



ENHANCED TRANSIT CORRIDORS

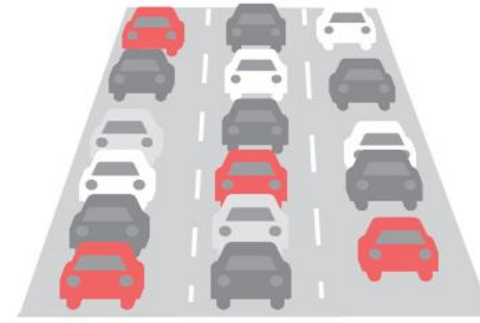
PLAN



PBOT
PORTLAND BUREAU OF TRANSPORTATION

PORTLAND FACES A CRISIS OF ACCESS AND OPPORTUNITY

CARS TAKE A LOT OF SPACE PER PERSON, SO IF WE ARE ALL GOING TO FIT DOWN THE STREET, WE NEED MORE PEOPLE TO TRAVEL WITHOUT DRIVING SINGLE-OCCUPANT VEHICLES



Cars: 28 people / city block



Buses: 225 people / city block

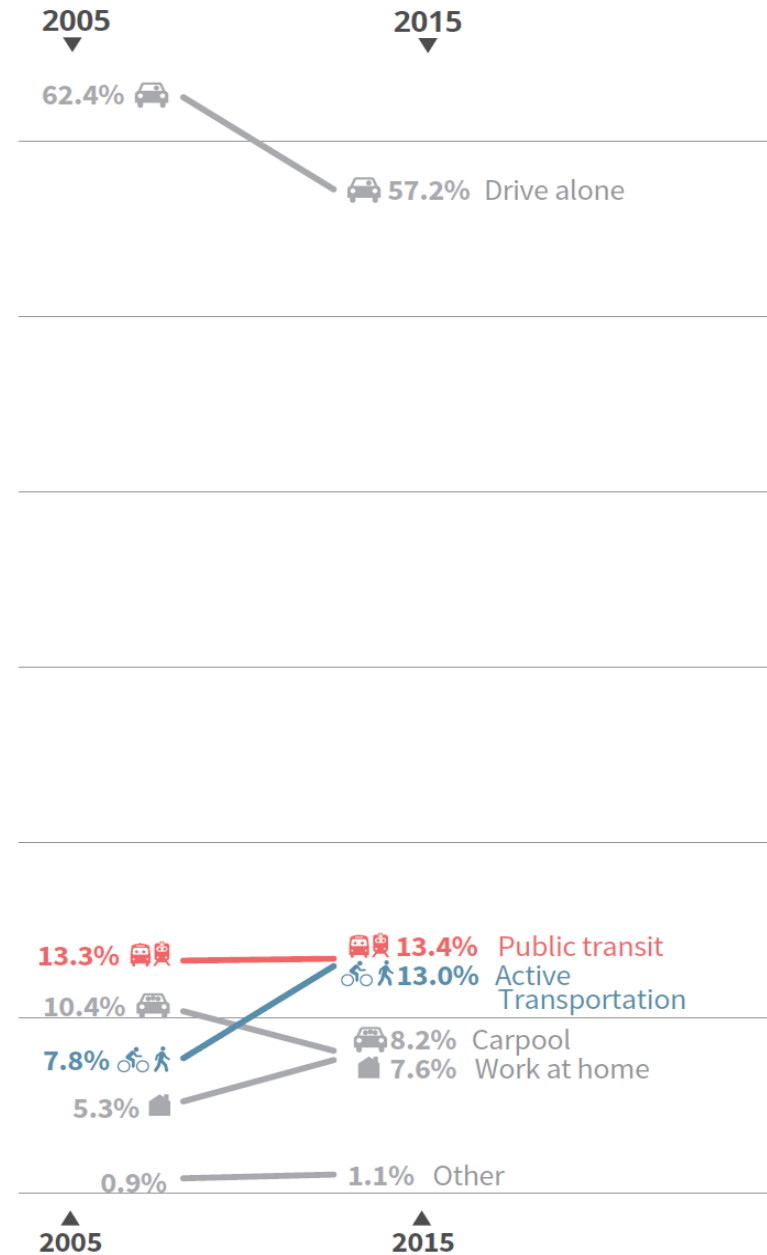


Walking: 1000 people / city block

THE SHARE OF PORTLAND COMMUTERS WHO RIDE A BIKE TO WORK ROSE FROM 2% IN 2000 TO 7% IN 2014;

IN THE SAME TIME SPAN, THE SHARE OF PORTLAND COMMUTERS WHO RIDE TRANSIT WAS STAGNANT AT 12% - 13%

How Portlanders Are Getting to Work
American Community Survey



DESPITE TRIMET'S BEST EFFORTS, PORTLAND'S BUSES ARE SLOWING DOWN

AVERAGE BUS SPEEDS



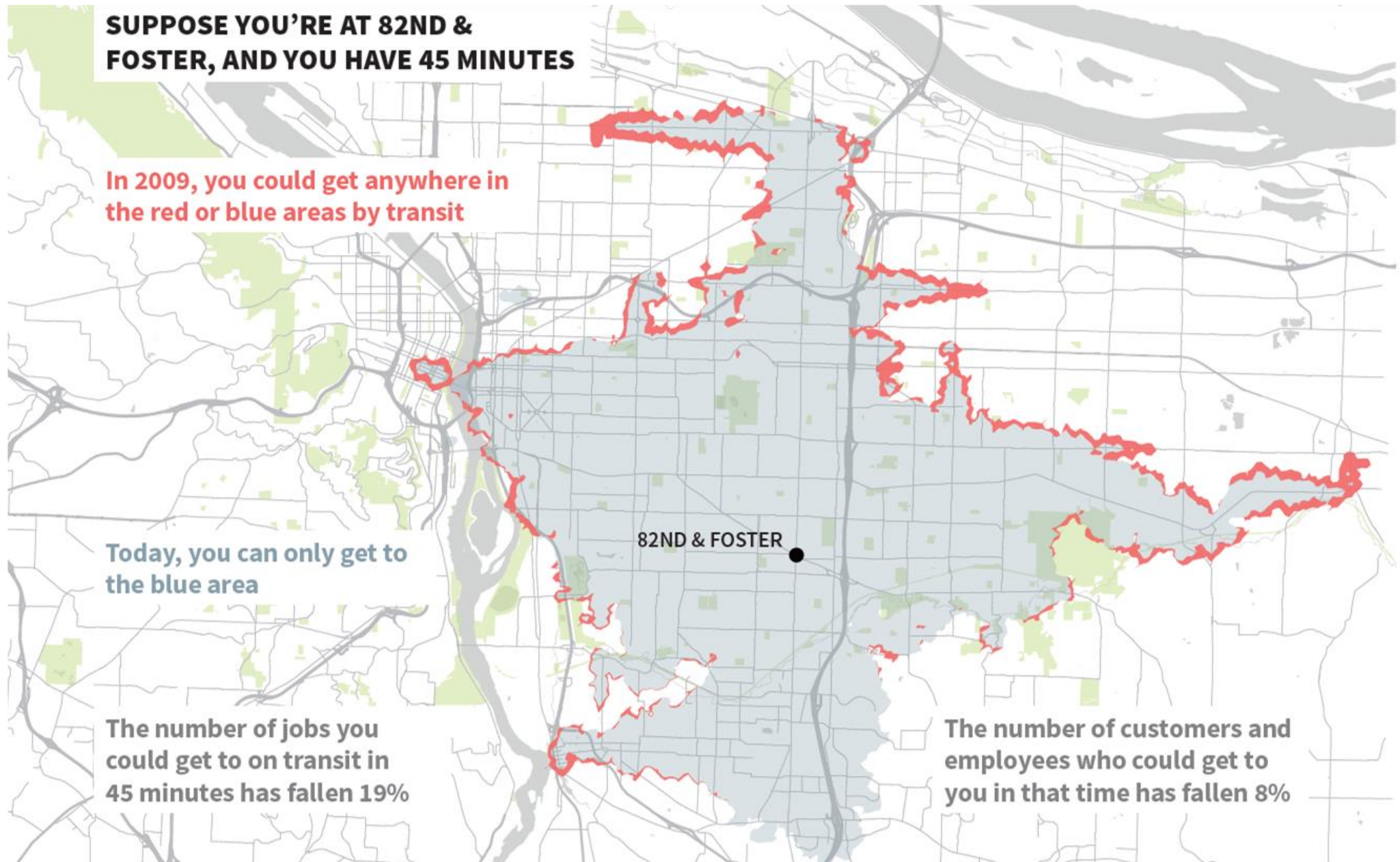
SUPPOSE YOU'RE AT 82ND & FOSTER, AND YOU HAVE 45 MINUTES

In 2009, you could get anywhere in the red or blue areas by transit

Today, you can only get to the blue area

The number of jobs you could get to on transit in 45 minutes has fallen 19%

The number of customers and employees who could get to you in that time has fallen 8%



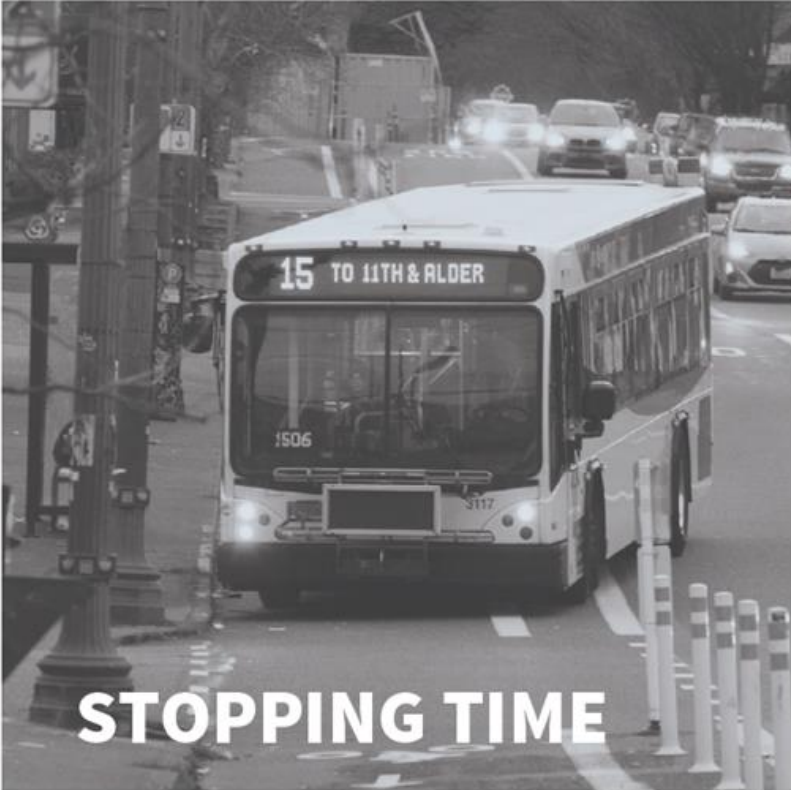
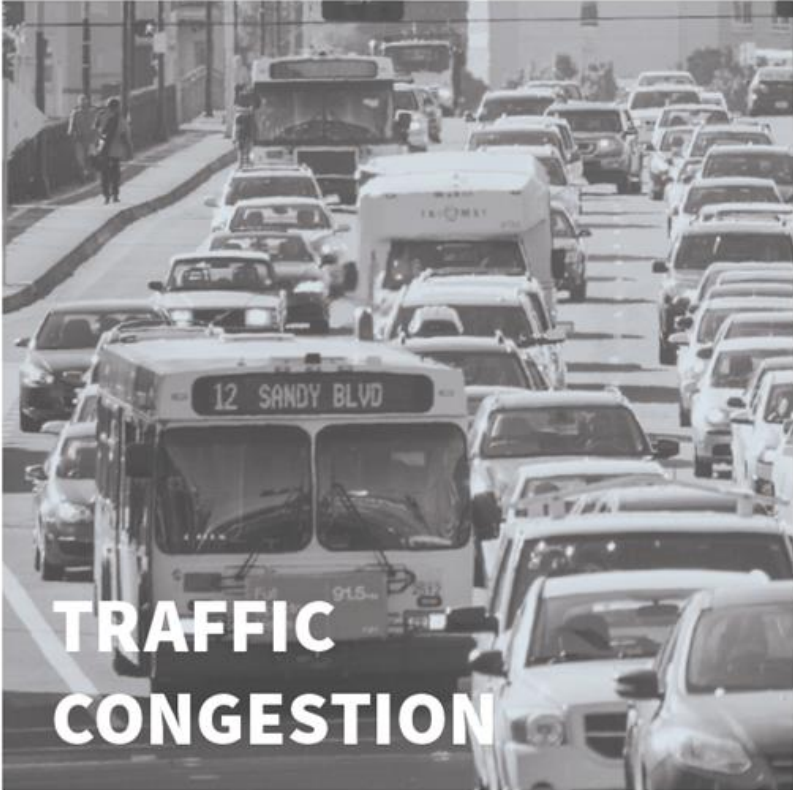
IF YOU RELY ON TRANSIT, BY CHOICE OR NECESSITY, YOUR ACCESS TO OPPORTUNITY IS SHRINKING

The Shrinking Reach of Transit

Reduction in access from 2009 to 2017

LOCATION	LOSS OF JOBS WITHIN 45 MINS	LOSS OF RESIDENTS WITHIN 45 MINS
15TH & DEKUM	12%	8%
162ND & DIVISION	10%	8%
C. CHAVEZ & BELMONT	6%	10%
HILLSDALE	8%	8%
MLK & KILLINGSWORTH	7%	9%
PIONEER COURTHOUSE	5%	11%
ST JOHNS	18%	10%

WHY IS TRANSIT DELAYED?

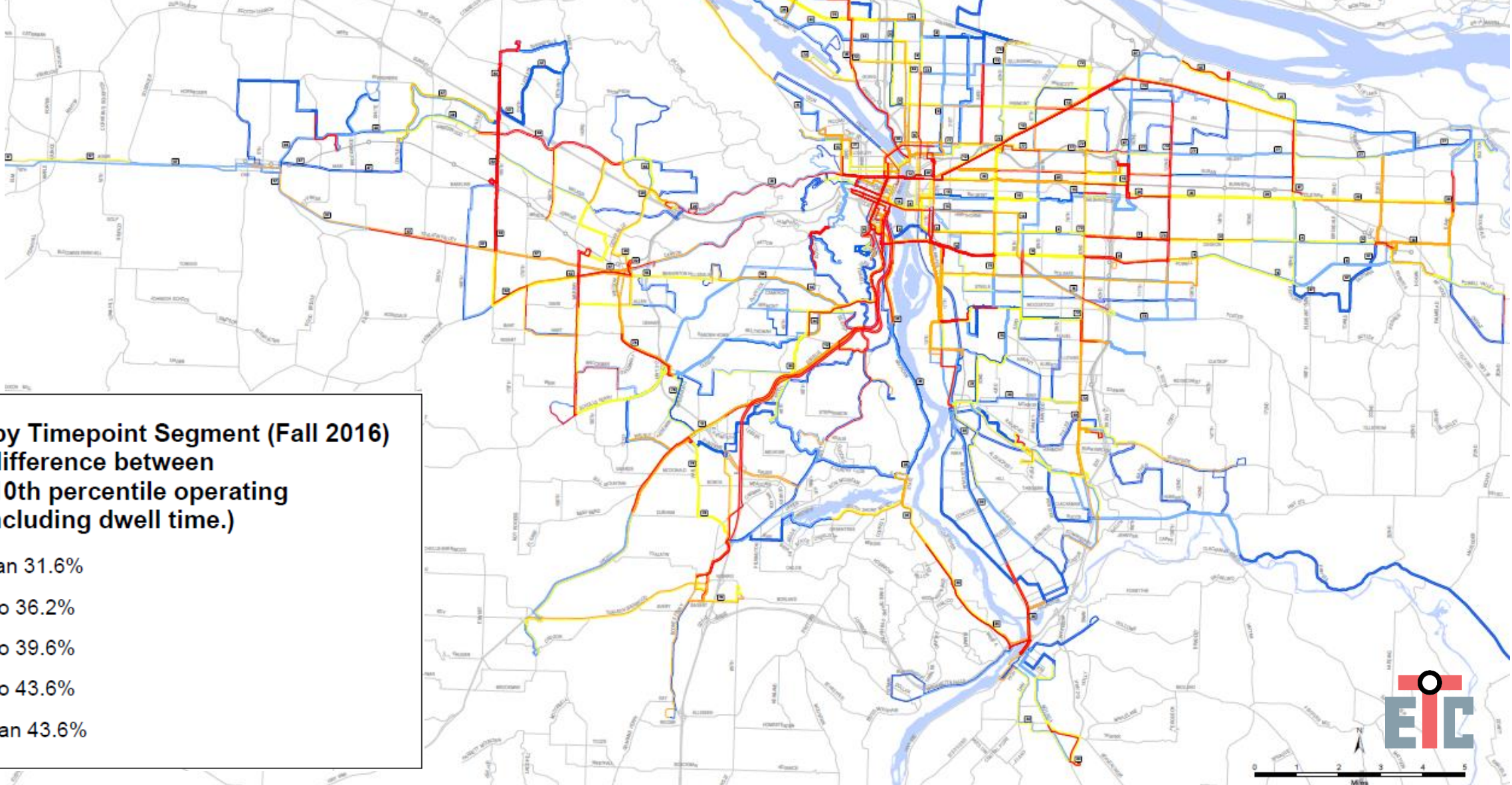


TriMet Bus Service

Variability in Weekday Operating Speeds (Peak to Off-Peak)

(Greater variability leads to less reliable service)

WHERE IS TRANSIT MOST DELAYED?



Variability by Timepoint Segment (Fall 2016)

(Percent difference between 90th and 10th percentile operating speeds, including dwell time.)

- Less than 31.6%
- 31.6% to 36.2%
- 36.2% to 39.6%
- 39.6% to 43.6%
- More than 43.6%

**SEATTLE,
SAN FRANCISCO,
VANCOUVER B.C.,
ARE ALL AGGRESSIVELY INVESTING
IN BUS SERVICE AND
GIVING THEM THE
SPACE THEY NEED.**



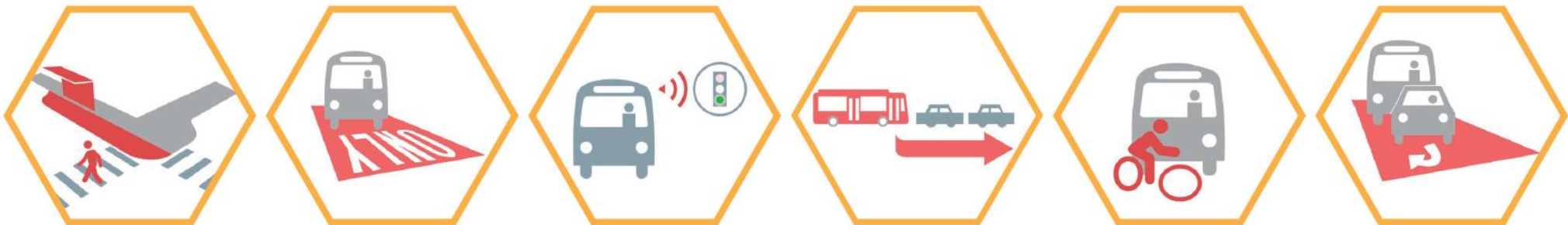
What is Enhanced Transit?

Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Flexible and context sensitive
- Can be deployed relatively quickly
- Can include bus or streetcar
- Could be a hot spot, corridor or full line



The Vine recently opened in Vancouver, WA



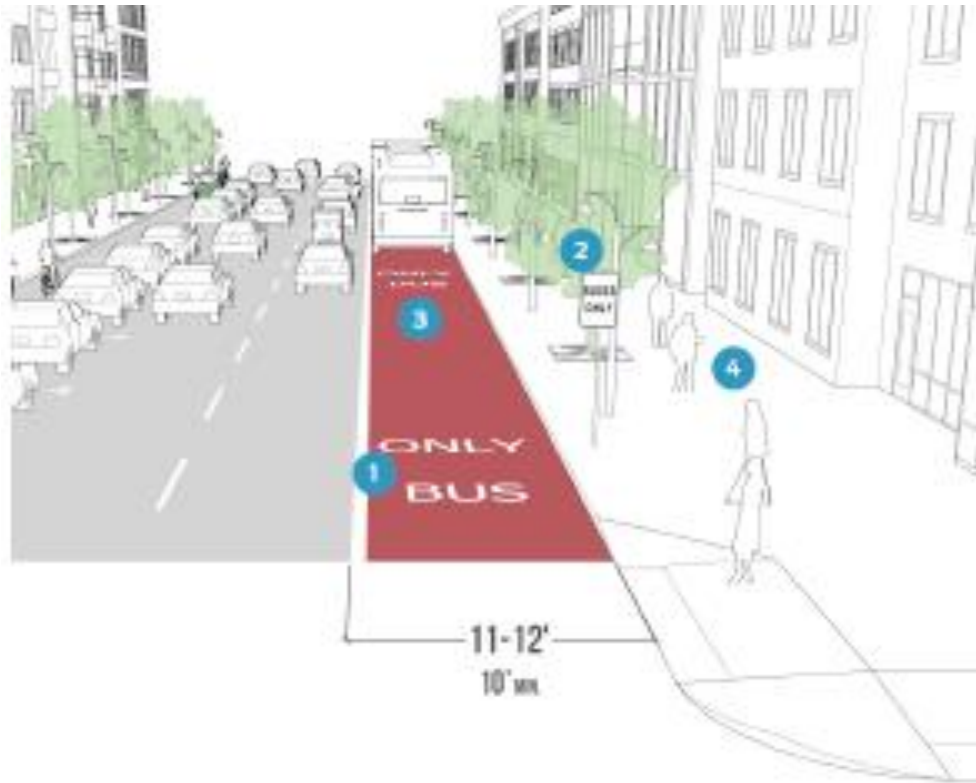
ETC Capital/Operational Toolbox

(20 tools that can be applied on streets and transit fleet)



Laneways and Intersection Treatments

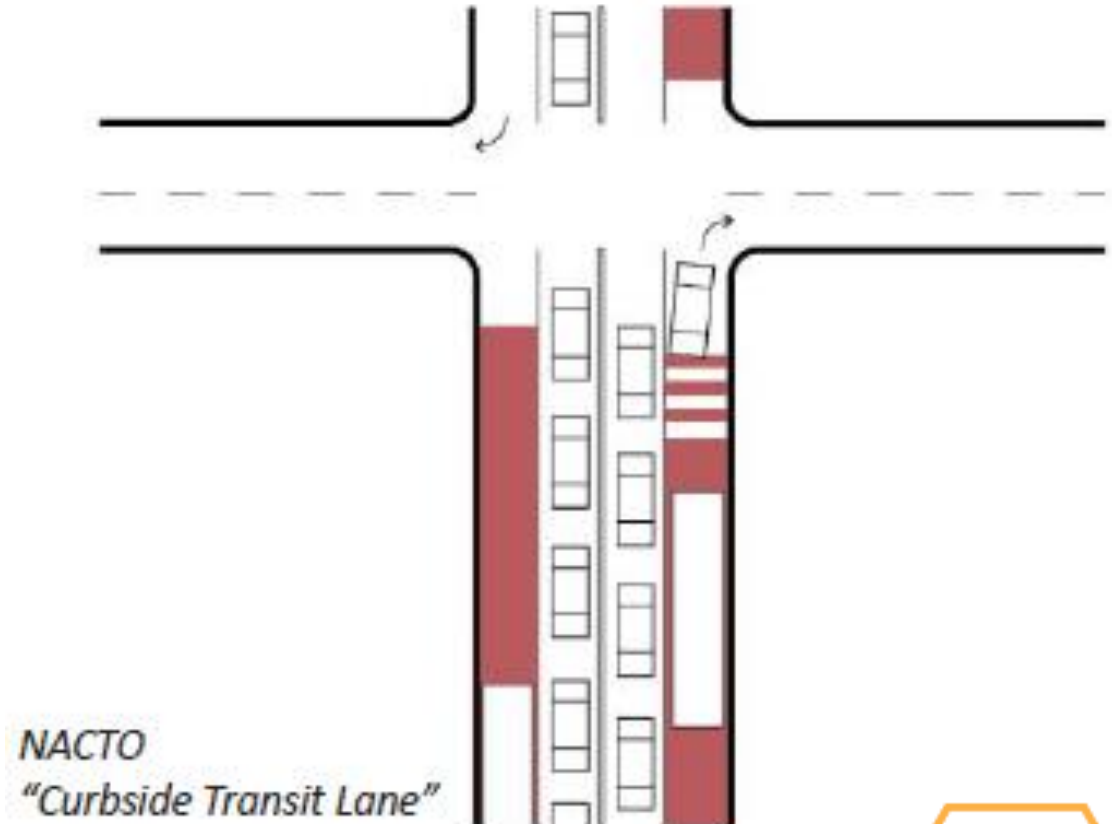
Dedicated Bus Lane



NACTO "Curbside Transit Lane"



Business Access and Transit (BAT) Lane

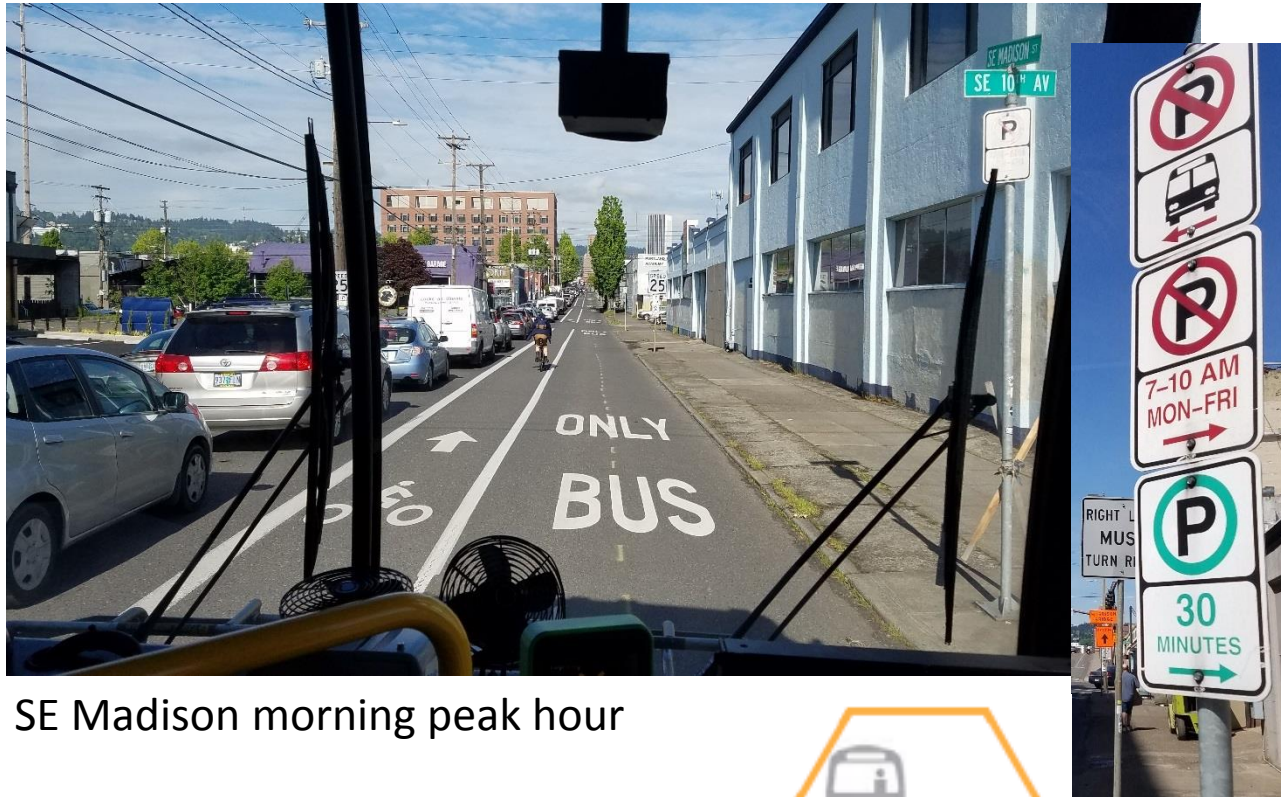


NACTO "Curbside Transit Lane"



Laneways and Intersection Treatments

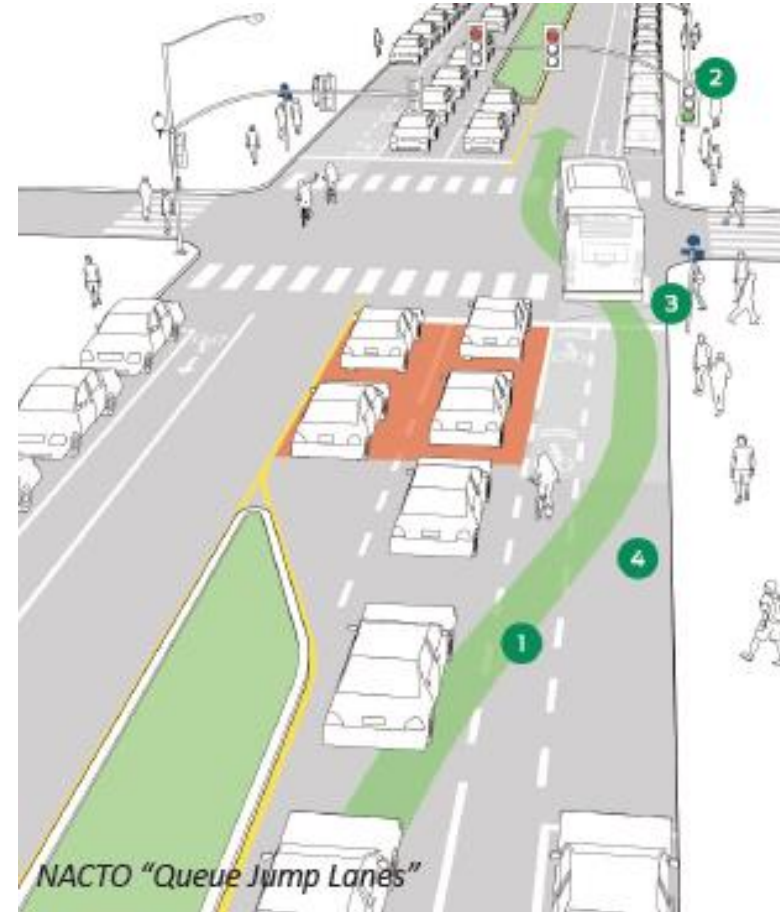
Pro-Time (Peak Period Only) Transit Lane



SE Madison morning peak hour



Intersection Queue Jump/Right Turn Except Bus Lane



Implementation



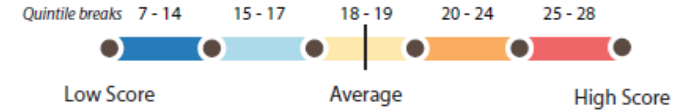
**IMPROVING
TRANSIT SPEED AND
RELIABILITY IS CHALLENGING**



Enhanced Transit Corridors Plan Methodology Total Score

Legend

Each color represents a data quintile (20th percentile) break in the data. Quintiles are calculated from the universe of performance scores for all Enhanced Transit Corridors being considered.

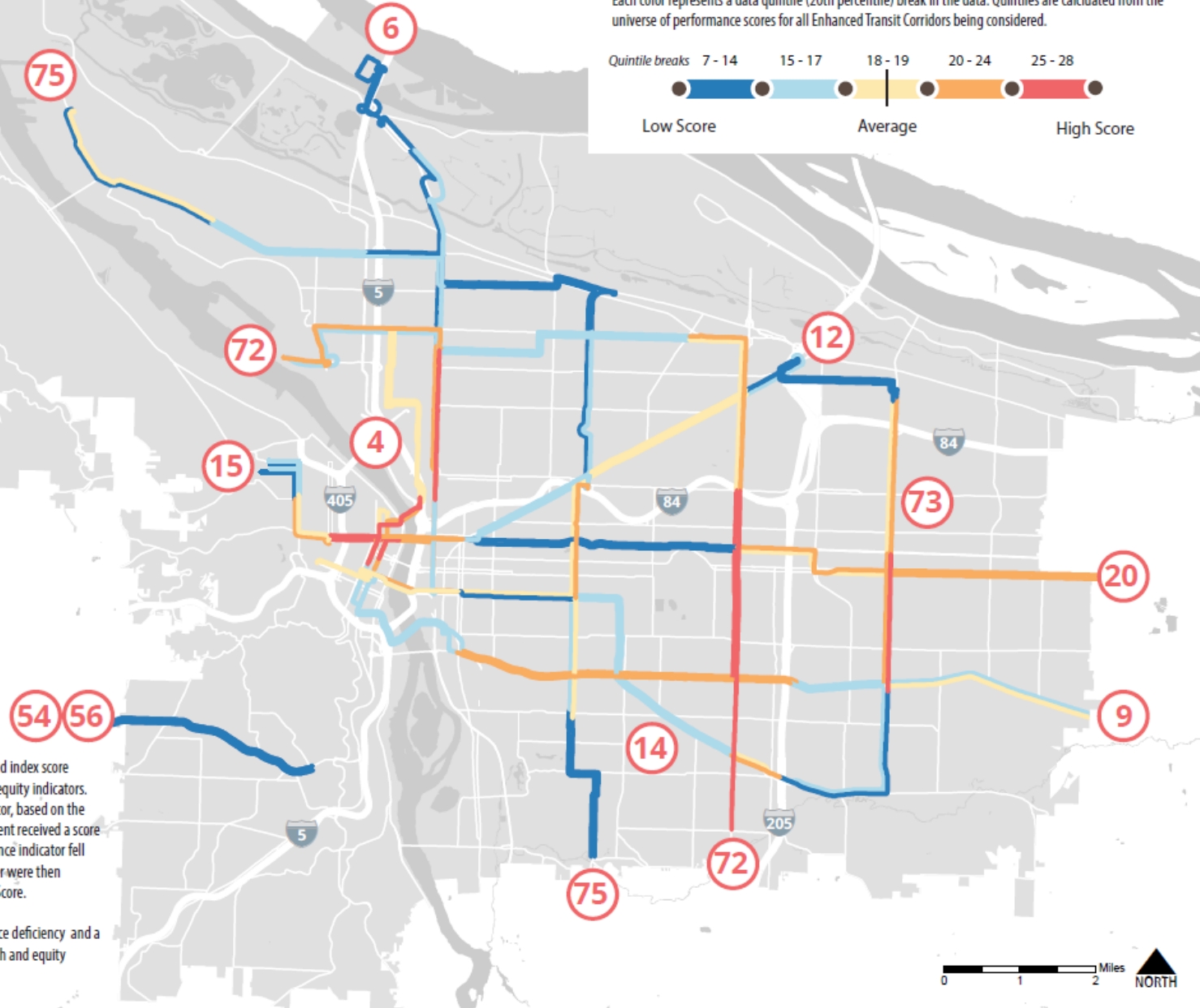


Initial Network of Enhanced Transit Corridors: Where there is most need and potential now

Notes

1. The Methodology Total Score reports an aggregated index score comprising transit performance, future growth, and equity indicators. Five percentile breaks were identified for each indicator, based on the indicator values for all ETC segments. Each ETC segment received a score between 1 and 5, depending on where the performance indicator fell within the percentile breaks. Scores for each indicator were then aggregated for each ETC segment to produce a Total Score.

2. A higher score indicates greater transit performance deficiency and a greater need for improvement based on future growth and equity considerations.



During Implementation: Making design decisions in constrained locations

Re-allocate space and time in the street in a manner that is:

- Guided by policy, including Vision Zero, Complete Streets
- Informed by data
- Sensitive to context
- Efficient use of space



Tracks for Project Implementation

Transit Improvement Projects
identified in the ETC Plan and
on-going Transit Program

PBOT/TriMet
TSP Program:
Transit Priority Spot
Improvements

PBOT/TriMet
TSP: Major Capital
Improvement
Projects

Metro/TriMet/PBOT
Regionally Funded
Projects

Metro/TriMet
Federal FTA Funded
Projects

Early Implementation of Transit Spot Improvements

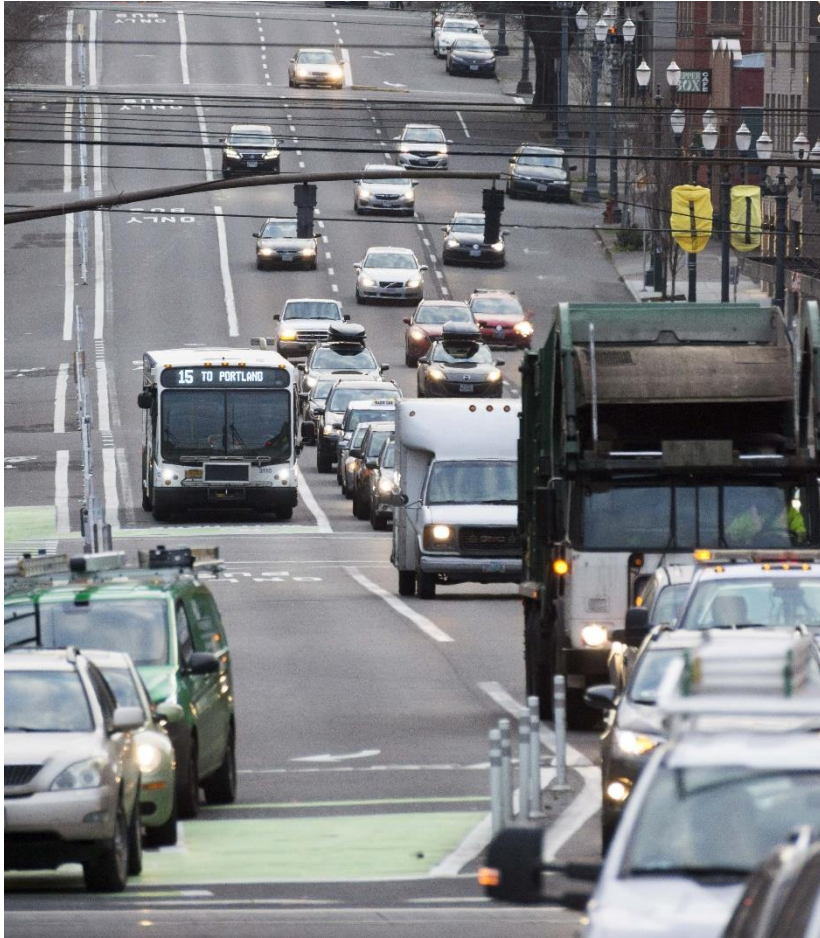
Transit Priority Spot Improvements Program



Installed in 2017

- Line 12: NE Sandy Blvd approaching 72nd
- Line 14: SE 50th approaching Powell

SE Morrison Protected Bike and Pro-time Bus Lane/BAT Lane: SE 11th - SE Grand



Regional ETC Pilot Program:

An opportunity for advancing project development
and early Implementation

THIS IS A REGIONAL PROBLEM THAT NEEDS A REGIONAL SOLUTION.

**SINCE LAST YEAR, WE HELPED SPUR A REGIONAL
EFFORT...**

**METRO'S REGIONAL ETC PILOT PROGRAM
WITH \$5 MILLION FOR PROJECT DEVELOPMENT**

Regional Enhanced Transit Concept Pilot Program

- Improve transit reliability, speed, and capacity
- Identify, design and build a set of Enhanced Transit projects
- Develop a pipeline of Enhanced Transit projects

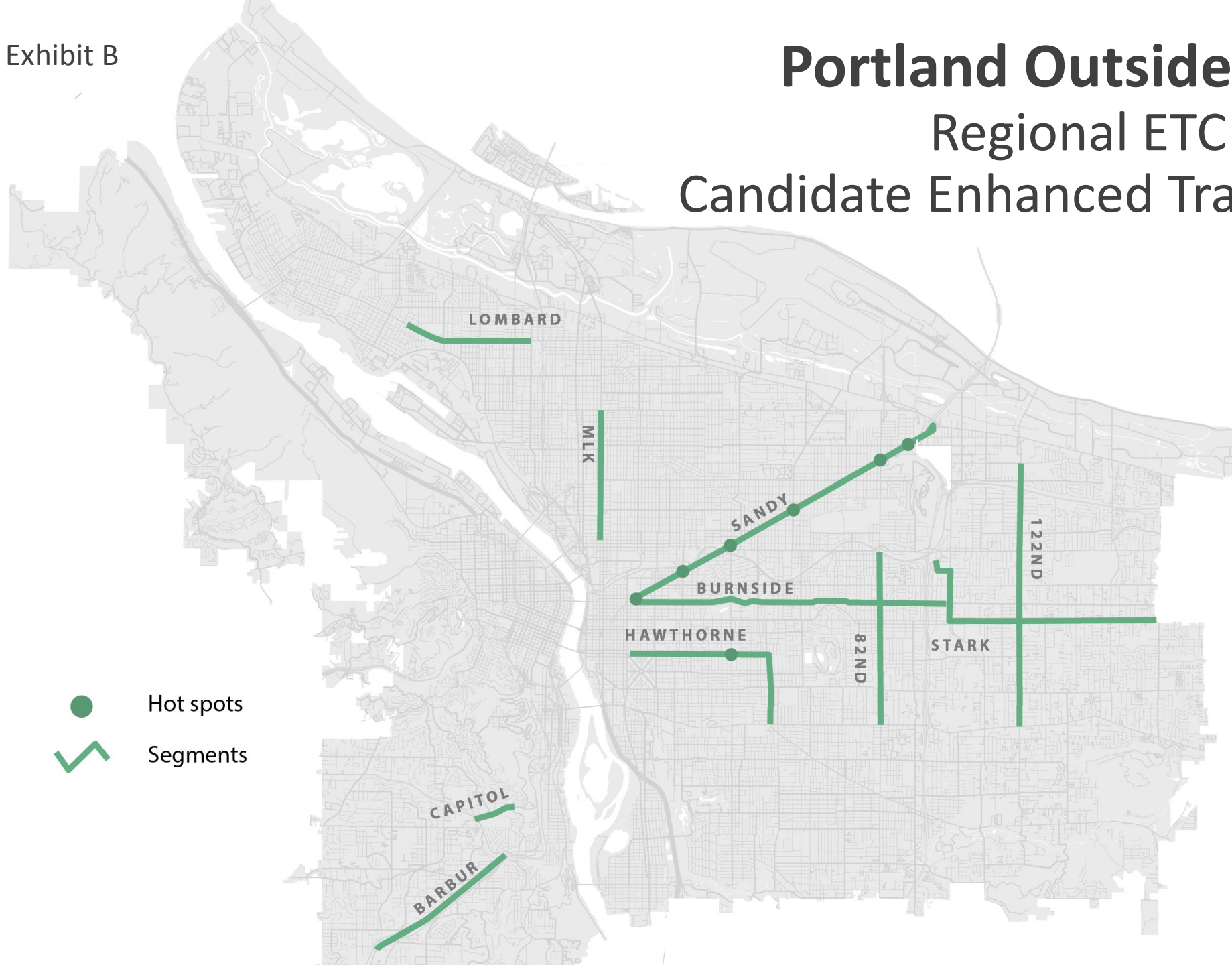


Portland Outside Central City

Regional ETC Pilot Program

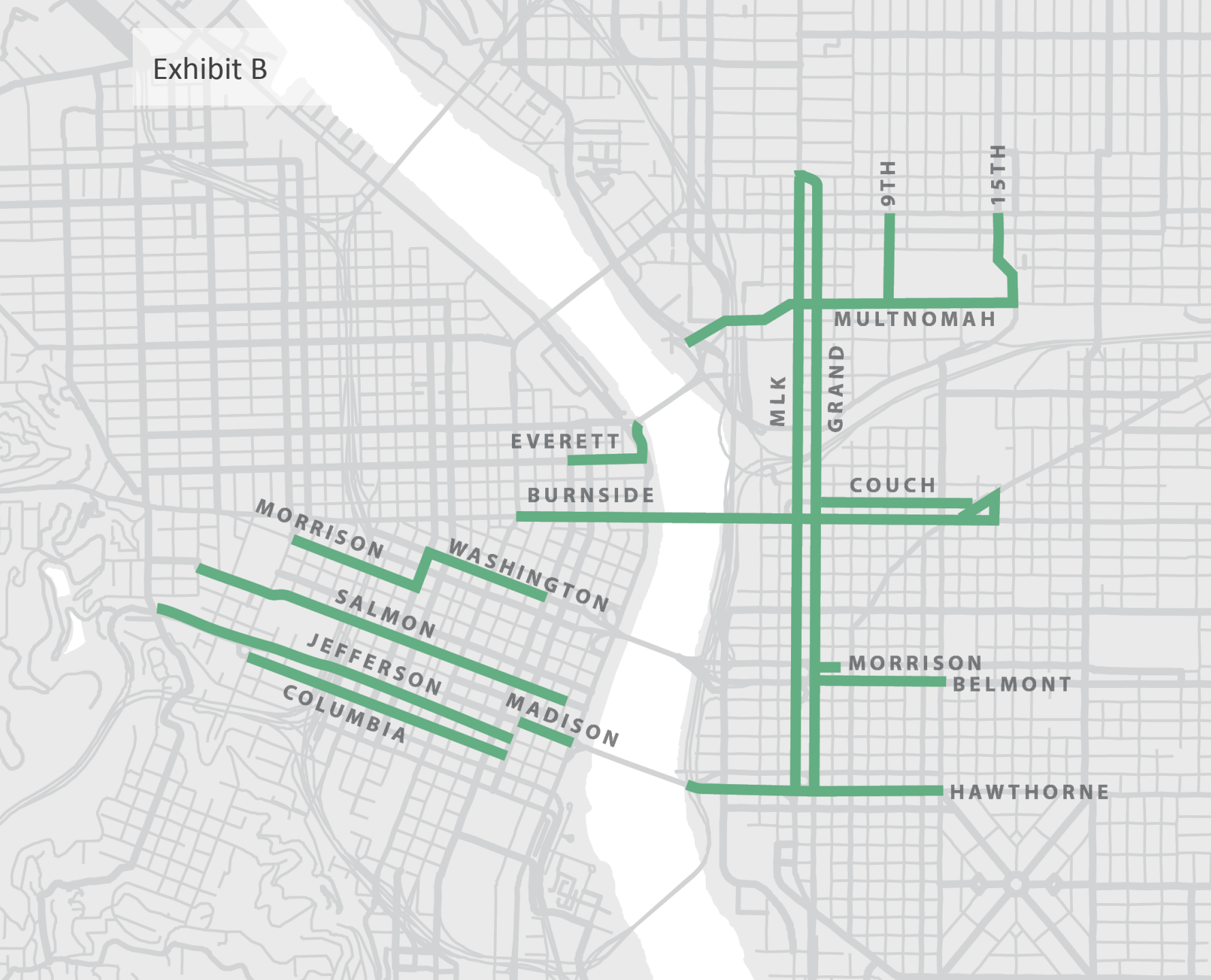
Candidate Enhanced Transit Locations

For Submittal



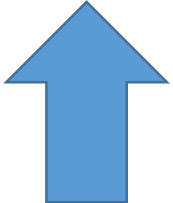
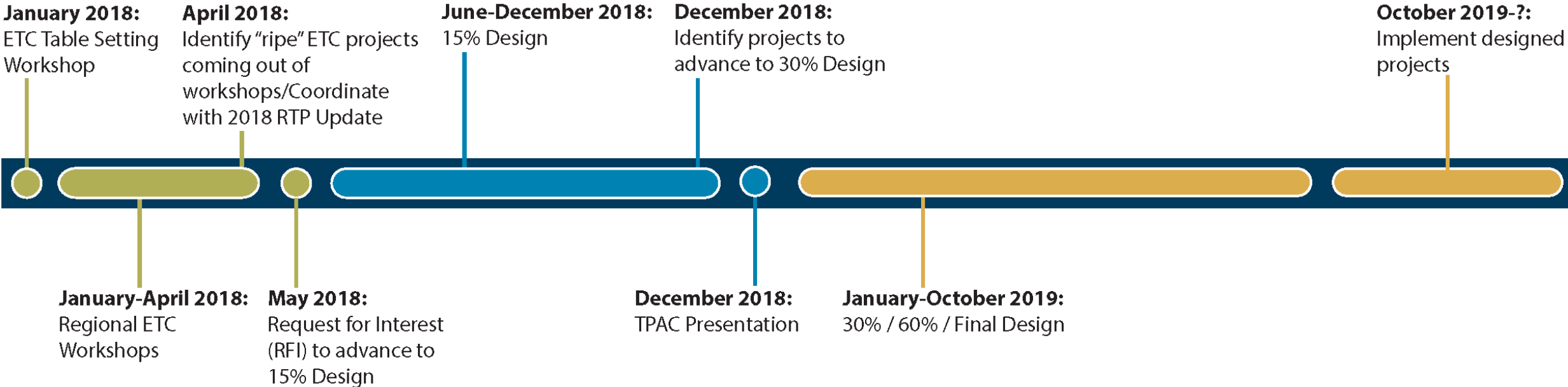
- Hot spots
- ✓ Segments

Exhibit B



Portland Central City Regional ETC Pilot Program Candidate Enhanced Transit Locations For Submittal

Regional Enhanced Transit Concept Pilot Program



We Are Here



Thank you!



PRESERVE
what we have
built and
OPERATE
it well



Embrace
VISION
ZERO



BUILD A
FUTURE
where all can
grow and thrive



Effectively
MANAGE
CITY ASSETS



Contribute to the
HEALTH AND
VITALITY
of our people and
our planet

Learn more.

www.portlandoregon.gov/transportation/ETCplan