



ROSE LANE PROJECT

IMPLEMENTING TRANSIT PRIORITY PROJECTS IN PORTLAND



PBOT
PORTLAND BUREAU OF TRANSPORTATION

FEBRUARY 2020

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PBOT
PORTLAND BUREAU OF TRANSPORTATION



CHAPTER 1: INTRODUCTION

OVERVIEW

To meet our climate and equity goals and keep people moving in our growing city, we need to make public transit in Portland better. Today, buses and streetcars are stuck in increasing congestion, leading to longer, less predictable trips. This disproportionately impacts communities of color, low-income Portlanders and others who are more likely to be transit-dependent. We also need to encourage many more people to get on the bus or train to reduce our carbon emissions—quickly.

The Rose Lane Project is a city-wide initiative exploring how to get buses and streetcars out of traffic, helping more Portlanders get where they need to go. We will do this by making transit more reliable, quicker, and more attractive.

The Rose Lane Project will accelerate implementation of the City’s Enhanced Transit Corridors (ETC) Plan, adopted in June 2018. This project refines the transit priority “vision” for Portland and identifies a series of quick-build pilot projects for deployment in 2020 and 2021.

The Rose Lane Vision encompasses a network of transit routes with transit priority improvements in locations with high transit delay, increasing transit speed and reliability.

BETTER-OFF MEASURES

By making transit faster, more reliable and a more attractive transportation option, the Rose Lane Project will help advance racial equity and transportation justice in Portland. Specifically, the project is guided by the following measures to help reduce racial disparities and make our community better-off:

- People of color will experience average commute times that are comparable to average commute times for white people
- People will consider public transit to be a rapid and reliable choice for their daily transportation needs (live, work, worship, and play)
- People who use public transit will have more choices for where they want to live and work
- People who use public transit will have lower transportation costs, measured in both time and money
- People will experience better health outcomes through improved air quality

These *better-off measures* were developed by the office of Portland City Commissioner Chloe Eudaly using a results-based accountability for racial equity lens. PBOT will establish performance metrics and evaluation processes to track progress toward achieving these better-off measures.

PROJECT GOALS

The Rose Lane Project will help advance the following City of Portland goals:

- **Advance equity**, including racial equity and transportation justice.
- **Reduce carbon emissions** and combat climate change by encouraging more transit ridership.
- **Improve the resiliency and safety** of our transportation system.
- **Provide transportation options** for a growing city.
- Make more **efficient use of the public right-of-way**.
- **Increase transit ridership** and reach the goal of 25% of trips in Portland made by transit.
- Help meet the region's vision to **"make transit more convenient, accessible, affordable and frequent for everyone."** (Regional Transit Strategy: 2018 Regional Transportation Plan)

PROJECT ELEMENTS

The Rose Lane Project envisions a network of transit lines that will become faster, more frequent and full. To help achieve this vision, this report includes the following recommendations:

- A network of primary Rose Lane transit lines that will experience improved reliability, speed and frequency over time as transit priority treatments are applied where transit is most delayed.
- A pilot approach for testing transit priority projects.
- An implementation strategy for delivering a series of Rose Lane pilot projects with transit priority in 2020 and 2021. These projects will be deployed using temporary materials such as striping, signage, paint and posts.

- A bundle of project development corridors and spots to further investigate in 2020 to assess the feasibility of testing them as pilot projects.
- A commitment to partner with TriMet to leverage service improvements and other rider benefits.
- An activation strategy to encourage people to make greater use of transit.

PROJECT TIMELINE

Commissioner Chloe Eudaly initiated this effort with PBOT in late 2018. Public input gathered in 2019 and early 2020 helped inform the recommendations within this report. PBOT engaged community members and collected public feedback through a variety of opportunities, including:

- An online community survey, taken by over 2,000 respondents
- Three, two-hour in-person open houses held in East, North/Northeast and Downtown Portland where attendees were invited to view display boards, speak to project staff, provide written and verbal comments and complete the online survey
- Presentations to 14 community organizations
- Monthly briefings with Commissioner Eudaly's transportation justice advisors

A summary report of public feedback received on the project is available online:

<https://www.portlandoregon.gov/transportation/article/751987>



CHAPTER 2: WHAT IS A ROSE LANE?

FASTER, FREQUENT, FULL

The Rose Lane Project envisions a network of transit routes across Portland that are:

- **Faster.** Buses and streetcars that are not stuck in traffic and come when you expect them with transit priority improvements.
- **Frequent.** Buses and streetcars that come every 12-15 minutes and more often at peak times.
- **Full.** Rose Lane Project improvements are focused on the places where the most buses with the most passengers are delayed today, maximizing benefit to the entire transit system. Rose Lanes are envisioned to become fuller over time as more people choose to ride transit and service becomes more frequent.

The Rose Lane Vision is about the entire transit network. Changes in inner Portland, where the most buses are stuck in traffic, will benefit riders throughout the city. Transit priority treatments in one part of town helps the bus to be more on time in other parts of town.

WHAT IS A ROSE LANE?

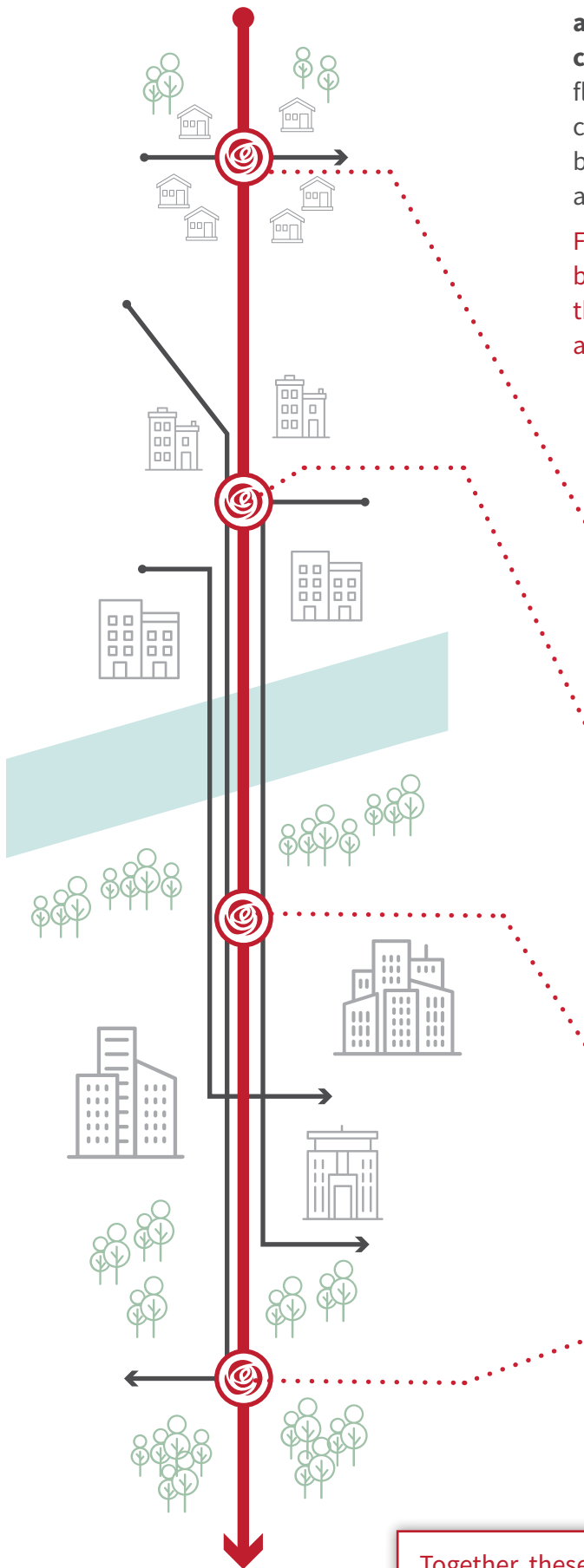
Rose Lanes are corridors where transit priority treatments are used to get buses and streetcars out of traffic. Through project development, we will determine which treatment best addresses the needs and context in specific locations. Not all Rose Lane corridors will include bus-only lanes.

Seattle is a transit priority success story.

From 2010 to 2017, downtown Seattle saw an increase of 60,000 jobs. During this period, in conjunction with transit priority investments, commute trips where people drove alone declined by 4,500, while transit trips increased by 41,500 trips.

Rose Lanes are corridors where we are getting buses and streetcars out of traffic. Traveling along a Rose Lane, there are likely a range of different conditions. There are over [20 tools](#) that can be used flexibly and strategically to best respond to the local context. Some of these factors include how frequent buses arrive, how delayed buses are by congestion, and the amount of roadway space available.

Follow the Rose Lane to see how different tools may be used to improve transit speed and reliability along the entire line. More information on the tools listed is available on pages 6-7.



CONTEXT: —————→ **TOOLS:**

- One Frequent Service line runs multiple buses per hour
- Some transit delay at a major intersection
- Curb Extensions for Stations/Stops
- Stop Optimization
- Signal Improvements

CONTEXT: —————→ **TOOLS:**

- Multiple bus lines begin to overlap increasing the number of buses per hour
- Delay is common at major intersections, especially during peak hours
- Transit Signal Priority
- Intersection Queue Jump

CONTEXT: —————→ **TOOLS:**

- Multiple Frequent Service bus lines converge with many buses arriving per hour
- Congestion is high as the route serves a denser part of the city
- Business, Access and Transit (BAT) Lane
- Pro-Time Transit Lane
- Dedicated Bus Lane

CONTEXT: —————→ **TOOLS:**

- Bus delay is common at a busy intersection with many turning vehicles
- Intersection design that separates turning vehicles from buses

Together, these tools provide time saving and reliability benefits for the entire Rose Lane route as well as other transit routes throughout the network.

WHY PRIORITIZE TRANSIT

Currently, buses and streetcars are stuck in traffic and delayed, along with all of the transit passengers. Slow and unreliable transit perpetuates inequities and disproportionately burdens low income household and communities of color, and impedes access to jobs, school, health care, services and daily needs.

The city is growing and so is demand to move people. With limited space in the right of way, we cannot build our way out of congestion. High-ridership transit is one of the most efficient, equitable, and sustainable ways to move people.



Cars: 28 people / city block



Buses: 225 people / city block



Walking: 1000 people / city block

While cars can only move 28 people per city block, buses can move 225 people per city block.

POTENTIAL TREATMENTS

A variety of transit priority treatments from the [Enhanced Transit Corridors Toolbox](#) may be applied across the Rose Lane network. These could include:

- **Laneway and intersection treatments**, such as dedicated bus lanes, Business Access and Transit (BAT) lanes, intersection queue jumps and peak hour transit only lanes.
- **Multi-modal interaction treatments**, such as left-side bike lanes or shared bus/bike zones
- **Stop and station treatments**, such as bus stopping in lane with curb extensions, bus stop consolidation, and bike-behind stations.
- **Operational and other treatments**, such as transit signal priority and signal improvements

Transit lanes may not be proposed in every corridor or the full length. In some locations, the transit delay may be sufficiently addressed with other treatments. Some corridors may include a combination of segments with transit priority lanes and a series of spot improvements. In some locations, safety and access to transit improvements are needed as much or more than transit priority treatments.



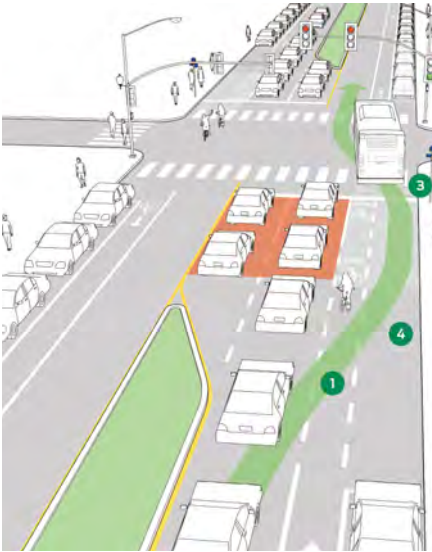
Bus-and-Turn (BAT) lane also known as Business Access and Transit Lanes



Pavement Markings



Bike Lane Behind Transit Stop



Intersection Queue Jump



Pro Time Bus Lane



Curb Extensions at Bus Stops



Shared Bus Bike Lane

PRIORITIZING TRANSIT GETS RESULTS

Measuring transit delay and looking at before/after travel time is important to understanding the impact of Rose Lane projects. PBOT and TriMet developed a measure of delay, that is intuitive, easy to measure, and flexible in its application.

Delay is measured by the difference between 90th and 10th percentile travel times. This can be measured from transit stop to transit stop, along a specific line segment, or along an entire transit corridor.

The initial findings of early transit priority projects in Portland are showing that relatively simple changes can make big impacts of transit delay.

NW EVERETT

PROJECT: Implemented Aug. 2019. New eastbound bus lane approaching the Steel Bridge

LINES SERVED: Bus lines 4, 8, 35, 44 & 77 (more than 28,000 daily riders on combined routes)

FINDINGS: Due to the improvements, TriMet changed the schedule because of improved reliability resulting in reduced travel time. All bus lines on this route are now faster, including:

- Line 4 - **38%** less delay
- Line 8 - **38%** less delay
- Line 35 - **29%** less delay
- Line 44 - **27%** less delay
- Line 77 - **25%** less delay



NW Everett: After

SW MADISON

PROJECT: Implemented May 2019. New eastbound bus/bike lane approaching the Hawthorne Bridge

LINES SERVED: Bus lines 2, 6, 10 & 14

FINDINGS: All bus lines on this route are now faster, including:

- Line 2 - **68%** less delay
- Line 6 - **26%** less delay
- Line 10 - **60%** less delay
- Line 14 - **76%** less delay



SW Madison: After (looking east)



SW Madison: After

BURNSIDE BRIDGE



BEFORE (AUG 2016)



AFTER (JAN 2020)

PROJECT: Implemented November 2019. Phase 1 included a new eastbound bus lane and buffered bike lanes across the Burnside Bridge.

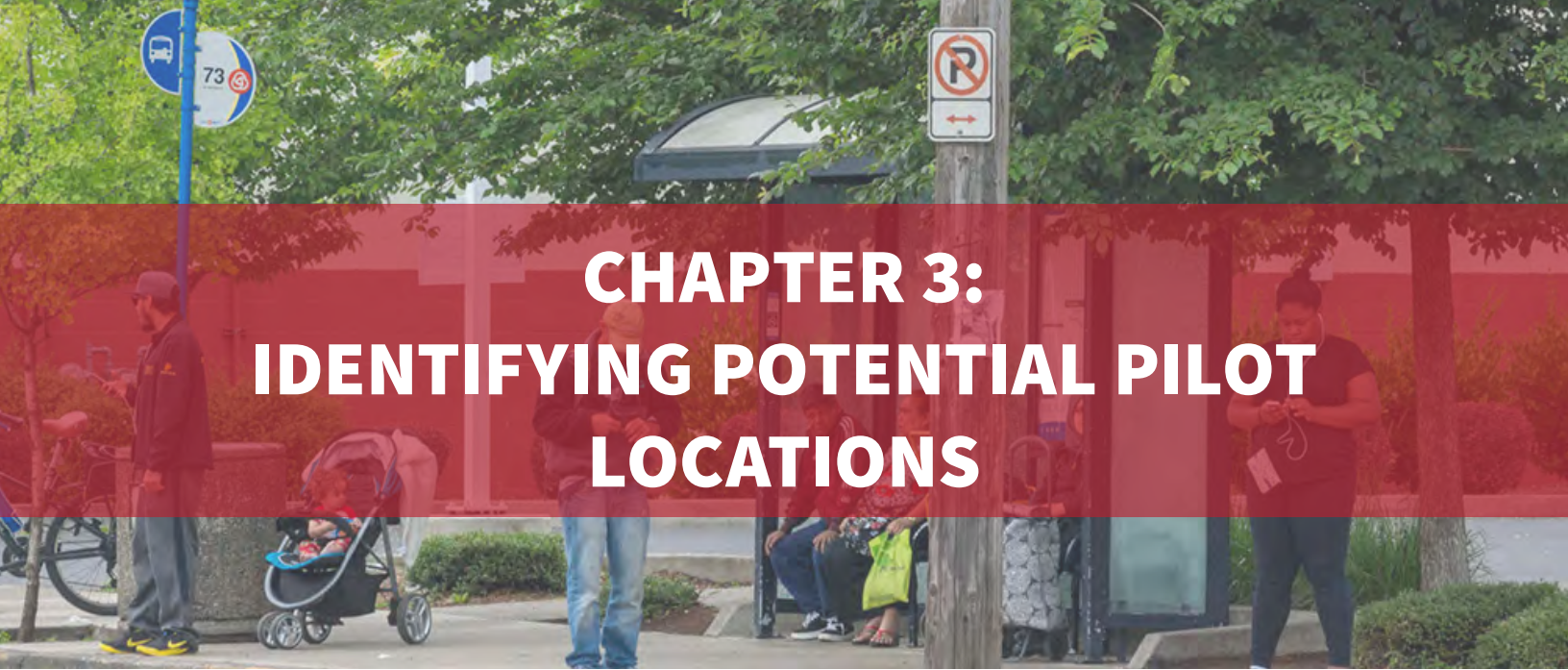
LINES SERVED: Bus lines 12, 19 & 20

FINDINGS: Buses are no longer stuck in traffic with cars. Because of the decreased travel time for buses, TriMet modified their schedule to accommodate the new bus travel times.



Burnside Bridge: After (looking east)

Before adding a bus only lane on the Burnside Bridge, buses would get stuck in the same congestion as cars. Today, buses have a dedicated travel lane.



CHAPTER 3: IDENTIFYING POTENTIAL PILOT LOCATIONS

PROJECT IDENTIFICATION

The Rose Lane project team conducted a data-driven process to identify potential projects. Screening criteria were applied to focus on locations with the highest transit delay for the most passengers and buses, which included:

- **Delay:** Worst three tiers of delay in the entire system (59.6 hours or more of passenger delay)
- **Ridership:** Carries 1,500 riders or more per day
- **Frequency:** At least 4 buses per hour in one direction during the peak

The three maps display:

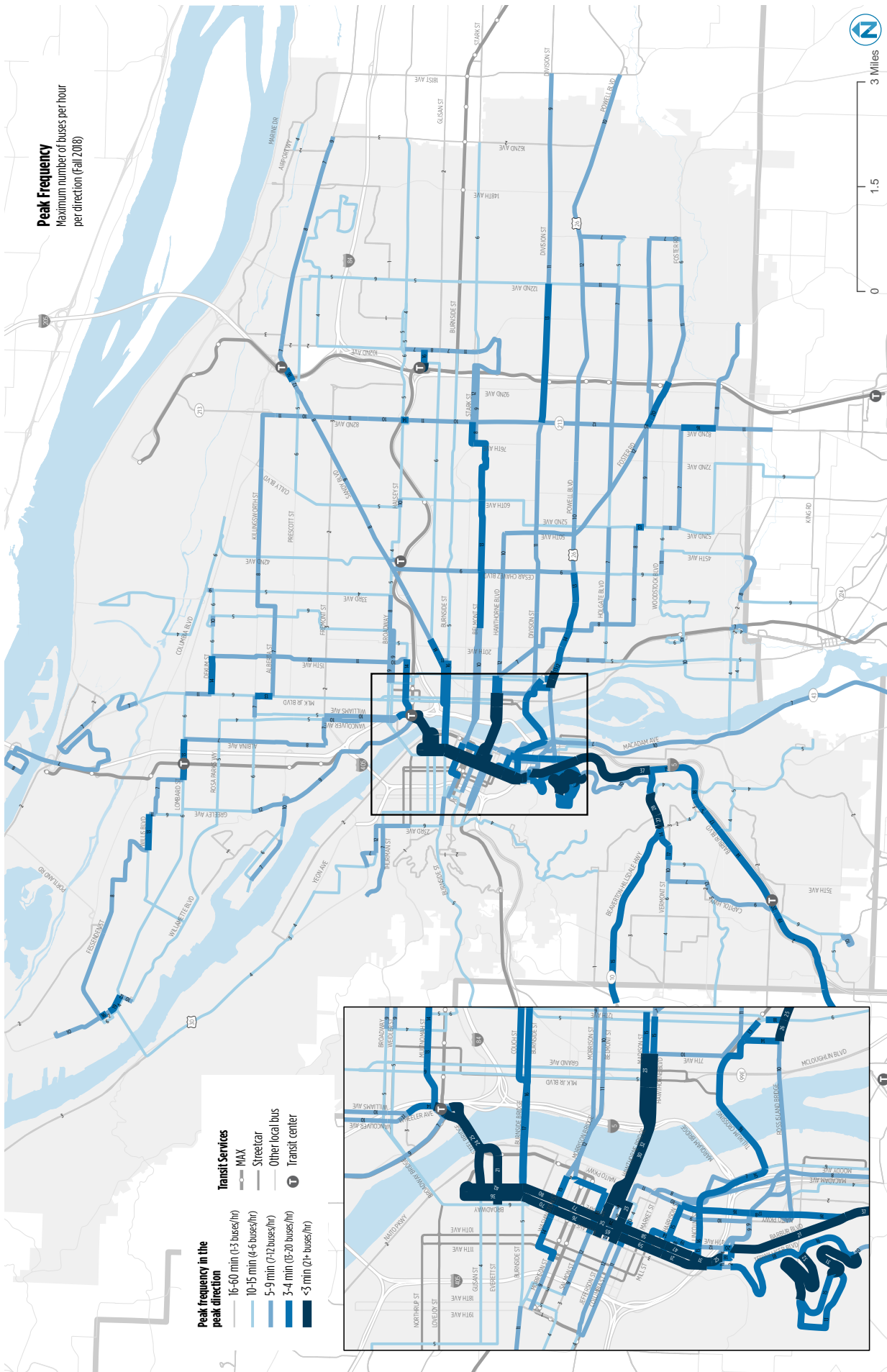
- **Map 1: Peak hour bus frequency today** - How many buses travel in the peak hour along various street segments across the TriMet bus network
- **Map 2: Where buses are delayed today** - Where buses are most delayed in traffic congestion on those segments
- **Map 3: Where bus passengers are delayed today** - Where the most passengers on all the buses are experiencing the worst delay on the bus in those segments.

These maps do not capture all the delay experienced by bus riders. People often experience additional delay waiting at the bus stop for buses and streetcars that are late or pass them by because they are late and too full to pick up additional passengers. People also experience delay when they miss their transfer to another transit line. This causes the greatest delay when people miss their transfer to a less frequent bus line and must wait 30 minutes or even longer to wait for the next bus. This delay can negatively impact people's lives and their ability to rely on transit.

This was the starting point in searching for potential pilot projects. The project team then began a technical assessment of the opportunities for applying various transit priority tools as well as the constraints. This exercise served as an additional screen to sort out where pilot projects may be more feasible in the near-term.

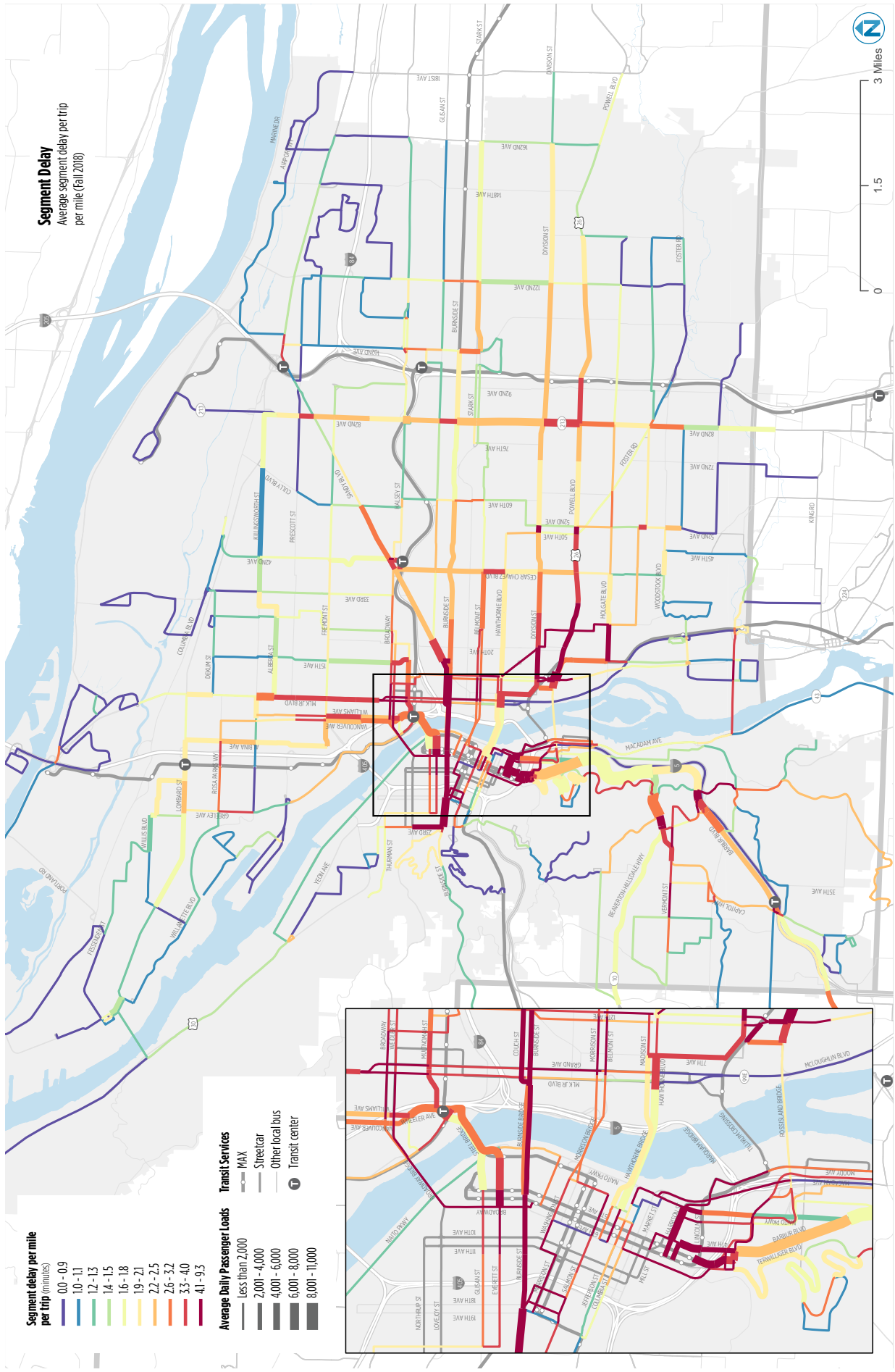
Additional input was received from public stakeholders about what was most important to them, what concerned them and what was missing. This technical exercise and stakeholder input helped shape the Rose Lane Project Vision, project corridors and spots and implementation strategy.

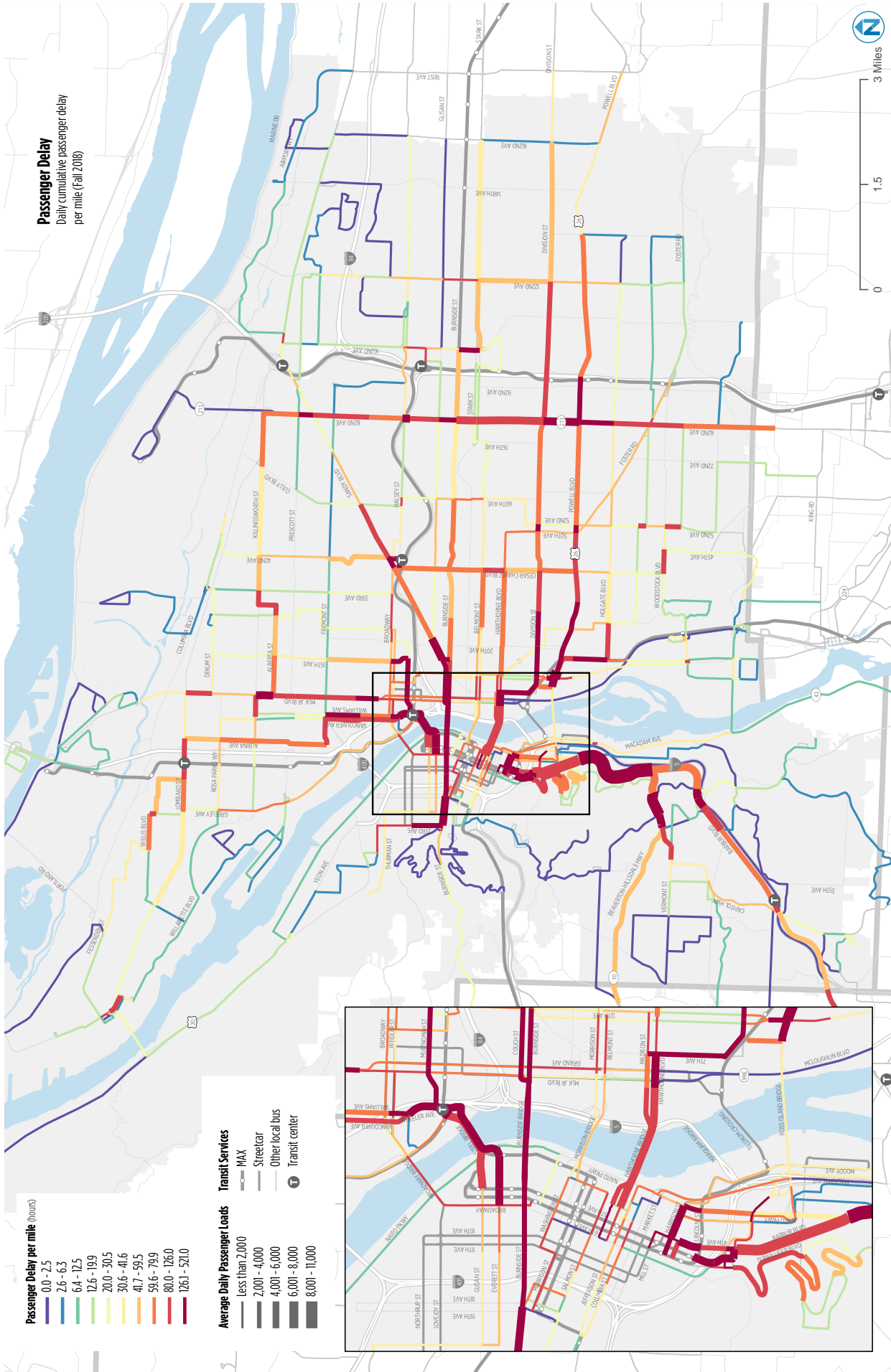
Peak Frequency
Maximum number of buses per hour
per direction (Fall 2018)



MAP 1: PEAK HOUR BUS FREQUENCY TODAY

MAP 2: WHERE BUSES ARE DELAYED TODAY







CHAPTER 4: PILOT APPROACH

PILOT APPROACH

The Rose Lane treatments will be implemented through pilot projects. The pilot approach is an opportunity to test projects with low cost, quick build treatments, and to learn how behavior changes in response to faster, more reliable transit service. One advantage of these pilot treatments is that they can be modified or removed if they do not meet project goals. The pilot is expected to be in place for three to five years, but permanent improvements may be made earlier.

As pilots, Rose Lane projects will be monitored and evaluated on an ongoing basis. Projects will be monitored three months after installation, then evaluated at six and 12 months after installation, and evaluated annually for the life of the pilot (Table 1).

The three-month monitoring step will focus on whether or not the treatment is meeting transit objectives, while the six-month and annual evaluation will include a broader suite of measures. Monitoring and evaluation may result in design modifications to improve performance or address impacts.

Once projects are installed, the project team will use these performance metrics to monitor conditions and measure the benefits and trade-offs for the duration of the pilot.

FOUR-STEP APPROACH

1

PILOT

Implement pilot projects in ideal locations using lower-cost, quick-build materials.

3

MODIFY

Based on the results of monitoring each pilot, make design modifications as needed and evaluate the performance of these improvements.

2

MONITOR

Observe and evaluate performance of the pilot projects against key metrics, such as the “better off” measure and other performance metrics.

4

MAKE PERMANENT

If the pilot projects successfully improve performance on key measures, then make transit priority improvements permanent.

TABLE 1: PILOT APPROACH

Timeframe	Questions Evaluation Should Answer	Decisions
3 month monitoring	Is project making bus travel faster and more reliable?	Continue/modify/ remove
6 month evaluation	How has project affected travel behavior? How has transportation system performance changed?	Continue/modify/ add programming
12 month evaluation (annually thereafter)	How has project affected travel behavior? How satisfied are riders with changes? How has transportation system performance changed?	Make permanent/ modify/change programming

PERFORMANCE METRICS

With a pilot approach, PBOT will monitor projects using performance metrics to measure the benefits and trade-offs. The following lists contain an initial set of recommended performance metrics and conditions to monitor:

Potential Benefits

Performance metrics estimate our potential for achieving the goals and better-off measures and track performance into the future.

- Reduced bus passenger delay
- Transit travel time savings and improved reliability
- Equitable access, such as increased access to jobs, education, healthcare, and daily services
- Transit travel times compared to driving an automobile
- Increased transit ridership
- Less greenhouse gas emissions and improved air quality

Potential Trade-offs

There are trade-offs with transit priority, such as removal of parking, general travel lane re-purposing, or street reconfiguration. The impact of these trade-offs will be considered along with the potential benefit of each improvement.

- Impacts on pedestrian infrastructure and safety, such as crosswalks and curb extensions
- Impacts on bike facilities, such as changes to bike lane configuration
- Impacts on traffic, including increased delay for cars and trucks and potential traffic diversion to nearby streets
- Impacts from parking removal

The potential benefit performance metrics identified above serve as key indicators for meeting the project better-off measures.

Table 2 shows which performance metrics align with the individual better-off measures.

TABLE 2: BETTER-OFF MEASURES & PERFORMANCE METRICS

	Better-Off Measure	Performance Metrics
1	People of color will experience comparable commute times to white people.	<ul style="list-style-type: none"> • Transit travel time savings. • Equitable access, such as increased access to jobs, education, healthcare, and daily services. (by demographics)
2	People will consider transit a rapid, reliable choice.	<ul style="list-style-type: none"> • Reduced bus passenger delay. • Transit travel time savings and improved reliability. • Increased access to jobs, education, healthcare, and daily services.
3	People will have more choices for where they want to live or work.	<ul style="list-style-type: none"> • Increased access to jobs, education, healthcare, and daily services. • Transit travel time savings and improved reliability. • Transit travel times compared to driving an automobile
4	People will have lower transportation costs (time/ money).	<ul style="list-style-type: none"> • Transit travel time savings and improved reliability. • Transit travel times compared to driving an automobile. • Increased transit ridership
5	People will experience better health and air quality.	<ul style="list-style-type: none"> • Increased transit ridership • Less greenhouse gas emissions • Improved air quality • Decreased Vehicle Miles Traveled (VMT)

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CHAPTER 5: ROSE LANE VISION - FUTURE NETWORK & PILOT PROJECTS

ROSE LANE NETWORK

The Rose Lane project envisions a network of Rose Lane transit lines with priority treatments applied where transit is most delayed through a series of near-term and longer-term projects. The network includes the primary transit lines displayed on Map 4: Rose Lane Transit Network.

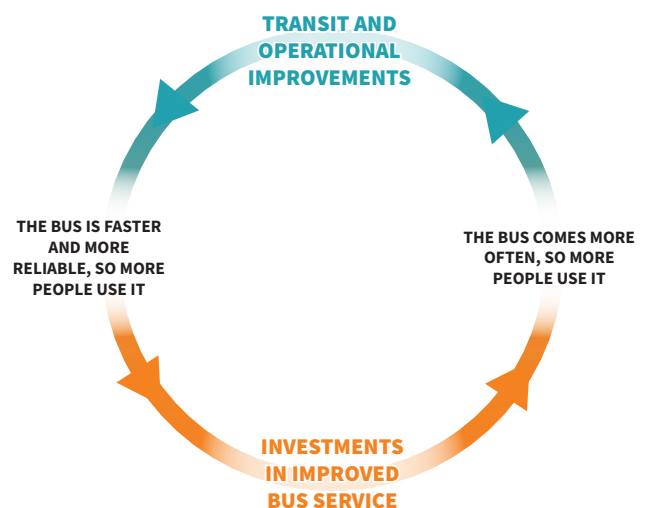
Today, these lines transport more than 97,000 daily riders between jobs, services, recreation and home. Riders on the Rose Lane Transit Network will experience faster trips, more frequent and reliable service, and be able to access more places.

Primary Rose Lane Transit Lines:

- Line 2
- Line 4
- Line 6
- Line 9
- Line 12
- Line 14
- Streetcar N/S and A/B Loop
- NE Broadway connecting Central City to Hollywood Town Center
- Line 15
- Line 20
- Lines 54/56
- Line 72
- Line 73
- Line 75

The vision is for service to increase over time on this primary network of transit lines so that transit arrives more frequently and moves more people. On these lines, transit service will increase over time to:

- **12-minute frequency or better all day**
- **10-minute frequency or better in the peak**



Investments in infrastructure and improved service work hand in hand to provide a better transit experience.

City of Portland Rose Lane Vision

Rose Lane Transit Lines

12 FEBRUARY 2020

Future improvements

- █ HIGH-CAPACITY
- █ PRIMARY ROSE LANE TRANSIT LINES

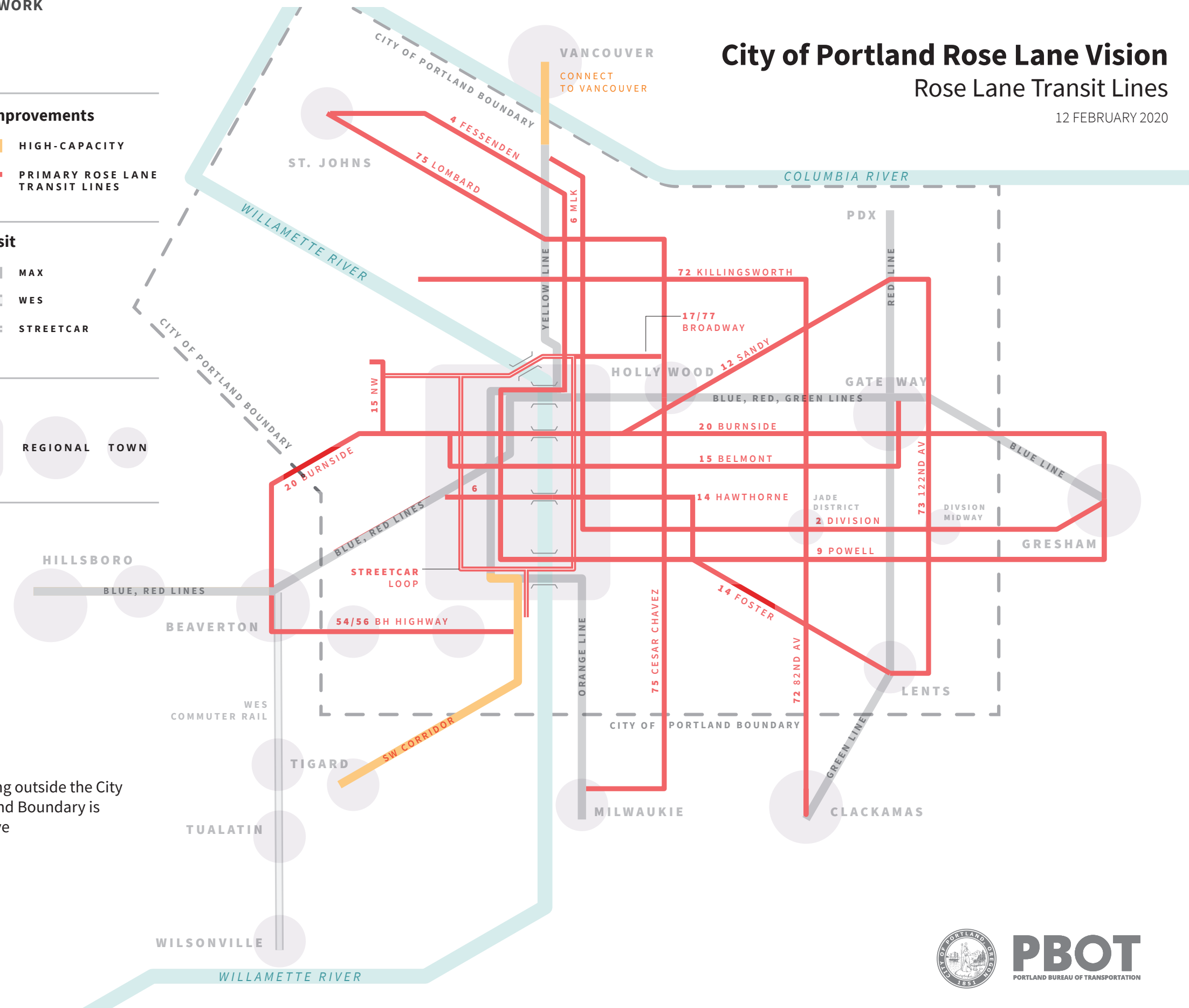
Rail transit

- MAX
- WES
- STREETCAR

Centers

- CENTRAL CITY
- REGIONAL
- TOWN

Note:
Everything outside the City of Portland Boundary is illustrative



MAP 5: ROSE LANE PROJECT CORRIDORS AND SPOTS

ROSE LANE PROJECT

PROJECT CORRIDORS AND SPOTS

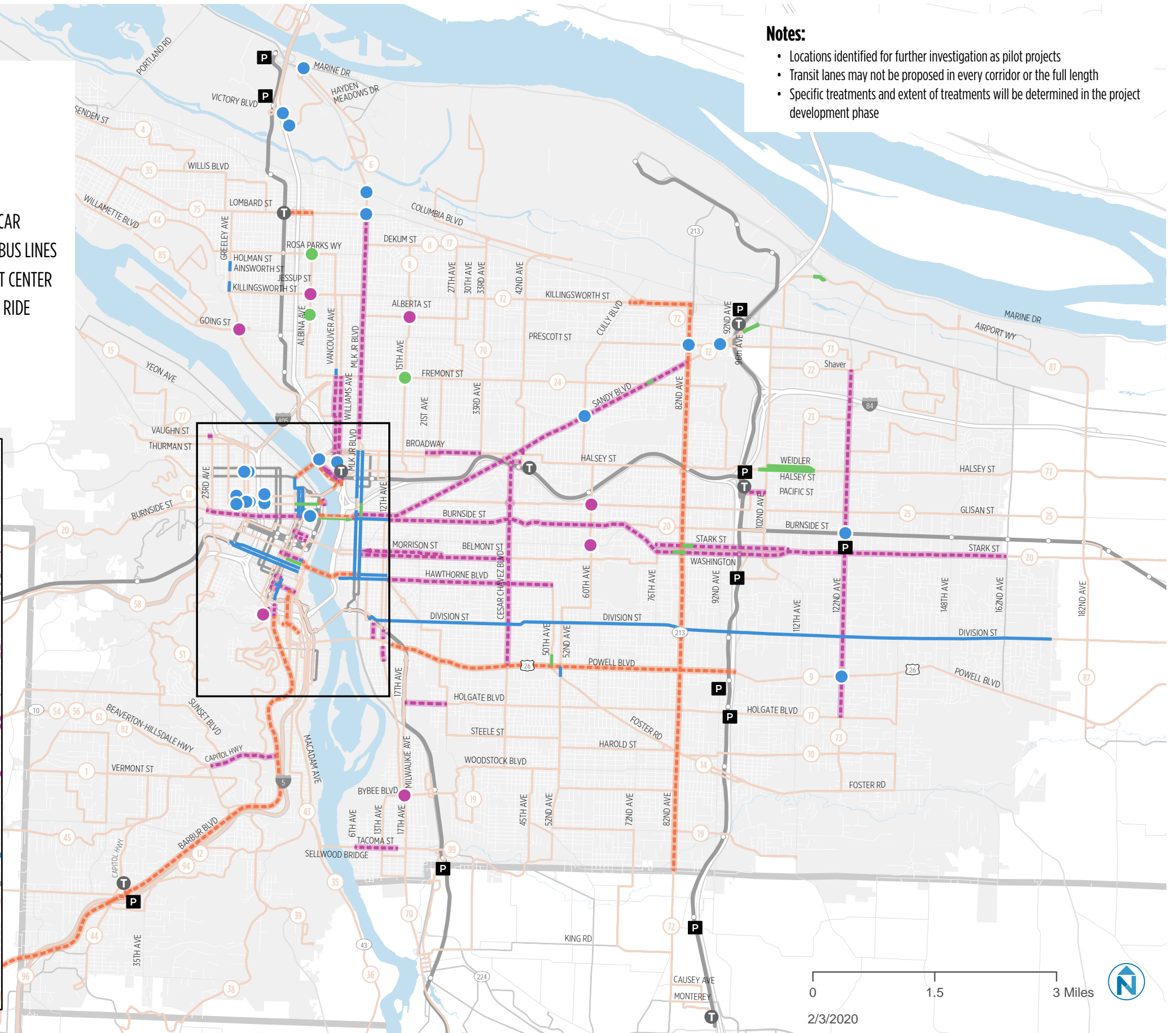
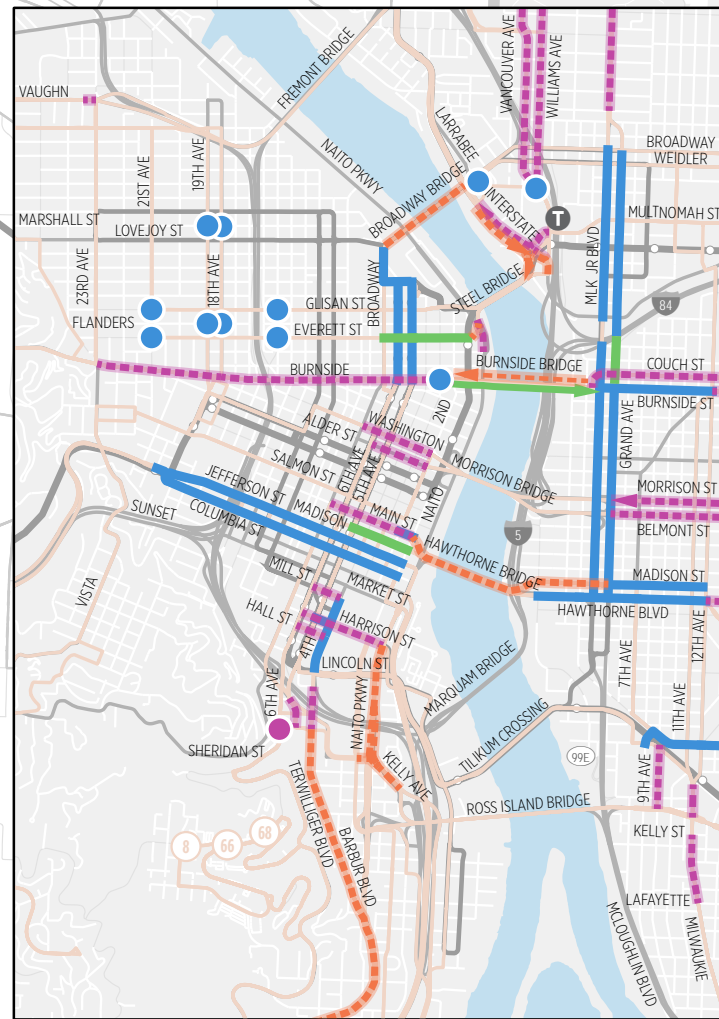
- **RECENTLY BUILT**
- **IN PROGRESS (PROJECT DEVELOPMENT, DESIGN, OR CONSTRUCTION)**
- **WHERE NEXT: ROSE LANE PILOT PROJECT DEVELOPMENT**
- **POTENTIAL FUTURE CORRIDORS IN PARTNERSHIP WITH OTHER AGENCIES**
- **BUS LINES BENEFITING FROM ROSE LANES**

TRANSIT

- **MAX**
- **STREETCAR**
- **OTHER BUS LINES**
- T** **TRANSIT CENTER**
- P** **PARK & RIDE**

Notes:

- Locations identified for further investigation as pilot projects
- Transit lanes may not be proposed in every corridor or the full length
- Specific treatments and extent of treatments will be determined in the project development phase



ROSE LANE PROJECT LOCATIONS

The Rose Lane project vision includes a series of pilot projects with transit priority treatments along corridors and spots that benefit a future network of fast, frequent and full transit lines. These locations are displayed on Map 5: Rose Lane Project Corridors and Spots.

Many of the projects are located in or near downtown, given this is where transit is most delayed in traffic with the most people on board. Transit priority treatments will make transit trips through these locations faster and more reliable, no matter where your trip starts.

The locations on the map fall into four broad categories:

- **Recently built:** These are areas where transit priority projects were recently built in 2019.
- **In progress:** These are areas where project development, design or construction is underway for transit priority improvements.
- **Where next | pilot project development:** These are areas where we have identified a need for transit priority improvements during the Rose Lane Project planning process. Additional project development and stakeholder involvement is needed to further investigate transit priority treatments and assess the feasibility of testing them as pilot projects. Transit priority improvements will be designed and piloted in these areas over the next two years. Bus-only or bus-priority lanes may not be proposed in every corridor or the full length. Specific treatments and extent of treatments will be determined in the project development phase.

- **Potential future corridors in partnership with other agencies:** These are areas where we have identified a need for transit priority improvements, but the City does not own or have full jurisdiction over the roadways. These locations are owned by other agencies and require more discussion, coordination and approval. We will pursue improvements in these areas in partnership with other regional agencies, such as ODOT, Multnomah County and Metro.

These pilot projects will benefit the envisioned Primary Rose Lane Transit Lines as well as many other bus lines that travel through these corridors and spots. These improvements help tune the transit network, not just individual routes. The light pink lines on Map 5 show the bus lines that will receive at least some benefit from Rose Lanes. This is a wider network than the major Rose Lane Transit Network shown in Map 4.



CHAPTER 6: POTENTIAL SYSTEM BENEFITS

BETTER-OFF MEASURES

During the development of the proposed Rose Lane Project, PBOT evaluated the potential outcomes using performance metrics that are key indicators for the better-off measures. This chapter highlights some of the potential transit system benefits and benefits to Portlanders based on reducing transit travel time, increasing reliability and increasing access to jobs. This includes an analysis based on US Census demographic data.

When we reduce transit travel time and improved reliability, we reduce bus passenger delay and shorten the transit trip for all the riders on the bus. This makes it possible to reach more places in the same or less amount of time. This increases people's access to jobs and other places by transit. As we further define, develop and deploy Rose Lane Projects, we can continue to conduct this or similar access analysis to estimate the improved access to jobs and key places by transit, including for People of Color and low-income households.

With time, these improvements can help increase transit ridership as transit becomes for useful and reliable to more people.

The benefits to current riders together with increases transit ridership can help meet our better-off measures.

PROJECTED TRANSIT TRAVEL TIME SAVINGS

The Rose Lane Project has the potential to significantly improve transit travel time by helping buses and streetcars better travel through congested areas. The transit travel time savings will vary for each transit line based on what treatments are implemented along the corridor.

Currently, in the Rose Lane project corridors and spot locations, transit riders collectively experience as much as 4,700 hours of delay a day on buses while they are stuck in traffic and traveling slower. The Rose Lane Project could dramatically reduce this delay.

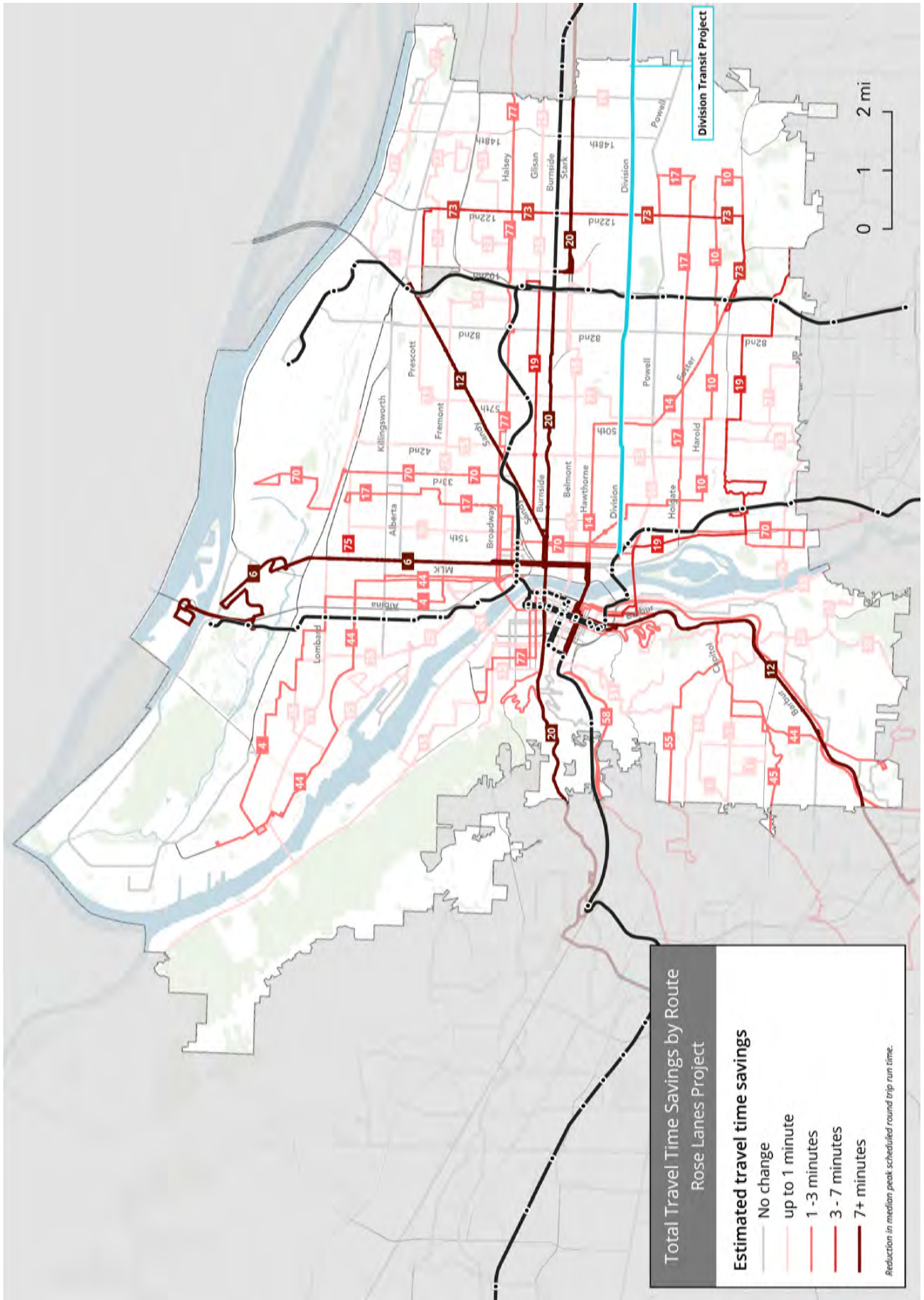
The project could reduce transit delay and improve transit travel time on as many as 45 TriMet bus lines and Portland Streetcar.

Map 6 shows potential travel time savings by line based on a range of different treatments along each corridor. As further project development occurs, these ranges will be refined.

The routes with the greatest potential for route level run-time time savings:

- Line 6- MLK (5,980 daily riders)
- Line 12- Barbur/Sandy Blvd (7,980 daily riders)
- Line 20- Burnside/Stark (11,200 daily riders)

Map 6: Total Travel Time Savings by Route



ACCESS BENEFITS

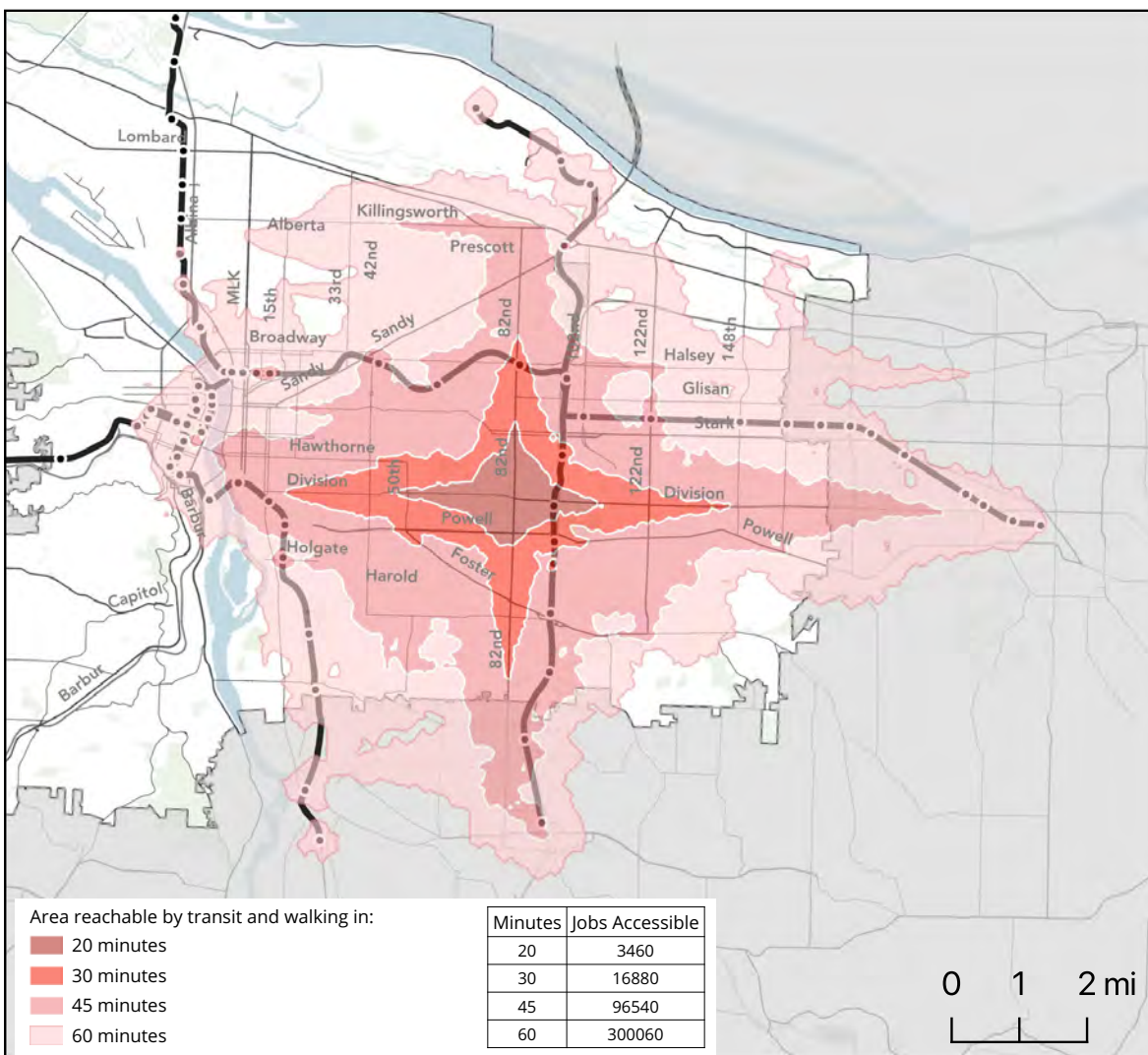
Increasing access to more places in a shorter amount of time provides access to opportunity, prosperity and better health outcomes.

Doing so for people of color and households experiencing poverty helps reduce racial disparities and wealth disparities, and meets the project better-off measures. An individual's choice to use transit will often depend on whether it is useful for the type of trips they need to make. Can transit get me to work by the time my shift starts, reasonably fast? These fundamental questions underlie mode choice. An access analysis is one method of understanding how changes to the transit network could impact how useful the system is. This analysis compares the number

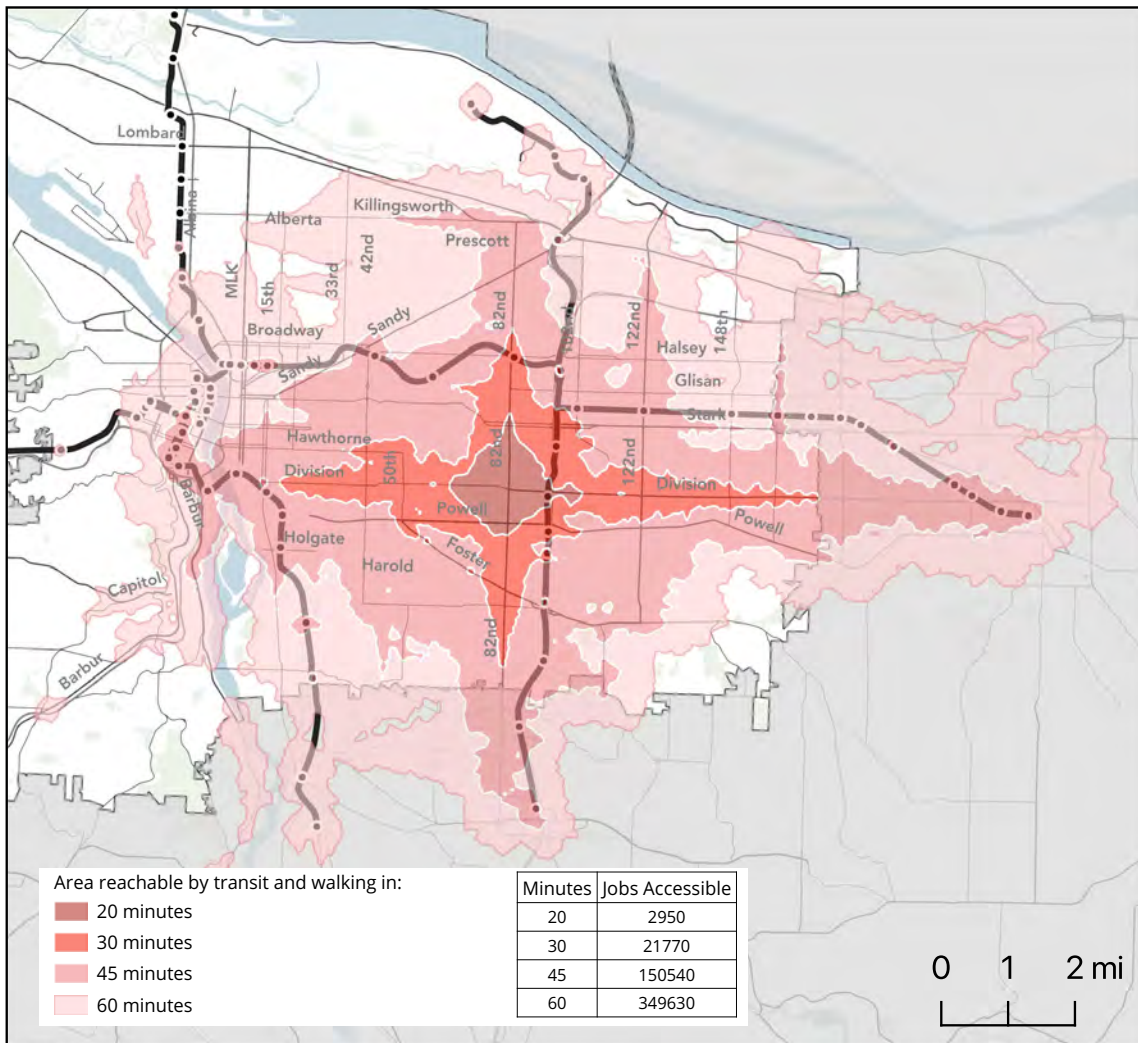
of jobs reachable within a given travel time (i.e. 45 minutes) with the existing network, and the network with the Rose Lanes improvements.

Why Focus on Job Access?

Job access is the primary measure used in access analysis because it captures a broad array of trips. Most people's travel involves trips to and from their own workplaces, or places where others work (for instance shopping trips, or trips to service providers such as a medical clinic). It is also possible to examine only access to schools, hospitals, or other important destinations, but since these are all employment centers as well, they are all captured within the main job access measure.



Map 7: Travel Time Isochrone Map - Area reachable by transit from PCC SE at 5:00 PM with the Existing Network



Map 8: Travel Time Isochrone Map - Area reachable by transit from PCC SE at 5:00 PM after Rose Lane Project Phases 1 and 2

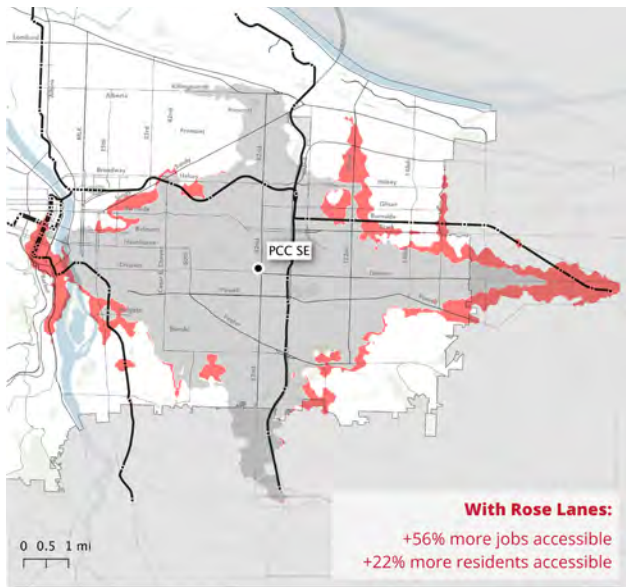
Measuring Access with Travel Time Isochrones

Measuring access compares how many jobs a person could reach with and without the Rose Lanes from a particular place. This is done by creating travel time isochrones, a map using different shaded areas to show how far an individual can reach from a specific place, within a specific amount of travel time.

Map 7 shows where a person can reach in up to an hour on transit and by walking, starting from the Portland Community College (PCC) Southeast (SE) campus at SE 82nd Ave & Division St. Each lighter shade of red indicates the area reachable within a longer travel time.

It is also possible to estimate the number of jobs accessible from this location, by counting the number of jobs located within each travel time isochrone. From this location today, about 3,500 jobs are located within the dark red 20-minute bubble, so these jobs are reachable in up to 20 minutes of travel time. About 300,000 jobs are reachable with up to an hour of travel time. From this location, an hour puts almost all of 82nd, 122nd, Division, Hawthorne and E Burnside corridors in reach, and most of Downtown Portland.

The Rose Lane project could provide access to additional jobs and places (Map 8). From PCC SE, about 50,000 more jobs could be reached within one hour (350,000 total).



Map 9: Reachable in 45 minutes today (gray) and reachable with Rose Lanes (red)

Comparing Access with Rose Lanes

Map 9 compares where you could go by transit with and without the Rose Lane project. The gray area on the map is reachable in 45 minutes with transit today from PCC SE, while the red areas show places that could be newly reachable with Rose Lanes.

All of the places in the red area are not reachable in 45 minutes today. With the scenario in this image, the newly reachable red area contains 56% more jobs that would be reachable from this location today.

We can use this same comparison for the grid of locations all over the city (similar to the map shown on the last page) to get a sense of the possible citywide impacts of the Rose Lanes Project (Map 10).

The Rose Lane Project has the potential to greatly increase the number of jobs accessible by transit compared to today's network. This could be done by reducing the travel time require to connect people to jobs. Because the project includes improvements all over the city, most parts of Portland would see gains in the number of jobs accessible.

Map 10 shows how many more jobs in the region could be reached with transit in 45 minutes by people living in the hexagon areas. The bigger hexagons show where more people live. The darker red hexagons show where more jobs would be within reach with the Rose Lane project.

Rose Lane Project + 82nd Ave

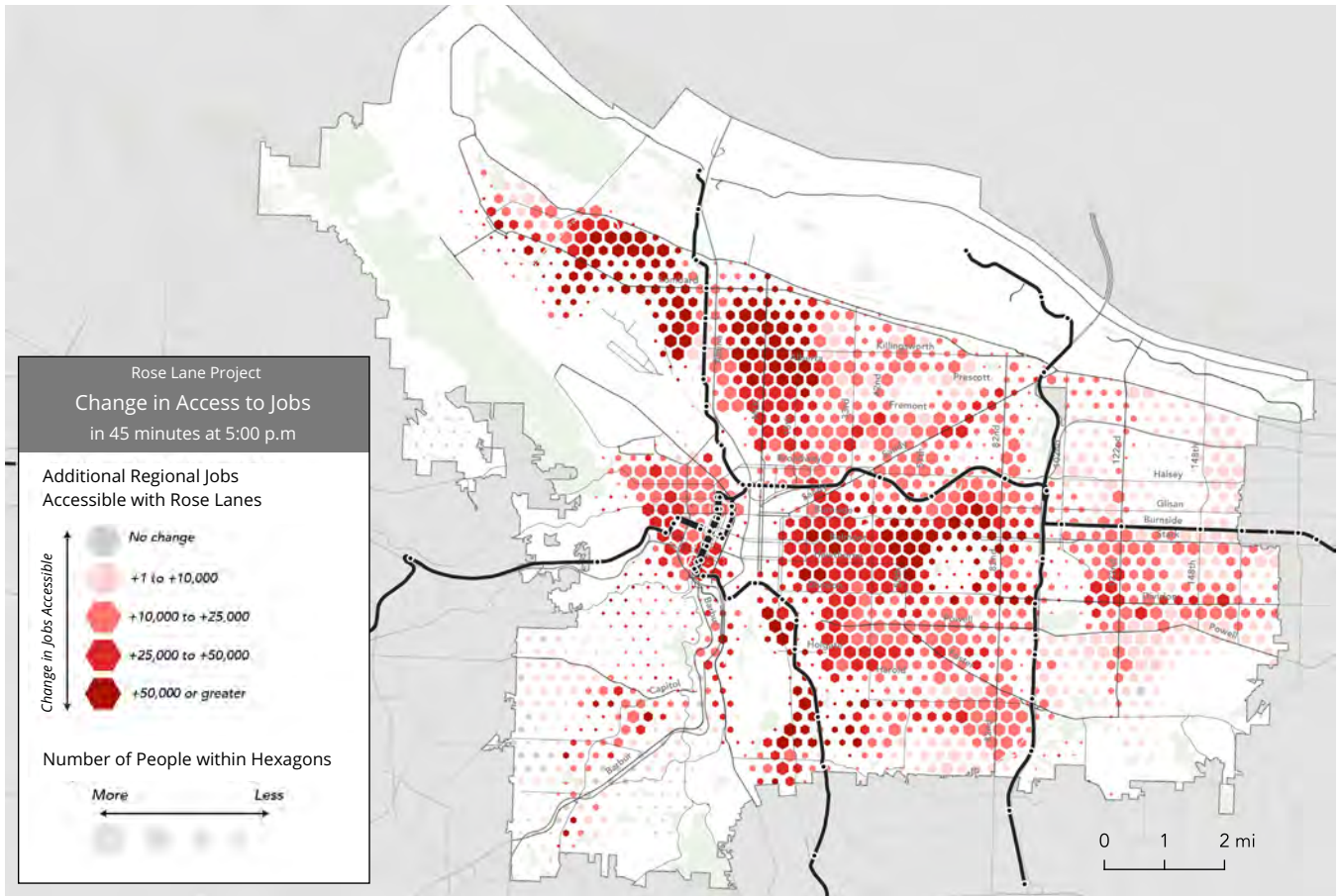
What if improvements could be made that would save travel time on Line 72: Killingsworth/82nd, serving 82nd Ave? SE/NE 82nd Ave is one of Portland's most important transportation and employment corridors.

Providing transit priority improvements to reduce transit travel times along 82nd Ave could increase the average gain in job access substantially, as much as an **additional 7-9% gain in access**.

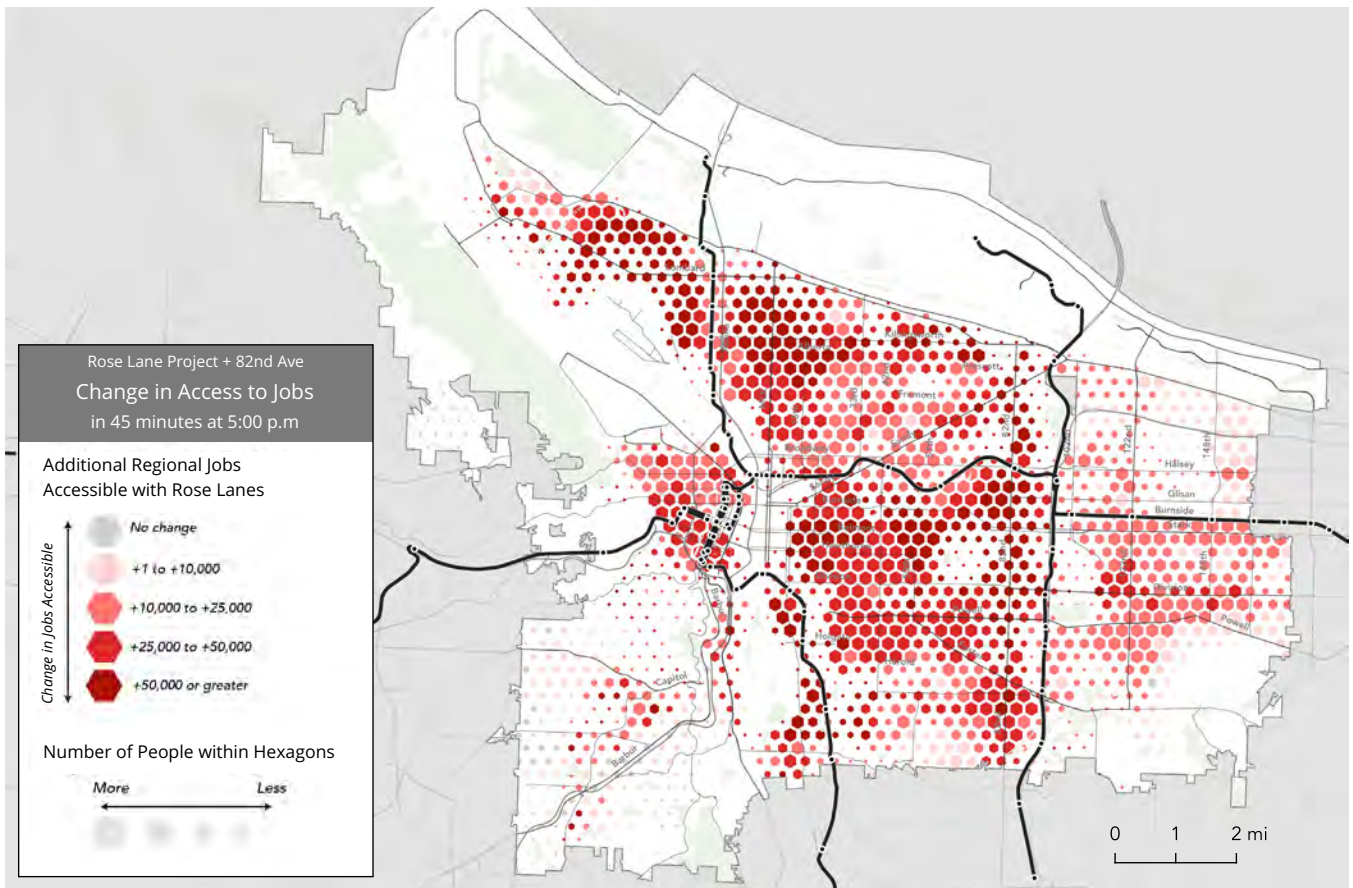
The percentage gain in access to jobs would be **greater for people of color** (34% more jobs in 45 minutes) than all city resident (31% more jobs in 45 minutes). The benefits of saving transit travel time along 82nd could compound with other projects and become even more widespread beyond the corridor, because Line 72 is a critical component of the frequent transit grid.

Map 11 shows the change in jobs accessible in 45 minutes with both Rose Lanes projects plus an enhanced 82nd Ave scenario.

*The Rose Lane Project could provide access to up to **25,000 more jobs** by a 45-minute transit trip for Portlanders. That is **access to 24% more jobs** than today on average when measured citywide. People of color and households experiencing poverty could see similar gains compared to all city residents.*

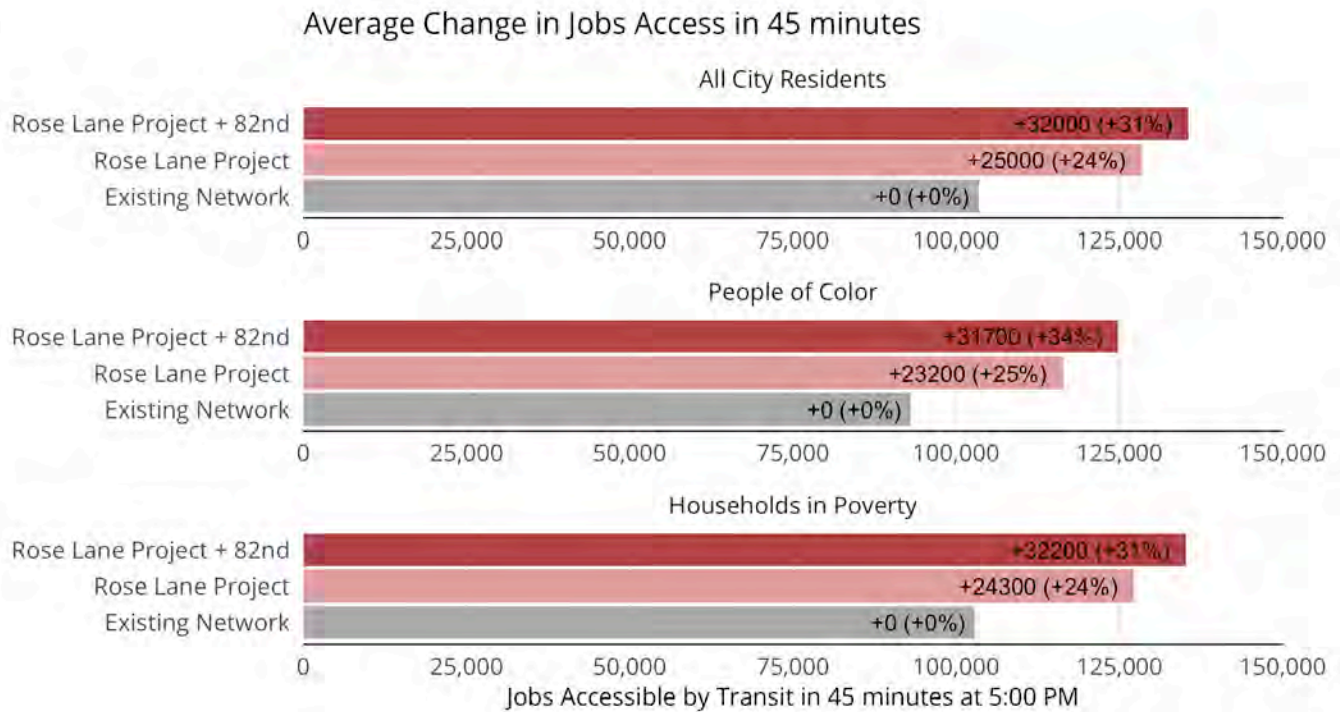


Map 10: Change in jobs accessible in 45 minutes with Rose Lane project (Phase 1 & 2)



Map 11: Change in jobs accessible in 45 minutes with Rose Lane project + 82nd Ave

TABLE 3: JOB ACCESS IN 45 MINUTES AT 5:00 PM ON 82ND AVE

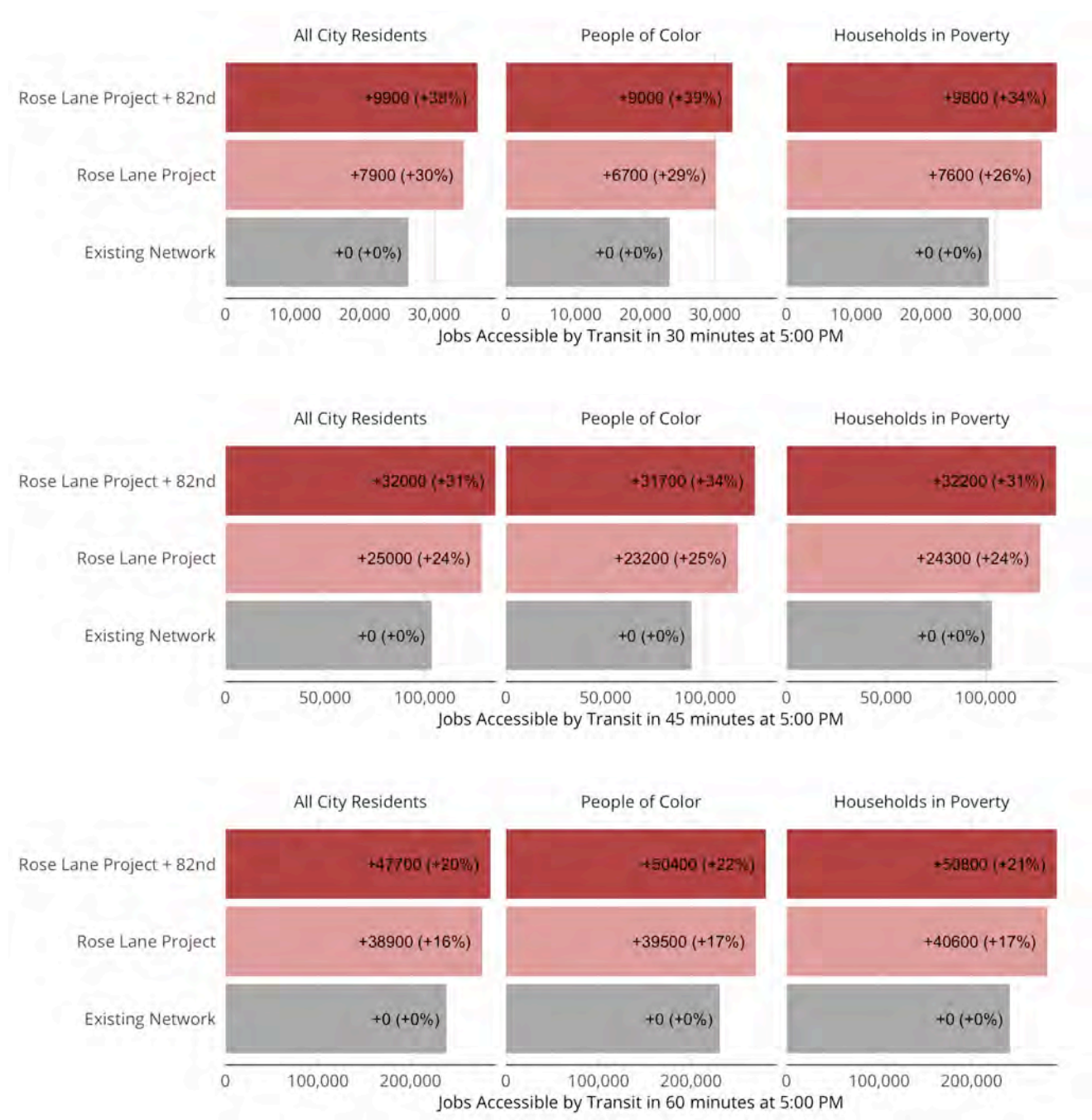


Job Access by Travel Time Scenarios

Tables 3 and 4 on the next page compares the number of jobs accessible with 30, 45 and 60 minutes of travel time for different scenarios with a comparison for People of Color, households experiencing poverty and all city residents. A few conclusions:

- Each scenario provides an average 16-39% gain in job access, depending upon the travel time and population examined.
- While in absolute terms, the additional number of jobs accessible by short trips (30 minutes) are small, the Rose Lane scenarios could still produce access gains in the range of 26-39% compared to the Existing Network.
- The potential access benefit of providing transit priority on 82nd Ave is significant.

TABLE 4: 30, 45 AND 60-MINUTE TRANSIT JOB ACCESS AT 5:00 PM WITH EXISTING NETWORK AND ROSE LANES SCENARIOS





CHAPTER 7: IMPLEMENTATION STRATEGY

PHASING

Rose Lane Projects will be built in phases:

Phase 1: 2020 & 2021 Project Construction

Phase 1 includes projects targeted for construction in 2020 or 2021. These are typically corridor and spot locations with defined project scope and concept or preliminary design underway to allow for near-term delivery. Many of these projects are well suited for quick-build and spot-treatments.

Phase 2: Pilot Project Development

Phase 2 includes corridor and spot locations that require additional project development and design in 2020 with delivery targeted on a fast-track for 2021-2022. Many of these locations require additional project development to further investigate the nature of transit delay, feasible treatments to address the delay and the extents in which they are needed. Phase 2 includes many longer corridors where more significant scoping is required, additional engagement with public stakeholders, with design development progressing concurrently. PBOT recommends using a Progressive Design-Build contract method to develop, design and construct Phase 2 to best deliver these projects.

Map 12 on the following page displays the recommended implementation phasing for Rose Lane Projects.

Rose Lane projects will include transit priority treatments or other changes to streets to make

transit faster and more reliable. Each project will take a different shape and include different treatments depending upon how much transit is delayed, the context, physical constraints and other needs in a particular location.

The PBOT Enhanced Transit Toolbox includes many capital and operational treatments to address different needs and contexts (see Chapter 2). This toolbox will be used to develop and deploy Rose Lane Projects. Specific treatments and extent of treatments will be determined in the project development phase.

Transit priority lanes may not be proposed in every corridor or the full length. In some locations, the transit delay may be sufficiently addressed with other treatments. Some corridors may include a combination of segments with transit priority lanes and a series of spot improvements. In some locations the need for safety and access to transit improvements is as great or greater than the need for transit priority treatments.

The project team will work to diagnose the problems and needs in the different locations, then find the best treatments to address them.

As PBOT undergoes project development on the Phase 2 locations, the project team will conduct public engagement and outreach to inform and refine project design. PBOT will share information on proposed Rose Lane treatments and gather public feedback through a variety of ways, including public events and community meetings.

ROSE LANE PROJECT

IMPLEMENTATION PHASING

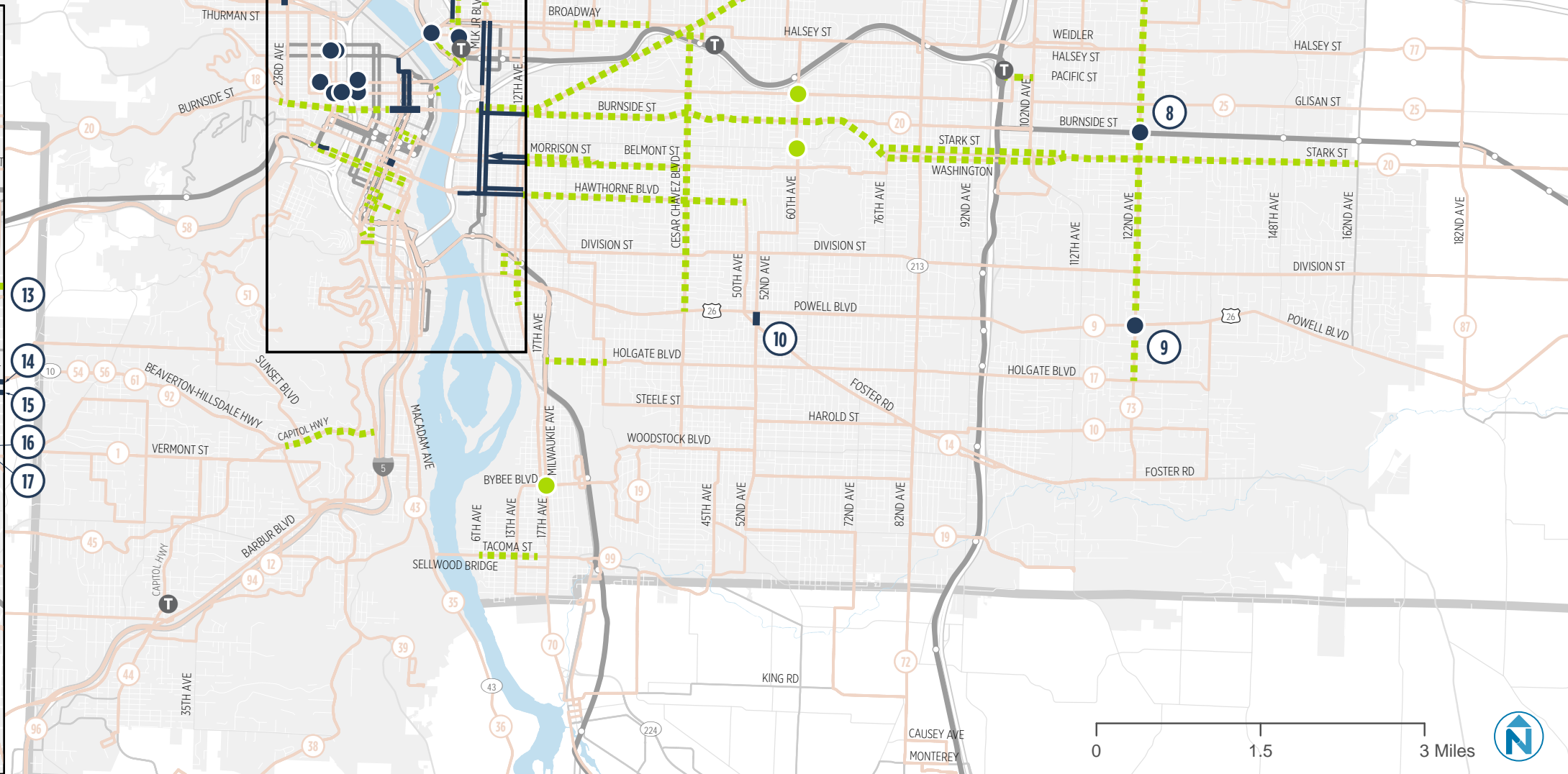
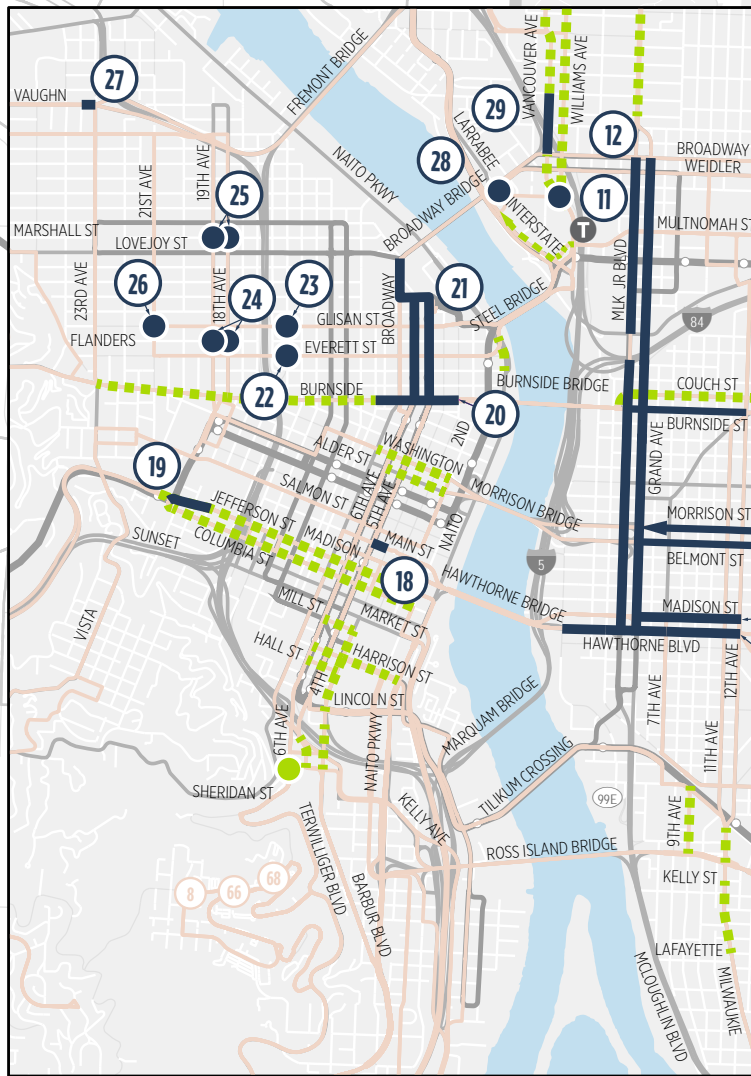
- X PHASE 1: 2020 & 2021 PROJECT CONSTRUCTION
- PHASE 2: PROJECT DEVELOPMENT IN 2020
- BUS LINES BENEFITING FROM ROSE LANES

TRANSIT

- MAX
- STREETCAR
- OTHER BUS LINES
- T TRANSIT CENTER

Notes:

- Locations identified for further investigation as pilot projects
- Transit lanes may not be proposed in every corridor or the full length
- Specific treatments and extent of treatments will be determined in the project development phase



2/3/2020

MAP 12: IMPLEMENTATION PHASING

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CHAPTER 8: PHASE 1 PROJECT DETAILS

1: N VANCOUVER WAY AT MARINE WAY



Direction: Northbound

Issue/Problem: Buses experience delay on northbound N Vancouver Way approaching left turn to N Marine Way. Additionally, the lack of a safe crossing in the area leads to a long gap between transit stops and no transit access for an area of high-density housing.

Proposed Solution: Extend left turn lane an additional 800 feet approaching N Marine Way to address delay. Stripe crosswalks at east and south legs of the intersection and add a mid-block crossing with new transit stops south of Vancouver & Marine intersection.

Transit Lines to Benefit: 6: MLK Blvd

Line Level Ridership: 5,980

2: N WHITAKER RD AT I-5



Direction: Northbound

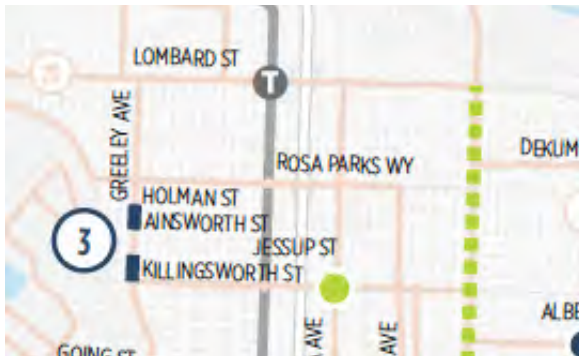
Issue/Problem: Buses experience heavy delay on northbound N Whitaker Rd approaching right turn to I-5 on-ramp due to traffic queues during the PM peak.

Proposed Solution: Convert east side parking lane to a shared bus and bike lane (with right turns allowed) from Hayden Meadows Dr to the Delta Park entrance, and a bus-only lane from Delta Park to I-5. This will connect to the existing bus-only lane on the I-5 on-ramp.

Transit Lines to Benefit: 6: MLK Blvd

Line Level Ridership: 5,980

3: N GREELEY AVE & KILLINGSWORTH ST



Direction: Southbound

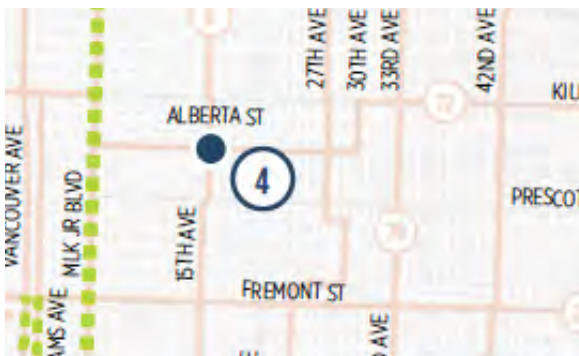
Issue/Problem: Buses experience delay on N Greeley Ave approaching Ainsworth St and Killingsworth St due to long vehicle queues in the AM peak.

Proposed Solution: Convert parking on the west side of N Greeley Ave to a peak-only bus lane from Holman to Ainsworth and from Jessup to Killingsworth. Parking will still be allowed outside of weekday morning hours.

Transit Lines to Benefit: 35: Macadam/Greeley

Line Level Ridership: 3,700

4: NE ALBERTA ST & 15TH AVE



Direction: All directions

Issue/Problem: Buses experience delays approaching the intersection due to left turning vehicles blocking the through movements while waiting for a gap to turn left.

Proposed Solution: Add left turn pockets in all four directions by removing parking near the intersection.

Transit Lines to Benefit: 8: Jackson Park/NE;
72: Killingsworth/82nd

Line Level Ridership: 6,010 (Line 8); 14,180 (Line 72)

5: NE 57TH AVE AT SANDY BLVD



Direction: Northbound & Southbound

Issue/Problem: Buses experience delay due to left turning vehicle queues periodically extending into the through lanes approaching NE Sandy Blvd and blocking the through movement.

Proposed Solution: Extend left turn pockets north and south by removing some parking near the intersection.

Transit Lines to Benefit: 71: 60th Ave

Line Level Ridership: 3,570

6: NE PRESCOTT ST AT 82ND AVE



Direction: Westbound

Issue/Problem: Westbound buses experience delays approaching the intersection due to left turning vehicles blocking the through movements while waiting for a gap to turn left.

Proposed Solution: Add a left turn pocket with vehicle detection on the east leg of the intersection.

Transit Lines to Benefit: 71: 60th Ave

Line Level Ridership: 3,570

7: NE SANDY BLVD AT PRESCOTT ST



Direction: Eastbound

Issue/Problem: Eastbound buses on NE Sandy Blvd experience delay due to vehicle queues at the Prescott traffic signal.

Proposed Solution: Remove parking and add an eastbound bus and turn lane approaching Prescott, with a far-side receiving bus lane and bus stop, providing a way for through buses to bypass vehicle queues.

Transit Lines to Benefit: 12: Barbur/Sandy Blvd

Line Level Ridership: 7,980

8: NE/SE 122ND AVE AT E BURNSIDE ST



Direction: Northbound & Southbound

Issue/Problem: Northbound and southbound buses experience delay from vehicle queues at E Burnside St.

Proposed Solution: Create bus and turn lane queue jumps in both directions with “right turn except bus and bike” signs.

Transit Lines to Benefit: 73: 122nd Ave

Line Level Ridership: 4,310

9: SE 122ND AVE AT SE POWELL BLVD



Direction: Northbound & Southbound

Issue/Problem: Northbound and southbound buses experience delay from vehicle queues at Powell Blvd.

Proposed Solution: Create bus and turn lane queue jumps in both directions with “right turn except bus and bike” signs.

Transit Lines to Benefit: 73: 122nd Ave

Line Level Ridership: 4,310

10: SE 52ND AVE AT FOSTER/POWELL



Direction: Northbound & Southbound

Issue/Problem: Buses experience delay on SE 52nd Ave approaching both SE Foster Rd and SE Powell Blvd between the two intersections due to left-turning traffic periodically blocking the through lanes.

Proposed Solution: Extend northbound left turn approaching SE Powell Blvd and southbound left turn pocket approaching SE Foster Rd. Requires removal of left turn pockets onto SE Lafayette St.

Transit Lines to Benefit: 71: 60th Ave

Line Level Ridership: 3,570

11: N WILLIAMS/VANCOUVER AVE AT WHEELER AVE



Direction: Northbound & Southbound

Issue/Problem: Buses experience delay due to signal timing that gives the freeway on-ramp a long green phase that is not always efficiently used during peak times because of freeway congestion.

Proposed Solution: Separate the northbound and southbound through phases from the freeway on-ramp phase, and serve the through phases twice per signal cycle.

Transit Lines to Benefit: 4: St Johns/Fessenden;
44: Capitol Hwy/Mocks Crest

Line Level Ridership: 6,760 (Line 4); 4,720 (Line 44)

12: NE/SE MLK/GRAND (HAWTHORNE - BROADWAY)



Direction: Northbound & Southbound

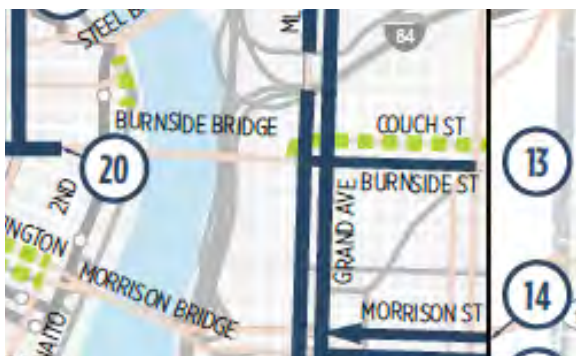
Issue/Problem: Buses and streetcars experience delays due to general traffic congestion and merging activity along the MLK/Grand couplet.

Proposed Solution: Convert right-most lanes on both MLK Jr Blvd and Grand Ave to bus/streetcar lanes with vehicle right turns allowed.

Transit Lines to Benefit: 6: MLK Blvd & Streetcar

Line Level Ridership: 5,980 (Line 6)

13: E BURNSIDE ST (NE MLK - 12TH)



Direction: Eastbound

Issue/Problem: Buses experience delays due to general traffic congestion and merging activity on E Burnside St.

Proposed Solution: Convert right-most lane on E Burnside St to a bus and turn lane.

Transit Lines to Benefit: 12: Barbur/Sandy;

19: Woodstock/Glisan; 20: Burnside/Stark

Line Level Ridership: 7,980 (Line 12); 5,440 (Line 19); 11,200 (Line 20)

14: SE MORRISON ST (GRAND - 12TH)



Direction: Westbound

Issue/Problem: Buses experience delays due to general traffic congestion and merging out of traffic and across bike lane to serve bus stops.

Proposed Solution: Convert peak-only bus lane to all-day bus and turn lane on Morrison St, and add transit platforms so the bus can stop in the travel lane rather than merging.

Transit Lines to Benefit: 15: Belmont/NW 23rd

Line Level Ridership: 7,980

15: SE BELMONT ST (GRAND - 12TH)



Direction: Eastbound

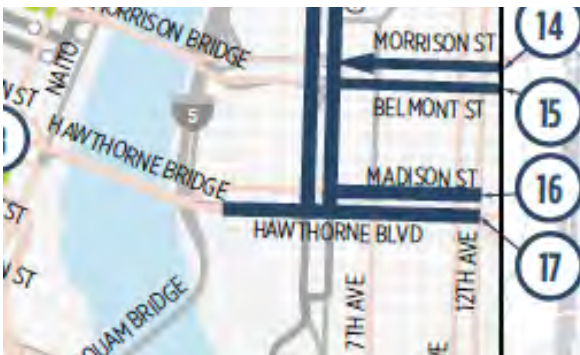
Issue/Problem: Buses experience delays due to general traffic congestion and merging out of traffic and across bike lane to serve bus stops.

Proposed Solution: Add transit stop platforms so the bus can stop in the travel lane rather than merging.

Transit Lines to Benefit: 15: Belmont/NW 23rd

Line Level Ridership: 7,980

16: SE MADISON ST (12TH - GRAND)



Direction: Westbound

Issue/Problem: Buses experience delays due to general traffic congestion.

Proposed Solution: Convert peak-only bus lane to full-time bus and turn lane.

Transit Lines to Benefit: 10: Harold; 14: Hawthorne

Line Level Ridership: 2,300 (Line 10); 5,440 (Line 14)

17: SE HAWTHORNE BLVD (WATER - 12TH)



Direction: Eastbound

Issue/Problem: Buses experience delays due to general traffic congestion and merging out of traffic and across bike lane to serve bus stops.

Proposed Solution: Add a bus and turn lane on Hawthorne Blvd, and add transit platforms so the bus can stop in the travel lane rather than merging.

Transit Lines to Benefit: 10: Harold; 14: Hawthorne

Line Level Ridership: 2,300 (Line 10); 5,440 (Line 14)

18: SW MAIN ST (4TH - 5TH)



Direction: Westbound

Issue/Problem: Delays to the inbound trips to downtown via Main St cause outbound trips via Madison St to start late.

Proposed Solution: Provide a layover zone on the north side of Main St from 4th to 5th to ensure that outbound trips can start on time.

Transit Lines to Benefit: 10: Harold; 14: Hawthorne

Line Level Ridership: 2,300 (Line 10); 5,440 (Line 14)

19: SW JEFFERSON AT 18TH



Direction: Westbound

Issue/Problem: Buses turning left to go around Collins Circle experience delays due to vehicle queues.

Proposed Solution: Add a bus-only left turn lane with a separated signal phase.

Transit Lines to Benefit: 6: MLK Blvd; 45: Garden Home; 55: Hamilton; 68: Marquam Hill/Collins Circle

Line Level Ridership: 5,980 (Line 6); 1,100 (Line 45); 80 (Line 55); 470 (Line 68)

20: W BURNSIDE ST (PARK-3RD)



Direction: Eastbound

Issue/Problem: Buses experience delays due to general traffic congestion and merging activity.

Proposed Solution: Restripe roadway to provide an eastbound bus and turn lane from Park to 3rd, connecting to existing bus lane across Burnside Bridge. Requires left turn restriction at 4th Ave.

Transit Lines to Benefit: 12: Barbur/Sandy; 19: Woodstock/Glisan; 20: Burnside/Stark

Line Level Ridership: 7,980 (Line 12); 5,440 (Line 19); 11,200 (Line 20)

21: TRANSIT MALL NORTH OF BURNSIDE



Direction: Northbound & Southbound

Issue/Problem: Buses experience delay because traffic signals are timed in a way that are optimized for MAX but do not operate as efficiently for buses.

Proposed Solution: Multiple signal controller upgrades to help buses travel more efficiently, including Line 17 which will be re-routed from Broadway to the transit mall.

Transit Lines to Benefit: 17: Holgate/Broadway; Multiple other lines

Line Level Ridership: 5,980 (Line 17)

22: NW EVERETT ST AT 14TH AVE



Direction: Eastbound

Issue/Problem: Buses experience delays due to having to merge in and out of traffic, and are unable to pull over to the curb when on-street parking is occupied.

Proposed Solution: Install a transit stop platform so the bus can stop in the travel lane rather than merging.

Transit Lines to Benefit: 77: Broadway/Halsey

Line Level Ridership: 5,570

23: NW GLISAN ST AT 14TH AVE



Direction: Westbound

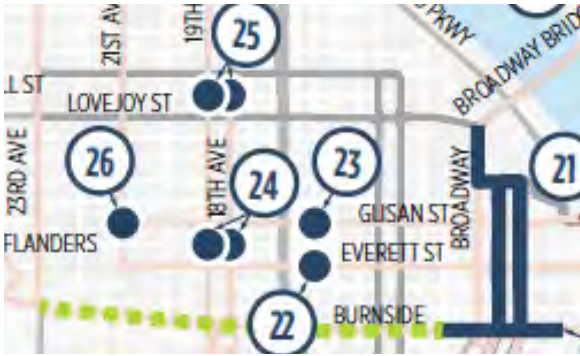
Issue/Problem: Buses experience delays due to having to merge in and out of traffic, and are unable to pull over to the curb when on-street parking is occupied.

Proposed Solution: Install a transit stop platform so the bus can stop in the travel lane rather than merging.

Transit Lines to Benefit: 77: Broadway/Halsey

Line Level Ridership: 5,570

24: NW 18TH/19TH AVE AT FLANDERS ST



Direction: Northbound & Southbound

Issue/Problem: Buses experience delay because they have to merge across the bike lane to serve stops.

Proposed Solution: Add a transit platform so the bus can stop in the travel lane rather than merging over.

Transit Lines to Benefit: 24: Fremont/NW 18th

Line Level Ridership: 500

25: NW 18TH/19TH AVE AT MARSHALL ST



Direction: Northbound & Southbound

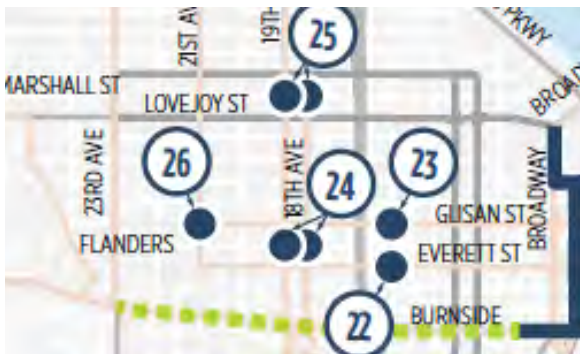
Issue/Problem: Buses experience delay because they have to merge across the bike lane to serve stops.

Proposed Solution: Add a transit platform so the bus can stop in the travel lane rather than merging over.

Transit Lines to Benefit: 24: Fremont/NW 18th

Line Level Ridership: 500

26: NW 21ST AVE & GLISAN ST



Direction: Northbound & Southbound

Issue/Problem: Westbound bus turning right from Glisan to 21st has difficulty making the turn due to narrow intersection. Southbound bus on 21st is unable to fully pull over to the bus stop due to on-street parking.

Proposed Solution: Shift centerline on 21st Ave so the bus can easily turn right from Glisan to 21st, and so the bus in the other direction can fully serve the bus stop.

Transit Lines to Benefit: 77: Broadway/Halsey

Line Level Ridership: 5,570

27: NW VAUGHN ST (APPROACHING 23RD)



Direction: Eastbound

Issue/Problem: Buses turning right from Vaughn St to 23rd Ave are delayed by through traffic heading onto Highway 30.

Proposed Solution: Extend right-turn pocket from 23rd Place to 24th Ave to give buses and other right turning vehicles a way to bypass the queue of through traffic. Requires left turn restrictions at 23rd Place intersection for traffic safety.

Transit Lines to Benefit: 15: Belmont/NW 23rd; 77: Broadway/Halsey

Line Level Ridership: 7,980 (Line 15); 5,570 (Line 77)

28: N BROADWAY AT LARRABEE AVE



Direction: Eastbound

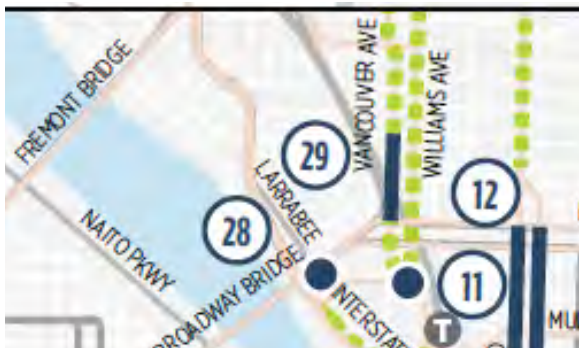
Issue/Problem: Bus experiences delays caused by long signal cycle at Larrabee intersection.

Proposed Solution: Add left turn signals for Larrabee Ave and remove split-phase operation to provide more green time for Broadway.

Transit Lines to Benefit: 17: Holgate/Broadway; Streetcar

Line Level Ridership: 5,980 (Line 17)

29: N VANCOUVER AVE (BRIDGE OVER I-5 APPROACHING BROADWAY)



Direction: Southbound

Issue/Problem: Buses experience delays approaching Broadway due to general traffic congestion.

Proposed Solution: Shift lanes to the east on bridge over I-5 and extend bus lane further north across the structure.

Transit Lines to Benefit: 4: St Johns/Fessenden; 44: Capitol Hwy/Mocks Crest

Line Level Ridership: 6,760 (Line 4); 4,720 (Line 44)



CHAPTER 9: ACTIVATION STRATEGY

IMPORTANCE OF ACTIVATION

To fully achieve the climate, equity and mobility outcomes of this work, more Portlanders must use transit as an alternative to driving alone. This behavior change component is critical for reducing vehicle miles traveled, greenhouse gas emissions and moving more people more efficiently.

Infrastructure improvements and transit service changes alone will likely not be enough to catalyze this behavior change. Portlanders need to be made aware that transit is getting better and feel there is a personal advantage to making different travel choices. To do this, PBOT will implement a comprehensive “activation strategy” alongside the development and construction of the Rose Lane Project. Activation refers to complementary campaigns that activate—or encourage greater use of—improving infrastructure. As Rose Lanes get built, these activation strategies will raise awareness and encourage Portlanders to shift their trips onto the newly improved transit routes.

PRINCIPLES OF AN ACTIVATION STRATEGY

Traditionally, most behavior change campaigns have focused on sharing facts and information that make changing behavior a logically superior decision. From a transportation perspective, this is rarely successful because people tend to make travel choices based on automatic thinking, routines and habit—not based on logical, complex analysis. Intervening in these automatic, pattern-based routines requires more sophisticated “nudging” to help people form new habits and change course. Specifically, efforts to change transportation behaviors must consider:

- **Status quo bias:** Even if changing will result in better outcomes for the individual, we tend to think what we’re doing now is fine enough. Change is uncomfortable, and we prefer to avoid it.
- **Optimism bias:** When thinking about our habits—e.g. our daily commute—we tend to think about conditions on the “best day,” even if the usual reality is worse.
- **Friction:** People tend to avoid complexity and multiple steps in their daily routines. Changing behavior can, at least at first, increase complexity.

Across many capital projects, PBOT employs activation strategies that aim to disrupt these

biases and encourage behavior change. While each strategy is unique and developed with the specific project context and target audience in mind, the bureau designs all activation strategies according to key principles:

- Strategies are tailored to specific audiences to maximize effectiveness and be culturally responsive. Before strategy development and deployment, PBOT identifies key audiences and does pre-work to understand their needs, priorities and transportation barriers they face.
- Strategies must advance PBOT's transportation justice goal, including advancing racial equity and reducing carbon emissions. Activation strategies are designed to encourage behavior that addresses disproportionate burdens of our transportation system and positively move our city towards its climate goals.
- Strategies should leverage partnership opportunities and complement strategies from other agencies. PBOT staff work closely with TriMet, Metro and other agencies to ensure engagement strategies work toward common objectives and to leverage resources for maximum impact.
- Strategies must include defined performance metrics and establish a process for measuring, tracking and evaluating efficacy. Based on this evaluation, PBOT staff refine strategies to ensure responsible stewardship of public funds.

Potential tactics to be deployed through the Rose Lane Project Activation Strategy

As of January 2020, PBOT is engaged in several efforts to evaluate, prioritize and refine activation strategies, which will inform the selection of tactics to be used through the Rose Lane Project effort. These include:

- Support from behavioral insights firm ideas42 through the American Cities

Climate Challenge, who are helping design, implement and evaluate pilot encouragement strategies related to three transit priority projects on central city bridgeheads.

- A year-long process to develop a Transportation Demand Management Action Plan for the bureau, which will set out guidance for which activation strategies are most effective at achieving key goals.
- The development of a Capital Project Transportation Demand Management strategy that more closely links capital project design and development with the planning of activation strategies.

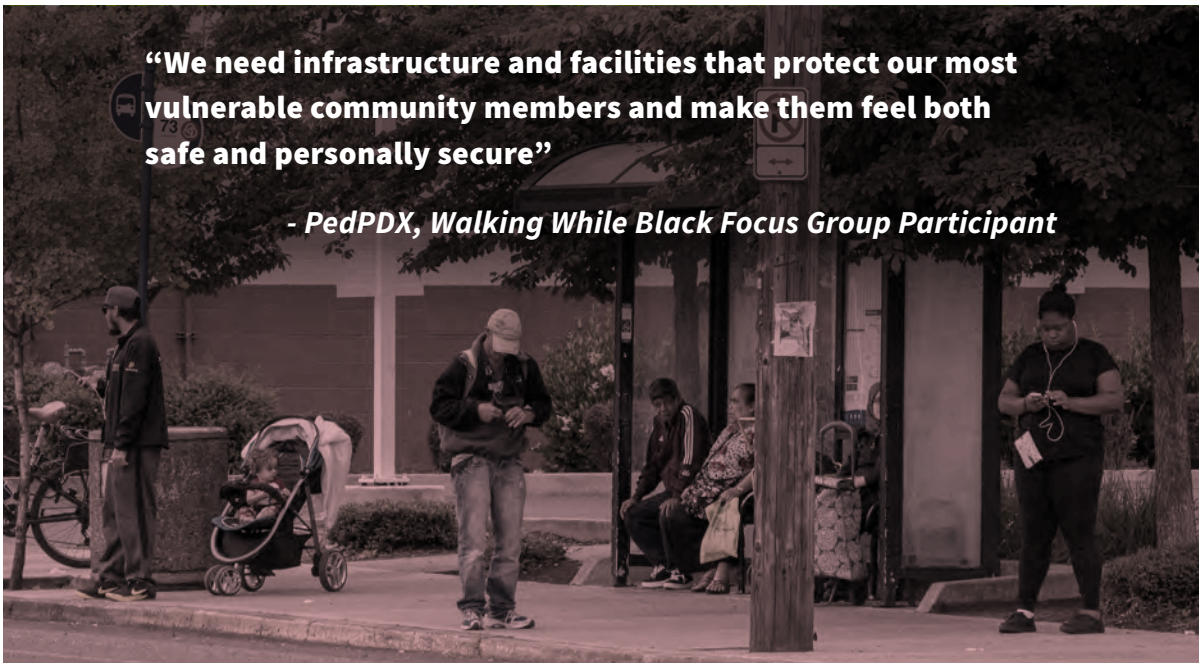
While the exact tools to be deployed as part of the Rose Lane Project activation strategy will be determined based on the outcomes of these efforts and additional project design, preliminary ideas include the following.

- Demonstration events and free or reduced-fare days: In partnership with TriMet, PBOT will explore opportunities to reduce or eliminate fares for a limited period of time on Rose Lane transit lines to encourage people to try out the improved service.
- Encouragement campaigns: PBOT may develop messaging highlighting the Rose Lane improvements and deploy these messages in a variety of ways, targeting people who live near Rose Lane corridors. These messages could be disseminated via a combination of direct mailers, billboards, signs on buses, social media or more.
- Rider incentives: PBOT will explore opportunities to provide people living near Rose Lane corridors with transit passes or HOP cards to incentivize trying out the bus or streetcar.
- Employer partnership: PBOT will explore opportunities to partner with employers on strategies aimed at encouraging commuters to change their trip to transit.

RACIAL EQUITY & PUBLIC TRANSIT

Investments in infrastructure are essential to improving transit in Portland. However, a focus on infrastructure alone misses key opportunities to address the experience of Portlanders of Color in public space.

In Portland, Black, Latinx, Indigenous, and other non-white community members use public transit services at a higher rates than White Portlanders. PBOT has heard repeatedly about the unique race-based challenges People of Color face in the right-of-way. To fully live up to the racial equity goals that are central to this planning effort, PBOT must consider how to address the experience and personal safety of People of Color while accessing and using public transit.



During the [PedPDX](#) planning process, multiple focus groups with Black Portlanders highlighted the unique challenges they face while traveling including concerns around personal safety, negative experiences of bias in the right-of-way, and experiences of inequitable fare enforcement on public transit. These findings were captured in the report [Walking While Black](#), which greatly informed the plan's recommendations.

Following the recommendations outlined in *Walking While Black*, the Rose Lane project must partner with community-based organizations to better understand the experience of Portlanders of Color accessing and using public transit. And value these findings by taking specific actions grounded in community input to improve the personal safety and experience of transit users.

Without these commitments, Rose Lanes will not equitably serve all Portlanders.

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