of streetcar rider trip origins



Percentage of streetcar rider trip destinations

