

Redoing the Mall Makes Sense

- **Downtown remains the Hub for Light Rail and Buses in all designs.**
- **Refurbishment of 30-year-old structures and streets is needed.**
- **Local businesses put up \$12 million.**
- **BUT...**

The Current Serpentine Design is Inherently Unsafe

- Buses and Light Rail Interweave and cross one another numerous times.
- Cars in the through left auto lane must unload passengers into the transit traffic.

The Current Design Reduces Transit Capacity

- Trains are slower to accelerate and stop than buses. Buses must slow down for safety.
- This means less capacity for buses on the Mall – and that buses must be moved off the Mall. Yet 24% of Downtown commute trips are made by Bus today.
- We need to increase bus service to downtown, not cut it back as Tri-Met has the last six quarters. Not increase operating costs by slowing bus traffic down.

Downtown Business Will Suffer During Two Years of Construction

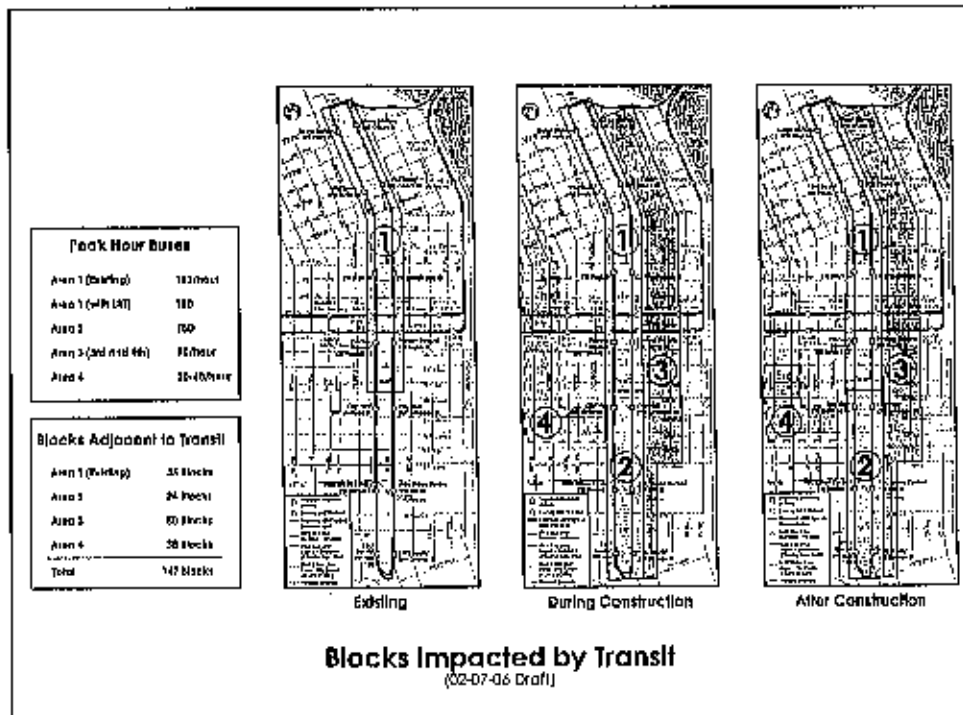
- During the original Mall Construction, economists estimate 26% of the retail and restaurant businesses closed down.
- Downtown businesses are hanging on by their fingernails, competing poorly with suburban Malls. Yet Downtown remains a specialty shopping and dining destination for many with about \$500 million a year in sales. Two years of construction = downward spiral.
- Some 40% of Downtown trips are discretionary.
- Half that business is likely to be lost during construction (\$100 million each year or \$200 million in total).
- On the Mall, there are 39 retail establishments, including Meier & Frank (Macy's) and two blocks of Pioneer Place.
- There are 36 restaurants and coffee shops on the Mall.
- There are 19 bank and financial service businesses.
- There are four parking garages located between Fifth and Sixth.
- There are thousands of feet of Class A office space, more than a third of which will see leases come up during construction.

Transit Service Is Compromised

- Keeping buses off the Mall after construction makes for a more confusing and less intuitive Transit System.
- More confusing transfers and service (from 3rd & 4th, 10th and 11th, Columbia and Jefferson) means a loss of bus ridership.
- A slower Mall for buses with the serpentine design increases operating costs (gas and driver time), making Tri-Met make more cuts in service.

Other Important Transit Service Issues With Current Design

- Longer walks to bus stops on the Mall when completed (4 blocks instead of 2).
- Slower rail service on the Mall for safety (not just slower for buses.)
- Less rail passenger capacity because the proposed junction at the West end of the Steel Bridge needed to connect to the Mall Alignment will cause inbound & outbound trains to cross paths, restricting throughput.
- Operators of bus and rail must have extensive training for safety.
- Expensive mall command center.



Downtown Business Will Be Permanently Damaged

- After the Mall is completed with the swerve design, there will not be enough capacity for existing buses.
- Buses will be moved to Third and Fourth Avenues permanently. Tri-Met has been ducking this issue. Where is the magic plan?
- On-street parking spaces taken off those streets during Mall Construction will remain off – 120 to 150 parking spaces will come off 3rd & 4th.
- Tenth & Eleventh Avenues and Columbia & Jefferson may also become transit streets for good.
- There are 53 retail establishments on Third and Fourth, and 45 restaurants and coffee shops, just between Columbia and Burnside, plus three hotels, nine parking lots and seven parking garages.

Our Recommendation

Prepare a New Design for the Mall that:

- Separates Light Rail and Buses. Kill the weaving serpentine design.
- Shortens the construction time dramatically from the current two-year plan.
- Considers keeping autos on the Mall during off-peak hours only.
- Keeps Both Light Rail and Buses on the Mall only.