



Annual Report to City Council February 2016

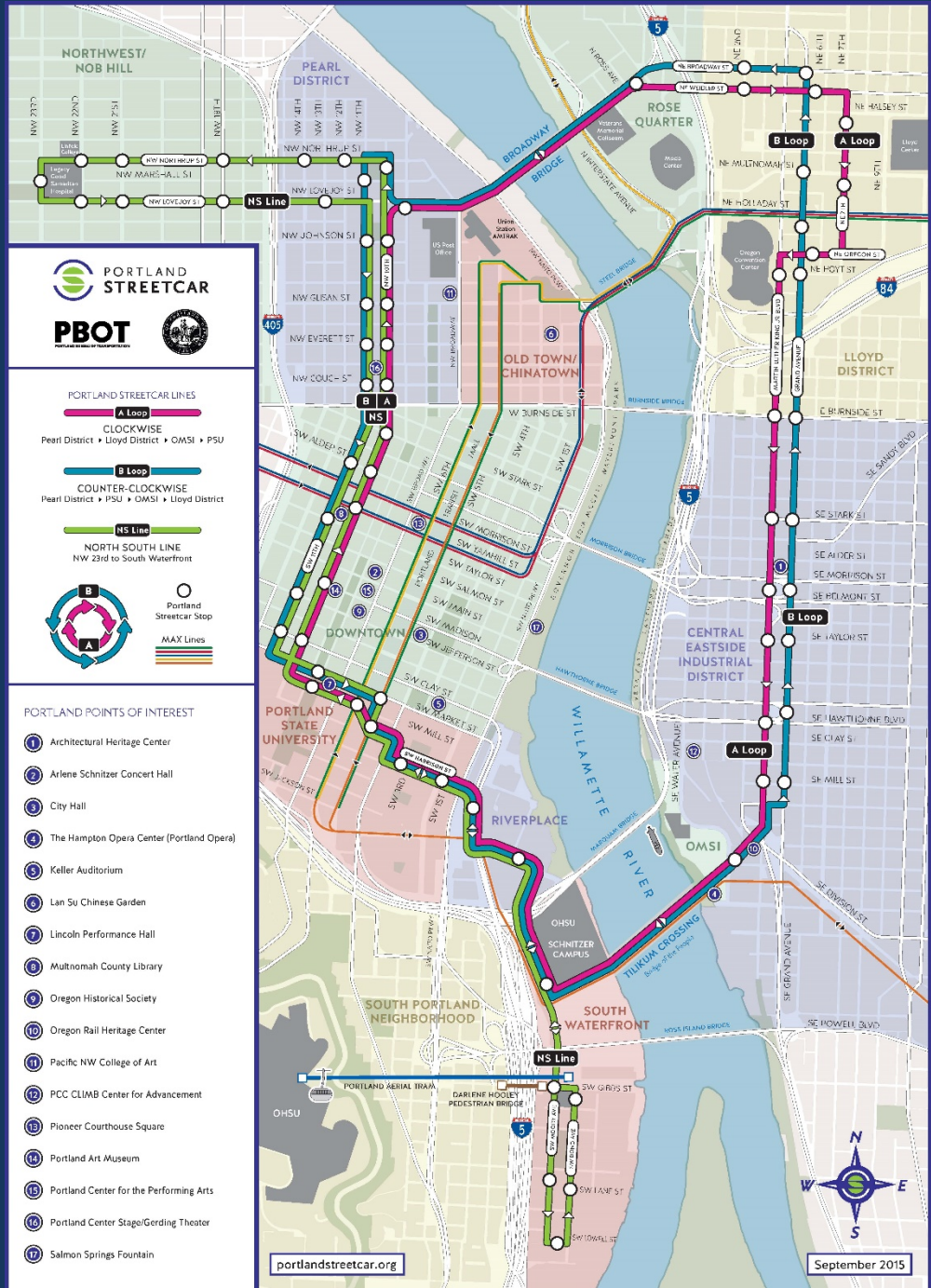


PORTLAND
STREETCAR



Photo: Chris Lawrence





SERVICE PLAN EFFECTIVE SEPTEMBER 2015

NORTH/SOUTH LINE (6 STREETCARS) AND A/B LOOPS (4 STREETCARS EACH)

3 SPARE STREETCARS; 55 OPERATORS AND 9 MECHANICS

**MONDAY – SATURDAY
EVERY 15 MINUTES
10:00AM – 7:00PM**

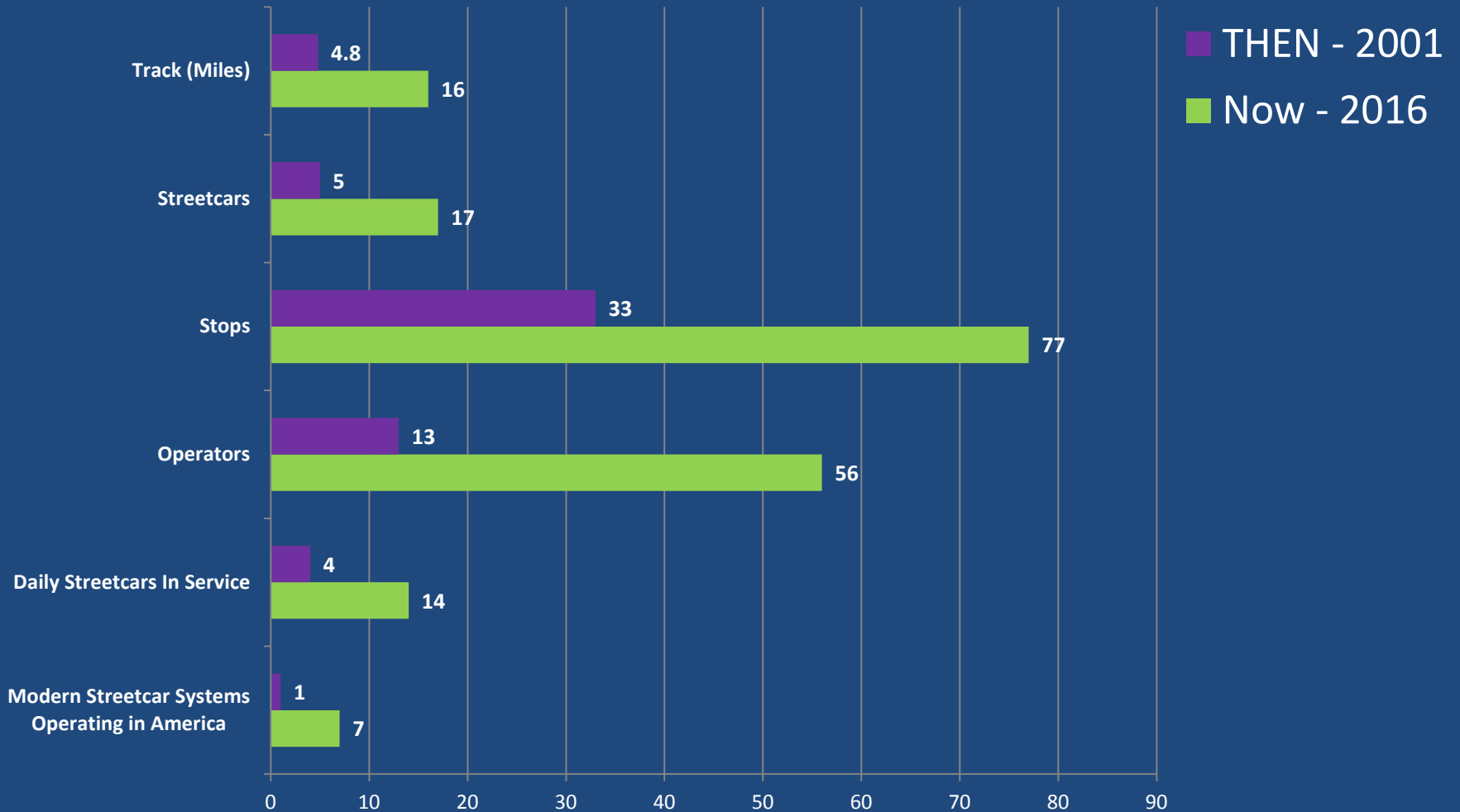
**EVERY 20 MINUTES
5:30AM – 10:00AM
7:00PM – 11:30PM**

**SUNDAY
EVERY 20 MINUTES
7:30AM – 10:30PM**

**OPENING DAY – FIRST RIDE AT
11 AM SEPTEMBER 12, 2015**

**WEEKDAY RIDERSHIP
15,000/DAY**

Portland Streetcar System by the Numbers: Then (2001) and Now (2016)



Modern Streetcars in America

- Operating Today

- Seattle
- Tacoma
- Tucson
- Atlanta
- Salt Lake City
- Charlotte
- Dallas
- Washington DC
(Feb. 27)



- Opening Soon

- Kansas City
- Cincinnati
- Milwaukee
- Oklahoma City
- Detroit
- Sacramento

Investing in Reliability

New signal Phase at SW 4th/Harrison
Allows two trains to make simultaneous moves across SW 4th.



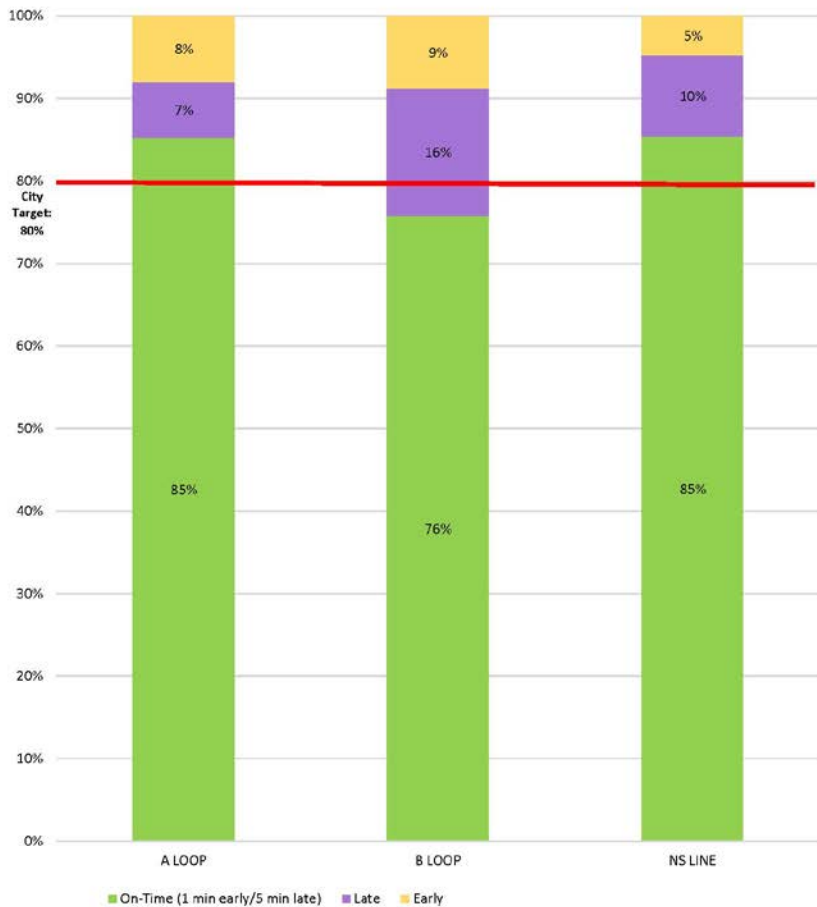
New lane striping on SW 10th/11th
improves travel time and ability to service platforms.



PORTLAND STREETCAR ON-TIME PERFORMANCE

9/12/15 - 12/31/15

SOURCE: NEXTBUS ARRIVAL TIMES



Total Collisions by Year

2013 – 49

2014 – 47

2015 - 30

On-Time Performance 2014

North/South 84%

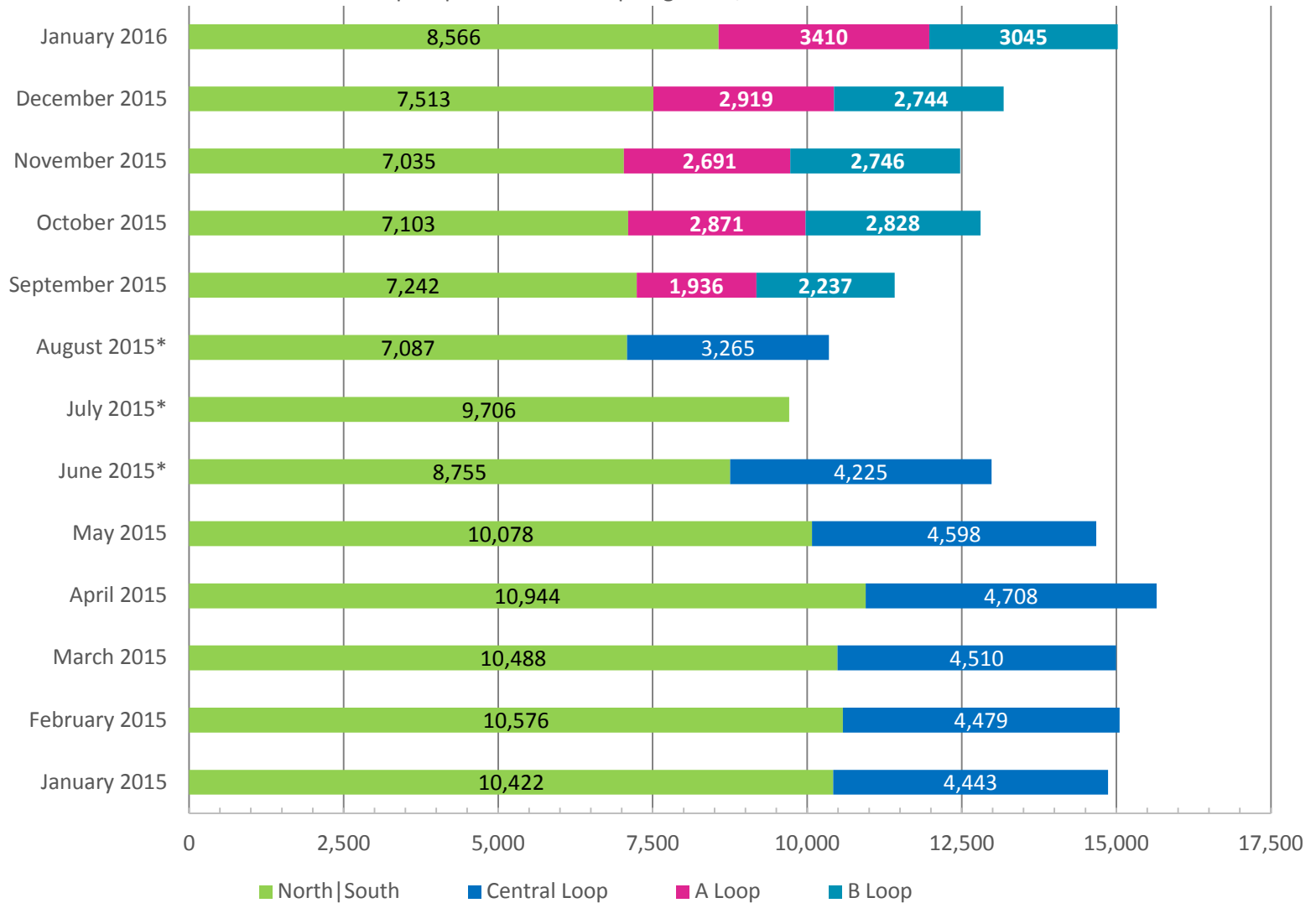
Central Loop: 74%

Total System 2014: 79%

Portland Streetcar Weekday Ridership Counts

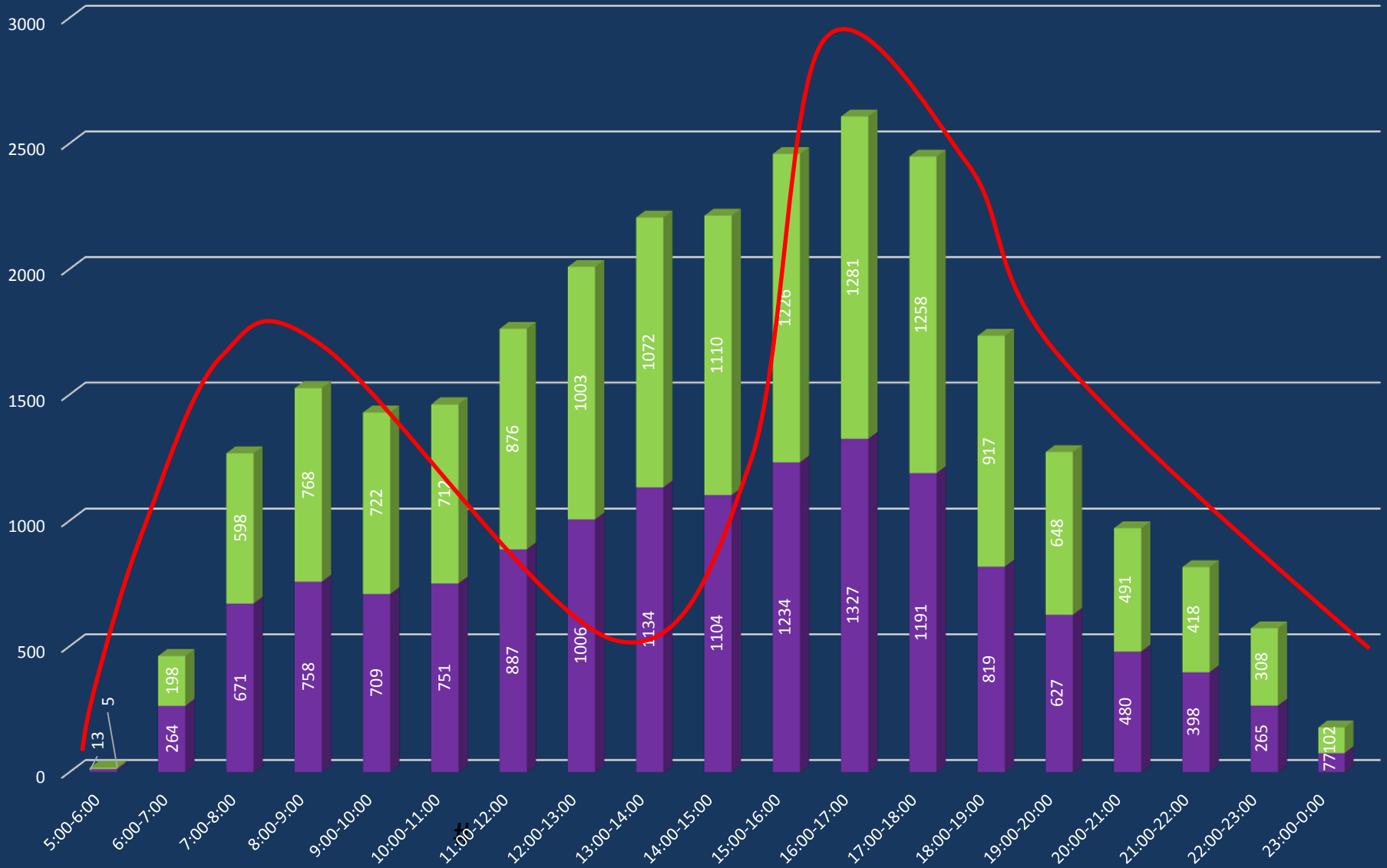
*Central Loop not in operation June 26-Aug 16, 2015

**A & B Loops replace Central Loop August 30, 2015



Portland Streetcar Ridership by Hour

(November & December 2015)



Connecting the Entire Community

66%



of streetcar trips
begin at home



Connecting the Entire Community

The top destinations for Portland Streetcar riders:



Work 32%



Shopping/Dining 26%



College Class 17%

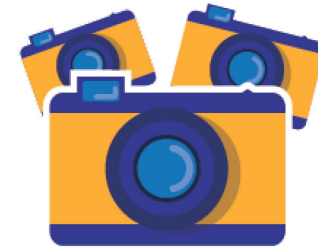
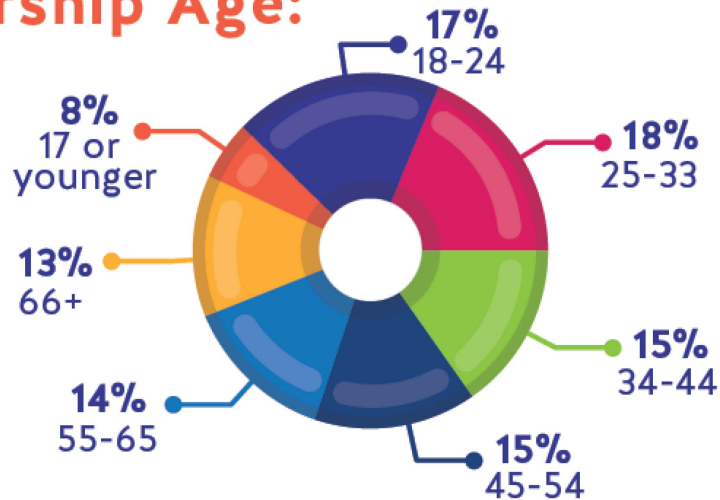


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A system that serves everyone

Ridership Age:



LESS THAN 5%
of riders are tourists

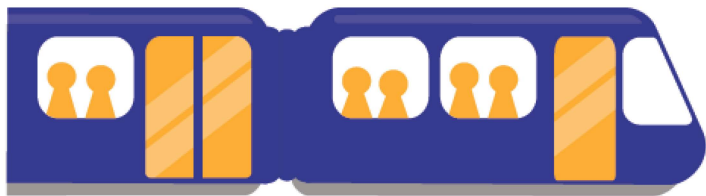
38%

of streetcar riders
come from
households
**without
a car**



**25% of
streetcar riders
earn less than
\$20,000
per year**

Riders that transfer from the system take a:



15%
TriMet
bus



7%
MAX
Light Rail



Streetcar
drivers use the
mobility ramp
35+ times
times per hour to
assist passengers
with disabilities

SOURCES:

ECONorthwest Data Analysis, July 2015

Portland Streetcar Ridership Survey, 2015

Portland Streetcar Monthly Ridership Data, 2015



Connecting the Entire Community

23%

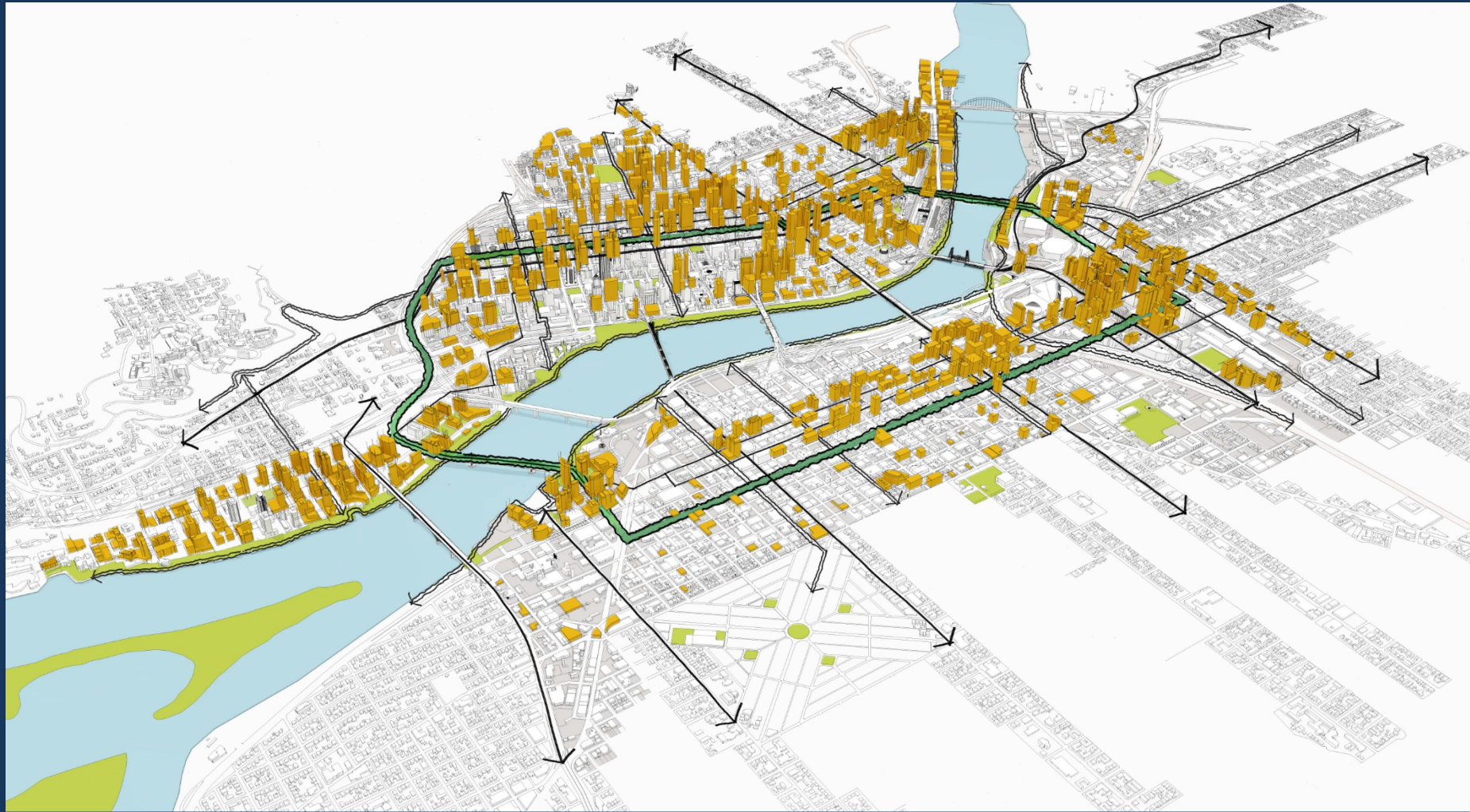
of streetcar riders
do not have
a driver's
license



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Streetcar as a planning and development tool



New Development in Corridor from 1998 to 2015



\$4.5 billion

- Since 1998, \$4.5 billion* in market value** has been developed in the corridor.
- New development comprises 28% of the total market value in the corridor.

22.9 Million Total Square Feet

7.7 Million Commercial SF

17,900 Units of Residential

Real Market Value (RMV) is “the amount in cash that could reasonably be expected to be paid by an informed buyer to an informed seller”

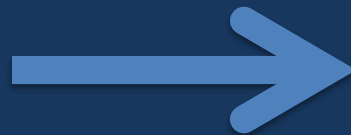
Corridor Percentage of City RMV has increased by 6%



\$11.63 billion

- The corridor has increased in market value by \$11.63 billion since 1998.
- The corridor comprised 11% of citywide market value in 1998. Post-Streetcar, it increased to 17% of total market value in the city by 2015.

11% of PDX
in 1998



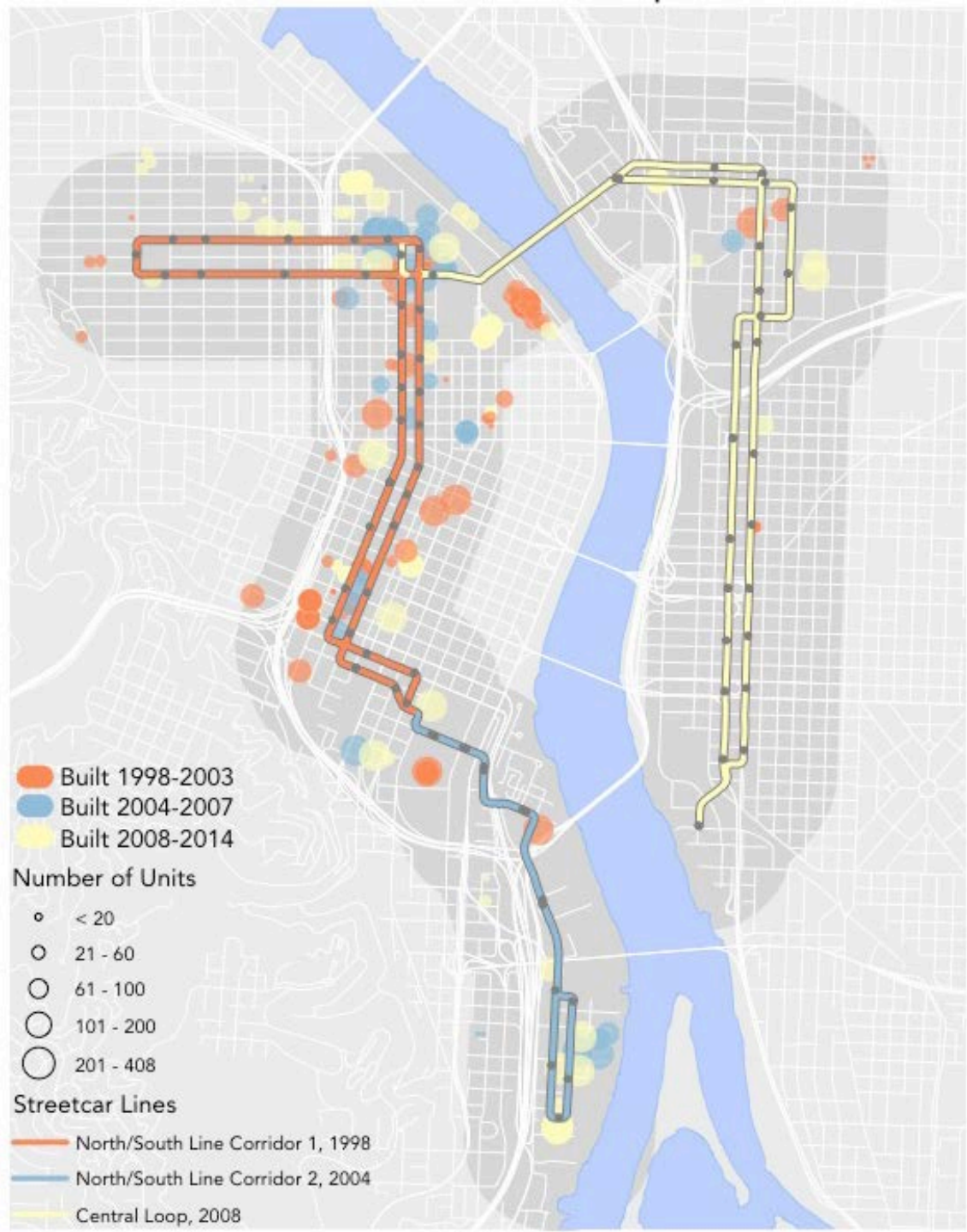
17% of PDX
in 2015

New Multifamily Development Built since 1998

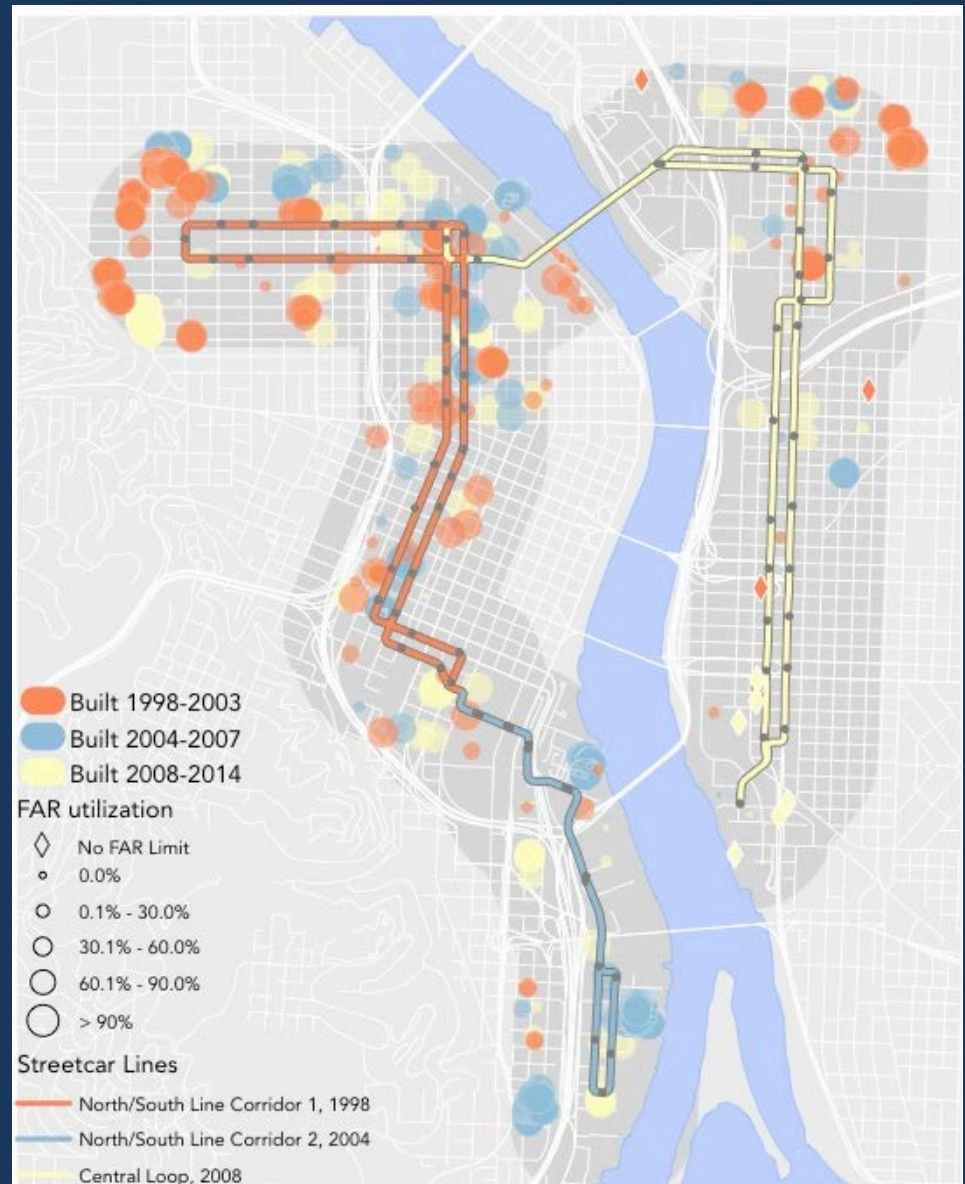
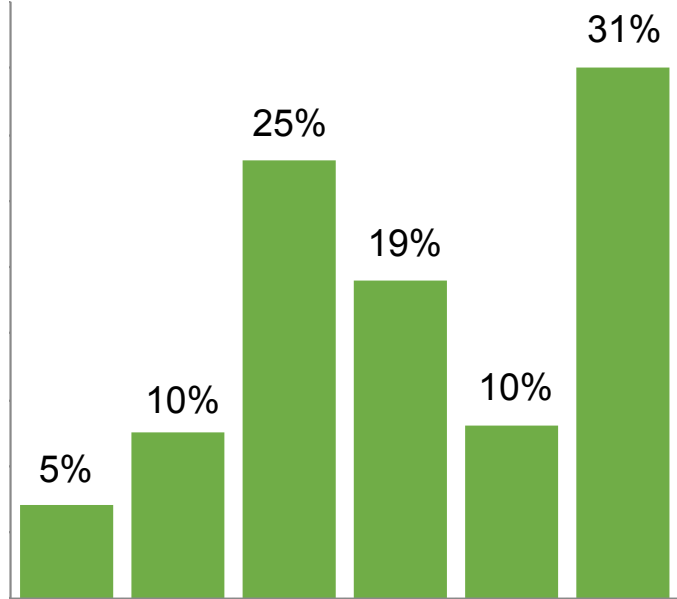


25%

- 25% of all apartments developed in the corridor from 1998 to 2015 were subsidized affordable housing units.



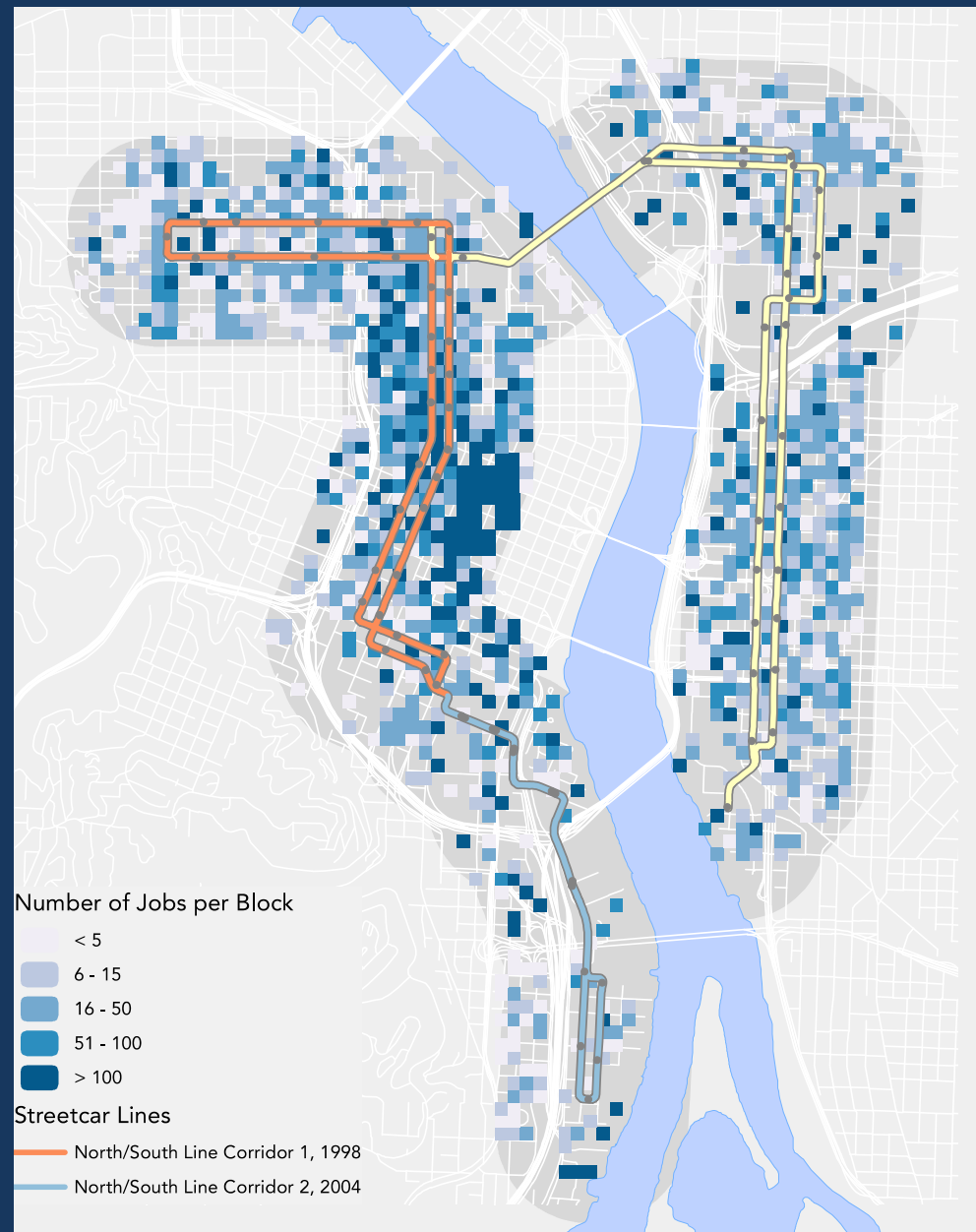
FAR Utilization of New Development 1998 to 2015



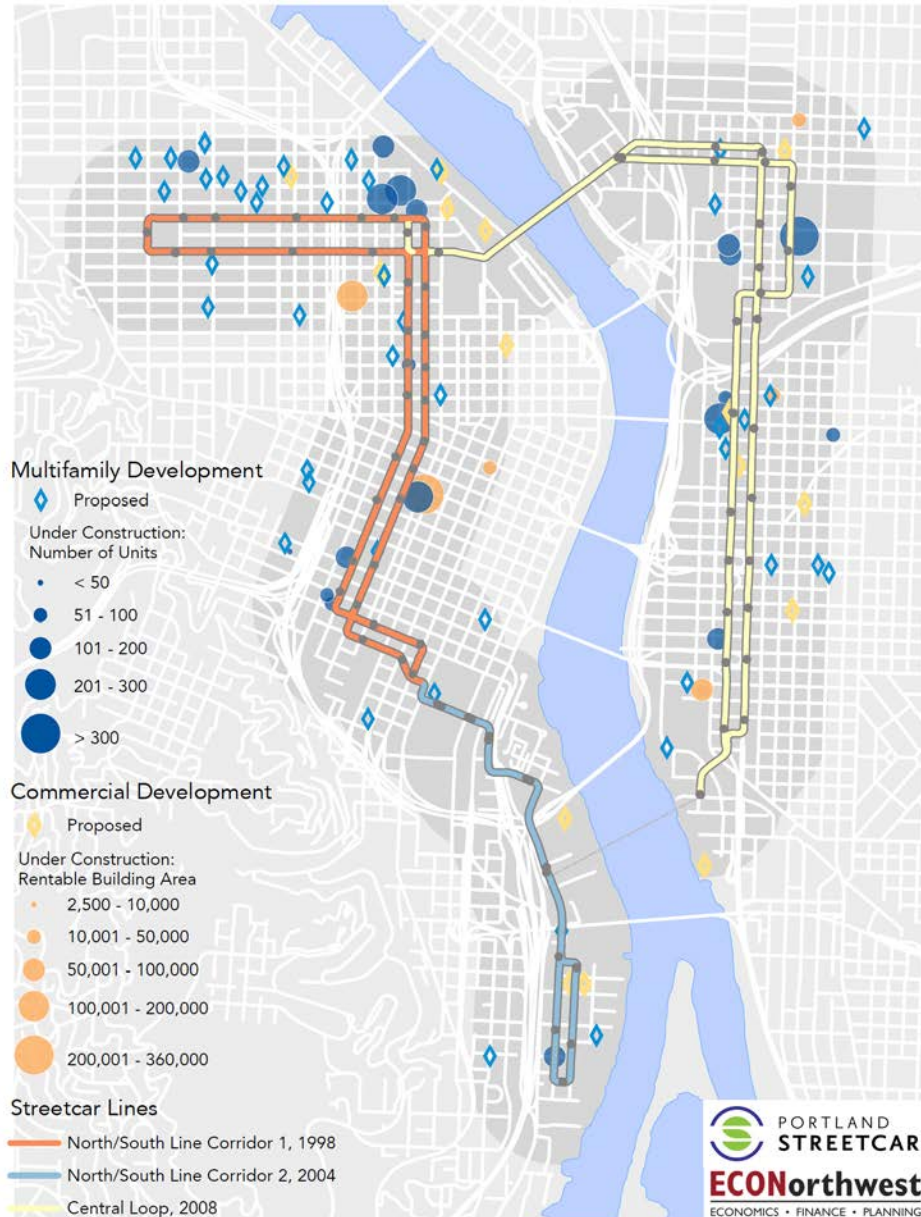
Job Density 2015

- 109,181 Jobs in Corridor
- \$6.7 Billion in income
- \$61,400 Average Income

Streetcar Corridor
Accounts for 32.7%
of Jobs in the City
in 2015



Proposed and Under Construction Development Projects: July 2015



Source: ECONorthwest, Barry Apartment Report, CoStar, Metro RLIS



What's Next for Streetcar?

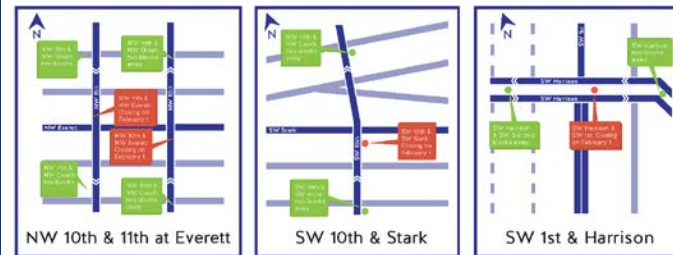
Operations

- Additional vehicle procurement
- Station Consolidation
- Evaluation of alternatives for NE Broadway and NE Grand at freeway on-ramps
- New turn-back from NE Grand to NE Weidler

Trial Streetcar Station Closures

FEBRUARY 2016

Portland Streetcar is closing five stations beginning February 1, 2016 to evaluate possible improvements to speed and safety



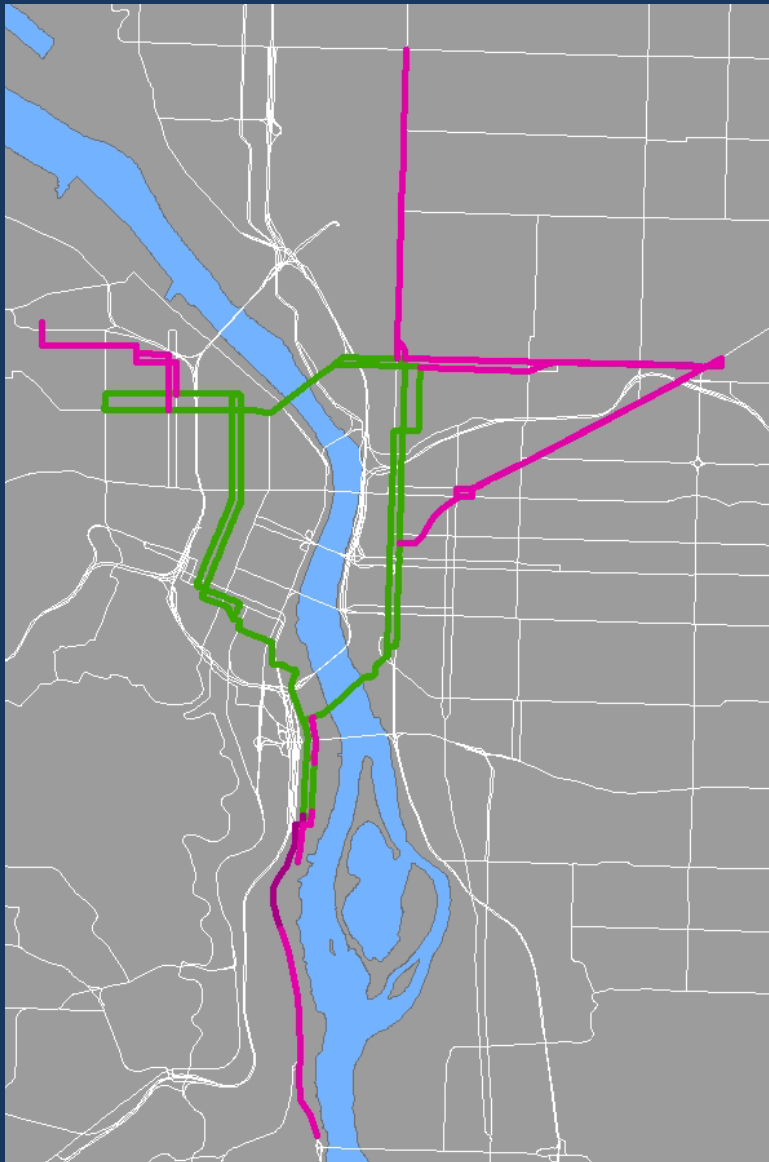
The closure is a trial to help the streetcar move faster and more safely through the city. We want to help riders get around as quickly, safely and efficiently as possible.

What do you think? We want to hear from you. If you have something to say, email us at info@portlandstreetcar.org or call us at (503) 222-4200 or reach us online:

📄 www.portlandstreetcar.org
📘 [Facebook.com/PortlandStreetcar](https://www.facebook.com/PortlandStreetcar)
🐦 [@PDXStreetcar](https://twitter.com/PDXStreetcar)



What's Next for Streetcar?



Planning

- Update of assumptions for 2009 Streetcar Concept Plan
- Consistency with Comprehensive Plan
- Provide certainty to property owners and planners
- Value capture opportunities
- Roadmap to doubling streetcar ridership finalized by fall 2016.
- Project(s) to be included in update of 2018 Regional Transportation Plan (RTP)



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Thank You

Kathryn Levine, Dan Bower, Jim Mark