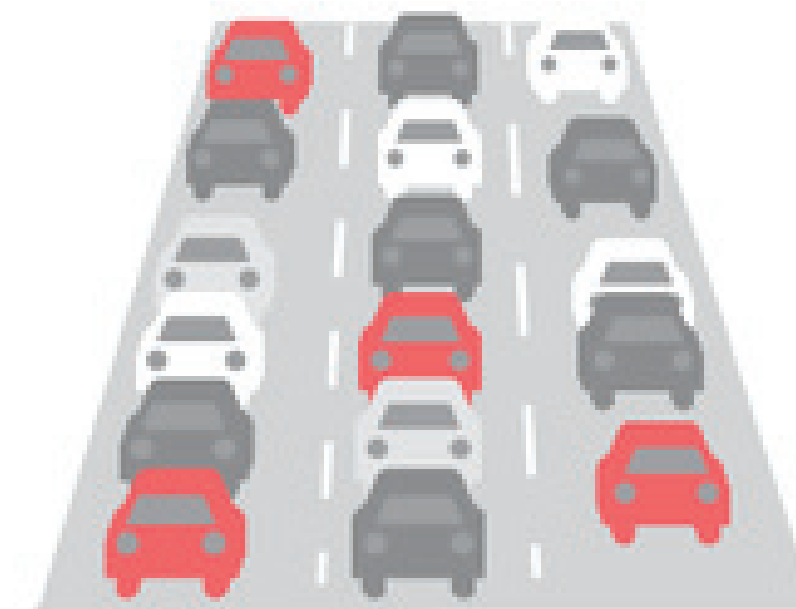


3a WHY PRIORITIZE TRANSIT

WHY IS TRANSIT PRIORITY IMPORTANT?

- Buses and streetcars are **stuck in traffic**, along with all the people on board.
- Buses and streetcars are **delayed and late** to pick up more waiting passengers.
- Transit delay and unreliability **shrinks people's access** to jobs, school, health care, services and daily needs.
- The **city is growing** and so is demand to **move people**.
- High-ridership transit is one of the most **efficient, equitable, and sustainable** ways to move people in scarce urban space.
- We need to **more than double transit ridership** to meet our transportation and climate goals and reach our 25% transit mode share target.
- **We can't build our way out of congestion.** Widening roads doesn't solve the problem of congestion. We need to come up with creative solutions instead.
- Transit **delay perpetuates inequities** and disproportionately burdens low income and minority households.

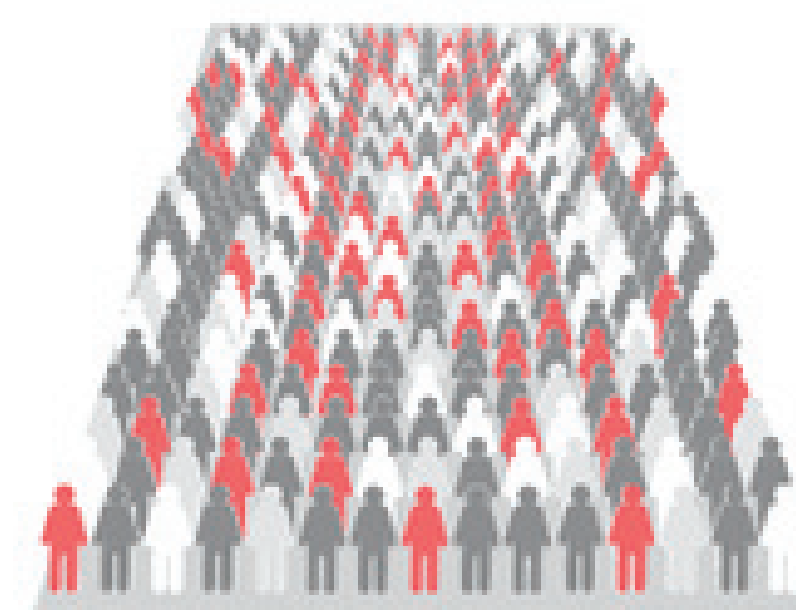
A growing city, a fixed amount of space in the right-of-way



Cars: 28 people / city block



Buses: 225 people / city block

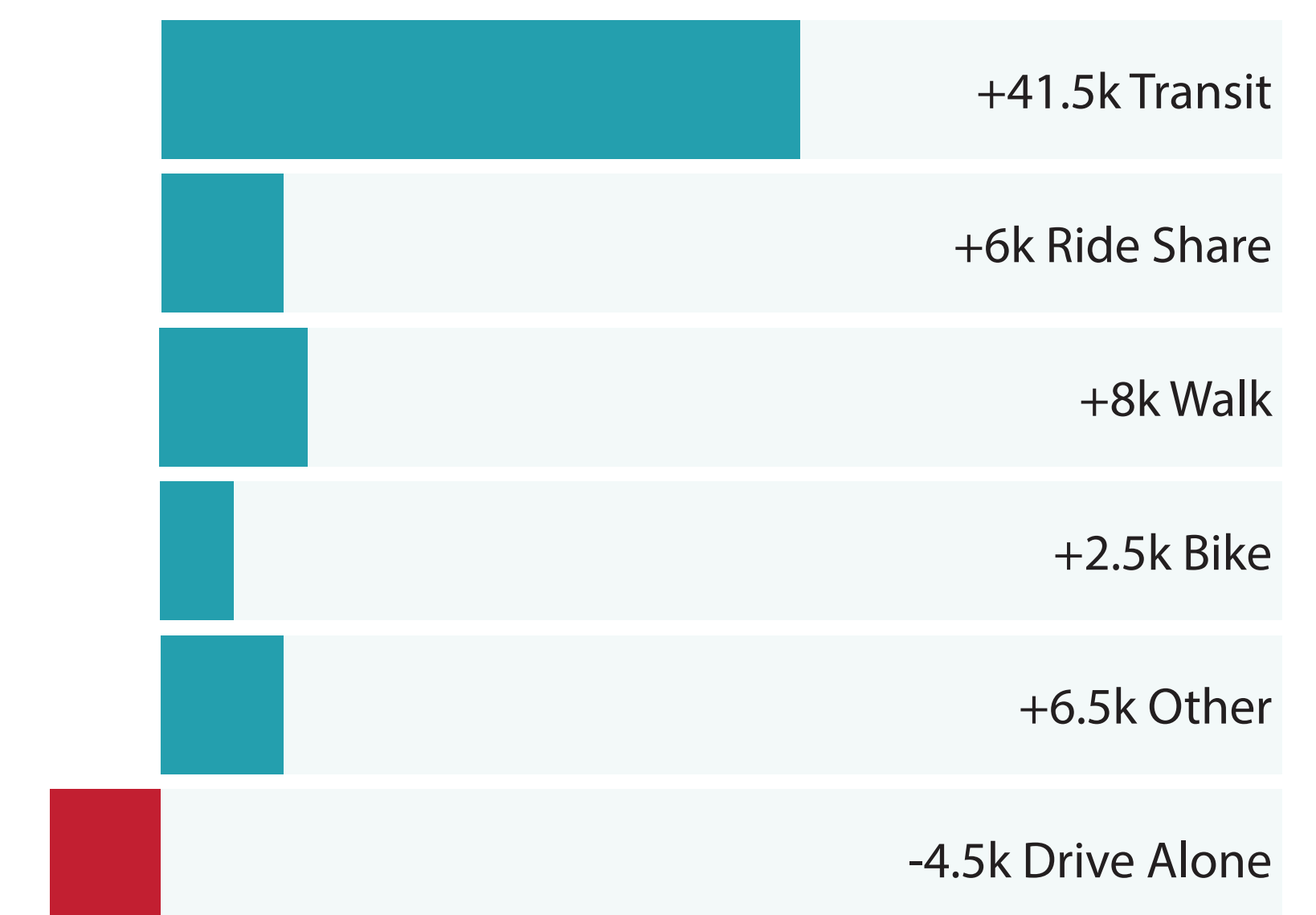


Walking: 1000 people / city block

Transit priority works for climate, equity and safety

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.



Redesigned streets can accommodate a growing city



3b TYPES OF TRANSIT PRIORITY

ENHANCED TRANSIT TOOLBOX

A variety of transit treatments may be applied across the Rose Lane network. These could include:

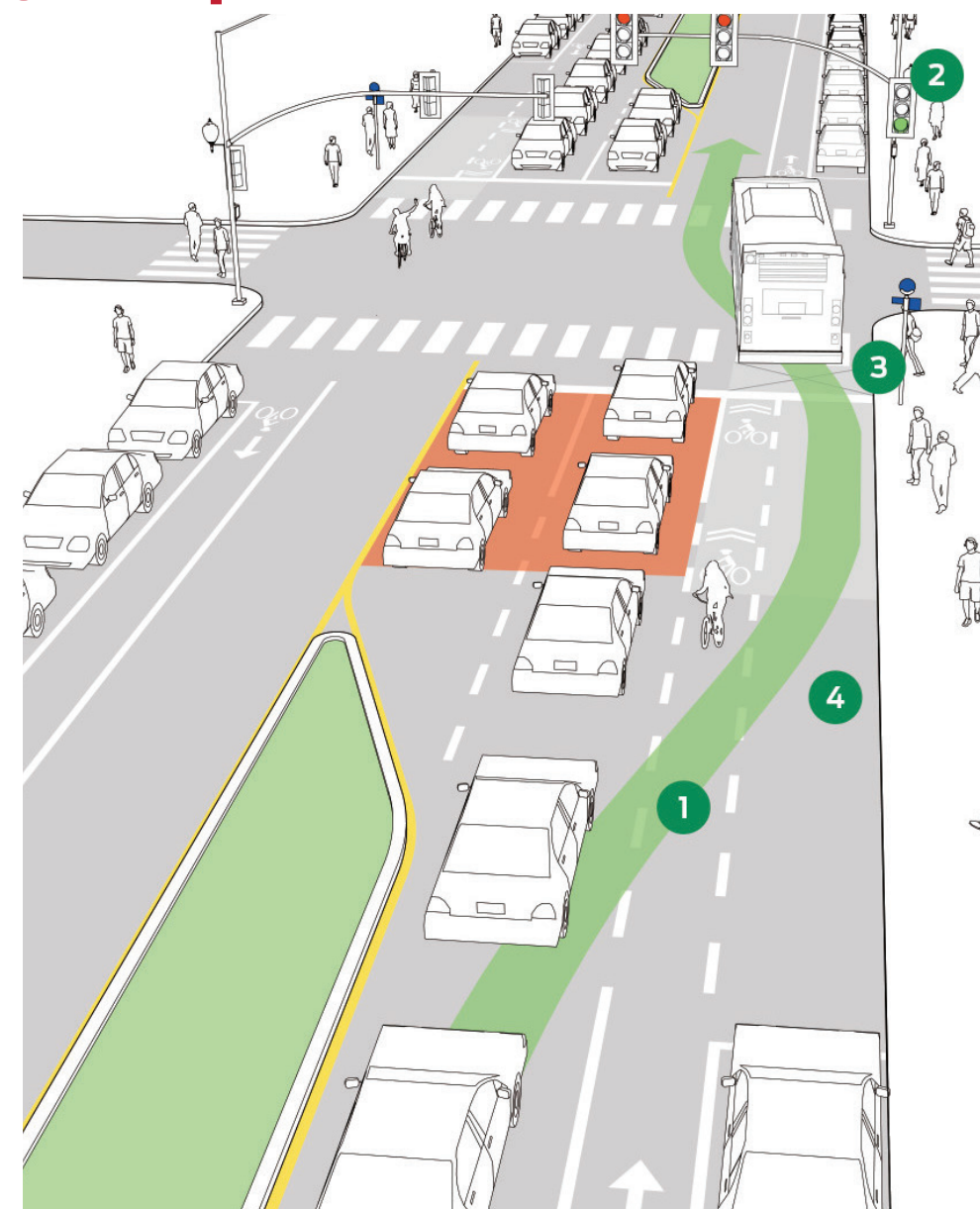
- **Laneway and intersection treatments**, such as dedicated bus lanes, Business Access and Transit (BAT) lanes, intersection queue jumps and peak hour transit only lanes.
- **Multi-modal interaction treatments**, such as left-side bike lanes or shared bus/bike zones
- **Stop and station treatments**, 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



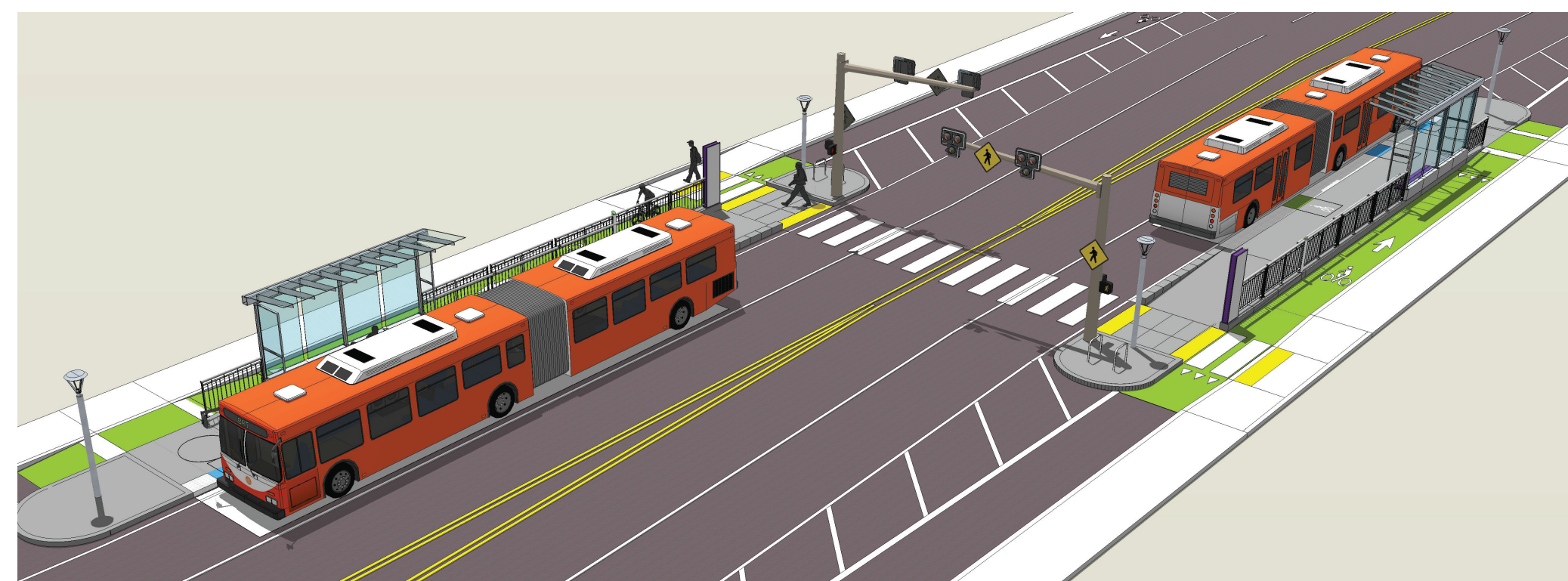
Dedicated Transit Lane



Intersection Queue Jump



Bike-Behind Stations



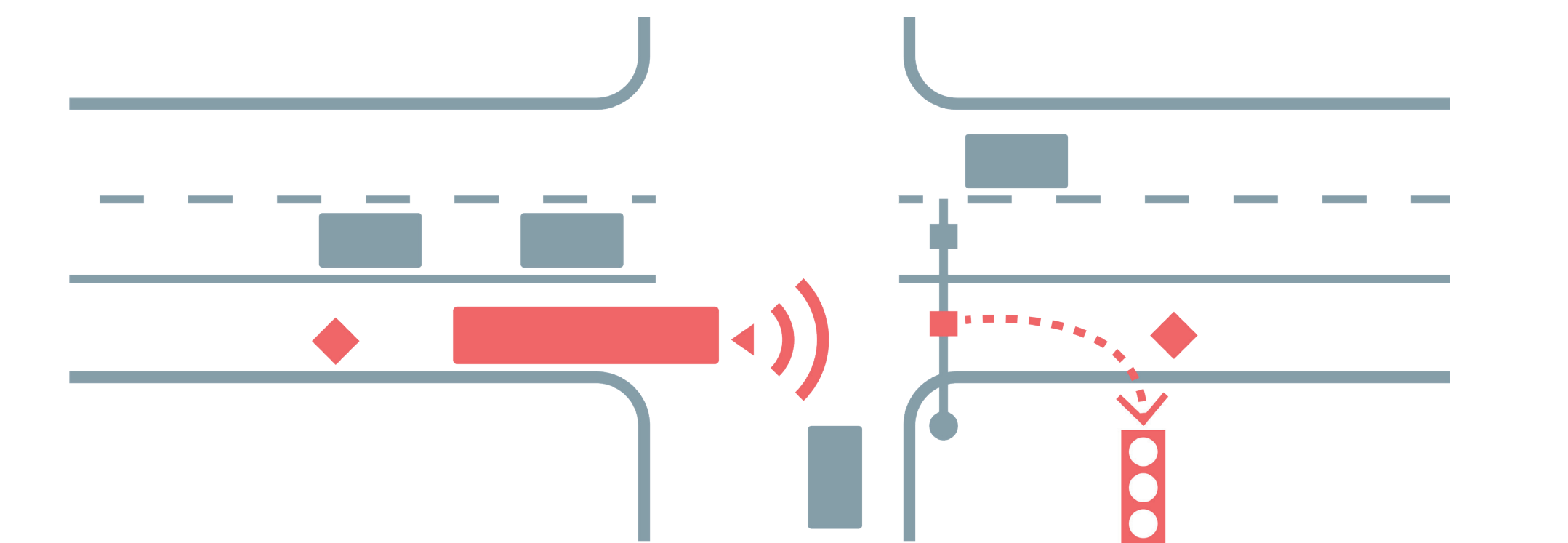
Peak-Only Bus Lane



Shared Bike & Bus Lane



Transit Signal Priority



Curb Extensions at Stops



3c

TRANSIT PRIORITY IN ACTION

The types of transit priority improvements coming through the Rose Lane Project could be similar to ones built through PBOT's Central City In Motion project and PBOT's Transit Priority Spot Improvement program. These examples are already showing big benefits for transit!

SW MADISON BUS & BIKE LANE

Installed: May 2019

Description: Dedicated bus and bike lane between SW 4th and SW 1st Ave, leading to the Hawthorne Bridge. Benefits more than 23,000 daily riders on TriMet lines 2, 6, 10, 14, and 30.

Benefits:

- Up to a 76% decrease in delay during the evening rush
- Cumulative all-day time savings of over 25 minutes for the Line 14 bus



NW EVERETT BUS LANE

Installed: August 2019

Description: Dedicated bus lane between NW Broadway and the ramp up to the Steel Bridge. Benefits more than 28,000 daily riders on TriMet lines 4, 8, 16, 35, 44, and 77.

Benefits:

- Up to a 34% decrease in delay during the evening rush
- Cumulative all-day time savings of over 47 minutes for the Line 8 bus



BURNSIDE BRIDGE EASTBOUND BUS/BIKE LANE

Installed: October 2019

Description: Dedicated bus and bike lane eastbound on the Burnside Bridge. Benefits more than 24,000 daily riders on TriMet lines 12, 19, and 20.

Benefits:

- Preliminary findings show TriMet buses crossing the Burnside Bridge are two minutes faster. We will continue to monitor.



3d EXPERIMENTING WITH RED

PBOT is partnering with TriMet, Metro, Portland Streetcar, and Portland State University (PSU) to install and experiment with red pavement markings in transit priority lanes. We are testing to see if adding red on the pavement helps increase understanding and compliance in transit priority lanes. Red pavement markings are potentially another tool to add to our toolbox. However, not all Rose Lanes may have red. Where red gets deployed will depend upon what we learn from this experiment on the most effective use of red and what the Federal Highway Administration (FHWA) approves in the future.

BACKGROUND ON RED LANES

The FHWA has given permission to a number of U.S. cities, including Portland, to participate in a national experiment to use red paint to signal to everyone that buses, streetcars, and trains have priority. FHWA approved Portland's application in September 2019.



Success with red lanes in other cities

In New York City, lane incursions were reduced by 50% and illegal parking or standing in transit lanes reduced by over 30%.

In San Francisco, overall collisions have dropped by 16%. Red lane treatments have contributed to fewer collisions and less risky driver behavior.

WHAT WOULD THIS LOOK LIKE?

The exact design of red pavement markings may vary from location to location, depending upon the context and whether the lane is strictly transit only or if other drivers are allowed limited use of the lane to access local businesses, on-street parking, or to turn right at the next intersection.



Potential markings in transit priority lanes where drivers may enter to turn

Potential markings in exclusive transit lanes (no cars allowed)

RED LANES IN PORTLAND

