

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DETERMINING)	RESOLUTION NO. 80-163
WHETHER A FULL SCALE FEASIBILITY)	
STUDY OF RIVER TRANSIT IS)	Introduced by the Joint
WARRANTED)	Policy Advisory Committee on
		Transportation

WHEREAS, The Metro Council has responsibility for authorizing studies addressing the feasibility and desirability of proposals for improving the region's transportation system; and

WHEREAS, A citizen group, known as Rose City River Transportation, Inc., has asked that Metro authorize a study of the feasibility of a water transportation system using the Willamette and Columbia Rivers; and

WHEREAS, The City of Portland contracted with George Baldwin and Associates for \$5,000 in EDA funds to generate basic information concerning the characteristics of water transit vehicles; and

WHEREAS, The Metro Council in Resolution No. 79-59 directed Metro staff to analyze the information produced by the City sponsored study and conduct an analysis of whether a full-scale feasibility study of a possible river transit system in the local area is warranted; and

WHEREAS, Metro staff has completed its study of the proposed river transit system (see attached report); and

WHEREAS, The analysis documented in the Metro staff study indicates that a river transit system would be neither cost-effective or energy-efficient compared to a bus transit system providing comparable service; now, therefore,

BE IT RESOLVED,

1. That the Metro Council finds that the proposed high-speed regional river transit system alternatives do not provide sufficient mobility, economic and ridership benefits to warrant a full feasibility study at this time.

2. That the Metro Council encourages private operators to investigate the operation of localized river service.

ADOPTED by the Council of the Metropolitan Service District
this 26th day of June, 1980.


Presiding Officer

JG:ss
8234/118

THIS 22nd DAY OF May 1980Cynthia M. Wickman

CLERK OF THE COUNCIL

A G E N D A M A N A G E M E N T S U M M A R Y

Rep
80-163

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Funds for the City of Portland Central Business District Bicycle Parking Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution authorizing \$33,000 under the Bicycle Grant Program (FHWA) to install eight bicycle parking pads at strategic locations in the Central Business District (CBD).
- B. POLICY IMPACT: This action will be consistent with the adopted Regional Bikeways Plan and with the City of Portland's Bicycle Plan. The proposed project is also consistent with Portland region goals and policies to conserve energy and reduce air pollution.
- C. BUDGET IMPACT: The approved Metro budget funds staff planning activities involved in establishing priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: This project would more than double the number of secure, covered bicycle parking spaces in the downtown core by converting eight automobile parking spaces to accommodate 10 to 15 bicycles each. The project would encourage bicycling directly, since lack of adequate parking is a major deterrent to bicycling. The project also would affect bicycling indirectly, by demonstrating the City's commitment to bicycling as a legitimate form of transportation and deserving space in the public right-of-way for parking. Funding would be 75 percent by the Federal Highway Administration (FHWA) grant and 25 percent by Portland's share of 1 percent State Gas Tax earmarked for bicycle projects.
- B. ALTERNATIVES CONSIDERED: The City of Portland has already installed nine bicycle storage lockers downtown. In May, the City will install four different kinds of racks in the block facing Pioneer Courthouse. The effectiveness of a demand for the lockers and the different types of racks over the next five months will be evaluated before deciding what kind of parking facilities to install.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the project be approved.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Determining Whether A Full Scale Feasibility Study of River Transit is Warranted

Res 80-163

APPROVED BY THE METRO COUNCIL

THIS 26th DAY OF June 1980

CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which finds that a full-scale feasibility study of river transit is not warranted.
- B. POLICY IMPACT: Approval of the Resolution would mean that the Metro Council does not favor using federal funds to pursue the development of a river transit system. TPAC and JPACT have reviewed and approved this recommendation.
- C. BUDGET IMPACT: This action would be consistent with the proposed FY 1981 budget in that funds are not included for further analysis of river transit.

referred back to Planning Committee

II. ANALYSIS:

- A. BACKGROUND: The Metro Council in adopting Resolution No. 79-59 endorsed the study of a water transportation concept and directed Metro transportation staff to conduct an analysis of whether or not river transit should proceed into a full-scale feasibility study.
- B. ALTERNATIVES CONSIDERED: Metro staff compared five possible river transit system alternatives with the option of providing comparable bus service. Only one of the five demonstrated promise in terms of providing travel time savings. The remaining four were all slower than a comparable bus system. For the alternative which was faster, patronage estimates were made and a capital and operating cost comparison with a comparable bus transit system was developed. In addition, energy consumption was determined. Documentation of analysis is contained in Staff Report #68: Analysis of River Transit Alternatives (attached).
- C. CONCLUSION: The Metro staff analysis indicates that the river transit alternative demonstrating travel time savings would be significantly less cost-effective and energy-efficient than a comparable bus system. Based on this staff analysis, it is recommended that the attached Resolution be approved. The Resolution finds that the proposed river transit system alternatives would not provide sufficient mobility, economic and ridership benefits to warrant a full-scale feasibility study.