

**Welcome!**

**While you're here:**

**Please** sign in

**Learn about projects** that will make it easier to walk, bike and take transit in our Central City

**Talk to staff** and get your questions answered

**Share your thoughts!** Fill out comment cards or post notes on project boards

**Enjoy refreshments** and enter a raffle!

# CENTRAL CITY IN MOTION

**ROSE LANE PROJECT**



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

TRI  MET



Metro

# Transportation for everyone

Meeting the needs of a growing city

**Portland is growing fast! By 2035 we'll see:**

- 51,000 new jobs (40% increase)
- 38,000 new households (160% Increase)

**More people = more congestion and more climate impacts, unless we plan ahead**

- If most of us keep driving alone, all trips will get slower: impacting drivers, transit riders, cyclists and pedestrians.
- Almost 40% of the Central City is already streets. Building more roads isn't realistic or good for the environment.
- Transportation accounts for 42% of our local carbon emissions. To tackle climate change, we need to reduce this-fast.

**Let's make the most efficient use of the streets we have**

- Currently, just 4% of right-of-way is dedicated to buses and bikes. Dedicating 2% more to buses and bikeways will allow hundreds more people to move through our Central City every day.
- Congestion in the Central City impacts our region, as so much of our traffic and transit travels through it. Making these streets more efficient benefits the whole transportation network.

## Central City in Motion:

*Our plan to manage this growth*

**18 projects, to be built over 10 years**

### Goals

- Manage growth
- Enable efficiency
- Promote equity
- Improve sustainability

**Builds on previously adopted plans and two years of public engagement**

### Three already implemented

- SW Madison
- NW Everett
- Burnside Phase I

**Seven projects to be implemented in 2020-2021**

- NW Broadway
- SE Hawthorne & Madison
- NE/SE MLK & Grand
- SW Jefferson (Collins Circle)
- E Burnside Phase II
- Better Naito Forever
- SW 4th Avenue

2,500  
PEOPLE  
PER HOUR

850  
PEOPLE  
PER HOUR

850  
PEOPLE  
PER HOUR

850  
PEOPLE  
PER HOUR

850  
PEOPLE  
PER HOUR

2,000  
PEOPLE  
PER HOUR

2,500  
PEOPLE  
PER HOUR

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# BETTER NAITO FOREVER!

## ACCESSIBLE SIDEWALK

## DEDICATED BIKE FACILITIES

## A SAFER STREET



Looking north on SW Naito Parkway at SW Harvey Milk Street

### PROJECT OVERVIEW

Naito Parkway serves as a critical transportation spine along the west side of the Willamette. This project will implement a year-round version of “Better Naito,” providing a two-way cycletrack and a new sidewalk along the west side of Waterfront Park. Signal upgrades and advanced vehicle detection will facilitate auto access to I-5 via the Morrison Bridge.

#### Driving?

**More efficient traffic signals** - The project will upgrade traffic signals to detect and dynamically adjust to vehicle queues, minimizing impacts to northbound drivers.

#### Walking?

**Dedicated pedestrian routes** - The project includes sidewalks to connect the gaps between existing sidewalks on the west side of Waterfront Park as well as shorter crossings of Naito.

#### Biking or Scootering?

**Permanent dedicated bike facilities** - This project will create a permanent two-way cycletrack for cycling and scooting by converting one of the right-hand northbound auto lanes.

#### Visting Waterfront Park?

**The new walking and biking facilities** will allow easy, accessible access to Waterfront Park events such as Cinco de Mayo and Rose Fest.

### PROJECT TIMELINE

#### Design

Summer 2019

#### Construction

Fall 2020-2021



#### MORE INFO:

Visit [portlandoregon.gov/transportation/ccim](https://portlandoregon.gov/transportation/ccim)



#### QUESTIONS?

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**Mayer/Reed**





# NW / SW Broadway Project

FASTER BUSES

PROTECTED BIKE LANES

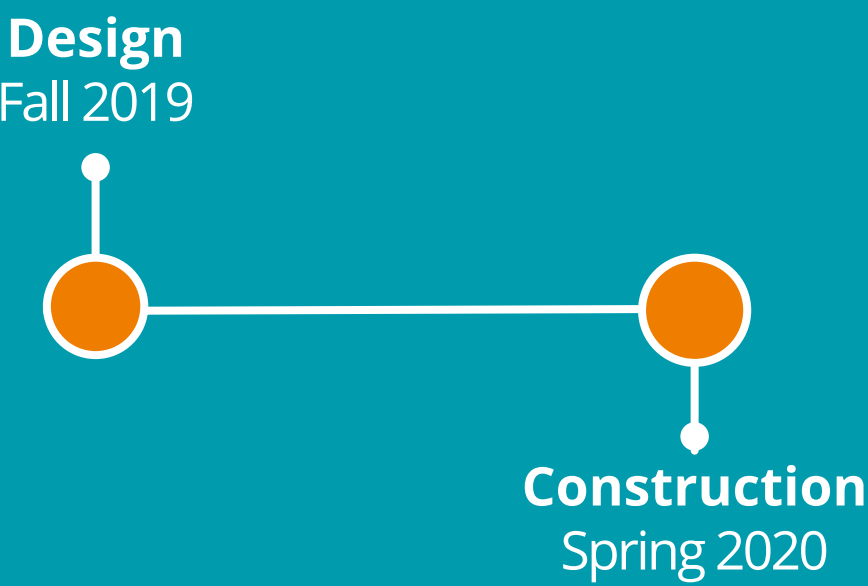
SAFER STREETS



## PROJECT OVERVIEW

This project will improve NW and SW Broadway from the Broadway Bridge to SW Oak Street, creating a signature northbound bike facility on Broadway and adding transit priority treatments to TriMet’s Line 17. During the morning commute, two southbound travel lanes will be available. The rest of the day, one of the southbound lanes will become pro-time parking, facilitating loading and business access. This project increases access to businesses and employers, including Broadway businesses and the downtown retail core.

## PROJECT TIMELINE



## BENEFITS

-  **PROTECTED BIKEWAY** Protected bike lanes from Broadway Bridge to SW Oak Street, including a new northbound protected bike lane, will separate people biking from other vehicles. This will improve safety for all roadway users in this High Crash Corridor. Protected bike lanes have been shown to reduce crashes by 40%.
-  **CROSSWALK IMPROVEMENTS** Crossing improvements will make pedestrians safer and more visible.
-  **MOVING MORE PEOPLE** Changes in street design would increase the number of people that the street could accommodate by more than 65%.
-  **TRANSIT PRIORITY** Treatments will benefit the 3,335 people who ride TriMet’s Line 17 into the central city, with an upgraded traffic signal and a reroute to the transit mall.



### MORE INFO:

Visit [portlandoregon.gov/transportation/broadway-4th](http://portlandoregon.gov/transportation/broadway-4th)



### QUESTIONS?

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ROSE LANE PROJECT

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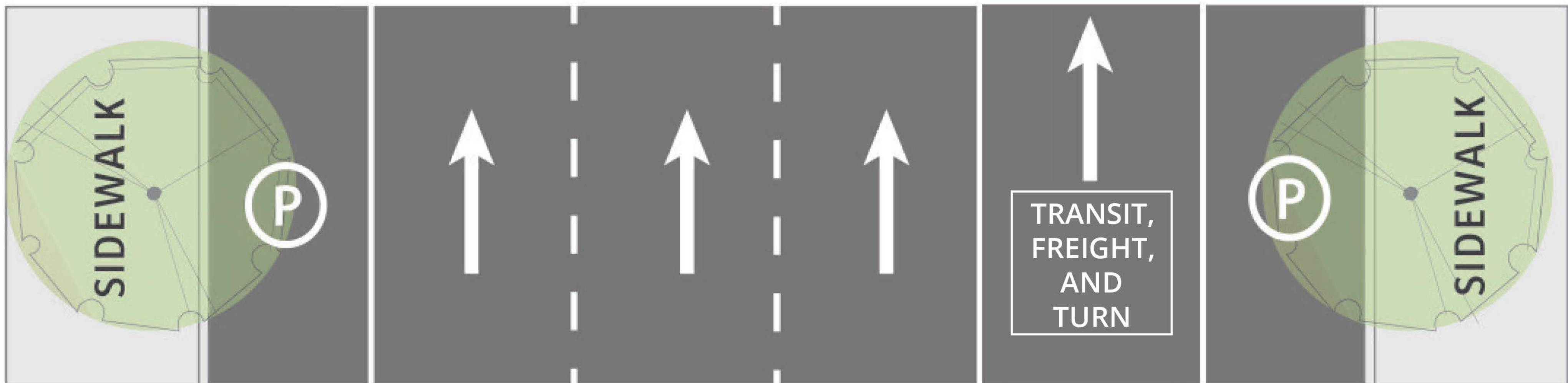
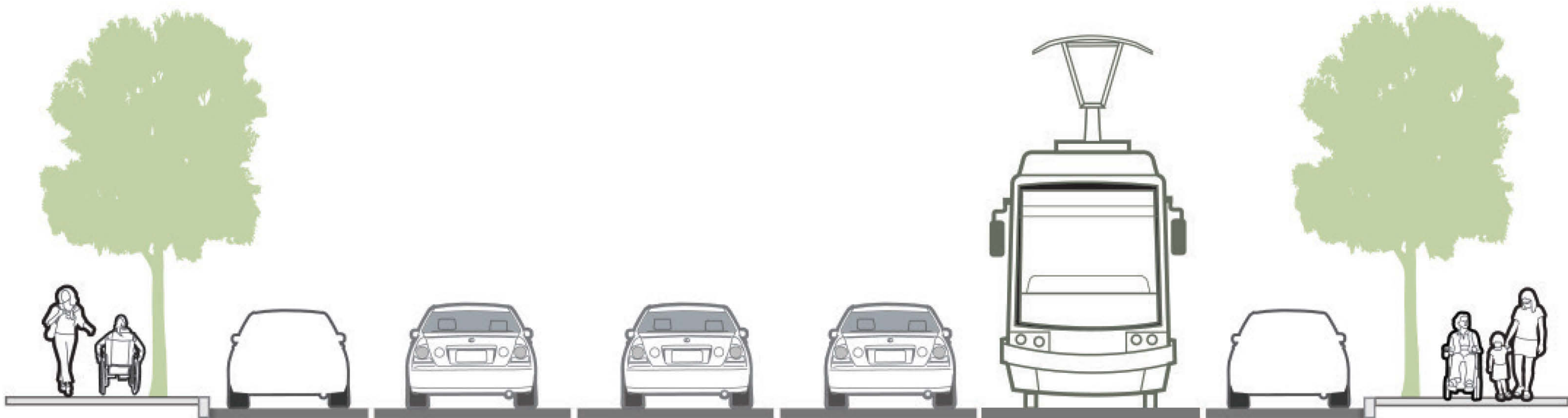


# MLK / Grand Transit Improvements

FASTER BUSES

DEDICATED LANES

SAFER STREETS



## PROJECT OVERVIEW

By 2035, the Central Eastside is expected to grow by 7,000 households and 8,000 jobs. This project will support the increased travel needs, improving how people get to and move through the heart of the Central Eastside. MLK and Grand will include **Business Access and Transit (BAT) lanes**. Future pedestrian crossings on MLK and Grand will improve safety and access.

## BENEFITS



**BUSINESS ACCESS & TRANSIT LANES** Transit priority BAT lanes will allow the buses to access and get through the Central Eastside, relieving a major pinch point in the transit system. BAT lanes will benefit over 5,200 people who ride the Streetcar Loop A and B, and over 6,300 people who ride TriMet Line 6 every day.

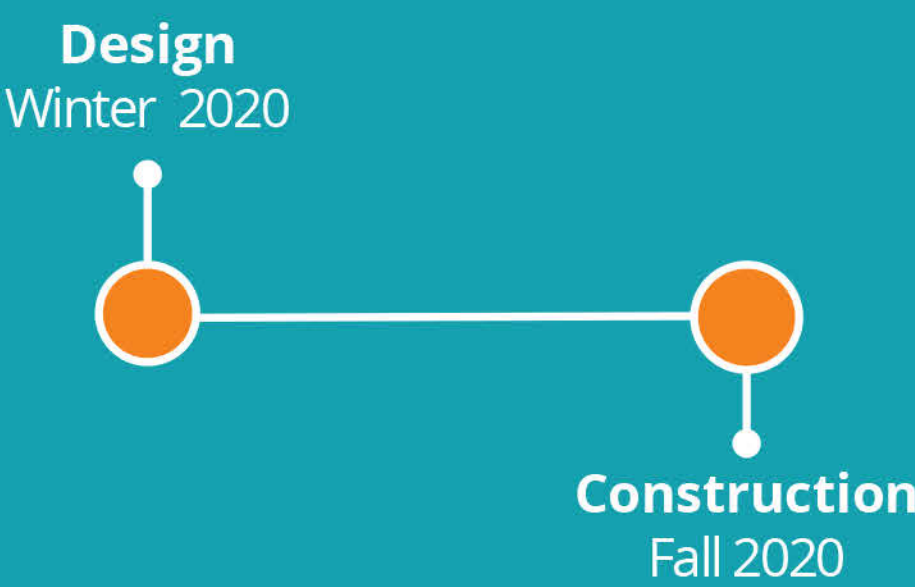


**COMMERCIAL TRUCK PILOT** A transit, commercial truck, and turn lane pilot from Mill to Burnside streets will improve transit and freight reliability and access.



**MOVING MORE PEOPLE** These changes will increase the number of people that the street can accommodate by over 300%.

## PROJECT TIMELINE



## MORE INFO:

Visit [portlandoregon.gov/transportation/MLK-Grand](http://portlandoregon.gov/transportation/MLK-Grand)



## QUESTIONS?

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# SE Hawthorne & Madison Improvements

FASTER BUSES

DEDICATED LANES

SAFER STREETS



## PROJECT OVERVIEW

SE Hawthorne Boulevard and SE Madison Street are critical east-west corridors due to their connections to the Hawthorne Bridge. The Portland Bureau of Transportation (PBOT) will upgrade transit stops, bike lanes, and improve pedestrian crossings on Hawthorne and Madison from the Hawthorne Bridge to SE 12th Avenue. PBOT will also install red **Business Access and Transit (BAT)** lanes on Hawthorne and Madison, as identified Rose Lane Projects. These improvements will benefit the 17,461 people who ride TriMet Line 2, 10 and 14 into and out of the central city. The project will also benefit the 3,500 people who bike across the Hawthorne Bridge on an average weekday.

## PROJECT TIMELINE



## BENEFITS



**TRANSIT PRIORITY** Red Business Access and Transit (BAT) lanes on Hawthorne and Madison will improve access to downtown, relieving a major pinch point in the transit system. New transit islands on Hawthorne will increase transit speed and reliability while reducing conflicts with people driving and biking.



**CROSSWALK IMPROVEMENTS** High visibility crosswalks will make street crossings safer for pedestrians and people biking.



**PROTECTED BIKE LANES** Separating people biking from buses and other vehicles will make travel safer for all.



**PEOPLE MOVING CAPACITY** Changes in street design will increase the number of people that the street can accommodate by more than 46%.



### MORE INFO:

Visit [portlandoregon.gov/transportation/hawthorne](http://portlandoregon.gov/transportation/hawthorne)



### QUESTIONS?

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ROSE LANE PROJECT

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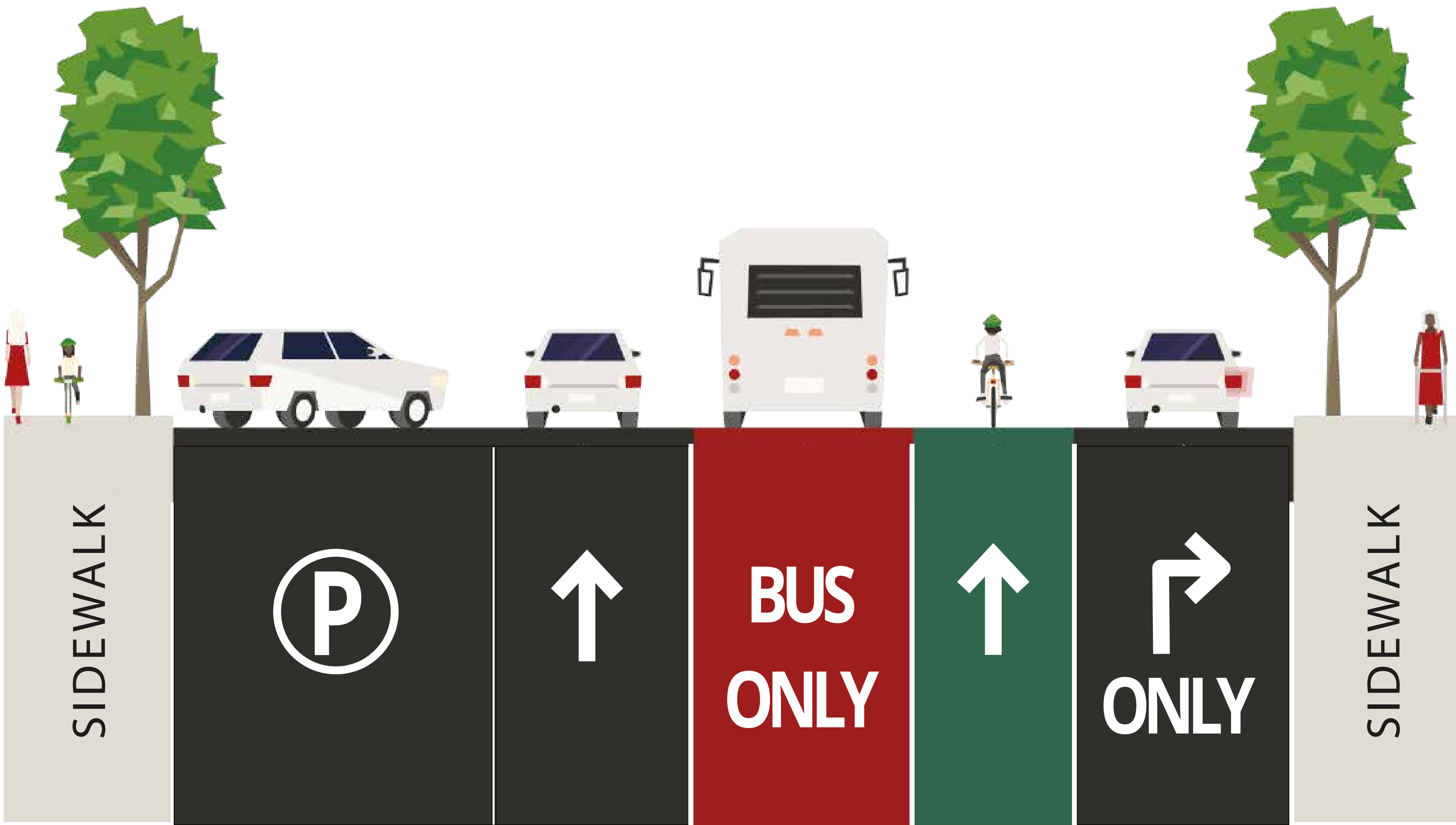
# SW Jefferson Bus Improvements

## From 15th to 18th Avenues

FASTER BUSES

DEDICATED LANES

SAFER STREETS



### PROJECT OVERVIEW

Multiple bus lines use Jefferson to connect from the Hawthorne Bridge to Goose Hollow. This street is also a critical west connection through downtown for people driving.

PBOT will improve transit speed and reliability by adding a bus only lane approaching Collins Circle on Jefferson, while maintaining a buffered bike lane. PBOT will also add a bus priority signal treatment at Jefferson at 18th Avenue.

By getting buses out of the vehicle lane, PBOT will also reduce queuing for drivers heading to the freeway.

PBOT will improve Jefferson from 15th Avenue to Naito Parkway and SW Columbia from 13th Avenue to Naito Parkway in future project phases.

### BENEFITS



**BUSINESS ACCESS & TRANSIT LANES** Transit priority BAT lanes on Jefferson and will allow the buses to access and get through downtown, relieving a major pinch point in the transit system.



**BIKE LANE** Moving the bike lane to the curb on Jefferson and adding a buffer will improve comfort and safety.



**PEOPLE MOVING CAPACITY** Changes in street design would increase the number of people that the street could accommodate. To accomodate these improvements, PBOT will remove parking from the north side of the street.

### PROJECT TIMELINE

Design  
Winter 2020



Construction  
Summer 2020



### MORE INFO:

Visit [portlandoregon.gov/transportation/CCIM](http://portlandoregon.gov/transportation/CCIM)



### QUESTIONS?

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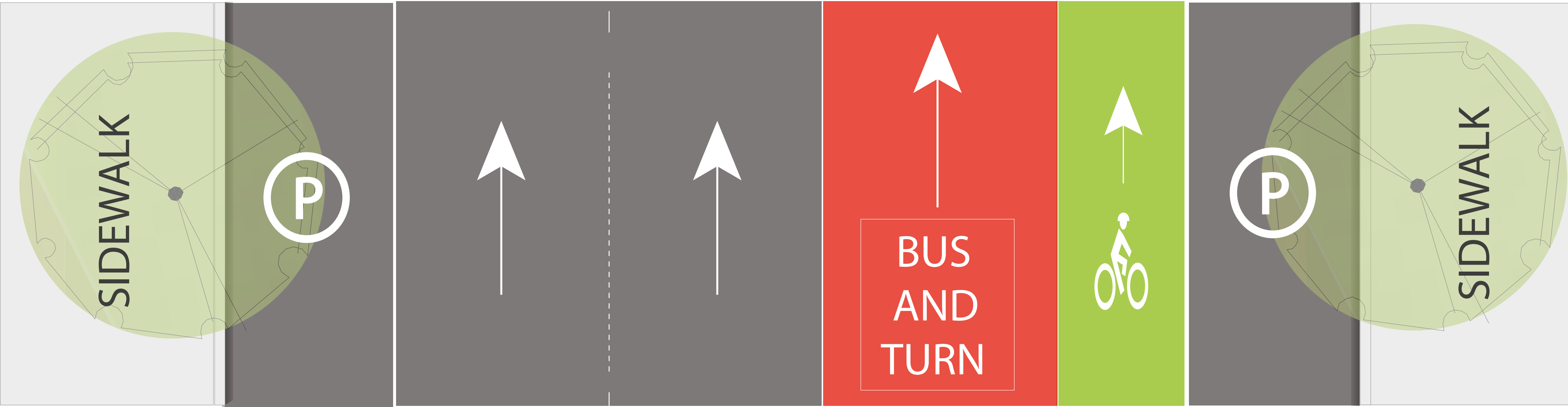
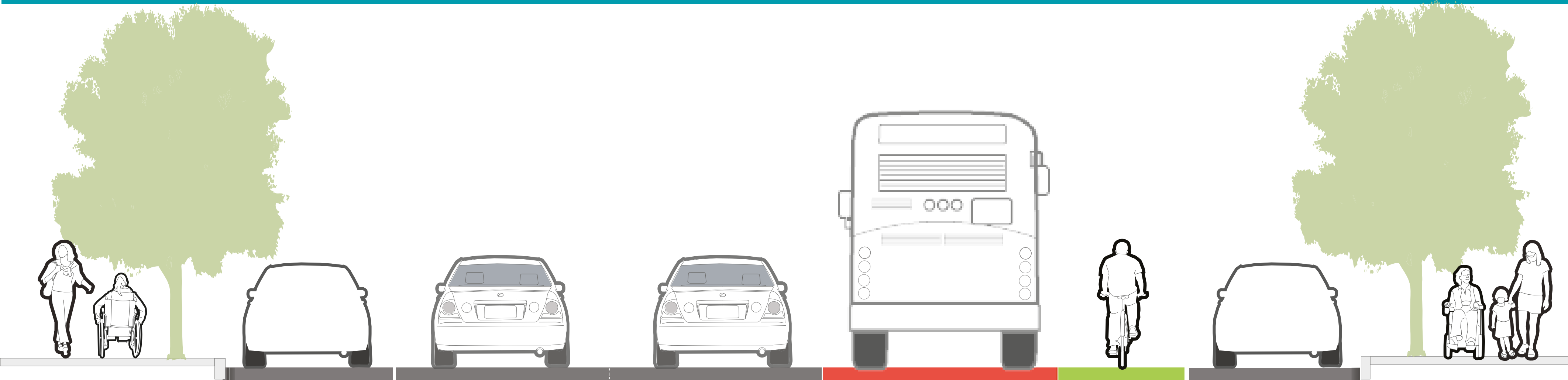
# E Burnside Bus/Bike Improvements

## From Burnside Bridge to E 12th Avenue

FASTER BUSES

DEDICATED LANES

SAFER STREETS



### PROJECT OVERVIEW

Building off of the eastbound bus lane installed on the Burnside Bridge this past November, the Portland Bureau of Transportation (PBOT) will add a Business Access and Transit (BAT) lane on Burnside to E 12th Avenue. This BAT lane will provide faster, more reliable TriMet service. A one-block bike connection between Burnside and Ankeny will be added on MLK to provide people biking a clear connection to the SE Ankeny Neighborhood Greenway. PBOT will also upgrade the traffic signal at MLK and Burnside, improving safety and accessibility for people crossing the street or bicycling eastbound.

To make all these improvements possible, some on-street parking will be impacted. Parking will be removed on the south side of Burnside between MLK and Grand and on the east side of MLK between Burnside and Ankeny.

### BENEFITS



**BUSINESS ACCESS & TRANSIT LANES** on Burnside will improve the speed and reliability of bus service without reducing access to local destinations. Transit priority BAT lanes will allow the busses to access and get through the central eastside, relieving a major pinch point in the transit system

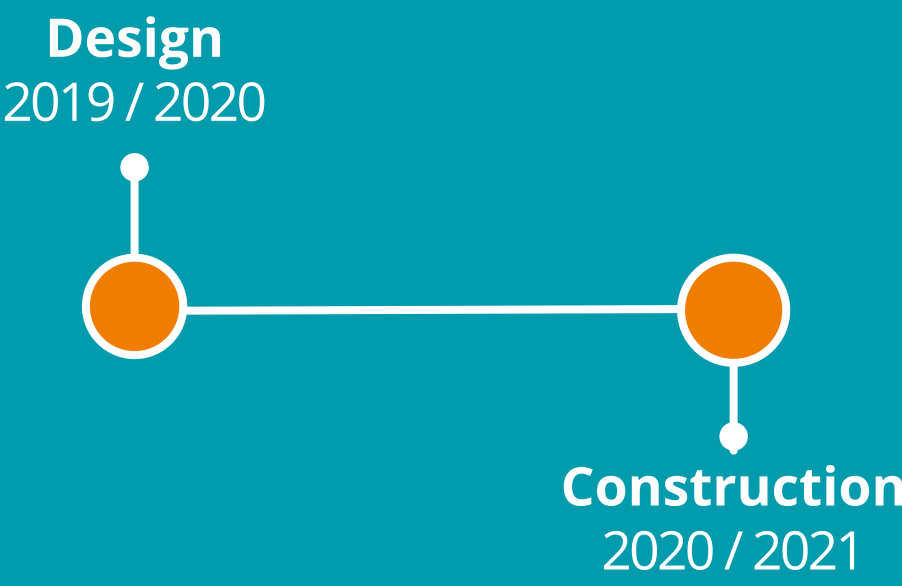


**PROTECTED BIKE LANES** will make it safer and more intuitive to bike from downtown to the central eastside. The Portland Bureau of Transportation (PBOT) will make it easier to connect with other low-stress bikeways in the central eastside



**PEOPLE MOVING CAPACITY** Changes in street design would increase the number of people that the street could accommodate by + %145.

### PROJECT TIMELINE



### MORE INFO:

Visit [portlandoregon.gov/transportation/burnside](http://portlandoregon.gov/transportation/burnside)



### QUESTIONS?

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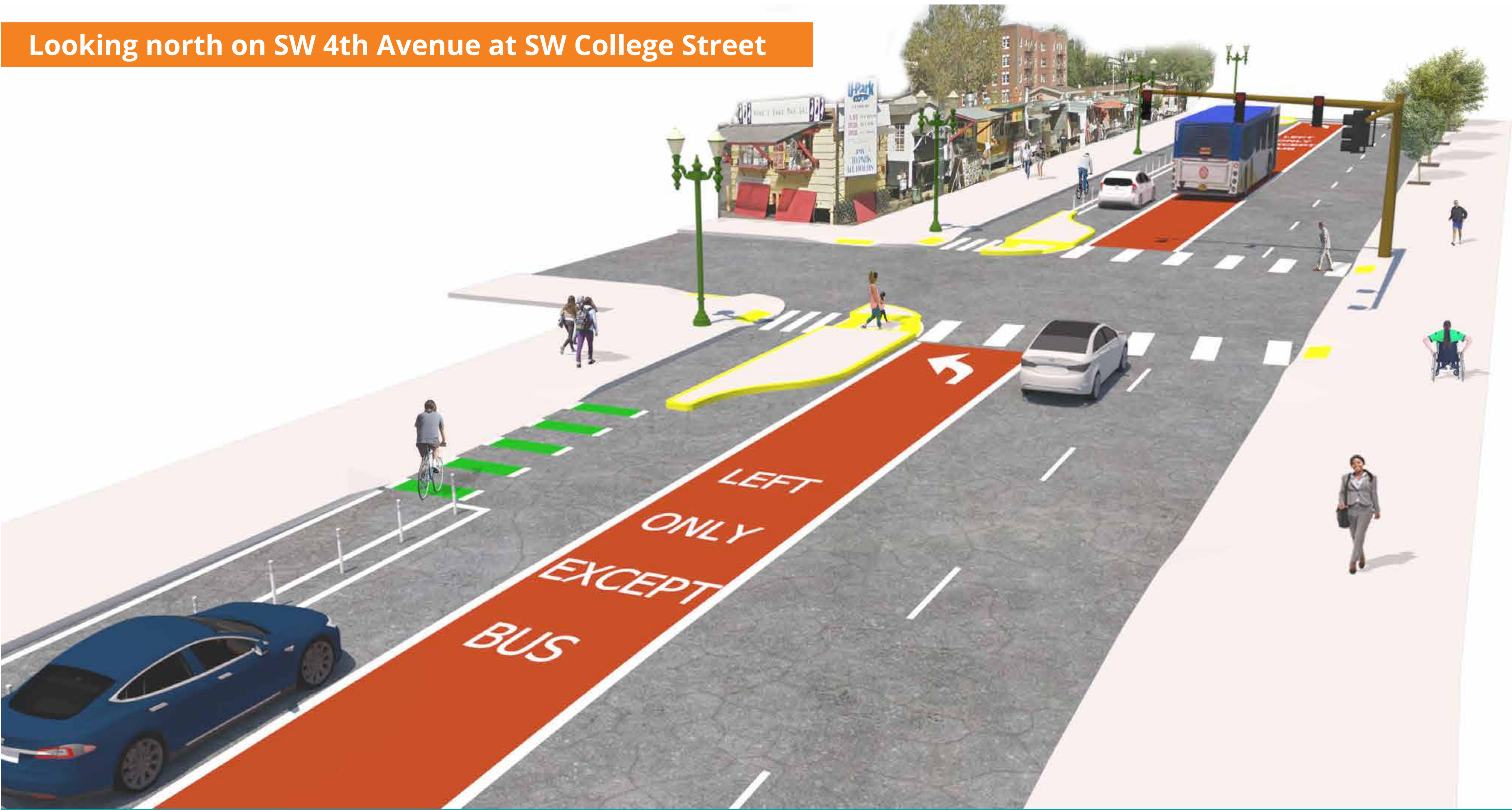
# A BETTER SW 4TH AVENUE

FASTER BUSES

DEDICATED LANES

SAFER STREETS

Looking north on SW 4th Avenue at SW College Street



## PROJECT OVERVIEW

This project will repave SW 4th Avenue from Lincoln to Ankeny, while creating a bus lane and signature northbound bike facility, and upgrading unsignalized pedestrian crossings and street lighting. The project will improve transit speed and reliability at a major downtown bus portal, increase access for people biking to major destinations and employers, improve crossing safety along 4th Avenue, and replace substandard curb ramps with ADA-compliant crossings.

## SW 4TH AT A GLANCE...



TriMet lines 9, 12, 17, 43, and 44 travel on SW 4th between Lincoln and Mill. Lines 9 and 12 are **Frequent Service** lines.



Every day, passengers experience a combined **130 hours** of delay



**4,430 people** travel by transit through the corridor each day



Changes in street design would accommodate 65% more people traveling through the corridor

## SOLUTIONS AND BENEFITS

### Riding the bus?

- **A faster and more reliable access to downtown** – five TriMet lines (9, 12, 17, 43, and 44) including two Frequent Service (9 and 12) travel on SW 4th between Lincoln and Mill. This new bus lane will support faster and more reliable access to downtown.

### Driving?

- **Retains existing parking** – the design preserves most of the existing on-street parking and loading zones north of SW Montgomery.
- **One travel lane on 4th Avenue will be removed** to accommodate the protected bike lane and bus lane.

### Biking?

- **A safer route through downtown** – protected bike lanes will connect through downtown, providing access to PSU and the retail core. Separating people biking from other vehicles will improve safety for all roadway users in this High Crash Corridor.

### Walking?

- **Easier and safer street crossings** – new signalized crosswalks in the vicinity of PSU will make crossing the street safer, more intuitive and more accessible. The new signals will also be coordinated to smooth traffic flow.

ROSE LANE PROJECT

PBOT  
PORTLAND BUREAU OF TRANSPORTATION

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