Portland Streetcar Workbook

A MEETING AND DISCUSSION GUIDE
FOR DISTRICT WORKING GROUPS

This workbook and District Working Group effort is in conjunction with the City of Portland Streetcar System Plan.

Version 2:
May 1, 2008

As part of the PDOT Streetcar System Plan, the intent of this workbook is to engage the community in a discussion about a long-range plan for a citywide streetcar network. This workbook guides District Working Group participants through a 2 month process of 5 meetings that asks members of the community to learn and share information about the viability of streetcars in Portland neighborhoods and gauge support in their district for future streetcar corridors.

ACKNOWLEDGEMENTS

City of Portland

Commissioner Sam Adams
Shoshanah Oppenheim, Office of Commissioner Sam Adams, Senior Policy Analyst and Liaison to PDOT

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Portland Streetcar Inc.

Ohland, Gloria and Shelley Poticha (editors). 2007. *Street Smart: Streetcars and Cities in the Twenty-First Century*. Reconnecting America.

http://www.reconnectingamerica.org

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NOTE TO READERS

Thank you for donating your time and energy to help us see our city through your community's eyes. We look forward to your ideas about how and where streetcars can be integrated into Portland neighborhoods.

Through your involvement in the District Working Group process, you will help us identify the most viable streetcar corridors. You will be asked to discuss and share your thoughts on how streetcars could influence urban corridors in your district. You will be asked to think about neighborhood circulation, development, and land use in new ways. Then you will be asked to engage your community with your ideas, create an assessment of the degree of support for potential streetcar corridors, and document your findings. This is no small task. We commend you for your dedication to your city's future and we hope you will enjoy and benefit from the process as much as we will.

By the end of the District Working Group process, we hope your group will be able to make an informed decision about whether there is community support in your District for streetcars, and which potential corridors in your district should be prioritized based on the strength of that support.

With your help, the City can develop a plan that enhances mobility and connectivity, is coordinated with a strategy for accommodating future growth, and includes input from involved, concerned citizens like yourselves.

"This is an extraordinarily unique opportunity for citizen participation in a government process. It's exciting to know that people will have the chance to influence a vision of the future and act to move that vision forward."

Dick Cooley, Portland Streetcar Inc. Board and System Advisory Committee member.

HOW TO USE THIS WORKBOOK

This workbook and its supporting meeting agendas and Streetcar System Plan (SSP) website are designed to help you work with community leaders and local organizations to assess and document local support for potential streetcar corridors in your district. Keep in mind that this workbook is a suggested guide for your group. Though it offers a step by step process, you can use it in any way that works for your group.

The only requirement is that you submit your final report to the SSP System Advisory Committee (SAC) by **June 16, 2008**.

Workbook Chapters

Each chapter contains text aimed at providing group members with an overall understanding of how new streetcar corridors might influence change in your district, and helping you talk with community members to solicit their input. At the end of each chapter, you will find additional resources and suggested homework assignments. The information gathered during homework assignments will be used to develop a tool for assessing community support and writing the final report.

Meeting Agendas

Appendix 1 contains agendas for five District Working Group meetings. Each agenda includes a checklist of meeting supplies, organizational guidelines, and discussion questions.

Streetcar System Plan (SSP) Website

Materials designed to supplement the workbooks – including additional readings and maps cited in this workbook – can be found as links or PDFs on the SSP website at http://www.portlandonline.com/transportation/index.cfm?c=45755 or go to Portlandonline.com and type "*Streetcar System Plan*" into the search field.

To get to the District Working Groups page from the SSP homepage,

From the homepage:
click on Get Involved
then District Working Groups.

WORKBOOK TERMINOLOGY

Throughout this workbook, we refer to the Project Team, the Development Oriented Transit Team (DOTT), Districts, District Working Groups, Corridors, Community, and Neighborhood.

Project Team
The Streetcar System Plan Project Team includes PDOT staff along with consultants working on the technical and public involvement processes.

Development Oriented Transit Team
The Development Oriented Transit Team brings the perspectives of cooperating agencies to guide the planning process and make sure the project is aligned with agency/bureau objectives and plans. The Portland Office of Transportation (PDOT) is the lead agency and includes members of the Project Team as well as bicycle, pedestrian, and freight coordinators. Other agencies represented on the team include: City of Portland Bureau of Planning (BOP); the Portland Development Commission (PDC); TriMet; Metro; and the Oregon Department of Transportation (ODOT).

District
A District is the geographical area defined by the Bureau of Planning for their District Liaison Planning program. District Liaisons are City planning staff designated to work with residents, neighborhood associations, and Neighborhood Coalition offices on planning, transportation and development issues within the District. See page 10 for a map of the five Planning Liaison Districts in the City.

District Working Groups (DWG)
The Project Team is collaborating with District Liaison Planners and residents of each of the five districts to form District Working Groups (see District Map page 10). District Working Groups are being formed to assess community support for potential streetcar corridors within five geographic districts within the City: North Portland, Inner Northeast, Inner Southeast, East Portland, and the Westside. Most districts contain multiple corridors that have been identified by the Streetcar System Plan project team as potential streetcar corridors. The District Working Groups are intended to consist of residents, property owners, business owners and other stakeholders who are interested in talking to each other about streetcars in their districts. While the District Working Groups will create a single final report for the entire district, groups may find it beneficial to form sub-committees to focus on specific corridors.

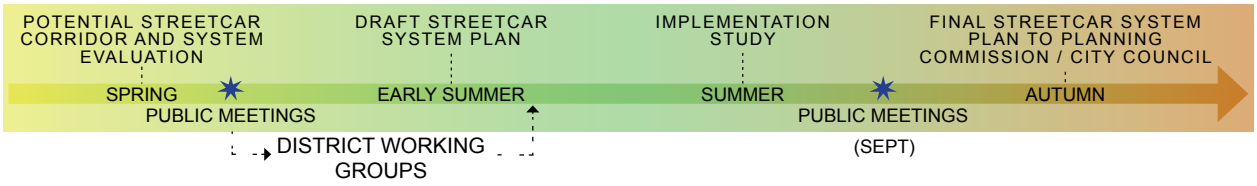
Corridor
A potential streetcar "corridor" refers to a street where a streetcar could be introduced into the right-of-way. Your workbook folder includes a map of potential corridors to be assessed within your district.

Community
For the purpose of this workbook, the term "community" refers to the people in each district. This includes your neighbors, residents, property owners, business owners, and other stakeholders who are interested in discussing what a potential streetcar corridor would mean for them and their interests in the district.

Neighborhood
When we say "neighborhood," we are referring to the designated neighborhood that you live in. Many neighborhoods are contained in each district. A potential streetcar corridor may pass through more than one neighborhood.

CALENDAR

early April	District Workshops	Identify corridors that should be considered and gaps in the methodology. Determine whether to organize a Working Group
April 19	District Working Group Meetings	
June 16		
Summer	Community Outreach	Community Outreach and formal endorsements gathered by working Groups



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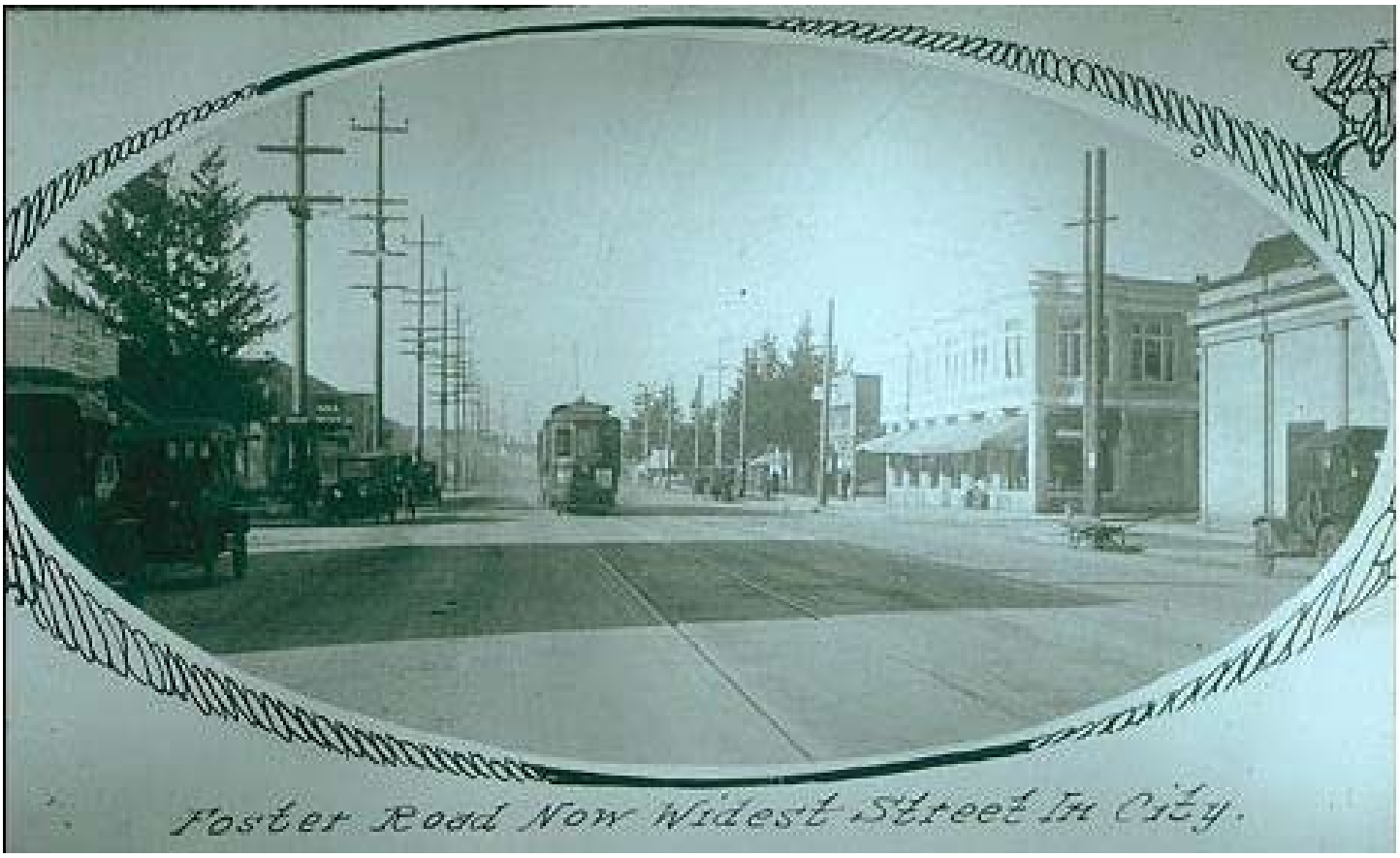

Foster Road Now Widest Street In City.

INTRODUCTION

WHAT WILL PORTLAND LOOK LIKE IN THE YEAR 2030?

What we do know is that Portland's population will increase significantly, according to projections from Portland State University and Metro. What we don't know:

Will our neighborhoods be thriving?

Will we still enjoy our cherished quality of life?

Will most people get around by car, or use other means of transportation?

It's hard to know the answers to these questions – 2030 seems so far away. But 22 years is not very long in the life of a bustling city. Activities that we undertake now will affect how our city grows and ultimately what it looks like well into the future.

I want Portland to be an exciting place to live in 22 years. The streetcar helps create a place I will want to live and thrive in when I get out of college. It also makes the neighborhoods far more accessible so that I can imagine raising a family here when that time comes.

Henry Phipps, Lincoln High School Junior and Streetcar System Advisory Committee member

DOES YOUR COMMUNITY'S VISION FOR 2030 INCLUDE STREETCAR?

In an effort to address Portland's future, the City of Portland's Office of Transportation (PDOT) is talking to people in Portland about a streetcar system. We are talking about how streetcar corridors can help the City accommodate an increased population, provide an alternative to cars, and address global warming while maintaining individual neighborhood identities. Does your neighborhood plan or vision include streetcars? Would streetcar corridors help with that plan or vision?

WHAT IS LINK BETWEEN TRANSIT AND DEVELOPMENT?

Peak oil, climate change, changing urban patterns, a restructured economy - all of these will make Portland a very different place in the near future. Our dependence on automobiles and highways, foreign oil, and destructive technologies will become less and less affordable - for individuals and our society, as well as the Earth.

In order for our city to maintain a strong and viable economy when this happens, we must have a sustainable alternative in place - a transportation system which is not dependent on foreign oil or environmental degradation, and is both affordable and readily available to Portland's citizens.

A fully developed and well-planned streetcar system (along with increased walking and biking), will be an important part of this, and a primary mode of travel for many of our region's inhabitants. We need to prepare now to make this future a reality.

Stephen Metzler, Landscape Architect / Urban Designer, and System Advisory Committee Member

A streetcar system is one of the best tools to tie transportation and land use together. When carefully planned, streetcar corridors and streetcar-oriented development can help achieve community objectives. A well-planned city, with efficient transportation systems, can create jobs, sustain our distinctive quality of life, and maintain the value of our homes.

One benefit of more intense development near transit is vehicle trip reduction. Concentrating density and mixed land uses around transit lines makes it easier for residents to get to and from transit, and can drastically reduce the number of daily car trips. A recent study by the Transit Cooperative Research Program shows that transit-oriented housing development produces fifty percent fewer car trips than standard housing development.

HOW IS TRANSIT-ORIENTED DEVELOPMENT SUSTAINABLE?

While scary on the one hand, the urgent nature of our climate change crisis also presents a tremendous opportunity for our region. We see ourselves as pioneers in urban planning as well as in the sustainability movement. We have the unique opportunity to apply our talent and innovative thinking in these areas to craft solutions that will allow us to create a low-carbon future – which is a future that we, literally, can't live without.

Jill Fuglister, Coalition for a Livable Future and System Advisory Committee Member

Portland is working hard to sustainably accommodate growth and ensure that our neighborhoods, schools, and economy thrive as a result of future growth. Now is the time for forward thinking that emphasizes mass-transit options, biking, and walking. It is important to provide transportation alternatives. We also need to think about development opportunities that keep an eye to the future and help us reduce our carbon footprint. Well planned growth can make our city more livable, and support the surrounding region by preserving valuable farms and forests, protecting rivers and streams, and reducing air pollution. Promoting green technology also helps address the threat of global warming.

WHAT IS THE STREETCAR SYSTEM PLAN?

The Streetcar System Plan (SSP) project is a big picture look at the City of Portland's transportation network and how streetcars can enhance the future system.

THE STREETCAR SYSTEM PLAN MISSION

To identify an interconnected system of streetcar corridors integrated with the City's transportation and land use network. The Portland SSP will play a key role in shaping the City by reinforcing walkable neighborhoods and vibrant main streets that encourage sustainable development and infrastructure, reduction of vehicle trips, and supporting greater accessibility, housing options, employment and economic development.

GOALS OF THE STREETCAR SYSTEM PLAN

Commissioner Sam Adams and the Streetcar System Project Team have identified six goals for the project – three for the development of the overall streetcar system plan and three for the evaluation of potential streetcar corridors.

A successful streetcar system will:

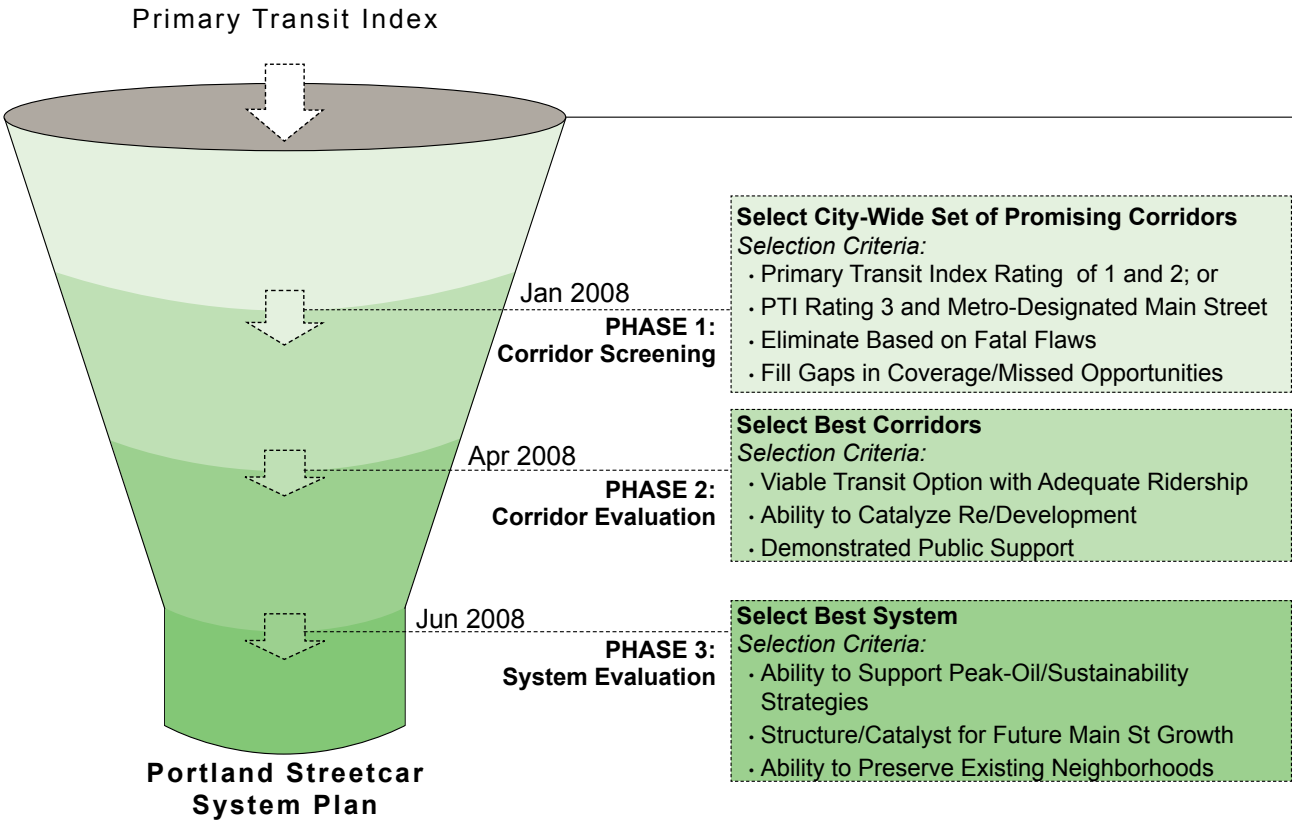
1. Help the City achieve its peak oil and sustainability strategies;
2. Provide an organizing structure and catalyst for the City's future growth along streetcar corridors; and
3. Integrate streetcar corridors into the City's existing neighborhoods.

Successful streetcar corridors need to:

1. Be a viable transit option with adequate ridership;
2. Have redevelopment potential; and
3. Demonstrate community support to make the changes necessary for a successful streetcar corridor.

HOW ARE POTENTIAL STREETCAR CORRIDORS BEING EVALUATED?

The evaluation of potential streetcar system corridors includes a technical screening process and a public involvement process aimed at evaluating public support along each corridor.



The technical screening and evaluation is divided into three phases (shown below):

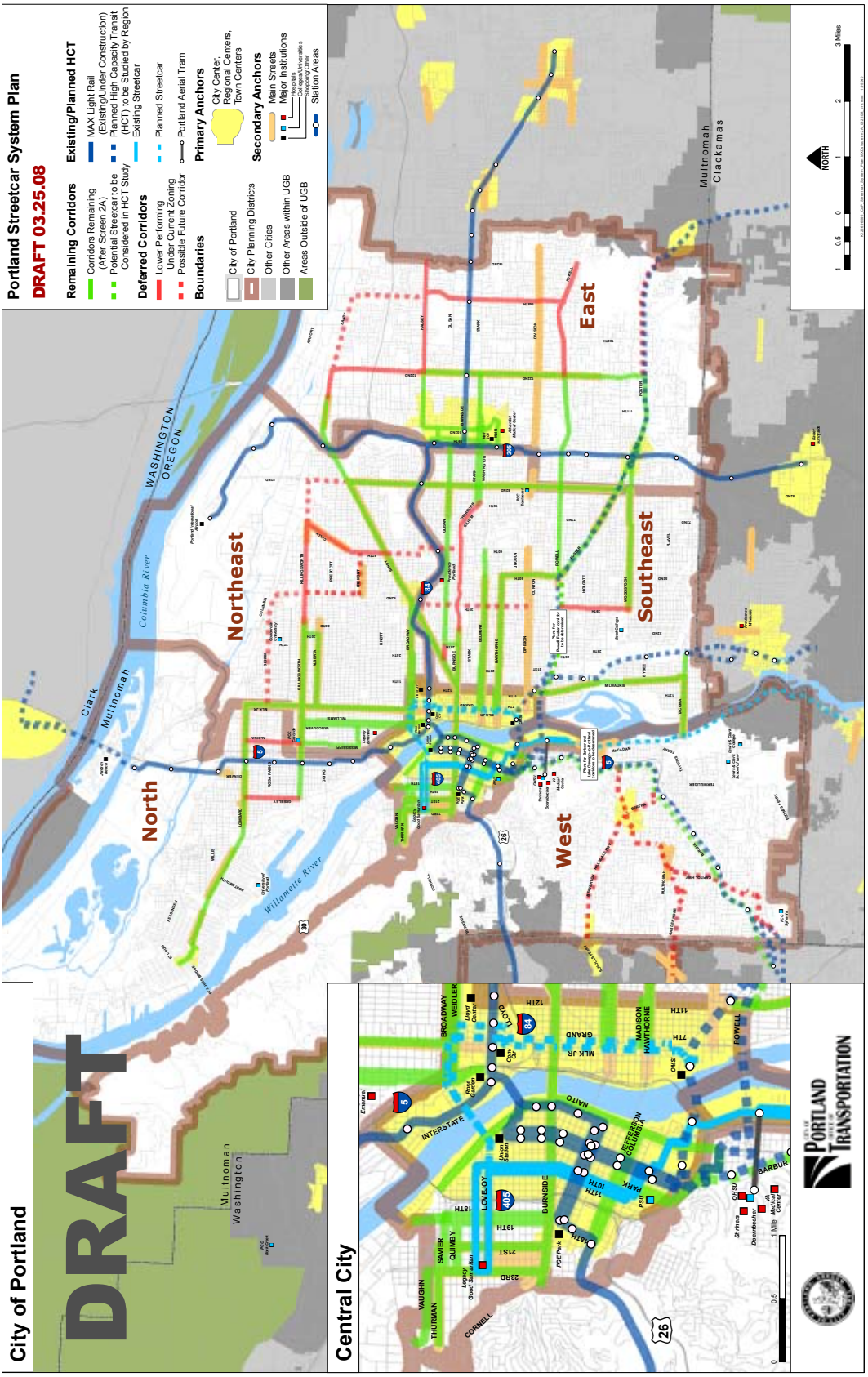
- **Phase 1** began with a "fatal flaw" screening which examined all of the potential citywide transit corridors to identify just those corridors that could work for streetcars.
- **Phase 2** screening includes two corridor evaluations. In the Phase 2A screening, corridors that survived the "fatal flaw" were assessed for conflicts with traffic and compatibility with existing land uses. In the Phase 2B screening (just getting underway), surviving corridors (approximately 75 total miles) will be scrutinized for development potential, transit supportive land uses, compatibility with other uses in the right-of-way and other criteria.

Phase 2B is where the District Working Group process begins to evaluate the community support. The results of assessing community support will help to prioritize the corridors in Phase 3 screening and in the forthcoming implementation study.

- **Phase 3** screening assembles the remaining corridors, including the corridor recommendations from the District Working Groups, into alternative "streetcar systems." The system alternatives will then be evaluated for compatibility with the existing transit system. The streetcar system configuration deemed most compatible with buses and MAX will become the draft Streetcar System Plan.

Note:
You can find detailed information about the corridor screening process on the Streetcar System Plan website.

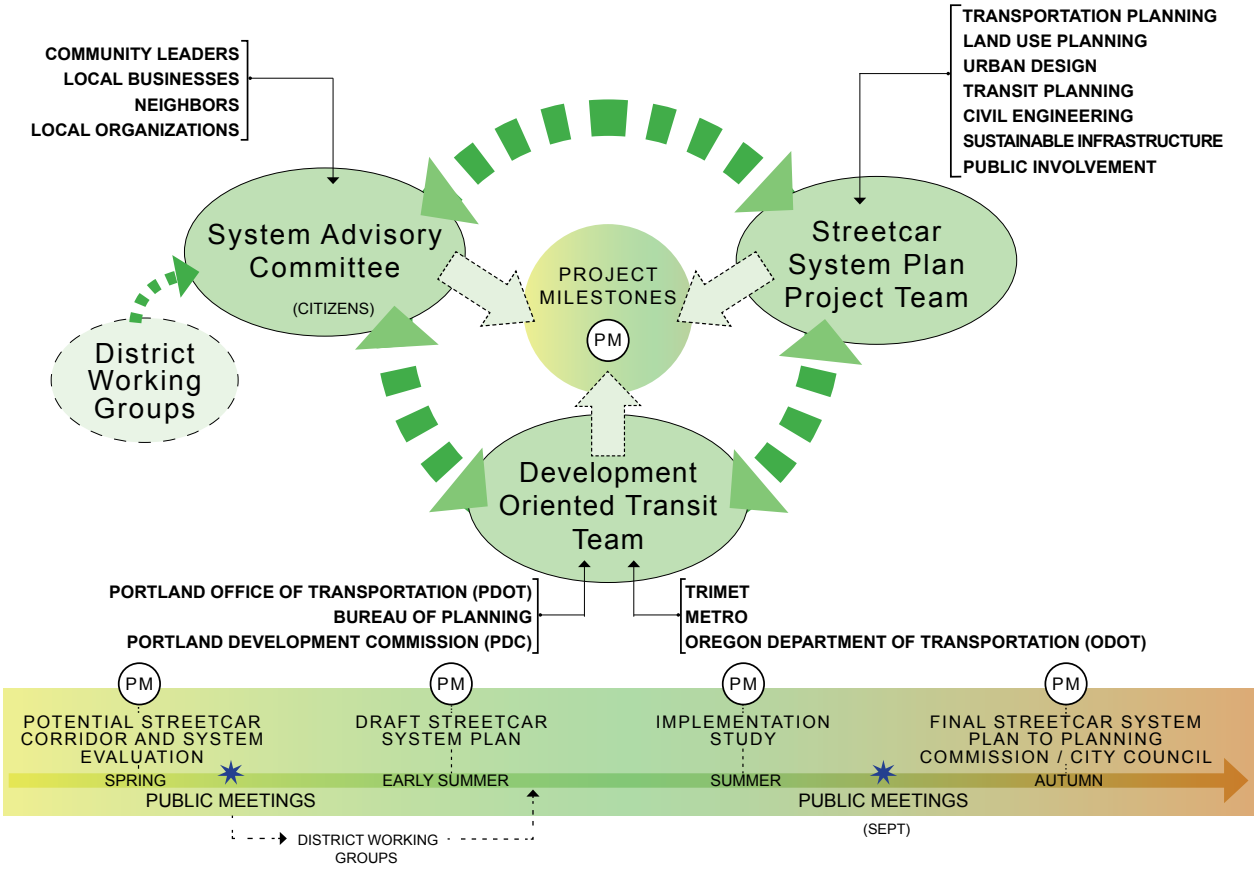
PHASE 2A SCREEN MAP



WHY IS PUBLIC SUPPORT SO IMPORTANT?

The public involvement program designed for the SSP project brings citizens into a discussion about building on the success of Portland's existing streetcar and expanding streetcar service citywide. The City sees streetcars as more than just a transit investment – streetcars can be an organizing tool for Portland's future growth. With the potential to influence change in neighborhood streetcar corridors throughout Portland, engaging leaders and residents in those neighborhoods is vital in building broad-based public support for a citywide streetcar system.

CITY WIDE STREETCAR SYSTEM PUBLIC INVOLVEMENT PROCESS



The Public Process

Open Houses
review of goals and technical criteria

↓

District Workshops
review technical corridor screening

↓

District Working Groups
Meet independently to evaluate Public support of potential corridors in the District.

Recommendation to SAC:

1. Recommend that potential corridors in the District be prioritized in the Streetcar System Plan; and rate corridors in the district according to community supported.

   or

2. Consider streetcars in the context of the Portland Plan over the next three years.

   or

3. Not consider streetcars in the immediate future

↓

Open Houses
presentation of Recommended Streetcar System Plan

↓

Presentation to Planning Commission and City Council

System Advisory Committee (SAC)

The SSP System Advisory Committee (SAC) is the first of a two-part public involvement strategy. The SAC members are citizens who were chosen for their interest in the city as a whole and not for their interest in particular corridors. This group has three roles in the Streetcar System Plan process: to advise and review the work of the SSP Project Team, to review the work of the District Working Groups to assure a citywide perspective, and to present the plan and recommendation to the City Council and Planning Commission.

District Working Groups

The District Working Groups are the second part of the strategy for involving the local community. These are the "grass roots" of the SSP public involvement program. The details of the District Working Group process are explained in Chapter 1 – Getting Started.

Open Houses, Public Meetings

Citizens have the opportunity to review the work of the Project team, which includes PDOT project leaders along with technical and public involvement consultants, during public meetings and open houses throughout the SSP process. Citizens are encouraged to submit recommendations to the SAC, the SSP Development Oriented Transit Team (a technical advisory committee for the project), and the District Working Groups.

ADDITIONAL RESOURCES

Streetcar System Plan White Papers and Reports:

Primary Transit Index: Potential Corridors for Land Use and Transportation Infrastructure Investments (technical memorandum)

Why Streetcars: The Role of Streetcars in Portland

Streetcar System Plan: Corridor Evaluation Methods

Streetcar System Plan: Transit Technology Review

Streetcar System Plan: Streetcar's Influence on Portland Neighborhoods

Streetcar System Plan: Network Design

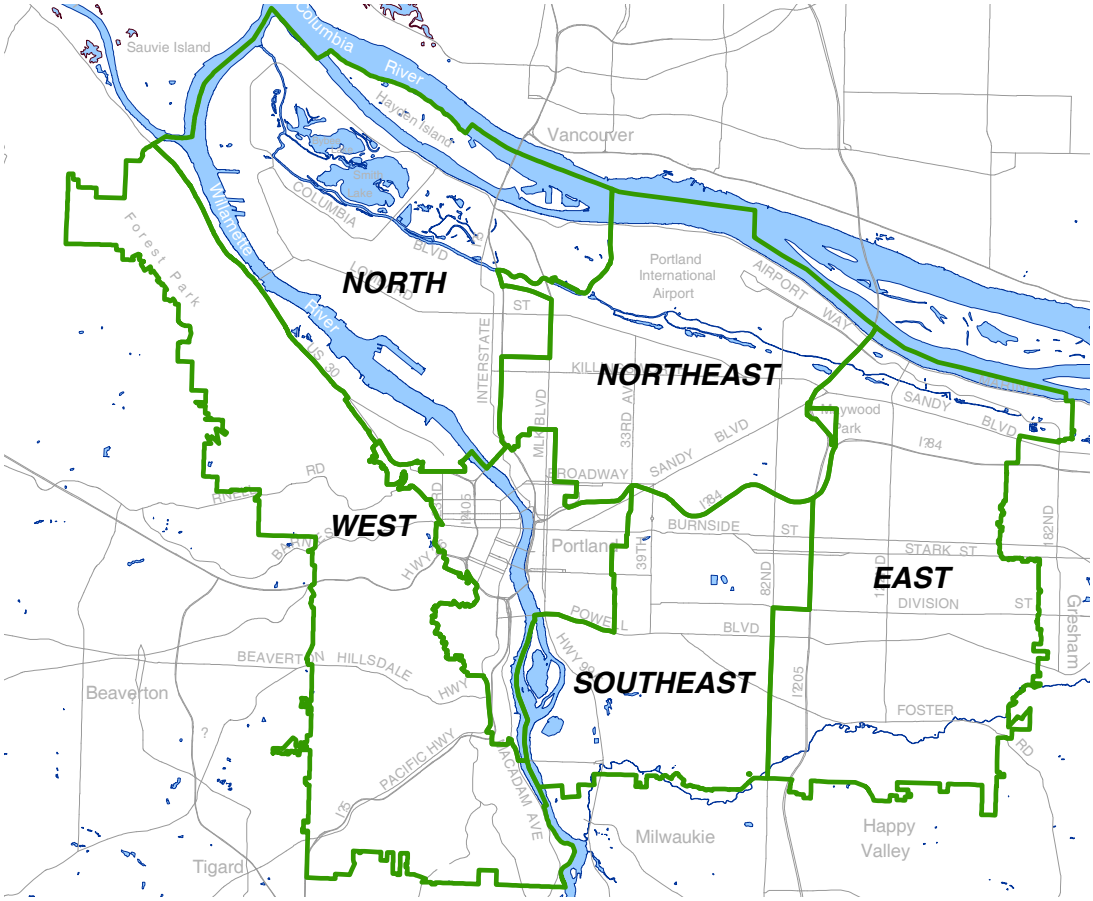
Maps:

SSP Phase 2A Screening Map

Links to additional resources are provided on the SSP website:
From the homepage:
http://www.portlandonline.com/transportation/index.cfm?c=46134

click on Get Involved
then District Working Groups

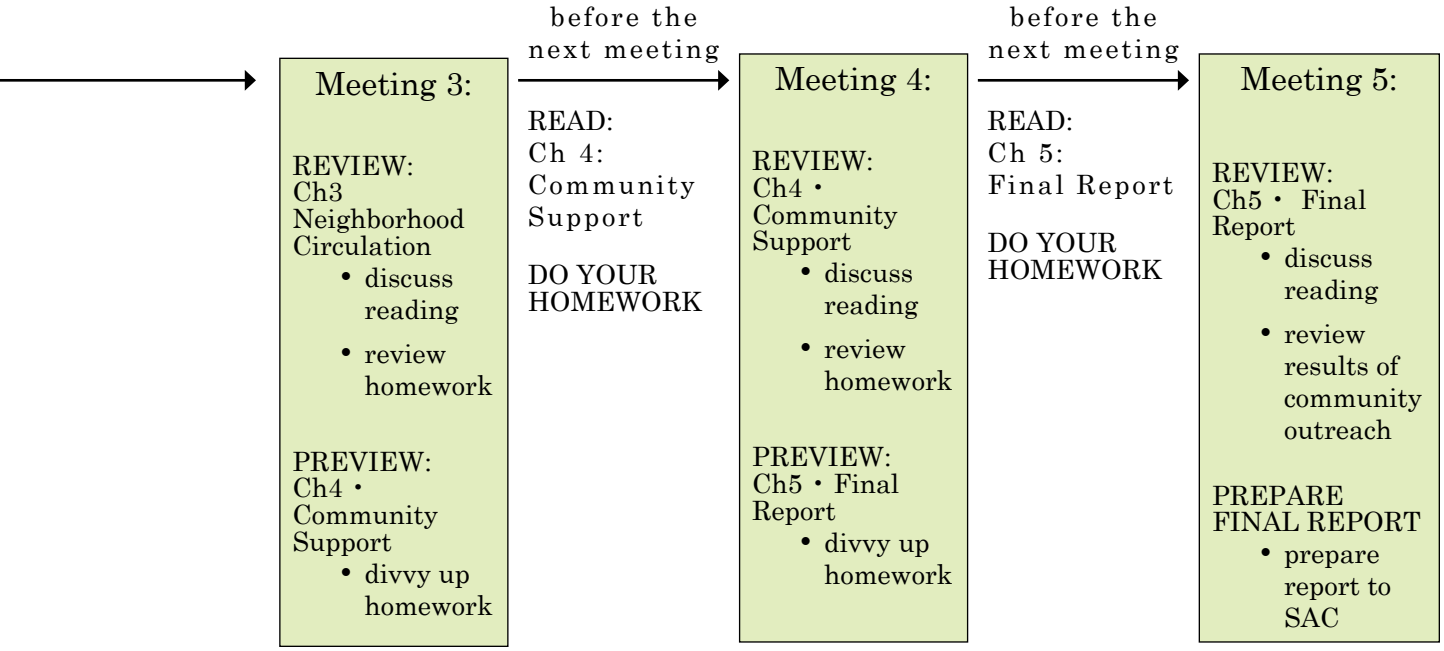
CHAPTER 1



Meeting 1:	before the next meeting →	Meeting 2:	before the next meeting →
REVIEW: Ch1 Getting Started • DWG process • discuss reading PREVIEW: Ch2 • Development and Land Use • divvy up homework	READ: Ch2 • Development and Land Use DO YOUR HOMEWORK	REVIEW: Ch2 Development and Land Use • discuss reading • review homework PREVIEW: Ch3 • Neighborhood Circulation • divvy up homework	READ: Ch3 • Neighborhood Circulation DO YOUR HOMEWORK

FORMING A DISTRICT WORKING GROUP

The objective of the District Working Group (DWG) process is to assess support for potential streetcar corridor(s) in your district and report to the Streetcar System Advisory Committee how the people you contacted in your district feel about each of these corridors.



HOW DOES PUBLIC SUPPORT HELP DETERMINE WHICH STREETCAR CORRIDORS WILL BE PRIORITIZED?

The three goals for Streetcar System Plan corridors are like the three legs of a stool. The third goal, **"Successful streetcar corridors need to demonstrate community support to make the changes necessary for a successful streetcar corridor"** is as important as the other two. Each new streetcar corridor must have local support to be successful, and the ultimate success of a city wide streetcar system depends on the success of corridors. The degree of support from each district will be one of the criteria in determining the order that the City will move corridors into further study. Public support of the Streetcar System Plan is vital to making streetcars a viable transit option for Portland.

Public support is what this workbook is all about. You and others in your district have formed a District Working Group. Using this workbook as a guide, you will evaluate whether there is community support for streetcars and the related changes a streetcar corridor can promote in your district.

DISTRICT WORKING GROUPS

When you form a District Working Group, you and other community members agree to meet approximately five times between April 19 and June 15, 2008. Your meetings will focus on discussing the changes necessary to create a viable streetcar corridor, and on gauging your district's readiness for streetcars. There is more than one potential corridor identified in each district. **Please assess support along the entire length of each potential corridor in your district.**

Using this workbook as a guide, your group will consider the following issues:

- Development and Land Use
- Neighborhood Circulation
- Community Support

WHAT IS THE OUTCOME OF THE DISTRICT WORKING GROUP PROCESS?

At the end of the assessment period, the District Working Group will choose one of the three possible responses to the following question:

How strong is community support for streetcar corridors in you district?

1. High Priority
Our community has demonstrated significant support for streetcar corridors in our district. We would like _____ corridor(s) to be prioritized in the SSP and be considered for more detailed analysis in order to qualify for funding and construction.

If you answer "**High Priority**" for more than one corridor, you will be asked to **rank these corridors** based on the level of documented community support.

2. Medium Priority
Our community has demonstrated moderate support for streetcar corridors in our district. However, _____ corridor(s) is not ready to be considered one of the next streetcar projects. We understand that we will have an opportunity to further discuss the changes necessary to be considered a higher priority streetcar corridor as part of the Portland Plan (the Bureau of Planning's update of Portland's Comprehensive Plan)

If you answer "**Medium Priority**" for more than one corridor, you will be asked to rank these corridors based on the level of documented community support.

3. Low Priority
Our community has demonstrated limited support for a streetcar corridor on _____. This corridor should not be considered for one of the next streetcar projects.

The final product is a short report to the SAC that describes community opinion about potential streetcar corridors in your district.

Due Date: June 16, 2008

CITY COUNCIL ADOPTION OF THE STREETCAR SYSTEM PLAN

When the Streetcar System Plan has been adopted by the Portland City Council, the plan will include a prioritized network of streetcar corridors. The highest priority corridors will be those considered closest to being ready for streetcar (determined, in part, by the District Working Group process).

DEFERRING TO THE PORTLAND PLAN

Districts that have not shown significant support for streetcar corridors through the District Working Group process or have chosen to not create a District Working Group will have the opportunity to study streetcar options in a longer, more detailed study through the Portland Plan process.

The Portland Plan, which kicks off in June 2008, is an update of the 1980 Comprehensive Plan and the 1988 Central City Plan and will determine how Portland will grow over the next 20 years. The Portland Plan will address how to:

- Reduce the effects of climate change;
- Create a thriving business environment;
- Build green infrastructure;
- Foster human health and safety;
- Address affordable living;
- Preserve and create well-designed and distinctive places;
- Ensure equity; and
- Continue visionary planning for a better future.

ADDITIONAL RESOURCES

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Related Resources:

The Portland Plan. Portland Bureau of Planning.
http://www.portlandonline.com/portlandplan/

Maps:

SSP Phase 2A Screening Map

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click on Get Involved
then District Working Groups

CHAPTER 2

DEVELOPMENT AND LAND USE

WHAT IS THE CONNECTION BETWEEN STREETCARS AND DEVELOPMENT?

In Portland, streetcars have intentionally helped to catalyze pedestrian-oriented, mixed land use development. In downtown, many developers have responded to the streetcar investment with mixed-use development projects within three blocks of the streetcar tracks. The combination of streetcar with retail/higher-density residential development projects increases pedestrian activity and helps to reduce car trips. Increasing housing opportunities along transit corridors and reducing automobile trips are important objectives as the City grows. When considering the expansion of streetcar beyond downtown and into Portland's established neighborhoods, streetcars, and the potential development investments that may follow them, will need to be carefully integrated with existing neighborhood character and traffic patterns. This chapter outlines some of the changes that neighborhoods along potential corridors might expect as a result of adding a streetcar.

WHAT MAKES STREETCARS ATTRACTIVE?

Compared to buses, streetcars can attract more transit riders and are better at helping to stimulate development. Whereas a bus route might change, the permanence of streetcar tracks serve as proof of the city's long-term commitment to a neighborhood, and it gives developers confidence in the long-term viability of nearby development projects. In addition, building near transit allows developers to devote fewer resources and space to parking facilities, allowing them to focus their resources in high-quality design.

The Pearl District, South Waterfront, and the Museum District are dramatic examples of the power of streetcars to support neighborhood revitalization in combination with central city development programs and incentives. Within two blocks of the original 2.5 mile streetcar alignment in the Pearl, a transit investment of $72 million has helped yield more than $2.28 billion in economic development; 7,248 new housing units; over 400 locally-owned businesses; and 4.6 million square feet of office, institutional, retail, and hotel uses. This growth has also reduced the ratio of cars to housing units in the area.

At the same time, it is important to understand that streetcar neighborhoods outside of the downtown core will likely not experience the same scale and intensity of redevelopment seen in the Pearl District and the South Waterfront neighborhood is unique. According to the City's Comprehensive Plan, the only other place in Portland that is planned for that kind of intense development is the Gateway District. Examples of the type and scale of development that is more likely to occur in neighborhoods outside of the downtown include recent development projects on SE Hawthorne, SE Belmont, and NE Broadway Avenues.

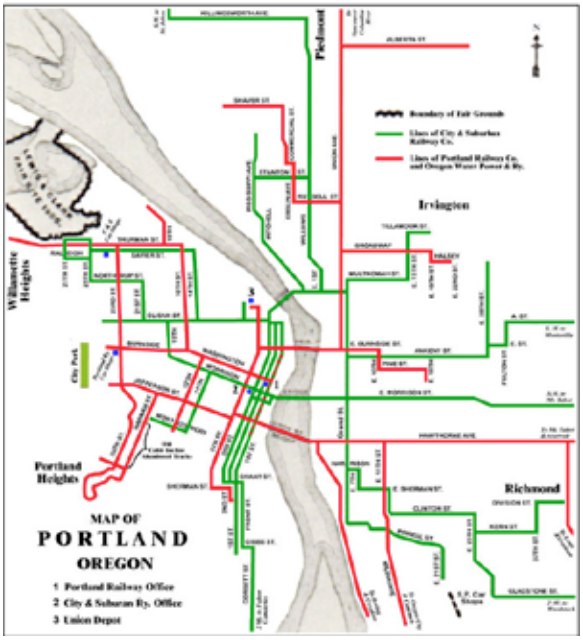
> Portland's westside streetcar has been more than a great addition to our public transportation infrastructure, it has been a tremendous engine for economic development. Over $3 billion dollars of new development, and over 8,000 new housing units, have already been created along its tracks. We have an opportunity to extend these transportation and economic benefits to other districts in Portland. In making our recommendations as to future lines, we are taking care to consider both transportation needs and development potential of the options before us.
>
> **J. Isaacs, Portland Trailblazers and System Advisory Committee member**

HOW WILL STREETCAR-ORIENTED DEVELOPMENT FIT IN MY NEIGHBORHOOD?

Development opportunities will vary greatly from neighborhood to neighborhood. Potential for development is closely linked to the amount of underused or vacant land available for development, and to the zoning potential of these areas. For example, existing one-story storefronts and two- to three- story apartment complexes along potential streetcar routes may actually be smaller than what is now permitted. A streetcar investment may increase the value of properties adjacent to the streetcar route, thus making larger neighborhood-scale redevelopment projects more realistic.

Many of Portland's historic eastside neighborhoods initially developed around streetcar routes. In some corridors, it may seem like the streetcar could easily be reintroduced. In others, the introduction of streetcars could have negative impacts, such as conflicts with utilities, truck routes, and vehicle circulation. In these cases, stakeholders will have to consider whether a streetcar investment would add value to the community without altering the characteristics that neighbors cherish.

Generally, the pattern of development along future streetcar corridors will be one to three blocks deep on either side of the potential streetcar route. A new streetcar corridor may see the most intense development in the block immediately facing the streetcar. The development is likely to transition gradually into surrounding neighborhoods.



Source: Portland Vintage Trolleys
http://home.comcast.net/~dthompso1/index.html

HOW WAS THE DOWNTOWN STREETCAR PLANNED?

In 2001, the City of Portland started passenger service on its first modern streetcar route between Good Samaritan Hospital in Northwest and Portland State University in Southwest. After eleven years of planning and construction, this was the first modern streetcar to be installed in the United States. With Good Sam and PSU as "anchors" at either end of the route, the line was planned to run through an area of under-used warehouse and freight yards (now the Pearl District). The line passed the old Blitz-Weinhart Brewery (now the Brewery Blocks), Powell's Books, and the Portland Art Museum (with numerous new mixed-use developments nearby).

In 2005, streetcar service was extended to River Place. In 2007, service was extended through the emerging South Waterfront neighborhood to SW Lowell Street. By connecting all of these neighborhoods, the Portland Streetcar has served as an important transportation and development tool that adds to the city's vitality while helping to accommodate new residential and business growth.

Over the past decade, a growing number of communities have followed Portland's lead and have embraced modern streetcar systems. They have done so as part of a strategy for accommodating growth and stimulating development while improving community livability. Similar to light rail, streetcars are a strategic investment. They can help fuel development interests that focus urban development to support compact, walkable, mixed-use, transit-oriented neighborhoods.

WILL STREETCAR CAUSE HOUSING PRICES TO INCREASE?

One advantage of living near transit is the reduced cost of transportation. According to Reconnecting America, the average American household spends nineteen percent of its income on transportation. That figure drops to nine percent when there is access to good transit. For low-income households, the cost savings of living near transit can be significant, making it possible for residents to afford *more housing* than would otherwise be the case.

With extension of streetcar service outside the Central City, there will be less upward pressure on housing prices and opportunity for greater diversity of housing product than has been experienced with downtown Portland streetcar-related development to date.

Streetcar projects could include public-private partnerships to help preserve affordable housing for low-income and other transit-dependent populations, such as the elderly. Coupling development-oriented transit with new financing mechanisms such as Location Efficient Mortgages (LEMs) could further improve housing affordability across a range of low-mid income residential and mixed-use project prototypes.

WILL STREETCAR CAUSE SMALL BUSINESS RENTAL RATES TO INCREASE?

Many of Portland's existing small businesses are located on potential streetcar routes. How would streetcar service affect these businesses? The short history of Portland's modern streetcar has shown that rental rates adjacent to streetcar benefit from a premium based on proximity to the streetcar, increased visibility and pedestrian activity. Increased rental rates are predicated on the opportunity for existing and new businesses to generate added sales volumes due to the added visibility, traffic and foot traffic associated with streetcar development. These premiums may also bring new challenges to some small business as other new businesses to the corridor elevate the competition for customers and profits. However, the net effect is that proximity to streetcar can also be a boon to businesses that anticipate and adapt to a changing local business climate.

Many of Portland's neighborhoods are unique due to the smaller independent businesses. As the City grows, it will be important to maintain its reputation as an incubator for an even more diverse range of entrepreneurial business people. Dining and retail, creative and business services, live/work, green and even high-tech cottage industrial applications all offer opportunities as part of the emerging mix of businesses along future streetcar corridors.

HOW CAN STREETCAR INFLUENCE OFF-STREET SURFACE PARKING?

Streetcars can reduce the need for off-street surface parking by making the neighborhood more accessible to people traveling by transit. Spaces currently utilized for surface parking lots may be the first to be developed as a result of adding streetcar to the neighborhood. By building along the streetcar line, developers can reduce both the space and the money that they would otherwise put toward parking facilities.

Reducing the amount of space devoted to off-street parking can also have benefits to the streetscape and the local watershed. Less paved surface area, in combination with green roofs and stormwater infiltration swales (bioswales), can help reduce stormwater runoff intensity, filter the stormwater with plants, and increase the amount of water absorbed back into the ground rather than sent into the sewer system. Pedestrians can look forward to public spaces and buildings that are more interesting to look at, and property owners can use more space for business instead of providing space for parked cars.

At the same time, many neighbors may have concerns about maintaining the availability of parking as the neighborhood attracts new visitors and activities. Concerns about on-street parking availability are addressed in the Chapter 3 – Neighborhood Circulation.

HOW WILL STREETCAR AFFECT MY NEIGHBORHOOD IDENTITY?

Many Portland neighborhoods have a neighborhood plan or vision. Streetcars can be used as a tool to help neighborhoods achieve their plan or vision objectives. During the planning and design phases of a new streetcar corridor, local stakeholders, with the help of their District Liaison Planner, can advocate for improvements prioritized by their neighborhood plan. For example, the City's investment in streetcars can help reinforce a neighborhood's pedestrian-friendly identity and improve safety by catalyzing pedestrian-oriented street improvements.

Streetcar corridors will make it easier for developers to receive LEED certification because they can show a decrease in car trips. When gas prices reach $10/gallon, we will be glad we had the foresight to build this system. I look forward to the opportunities for exciting green developments along future streetcar corridors.

David Gold, local sustainable development advocate and System Advisory Committee member

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CLEAN-CORRIDOR COORDINATION: THE 3C CONCEPT

What is the 3C concept?

3C is an implementation strategy for streetcar system plan corridors that aims to achieve multiple City objectives related to "clean" technologies and infrastructure. In addition to implementing streetcars, one of the lowest-emission transit options available in Portland, 3C includes working with the Office of Sustainable Development's Clean Neighborhood Energy program and the Bureau of Environmental Service's initiative for healthy urban watersheds. The 3C concept links the planning efforts for clean infrastructure investments now to establish the framework of multi-functional sustainable growth corridors for the City of the future.

PDOT: Streetcars

Streetcar investments in Portland have helped the City bolster its reputation for integrated land use and transportation planning. Streetcars are exceeding ridership projections and are moving over 9,000 people per day with zero emissions. Streetcars are also helping to create healthier neighborhoods where walking and green buildings are becoming the norm, not the novelty.

OSD: Clean Neighborhood Energy

The Office of Sustainable Development's Clean Neighborhood Energy program is fostering the creation of neighborhood energy districts in order to capture the potential to produce energy – both thermal energy and electricity – at the neighborhood scale. These districts would help to dramatically reduce emissions and our carbon footprint (after construction). Potential sources of thermal energy include solar, ground- or water-source heat exchange, and clean biomass. The thermal distribution systems can be integrated with streetcar construction by installing linear energy vaults under streetcar tracks when the street pavement is removed for construction.

BES: Watershed and Sustainable Stormwater Program

The Bureau of Environmental Service's initiative for healthy urban watersheds focuses, in part, on restoring the watershed's natural hydrologic function. The goal is to integrate stormwater management and development using natural systems and green infrastructure instead of relying exclusively on expensive underground pipes, culverts, inlets, and treatment plants. This is a coordinated approach with streetcar construction and streetcar-related development for management of stormwater at the source and on the surface.

With strategic coordination, PDOT, OSD and BES can achieve greater results together than planning for implementation independently. Emission-free travel, clean energy distribution and integrated stormwater management can help to leverage more efficient, high performance green buildings, resulting in an overall healthier urban environment for the next generation.

ADDITIONAL RESOURCES

Streetcar System Plan White Papers and Reports:

Primary Transit Index: Potential Corridors for Land Use and Transportation Infrastructure Investments (technical memorandum)

Why Streetcars: The Role of Streetcars in Portland

Streetcar System Plan: Corridor Evaluation Methods

Streetcar System Plan: Transit Technology Review

Streetcar System Plan: Streetcar's Influence on Portland Neighborhoods

Streetcar System Plan: Network Design

Related Resources:

The Portland Plan. Portland Bureau of Planning.
http://www.portlandonline.com/portlandplan/

Portland Comprehensive Plan. Portland Bureau of Planning.
http://www.portlandonline.com/planning/index.cfm?c=decej

Portland 2030: A Vision for the Future. Portland Bureau of Planning, 2007.
http://www.portlandonline.com/shared/cfm/image.cfm?id=168876

Portland Streetcar: Development Oriented Transit. Portland Office of Transportation and Portland Streetcar, Inc., 2006.
http://www.portlandstreetcar.org/pdf/development.pdf

Portland Energy and Biofuels. Office of Sustainable Development.
http://www.portlandonline.com/osd/index.cfm?c=41462

Portland Green Building. Office of Sustainable Development.
http://www.portlandonline.com/osd/index.cfm?c=41481

Portland Sustainable Stormwater. Bureau of Environmental Services.
http://www.portlandonline.com/bes/index.cfm?c=34598

Reconnecting America - a national organization focused on the link between transportation and community development.
www.reconnectingamerica.org

Public Transportation and Petroleum Savings in the U.S.: Reducing National and Household Dependence on Oil. American Public Transportation Association, 2006.

Public Transportation's Contribution to U.S. Greenhouse Gas Reduction. American Public Transportation Association, 2007.

Maps:

Comprehensive Plan zoning map

Four maps showing historic (1912) and current transit infrastructure overlaid with zoning and 2040 growth centers

SSP Phase 2A Screening Map

SSP Phase 2B Screening Map

Links to additional resources are provided on the SSP website:

From the homepage:
http://www.portlandonline.com/transportation/index.cfm?c=46134
click on Get Involved
then District Working Groups

HOMEWORK:

1. Look at the current land use map and identify areas along a potential corridor that might be the first to be developed as a result of adding a streetcar.

- These could include vacant or under-utilized land, or areas where existing buildings could be developed into larger buildings. in
- Photograph these parcels of land/buildings, and think about what kind of development or redevelopment projects you would like to see these areas.

2. Go out and visit a recent new development or redevelopment project in the community.

- How does the building scale and architectural character compare to other buildings in the area?
- How are neighbors reacting to the development?
- Take photographs.

3. Look at maps comparing 1912 and current transit infrastructure overlaid with Metro designations and current zoning.

- Identify overlaps between historic streetcar lines and potential streetcar corridors.
- Photograph historic streetcar developments – particularly mixed-use or commercial buildings– that are still a part of the neighborhood today.

4. Think about the "3C Concept" (see p. 25)

- What alternative energy sources can you currently identify in your district?
- What sustainable buildings/sustainable building features (such as LEED buildings or green roofs) can you currently identify in your district?
- Are there any sustainable stormwater features currently incorporated into the right-of-way in your district (particularly along potential streetcar corridors)?

CHAPTER 3

NEIGHBORHOOD CIRCULATION

WHAT IS THE RIGHT-OF-WAY?

Neighborhood circulation occurs in the right-of-way (ROW). This term refers to the public linear space –streets and sidewalks – where transportation activities happen and where utility infrastructure and natural features are located, including water, sewer and roots below, and trees and power lines above. In addition to providing connections between different parts of the city and the region, streets have another important function that should not be overlooked: they are public spaces. Streets are places where people chat with neighbors, exercise, walk their dog, and teach their children how to ride a bike. They are also a part of how we identify ourselves ("I live near Alberta"). When considering everything that goes on (and under) streets, it is easy to understand why they are referred to as the most complicated public spaces in the City of Portland.

TRANSPORTATION MODES

WALKING

BICYCLING

CARS

FREIGHT

TRANSIT (BUS, STREETCAR, AND MAX)

A balanced neighborhood transportation system manages the demand for circulation within and through the neighborhood while minimizing conflicts between different types of activity that share the ROW. In considering the impacts a streetcar line could have on neighborhood, city, and regional circulation patterns, it is important to think about how pedestrians, bicyclists, cars, trucks, and buses currently circulate through your neighborhood. Do some streets prioritize one mode over another? What concerns does the community have about current circulation patterns? Do some streets serve a regional and not just a neighborhood function? What concerns does the community have about adding a streetcar? This chapter provides basic information on streets and neighborhood circulation designed to help you talk about these issues with your community.

WHAT IS THE ROLE OF STREETCAR WITHIN THE TRANSIT SYSTEM?

In a future world where increasing population, dwindling resources, and a more "green" approach will change the face of urban life, it is essential that environmentally responsible amenities such as the streetcar be available to a diverse portion of the population, not just the privileged few. This long-range plan is a chance for everyone to participate in selecting the combination of new routes which will benefit the entire city, directing development and fostering a sense of community. Portland is poised to be a model for the nation, and streetcar development will play an important part.

Carolyn Brock, member of the National Federation of the Blind and System Advisory Committee member

Portland's transit network can be understood as a hierarchy of fixed-rail transit and buses. At the top of the hierarchy is light-rail (MAX). Light rail provides a smooth, high-quality ride for long-distance trips. Next are streetcars (Portland Streetcar), which provide a similar quality of ride, but with more frequent stops. In general, streetcars are geared toward shorter trips than those provided by MAX, and they can also enhance the light-rail system by providing a connection from the light-rail station to the rider's final destination. The foundation of this system is the widespread local bus network. While streetcars have been

shown to attract a greater number of riders than buses – due to the quality of their ride – buses would still have an important role to play.

There are two basic types of bus service in Portland: Frequent Service and Local Service. Local service routes tend to run though lower density, primarily residential areas. Local service bus routes would supplement streetcar routes by providing the final connection to one's home from the closest streetcar corridor.

Frequent Service routes are located in higher density residential and employment corridors – places where ridership can support higher frequencies. A potential streetcar route may overlap with a Frequent Service bus route in your neighborhood. If this corridor were selected for streetcar, TriMet and the City of Portland would collaborate to ensure that the existing level of service is maintained by devising a modified Frequent Service of local bus route to supplement streetcar service.

HOW DO STREETCARS AFFECT PEDESTRIAN CIRCULATION?

Streetcars and pedestrian circulation complement each other because streetcars can comfortably (and predictably) expand the range of short trips that can be made without having to rely on a car. By encouraging compact, walkable neighborhoods with a diversity of land uses, streetcars also increase the variety of neighborhood destinations that are easily accessible by transit. Streetcars also provide pedestrians with access to major attractions, such as OMSI, the Pearl District or NW 23rd.

Smaller than light rail, with more capacity than a bus, the scale of streetcars complements compact, mixed land use neighborhoods with concentrated pedestrian activity. Because they run on electricity, streetcars are quieter than buses and don't emit fumes, making sidewalks along the streetcar even more attractive to pedestrians. With stops every five hundred to one thousand feet apart, streetcar stop frequency is similar to bus spacing. Other features that can enhance the pedestrian environment can be incorporated into urban design of the streetcar corridor. Pedestrian-oriented design features, such as human-scale lighting, benches, crosswalks, decorative sidewalk treatments, and landscaping with integrated stormwater facilities, can help add long-term value to the streetscape.

ARE STREETCARS ACCESSIBLE?

source: http://theoverheadwire.blogspot.com/2008_01_01_archive.html

Streetcars provide a comfortable transit ride that is available to everyone, regardless of age or ability. Every streetcar is equipped with bridge plates in the low floor section of the car, making for easy wheelchair and stroller boarding. The low floor section of each car is spacious to allow maneuverability. Streetcars are air-conditioned. Reader boards and audio announcements indicate next stops. In case of an emergency, passengers can use the intercom to talk to the operator.

ARE BIKES AND STREETCARS COMPATIBLE?

From a big picture perspective, proponents of transit and bike advocates share the same ideals for reducing our city's dependence on cars. Operationally, however, there is potential for conflict between streetcars and bikes. In streets where the two modes share priority, streetcar tracks can pose a safety hazard to bikes.

The Portland Office of Transportation (PDOT) is currently working on an updated Bicycle Master Plan that will have recommendations for strategies to lessen or avoid conflicts between bikes and streetcars. Streetcar and bike safety will also be discussed in more detail during the implementation study phase of the project. The project leaders are committed to developing standards for streetcar design that will maximize bicycle safety. District Working Group members are encouraged to begin identifying bike issues along the potential corridors in the district and thinking about creative ways to mitigate or avoid these conflicts.

While the neighborhood popularity and redevelopment stimulated by streetcars will likely attract bike riders in much the same way that it does increased pedestrian activity, it will be important to evaluate bicycle traffic on the routes shared with and adjacent to the streetcar. The availability of bike parking and nearby bike routes – particularly "Bike Boulevards" – will be important to consider if a proposed streetcar route poses a major conflict with bicycle traffic through the neighborhood.

Michelle Poyourow Bicycle Transportation Alliance and System Advisory Committee member

HOW DO STREETCARS AFFECT AUTOMOBILE TRAFFIC?

Streetcars don't require an exclusive right-of-way (ROW) like light rail does. Streetcars can operate in the same lane as cars, and they can be easily adapted to fit a variety of street types and scales. Because they run on rails in the street, the movement of streetcars is steady and predictable to automobile traffic. Depending on the level of service they provide, streetcars in a shared ROW may run anywhere from 10-25 mph with transit stop distances similar to those that a bus would have along that route.

Vehicle congestion could potentially increase in a streetcar corridor or on any Portland street where redevelopment and new mixed-use buildings occur. Over time, as corridor development increases activity on the street, temporary traffic back-ups may occur where the streetcar

stops at a curbside station, where left-turns occur on a two-lane street, where vehicles wait for pedestrian crossings to clear, and when vehicles parallel park. These temporary backups could be similar to those caused by buses. Improvements that can be made to help traffic move more efficiently include: coordinating traffic signals with pedestrian crossing signals, limiting or restricting certain turning movements, and adopting neighborhood parking management strategies.

As part of the initial streetcar corridor screening process, streets with posted speeds above 35 mph were considered incompatible with streetcar operations and have been removed from further consideration. In addition, some potential streetcar corridors, such as 82nd, are owned by the Oregon Department of Transportation (ODOT), which must approve any streetcar within their ROW. ODOT approvals are also required in access management areas of an ODOT facility, such as in an interchange, i.e., where SE Stark crosses I-205.

As the City grows, land uses change, and a streetcar corridor becomes more vibrant and economically vital, neighbors need to be aware of the potential for increased traffic congestion. One of the most effective means of solving transportation problems is to reduce the total number of vehicle trips in a region. As the population of the City increases, much of the growth may be oriented toward high-capacity transit corridors and streetcar corridors. Focusing the growth where the transit investments occur provides current and future residents with more options, helping to reduce the need for vehicle trips as corridor population increases. Reducing trips with streetcar also helps to reduce greenhouse gas emissions and achieve the City's Peak Oil Strategy objectives.

HOW WOULD STREETCARS AFFECT THE MOBILITY OF TRUCK FREIGHT IN MY NEIGHBORHOOD?

Truck freight is oriented toward the movement and delivery of commercial goods and services. Freight traffic in your district may include trucks making deliveries to local businesses as well as trucks passing through on a designated freight route. The City designates truck routes into one of five hierarchical classifications ranging from "Regional Truckways" to "Local Truck Streets."

Streetcars corridors can be designed to accommodate local freight mobility. The proposed Portland Loop streetcar project had potential conflicts with freight mobility. Project engineers met with representatives in the freight community and identified potential conflict areas within the proposed streetcar corridor. The engineers responded by increasing the catenary wire clearance for the streetcar from the standard 18' to 21' above roadway pavement in the identified areas. In addition, the location and size of truck loading zones are generally preserved when integrating the streetcar tracks into the roadway travel ways. Likewise, on-street parking is generally preserved whenever possible. If parking or truck loading is impacted, the truck loading zones usually take president over on-street parking in the effort to relocate these facilities for the nearby businesses.

In summary, potential congestion impacts for cars and freight will need to be carefully studied as part of the corridor design process. Management of traffic capacity on streets and at intersections is an important consideration for future streetcar corridors.

HOW WOULD STREETCAR AFFECT ON-STREET PARKING?

The addition of streetcar to any neighborhood will foster more intensive land uses with higher densities which, for better or worse, will result in a more competitive parking environment. This transportation improvement and economic development engine comes with a trade off… a more desirable, sought after environment for customers, visitors, residents and employees.

Owen Rochelli, Lloyd District Transportation Management Association and System Advisory Committee member

As Portland neighborhoods grow and experience more commercial storefront activity, parking issues can be viewed as both a blessing and a curse. The blessing may be that business activity increases. The curse may be that residents in the area frequently find their on-street parking spaces occupied. It is important that neighborhood businesses and residents are open to exploring new parking management strategies designed to fit neighborhood businesses' and residents' needs while supporting a transit-friendly environment.

Common concerns surrounding parking include:

- Will residents have to compete for parking with people using the neighborhood as a "park and ride"?
- Will streetcar stops reduce the number of on-street parking spaces – spaces that support activity in the local business district?

Developing a parking strategy for the neighborhood should be part of a larger consensus-based process. Outcomes of such a process could include the following:

- Short-term, timed parking signs with adequate enforcement
- ·Increasing on-street parking (angled parking?)
- Dedicated parking enforcement
- Neighborhood parking permit programs
- Parking meters

HOW ARE STREETCAR PROJECTS FUNDED?

Developing a financing strategy for a streetcar project is a creative process that varies from city to city and project to project. Capital funding strategies – which cover the costs of planning, designing and constructing the streetcar – may include a mixture of local funds and revenues along with regional, state and federal sources.

Operations and maintenance costs relate to hours of operation, the frequency of service and regular maintenance and repairs to the streetcars, tracks and overhead wire. Sources of operations and maintenance funds may include fare revenues, sponsorship/promotions, parking meter revenue, and a variety of city, regional, state, and federal funds. While the existing Portland Streetcar downtown is located primarily in Fareless Square, it is likely that revenue from fares will play a greater role in supporting the operation and maintenance of future streetcar routes throughout the City.

What Federal Funding options are available for streetcar funding?

Federal funding for streetcar capital costs is available from the Federal Transit Administration (FTA) through its Small Starts Program, which was created during the last reauthorization of the Transportation Bill. The Small Starts program allocates up to $75 million to transit projects with total budgets under $250 million. More complex projects may qualify for funding as part of the New Starts program, which is designed to support larger-scale transit projects, generally in excess of $250 million.

How much did the existing Streetcar cost to build?

The capital costs for Portland's existing streetcar projects (developed between 1997-2007) were about $12-13 million per track mile – about one-third the per-mile construction cost for MAX.

How much are operation costs for the existing Streetcar?

The current fiscal year budget is $4.9 million and provides 38,000 revenue service hours – service every 12 minutes for much of the day.

What local funding strategies are available for streetcar?
Local funding sources for capital costs usually combine city funds with tax increment funds (if the project is within an urban renewal area), and local improvement district funds, which result from one-time assessments on property owners. Other local sources may include Transportation System Development Charges (TSDC) and parking meter revenue. Local funding strategies can include state, regional, and city funds available for transit projects, as well as fees and taxes associated with increased development that results from streetcars. Common local financing tools associated with economic/community development include:

Transportation System Development Charge (TSDC) – a one-time development charge applied to new permitted development and redevelopment that can be leveraged to meet initial capital investments in streetcar projects.

Local Improvement District (LID) – a one-time property assessment tax, organized by neighborhood property owners with assistance from the City, in order to fund transportation infrastructure improvements in the neighborhood. LID funds contributed about $15 million, or 19 percent of total capital costs for the existing downtown Streetcar line. An LID to fund the Eastside Streetcar Loop was approved in 2007, and would contribute $15 million, or about 10 percent of the total capital costs for the project. The LID approved for the Eastside Streetcar Loop includes properties within three blocks of the proposed streetcar, with those closest to the streetcar having a higher assessment than those farther away.

Tax Increment Financing (TIF) – a funding tool available in designated Urban Renewal Areas, it is used for revitalization and infrastructure projects. The Portland Development Commission (PDC) administers TIF funds. Tax-increment financing allows the City and PDC to sell bonds against future gains in tax revenue to help fund current improvements. The amount of TIF funding for future streetcar projects would relate to how much the project would serve urban renewal areas. The PDC funded about 21 percent of the capital cost for the existing downtown Streetcar line. The Eastside Streetcar Loop is requesting $27 million, or 18.5 percent of capital costs, in TIF funds. For more information on the city's current urban renewal areas, visit http://www.pdc.us/about_pdc/urban_renewal.asp.

Parking Revenues – higher density development may make it possible to charge for on-street parking in some neighborhoods. A portion of these new parking revenues could be used to help fund streetcar projects.

How have the capital costs been met in Portland's existing/ planned streetcar corridors?

Existing Portland Streetcar:

The downtown streetcar route that connects the Pearl District with Portland State University and South Waterfront was planned and constructed in segments between 1997-2007. The total capital cost was $100.5 million and collectively, the five largest sources of funding for these streetcar projects were:

City Parking Garage Bonds	$28.6 million
TIF Funds	20.8
LID Funds	19.4
Regional Transportation Funds	15.0
Federal Transportation Funds	5.0

Other sources of initial capital included State funds, non-transportation federal funds and city funds (Transportation System Development Charges, General Fund and General Transportation Revenues) totaling $14.7 million.

Planned Portland Streetcar Loop Project:

The Portland Streetcar Loop project is a planned 3.3 mile streetcar project that will connect Eastside neighborhoods from the Lloyd District to OMSI with the central city streetcar route. The estimated capital cost of the project is $146.9 million, or $22.6 million per track mile. The City is seeking $75 million in federal funding through the FTA Small Starts program and is waiting for approval by the FTA and Congress. When the $75 million grant is approved, local matching funds are proposed from these sources:

TIF funds	$27.2 million
Oregon Lottery Bond Revenues (for buying streetcars only)	20.0
LID funds	15.0
Transportation SDCs	6.0
Metropolitan Transportation Improvement District funds	3.7

What is the operations budget of the existing/planned Portland Streetcar?

Existing Streetcar Downtown:

The 2008 Operations/Maintenance Budget for existing streetcars is $4.9 million.
The funding sources include:

TriMet*	$3.0 million
City of Portland (primarily parking revenue)	1.6
Fares/sponsorships/promotions	0.3

Planned Eastside Streetcar Loop Project:

The estimated budget for the first year of operations/maintenance is $3.7 million, which is planned to come from the following sources:

City of Portland (primarily parking revenue)	$1.2 million
TriMet*	1.2
Fares	1.1
Sponsorships	0.2

How will future projects – such as those proposed by the Streetcar System Plan – be funded?

It depends on the corridor and the size of the project. Small extension projects may be locally funded or funded in coordination with the FTA Small Starts grant program. Bigger projects – such as the planned Portland to Lake Oswego streetcar line** – may utilize the FTA New Starts program.

In some areas, local funds can be generated from "new" money that becomes available as a result of the denser development supported by streetcars. These funds could include parking meter revenue or Transportation System Development Charges (TSDC). In other areas, streetcars will be better financed through tax-based mechanisms such as Local Improvement Districts (LID) and Tax Increment Financing (TIF).

Will streetcar funding be coordinated with TriMet and Metro?

Implementation of the Streetcar System Plan will be coordinated with TriMet and Metro. Funding for major transit projects, specifically projects that are aiming for FTA grants, is accomplished through partnering with Metro and TriMet. For example, the planned Portland Streetcar Loop project FTA Small Starts grant Application is sponsored by TriMet in cooperation with Metro and the City of Portland. If a streetcar corridor project funding package includes regional funds, the regional funds would be the result of discussions with TriMet, Metro, and regional jurisdictional partners.

* TriMet's biggest sources of revenue include: payroll taxes on employers and self-employed individuals (56%); passenger fares (20%); various federal assistance programs (12%). The remaining revenues (12%) come from advertising, the state Special Transportation Fund, and Medical Transportation Program funds.

** The proposed Portland to Lake Oswego Streetcar project is a regional transit project– extending beyond the Portland City limits to Lake Oswego. This project is being sponsored by Metro, with TriMet and the City of Portland as project partners.

ADDITIONAL RESOURCES

Streetcar System Plan White Papers and Reports:

Primary Transit Index: Potential Corridors for Land Use and Transportation Infrastructure Investments (technical memorandum)

Why Streetcars: The Role of Streetcars in Portland

Streetcar System Plan: Corridor Evaluation Methods

Streetcar System Plan: Transit Technology Review

Streetcar System Plan: Streetcar's Influence on Portland Neighborhoods

Streetcar System Plan: Network Design

Related Resources:

Portland Pedestrian Master Plan. Portland Office of Transportation, 1998.
https://www.portlandonline.com/transportation/index.cfm?c=37064

Portland Bicycle Master Plan. Portland Office of Transportation, 1998.
http://www.portlandonline.com/transportation/index.cfm?c=44597

Portland Freight Master Plan. Portland Office of Transportation, 2006.
http://www.portlandonline.com/transportation/index.cfm?c=38846

Portland Development Commission – current projects.
http://www.pdc.us/currentwork/default.asp

Maps:

SSP Phase 2A Screening Map

SSP Phase 2B Screening Map

Primary Transit Index Street Classification Maps

TriMet Bus Map

Links to additional resources are provided on the SSP website:
From the homepage:
http://www.portlandonline.com/transportation/index.cfm?c=46134

click on Get Involved
then District Working Groups

HOMEWORK:

1. Visit a particular stretch alongside a potential streetcar corridor in your district.

- What modes are using the ROW?
- Take pictures.

2. Assess pedestrian amenities and activity surrounding the potential streetcar corridors in your district.

- What is the current condition of the sidewalks/pedestrian access along the potential route?
- What is the current level of pedestrian activity in these areas?

3. Assess bicycle amenities and activity surrounding the potential streetcar corridors your district.

- Do designated bike routes or bike lanes overlap with potential corridors?
- What alternative routes currently exist parallel to the potential corridors?
- What bike routes are most heavily utilized in the district? Do these overlap with potential corridors?

4. Think about characteristics of automobile traffic along the potential streetcar routes.

5. Identify freight delivery routes through the neighborhood.

- Are there conflicts with loading/unloading zones along potential streetcar corridors?
- Take photographs.

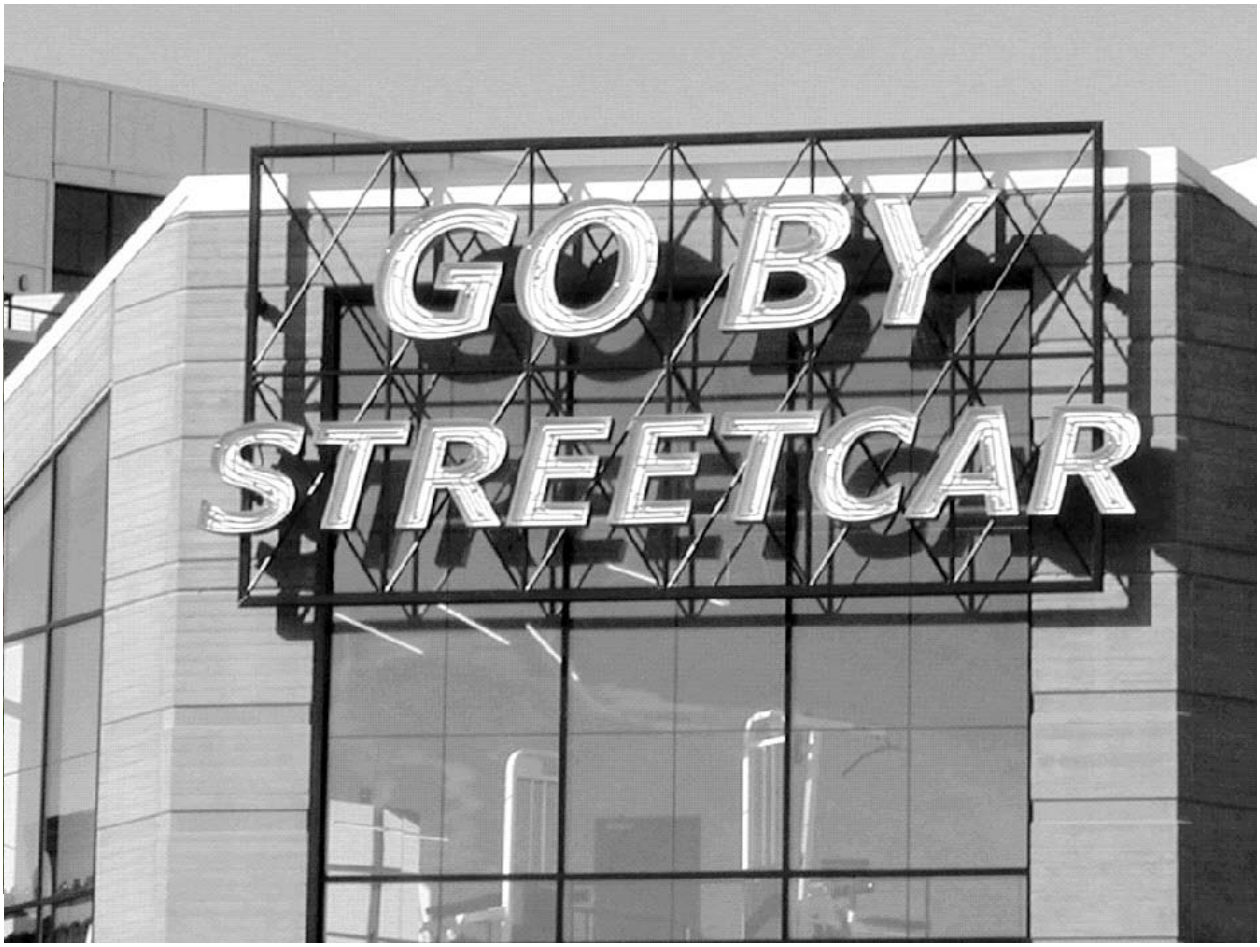
6. How is on-street parking currently used along potential streetcar corridors the district?

- Photograph on-street parking.

7. What are your thoughts about streetcar funding options?

- Do you think Limited Improvement Districts are a good way to raise local funds for a streetcar project?
- Do you support corridor-by-corridor funding strategies, or do you think the City should explore system-wide funding strategies?

CHAPTER 4



COMMUNITY SUPPORT

THREE STEPS TO ASSESS COMMUNITY SUPPORT

1. Articulate Your Own Ideas

How do you imagine streetcars in your district? Take a few moments and write some of the key ideas you have been thinking about for how or where streetcars could have the greatest benefit, as well as any concerns you have.

2. Create a Corridor Concept

Now it's time to share these ideas with the DWG. Each DWG member should present his/her ideas to the group for discussion. After everyone has presented their ideas, record common themes expressed by the group. Combine these themes to create a unified concept of what streetcar corridors could be in your district. Include the benefits and the drawbacks.

3. Share your Concept

The corridor concept document will help you talk to your community about the topics you have been discussing in your District Working Group meetings. Based on your discussions with the community, you are asked to assess the readiness and support for streetcar corridors in your district, including the community's support for potential increases in development activity, traffic pattern changes and local funding possibilities. The following sections will guide you through the process of identifying key stakeholders to talk to in the community, sharing your streetcar concept with them, soliciting their input, and documenting their feedback in your final report that will be submitted to the SSP Streetcar Advisory Committee. If you have any questions along the way, feel free to contact the PDOT SSP contact person or the Bureau of Planning District Liaison Planner for your District Working Group.

WHAT SHOULD OUR CORRIDOR CONCEPT LOOK LIKE?

Use the information, including maps and photos, that your DWG has gathered through meetings and homework assignments. You can demonstrate your concept in any manner that you wish including the following:

- A written report
- A series of posters
- A website or online survey

Be creative. Make sure you take into consideration the best way to reach the diverse populations in your district. Remember to use the available resources from the web page to make the presentation of your corridor concepts as clear as possible.

WHO SHOULD WE TALK TO?

To assess community support, you will need to speak with a broad spectrum of community leaders and people who represent a cross-section of the district. We have provided worksheet to guide your DWG in identifying key stakeholders along potential streetcar corridors. Use this as a starting point. You may be able to think of other organizations specific to the potential corridors in your district. If you run out of room, continue your list on another sheet.

HOW SHOULD WE ASSESS COMMUNITY SUPPORT?

Using the streetcar concept created by your DWG as a starting point, develop an outreach strategy for sharing that information with the community and documenting their feedback. Your strategy may include interviews, surveys or any method you find appropriate. However, in order to be able to compare support across districts, your assessment will need to address at least the issues listed on page 49. Each issue has a list of sample questions geared to getting the necessary information. Use these questions or come up with your own, but be prepared to summarize community feedback on each issue.

Identifying Key Stakeholder Groups

ORGANIZATION TO CONTACT	VOLUNTEER
BUSINESS ASSOCIATIONS	
MAJOR EMPLOYERS	
NEIGHBORHOOD ASSOCIATIONS	
NEIGHBORHOOD SCHOOLS AND OTHER EDUCATIONAL INSTITUTIONS	
RELIGIOUS INSTITUTIONS	

ORGANIZATION TO CONTACT	VOLUNTEER
BUSINESSES ON OR ADJACENT TO POTENTIAL STREETCAR CORRIDORS	
RANDOM SAMPLE OF HOMEOWNERS AND RENTERS,	
Canvas homes one-block, two-blocks, four-blocks from potential streetcar corridor. Canvas three or more on each side of potential corridor.	
SENIOR CENTERS	
COMMUNITY CENTERS	
NON-PROFIT SOCIAL SERVICE ORGANIZATIONS	

WHAT ISSUES NEED TO BE ADDRESSED IN OUR ASSESSMENT OF COMMUNITY SUPPORT?

Growth – more people, more development

Do you picture your community as a mix of people of all ages, abilities and income levels?

Do you see development in the streetcar corridor as a method for accommodating an increase in people?

What are the advantages of streetcar and its associated development? What are the disadvantages?

Do you believe that streetcar development will reduce our future carbon footprint?

Would you be more supportive of redevelopment projects if they involved mixed-use, green design and green building?

Circulation – potential changes in neighborhood circulation patterns

How do you primarily move around the district?

Do you want this to be the same in fifteen years? How do you see it changing?

What role do you see for transit options, like streetcar, for those who can't or choose not to drive an automobile?

What do you think are the potential circulation problems that might result from streetcar (e.g., commercial deliveries, bicycle routes, availability of parking and access to parking)?

Funding

Do you see streetcar as a worthwhile investment for the future of the community?

What types of funding strategies would you support for streetcar projects?

Future Support

How strongly do you feel about the concept presented by the District Working Group for how streetcar could fit into your community?

Are you willing to participate in future streetcar advocacy efforts?

ASSESSING COMMUNITY SUPPORT

Based on the level of community support documented for each potential corridor in the district, your DWG needs to answer the following question about how the community would like to move forward with each corridor:

How strong is community support for _____ streetcar corridor?

1. High Priority
Our community has demonstrated significant support for this streetcar corridor. We would like this corridor to be prioritized in the SSP and be considered for more detailed analysis in order to qualify for funding and construction.

If you answer "**High Priority**" for more than one corridor, you will be asked to **rank these corridors** based on the level of documented community support.

2. Medium Priority
Our community has demonstrated support for streetcars in our district, but our corridors are not ready to be considered one of the next streetcar projects. We understand that we will have an opportunity to further discuss the changes necessary to be considered a higher priority streetcar corridor as part of the Portland Plan (the Bureau of Planning's update of Portland's Comprehensive Plan)

If you answer "**Medium Priority**" for more than one corridor in your district, you will be asked to rank these corridors based on the level of documented community support.

3. Low Priority
Our community has demonstrated limited support for a streetcar on _____. This corridor should not be considered for one of the next streetcar projects.

ADDITIONAL RESOURCES

If you have any questions about this process, feel free to contact your SSP contact person.

HOMEWORK:

1. Draft your personal ideas of what corridor(s) in your district could look like with streetcar.

This will be used to develop a cohesive DWG concept that will be used in conversations with the public for your community assessment.

2. Draft your own list of key stakeholders using the worksheet provided in this chapter.

3. Write your own questions to be used in your district assessment.

Include a question asking people to rate possible streetcar corridors in your district.

4. Outreach Coordinator:

Choose a person who will lead the group in coordinating the district concept and outreach strategy. During Meeting 4, this person will lead the process of compiling everyone's individual ideas into a cohesive outreach strategy.

MEETING 5

source: http://www.speedendurance.net/photogallery/Victoria_half_marathon_finish_line_Rick_Engel_2%5B1%5D.jpg

FINAL REPORT

HOW SHOULD WE SUMMARIZE OUR FINDINGS?

Once your District Working Group has accumulated enough feedback from people in your community for you to feel confident that you have a sense of where people stand, you need to summarize the results of your efforts in your report to the SAC. This report can take the same form as your concept document with modifications to the vision based on community input. This summary of community input must address the questions listed in Chapter 4 (see page 49).

HOW DO WE RANK THE CORRIDORS IN OUR DISTRICT?

Based on your assessment of community support, rate the strength of support for each potential corridor in your district. If community support varies in different areas along a corridor, be sure to take this into account and document the reasons behind how corridors have been ranked.

WHAT SHOULD THE FINAL REPORT LOOK LIKE?

The report that you send to the System Advisory Committee (SAC) needs to be in an easily copied (black/white) format. If your original vision presentation was not in a written format, you must somehow convert it into an easily copied format for sharing among SAC members.

SEND YOUR REPORT TO:

The System Advisory Committee

Care of:
Patrick Sweeney
City of Portland Office of Transportation
1120 SW 5th, Suite 800
Portland, OR 97204

YOUR REPORT IS DUE JUNE 16, 2008.

Your report must be delivered to the Portland Office of Transportation by June 16. This due date will give the SAC time to review your assessments before their meeting on June 25. At this meeting they will discuss the assessments and begin work on their Streetcar System Plan.

CHOOSE AN AMBASSADOR

Choose an ambassador from your working group to attend the June 25 meeting to present findings from your group, explain public input and answer questions about your district's overall vision.

SYSTEM ADVISORY COMMITTEE FINAL RECOMMENDATION AND OPEN HOUSES

The final recommendation from the System Advisory Committee will be presented to the public in September 2008 at a series of open houses. As a District Working Group, you may supplement your community assessment with letters from local organizations such as neighborhood and business associations, etc. These letters can be added to your recommendation and included in the open house material as well as the document that will go to the Planning Commission and City Council.

THANK YOU
FOR YOUR PARTICIPATION!

Appendix 1

DISTRICT WORKING GROUP AGENDAS

A guide to organizing your District Working Group meetings

Meeting 1: Agenda

Goal: To coordinate group logistics and begin discussing development and land use issues.

Corresponding workbook chapters:

Ch 1: Getting Started
Ch 2: Development and Land Use

Meeting Supplies:

- Sign-in sheet, workbooks, notebook for note-taker

Maps:

- Comprehensive Plan map of citywide zoning
- SSP Phase 2A Screening Map
- Historic 1912 transit routes overlaid with Metro 2040 designations and current zoning

Introductions

1. What is your name and what neighborhood do you live or work in? Why are you interested in participating in the DWG process?

Getting organized

1. Introduce group facilitators and discuss outcome of the facilitators' organizational meeting (which occurred previous to the DWG Meeting 1).
2. Introduce note-taker selected at organizational meeting.
3. What is the best way to record the group's progress?
4. When and where will the DWG meet?
5. Are there other community members not at this meeting who should be included in this process? Who will contact them?
6. How will we run our DWG – who will facilitate and be the contact with SSP project staff?
7. Do you want to set ground rules for how the DWG will function?

R E V I E W: Getting Started

Discussion

1. The City plans to focus future growth along a network of transit corridors, such as the potential corridors in the streetcar system plan. What is your initial reaction to having one of these corridors in your neighborhood?
2. What do you value about your neighborhood?
3. How will these values influence or adapt to changes as Portland grows into the future?

P R E V I E W: Development and Land Use

Discussion

1. Where are the development or redevelopment opportunities in your neighborhood?
2. What do you like about your neighborhood area that you do not want to change, or that you would like to see more of?
3. How could new development associated with a streetcar line improve your neighborhood?
4. What would the new development look like? What kinds of services or shops would you want to walk/bike to?
5. What places/activities would you want to be able to get to by taking the streetcar?
6. How can streetcar help shape your neighborhood for the future?

Next Meeting

1. Read Chapter 2 - Development and Land Use before the next meeting.
2. Divvy up homework assignments for Chapter 2 (see p. 27).
3. Confirm next meeting date and location.
4. Review the next agenda and decide who will bring the materials you need.

Remember to send notes from this District Working Group meeting to your Streetcar System Plan contact.

Meeting 2: Agenda

Goal: To review development and land use and begin discussing neighborhood circulation.

Corresponding workbook chapters:

Ch 2: Development and Land Use
Ch 3: Neighborhood Circulation

Meeting Supplies:

- Sign-in sheet, workbooks, notebook for note-taker, materials from your previous meetings and homework assignments.

Maps:

- Most recent Comprehensive Plan map of citywide zoning
- SSP Phase 2A Screening Map
- Historic 1912 transit routes overlaid with current zoning and Metro 2040 designations
- Primary Transit Index Street Classification Maps

Introductions

1. What is your name and what neighborhood do you live or work in?

R E V I E W: Development and Land Use

Discussion

1. Discuss readings and outcome of homework assignments.

P R E V I E W: Neighborhood Circulation

Discussion

1. What other modes would share the right-of-way with streetcars along the potential streetcar corridors identified in your district?
2. Talk about on-street parking – demand for parking in the neighborhood; also, how cars pulling into spaces can block smooth streetcar movement
3. Would automobile traffic flow with streetcar?
4. Where are the major truck delivery routes through the neighborhood? Would loading/unloading zones be affected by streetcar?
5. Where are the major bike routes through the neighborhood? Are there parallel routes close to the proposed streetcar corridor(s)?
6. Are there particular intersections or locations that might pose a particular conflict with streetcar?
7. How might circulation patterns along the streetcar corridor and in the surrounding neighborhood change as a result of the introduction of streetcars?

Next Meeting

1. Read Chapter 3 – Neighborhood Circulation before the next meeting.
2. Divvy up homework assignments for Chapter 3 (see p. 43).
3. Confirm next meeting date and location.
4. Review the next agenda and decide who will bring the materials you need.

Remember to send notes from this District Working Group meeting to your Streetcar System Plan contact.

Meeting 3: Agenda

Goal: To review neighborhood circulation issues and to begin preparing a strategy for public outreach.

Corresponding workbook chapters:

Ch 3: Neighborhood Circulation
Ch 4: Community Support

Meeting Supplies:

- Sign-in sheet, workbooks, notebook for note-taker, materials from your previous meetings and homework assignments.

Maps:

- SSP Phase 2A Screening Map
- Primary Transit Index Street Classification Maps

Introductions
(if there is anyone new)

1. What is your name and what neighborhood do you live or work in?

R E V I E W: Development and Land Use

Discussion

1. Discuss readings and outcome of Neighborhood Circulation homework assignments.

P R E V I E W: Community Support

Discussion

1. What is your personal concept of what corridor(s) in your district could look like with streetcar?
2. How could this concept be conveyed to the rest of the community?
3. What are the key issues that need to be addressed in the assessment of community support?
4. Are there issues that are particular to specific areas/corridors that don't need to be addressed in others?
5. Brainstorm list of people to interview/contact for the community assessment. Be sure this list includes people who are representative of the community along the entire length of each corridor within the district.
6. Assign someone to be the group coordinator for the community assessment process.

Next Meeting

1. Read Chapter 4 – Community Support before the next meeting.
2. Divvy up Chapter 4 homework assignments (see p. 51).
3. Confirm next meeting date and location.
4. Review the next agenda and decide who will bring the materials you need.

Remember to send notes from this District Working Group meeting to your Streetcar System Plan contact.

Meeting 4: Agenda

Goal: To coordinate the group's community assessment strategy and discuss how community support will be documented in the final report.

Corresponding workbook chapters:

Ch 4: Community Support
Ch 5: Final Report

Meeting Supplies:
- Sign-in sheet, workbooks, notebook for note-taker, materials from your previous meetings and homework assignments.

Introductions
(if there is anyone new)

1. What is your name and what neighborhood do you live or work in?

R E V I E W: Community Support

Discuss District Concepts

1. Compile district concepts into something that can be presented to community members.

Discuss Outreach strategy

1. Using group members' completed stakeholders worksheets, compile a master list of everyone who will be contacted along each potential corridor in the district. Assign lists of people to contact to DWG participants.
2. Agree on the key questions that community members will be asked, and assemble these into a tool the DWG can use for the assessment.

P R E V I E W: Final Report

Preview Final Report

1. Look over Chapter 5 – Final Report.
2. Discuss who will be responsible for assembling the final report.

Next Meeting

1. Your next meeting will be your last meeting.
2. Confirm assessment strategy and individual assessment assignments.
3. Confirm meeting date and location. Review the next agenda and decide who will bring the materials you need.

Remember to send notes from this District Working Group meeting to your Streetcar System Plan contact.

Meeting 5: Agenda

Goal: To prepare the final report that will be presented to the System Advisory Committee.

Corresponding workbook chapter:

Ch 5: Final Report

Meeting Supplies:

- Sign-in sheet, workbooks, notebook for note-taker, materials from your previous meetings and homework assignments (community assessment results).

Community Assessment Results

1. Discuss community assessment results.
2. Rate the strength of support for each potential corridor in your district.
3. Assemble results into an addendum to be included in the final report

Final Report

1. Discuss final report logistics, including who will format the final document and send it to the System Advisory Committee to be received by June 16.

What's Next?

1. Establish a way for the group to stay in contact.
2. Choose an ambassador from your DWG to attend the June 25 System Advisory Committee meeting to present the findings of your DWG, explain public input, and answer questions about your district's overall vision.

Remember to send notes from this District Working Group meeting to your Streetcar System Plan contact.

Thank you for participating in the District Working Group process!