

Aerial Tram Concept

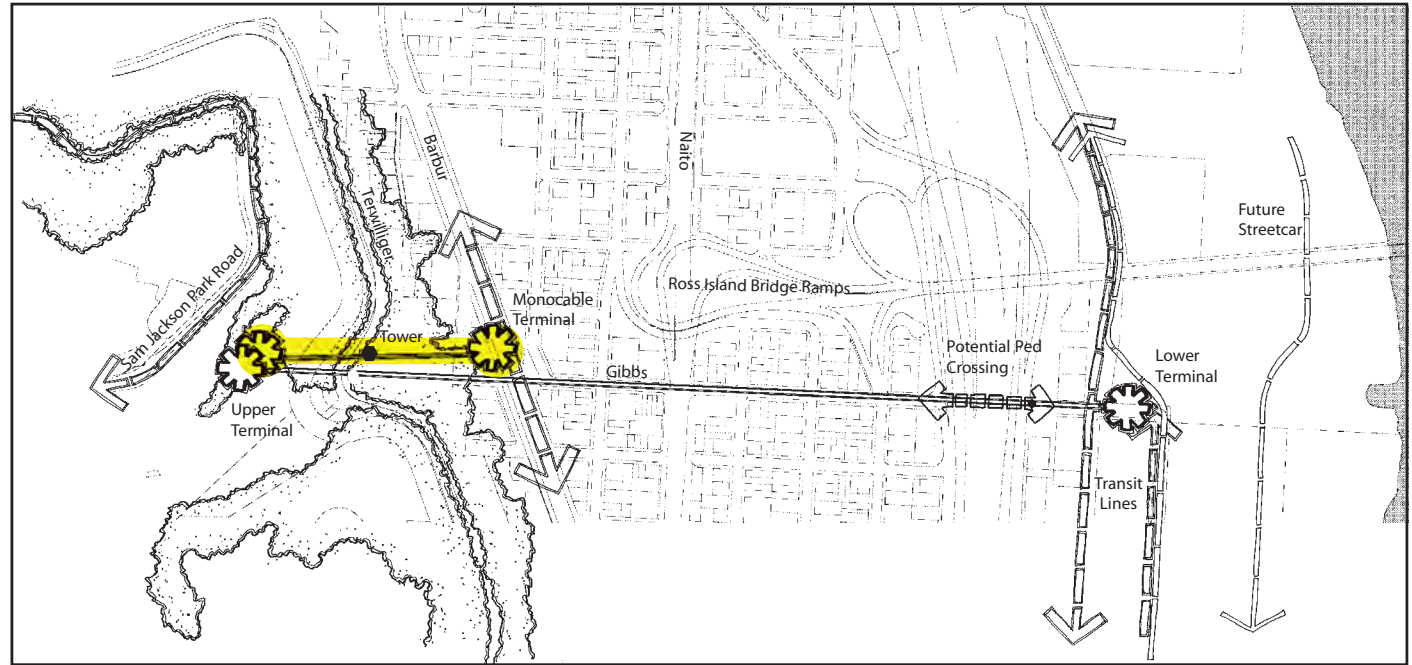


Figure 3.12 Gibbs Street Tram with Monocable Tram at Barbur

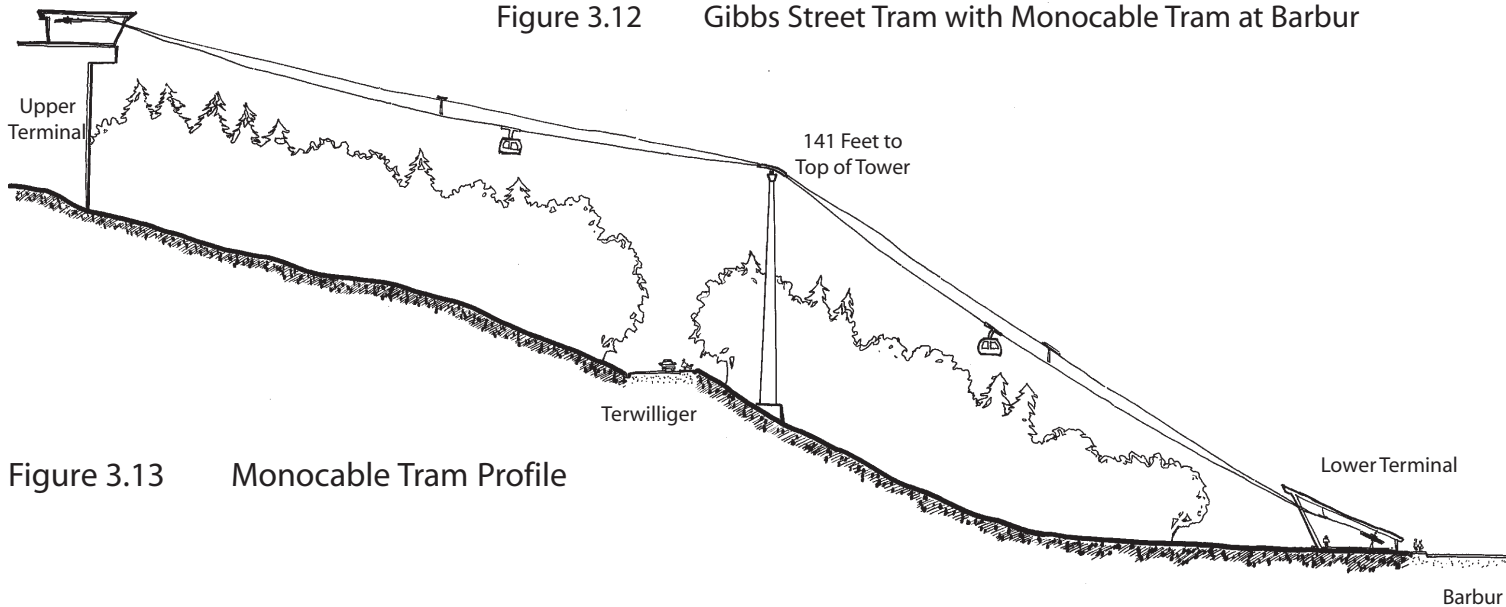


Figure 3.13 Monocable Tram Profile

Aerial Tram Concept

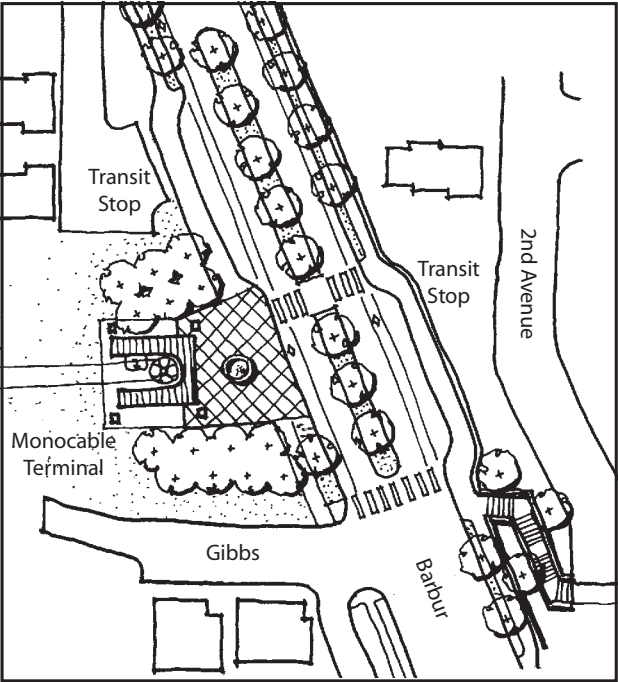
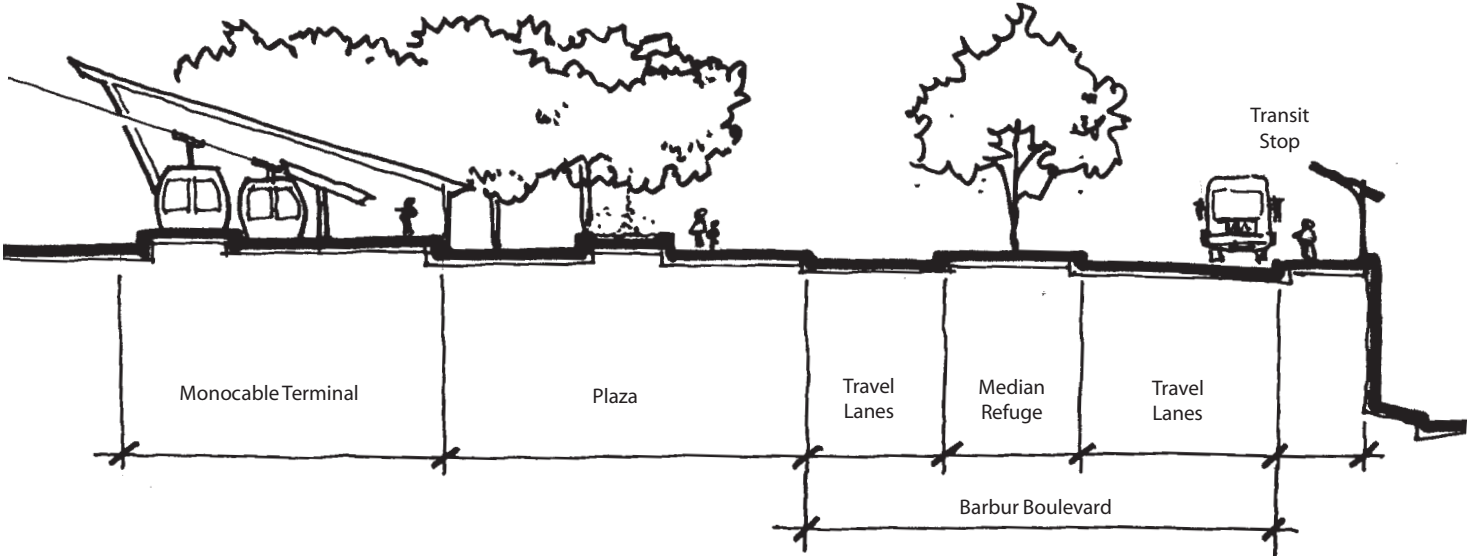


Figure 3.14 Barbur Monocable Station & Crossing Improvements

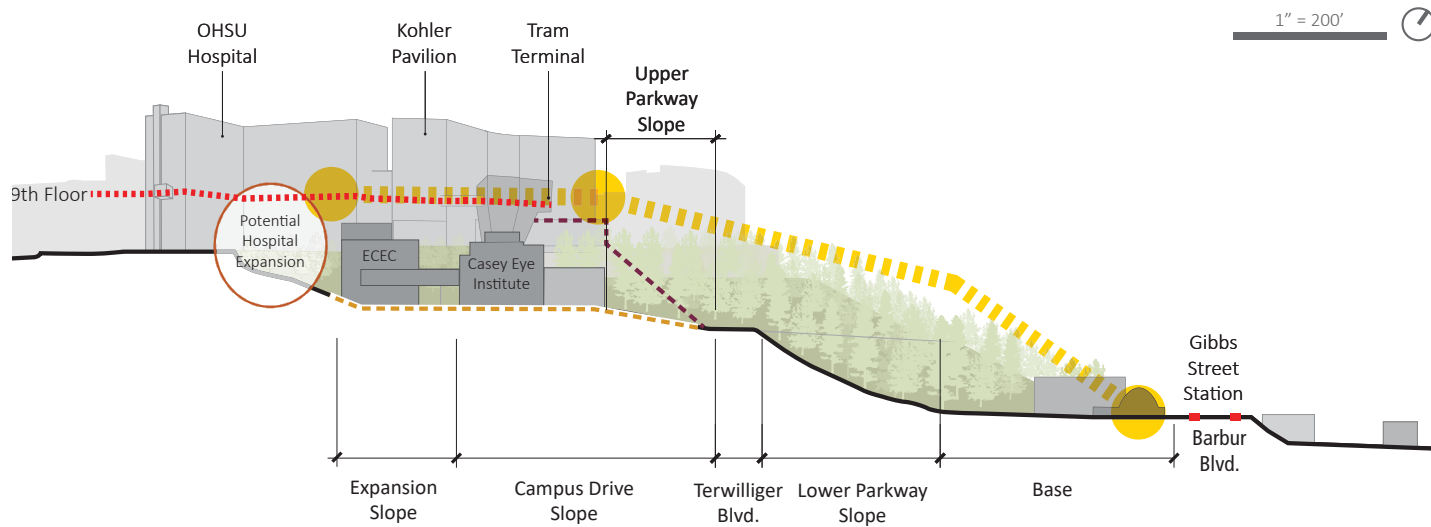


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Plan



Section



AERIAL TRAM: PRELIMINARY CONSIDERATIONS

CATEGORY	CONSIDERATIONS
ACCESS	<ul style="list-style-type: none"> Limited connectivity to Marquam Hill destinations Adds pedestrian traffic to Kohler Pavilion vicinity, which already has high pedestrian volumes Alternative locations could connection to future hospital expansion, but timelines for expansion project uncertain Cannot connect to existing Tram docking area
SAFETY	<ul style="list-style-type: none"> Users are highly visible from surroundings with limited areas of seclusion or isolation
CONTEXT	<ul style="list-style-type: none"> Maintains use of Terwilliger Parkway (no at-grade crossing) Likely visible support structure(s) from Terwilliger Parkway, neighborhoods, trails, and surroundings May require elevated platform at Barbur Alignments limited. Likely cannot cross under existing tram. May require unanticipated property acquisitions to accommodate
ENVIRONMENTAL	<ul style="list-style-type: none"> Location of support towers and boarding structure(s) to be determined. Tower locations may have impacts on Parkway and Terwilliger Blvd
OPERATIONAL	<ul style="list-style-type: none"> Familiar system in Portland Will require attendants Will have limited hours and user fee Complex & costly to operate & maintain
BUDGET/SCHEDULE	<ul style="list-style-type: none"> Estimated cost: \$50 – 85 million
EXPERIENCE	<ul style="list-style-type: none"> Creates new view opportunities Likely Lower profile near Barbur and Terwilliger than current tram. Cabs likely to travel in closer proximity to existing South Portland/Lair Hill residences and businesses