

ROSE LANE PROJECT



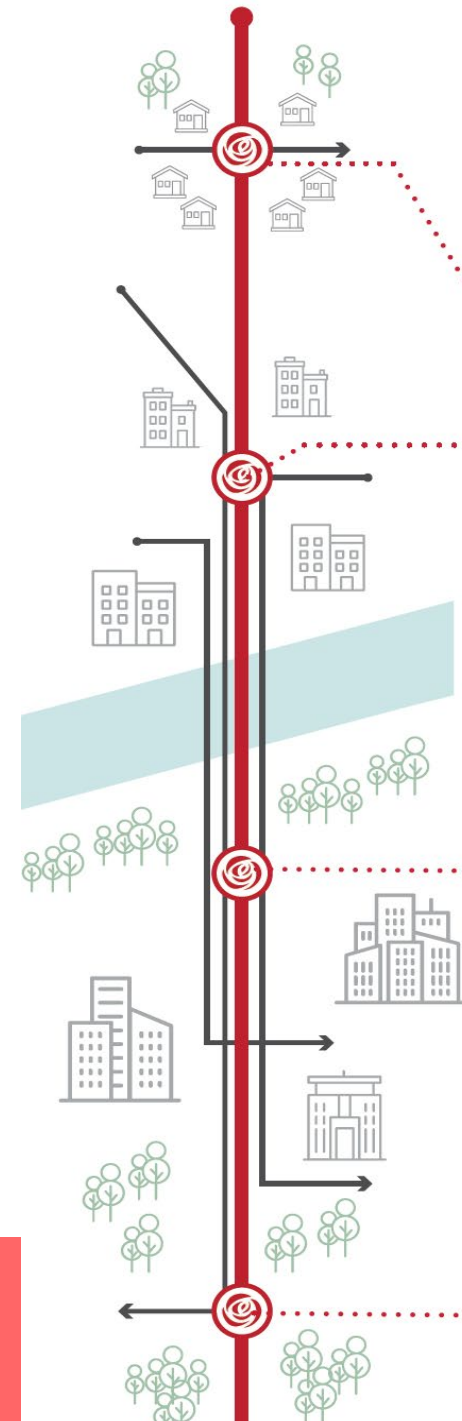
Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
September 8, 2021



PBOT
PORTLAND BUREAU OF TRANSPORTATION

What are “Rose Lanes?”

- Rose Lanes are transit routes where **buses and streetcars get priority on the road in congested areas.**
- There are **over 20 transit priority tools** we can use to make transit faster and more reliable. **Not all Rose Lanes will be bus only lanes.**
- **Guided by project better-off measures,** we will pick the tool best suited to address the needs and context in areas where transit is most delayed.



Putting People First: Project Better-Off Measures

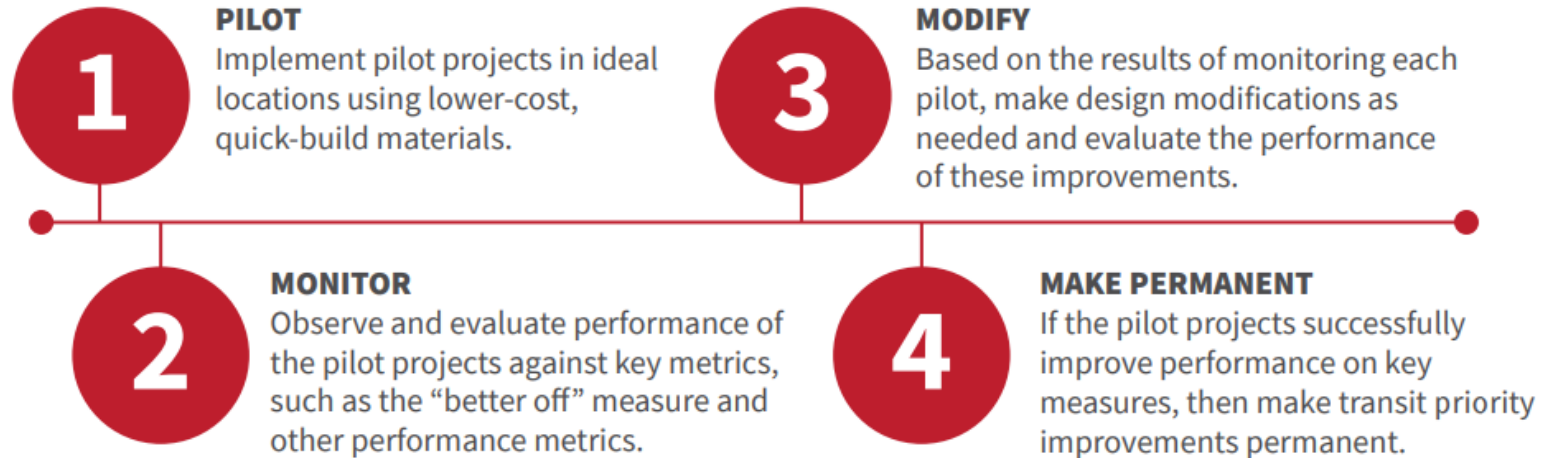


- People of color will experience **average commute times comparable** to white people.
- People will consider public transit to be a **rapid and reliable** choice for **daily transportation**
- People who use public transit will have **more choices for where they want to live and work.**
- People who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

Pilot approach across all new proposed Phase 2 projects

- Implement low-cost design and materials first (little to no red during pilot phase)
- Collect data before & during
- Provide opportunity for public to provide feedback before and during pilot
- Monitor and retain some budget for mitigation or changes
- “Harden” improvement once pilot is complete, possibly adding red where needed

FOUR-STEP APPROACH



Considerations for other modes



Emergency vehicles: Emergency response vehicles can use transit priority lanes to bypass motor vehicle congestion



Pedestrian facilities: Many Rose Lane projects also include benefits for pedestrians.



Bike facilities: Many Rose Lane projects also include benefits for cyclists, including creating bike network connections and reducing bike/auto conflicts.



Auto traffic travel time and diversion: Some projects will likely cause additional delay for drivers at peak times. These impacts are not expected to cause safety impacts. We may make necessary refinements based on pilot monitoring in the future.



Parking removal: Some projects will require parking space to be repurposed.

An investment in our future: Why transit priority still matters despite Covid-19



- Transit remains one of the most **efficient, sustainable and equitable** ways to move people around our growing city
- **Tens of thousands of people have continued to ride transit** during the pandemic, including essential workers
- The Rose Lane Project helps **today's transit riders** enjoy a better journey and **will encourage more to get on board** in the future
- Rose Lanes will keep **our most important transit lines running smoothly as traffic and demand grows**, preventing a return to the transit delay experienced in 2019
- Shovel-ready transit priority projects set Portland up for a **rapid recovery** from the COVID-19 crisis and will **help our city thrive**

Rose Lane roll out: Status update

Roll out status, as of December 2020



16

Completed
Projects

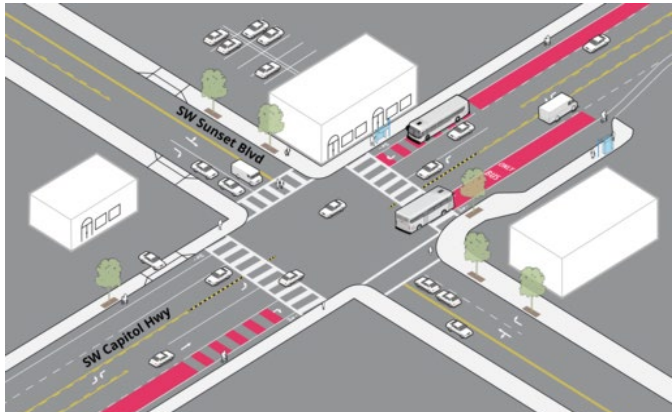
(built in 2019 or after)



18

Funded/In Progress
Projects

(currently funded and in design, out to bid or slated for construction)

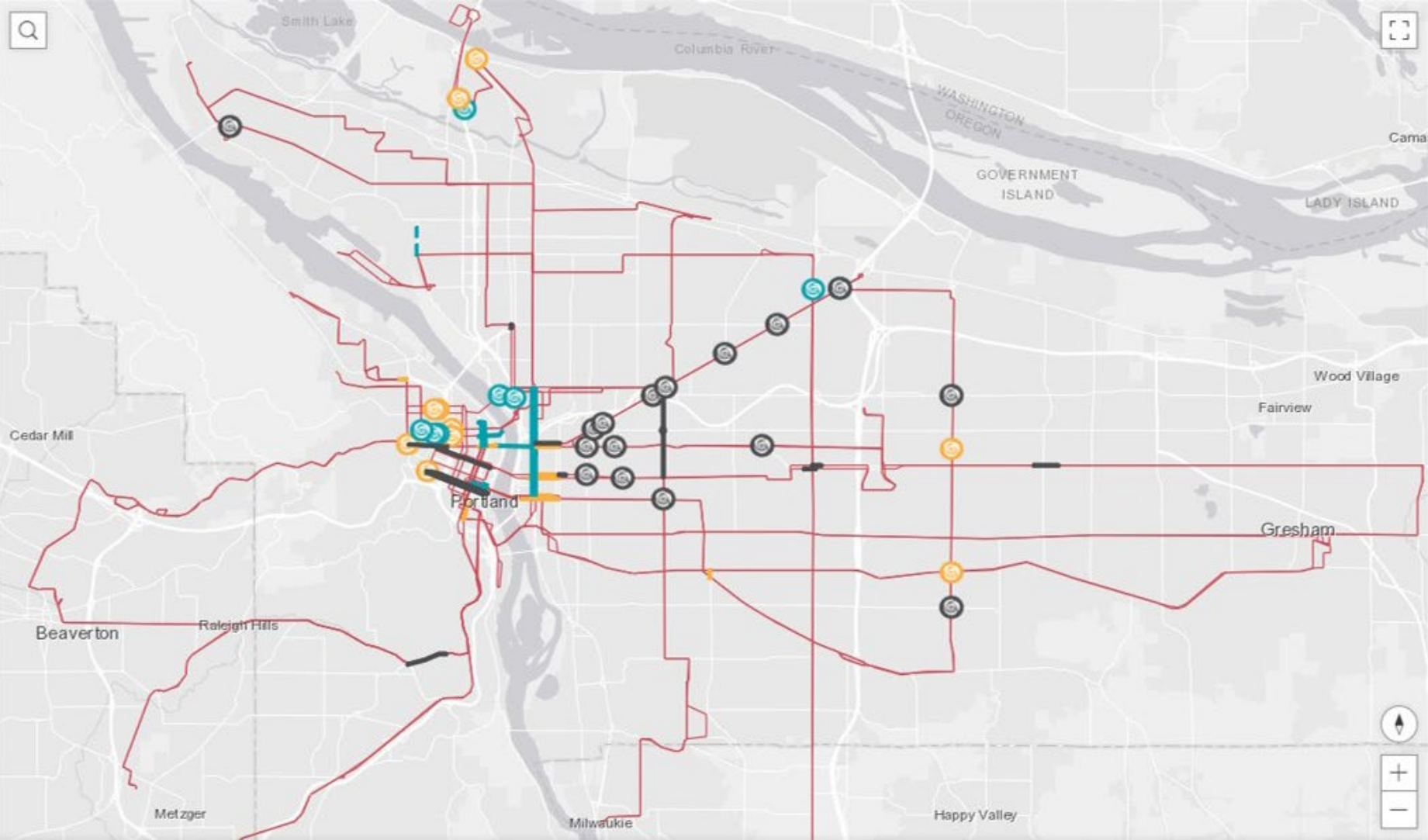


25

Proposed
Projects

(identified for future implementation when funding is available)

Rose Lane Project online interactive map



Legend [X]

All Spot Improvements

Project Status

- Teal circle with 'S' icon: Completed Rose Lane projects
- Orange circle with 'S' icon: Funded/In Progress Rose Lane projects
- Grey circle with 'S' icon: Proposed Rose Lane projects

All Corridor Improvements

Project Status

- Teal line: Completed Rose Lane projects
- Orange line: Funded/In Progress Rose Lane projects
- Black line: Proposed Rose Lane projects

Rose Lane Primary Network

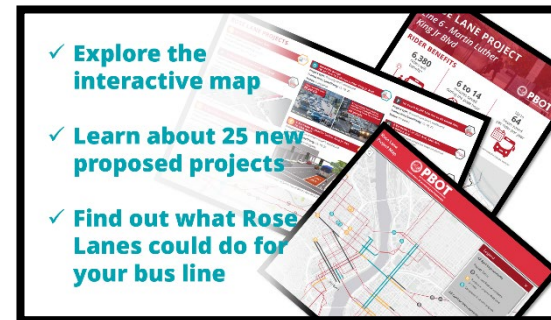
- Red line: Rose Lane Primary Network

Winter outreach: Program-level engagement

- Interactive **online open house** and **map**
- **Feedback survey** open December 9, 2020 – January 24, 2021
- Focused **engagement with bus riders** on key lines
 - TriMet messages
 - Sidewalk stickers at bus stops
 - Direct outreach in Spanish, Vietnamese and Chinese through Community Engagement Liaisons
- Public involvement **summary report** of what we heard: (Portland.gov/RoseLanes)

Outreach numbers:

- 3,221 online open house visitors
- 15,713 interactive map views
- 1,266 **English** survey responses
- 62 phone surveys conducted by community engagement liaisons
- +13,670 GovDelivery email recipients
- +20 CBOs notified
- 7 community groups visited



Coming Next...

- Year 1 progress report:
 - Summary of work completed since Feb. 2020
 - Update on projects advancing next
- Updates to the interactive online map
- Additional public involvement in project areas, as they advance
- Visit our website to learn more and sign up for updates: Portland.gov/RoseLanes



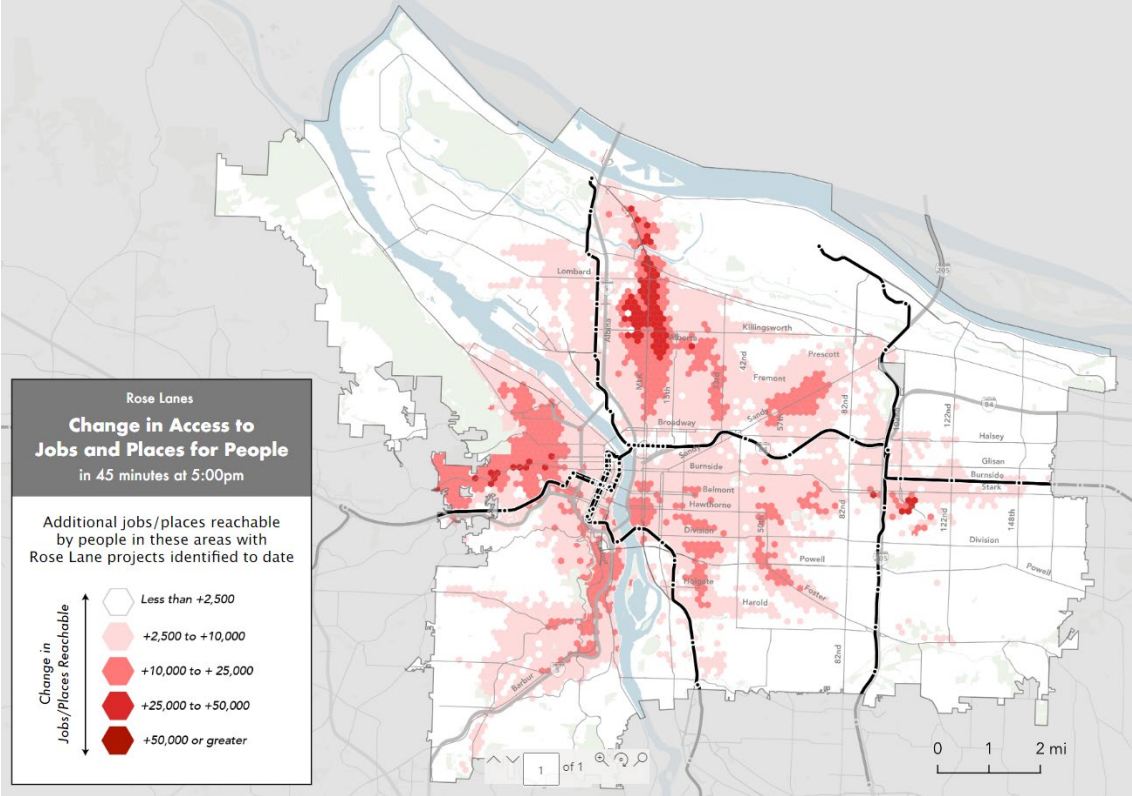
Anticipated benefits:

A faster, more reliable
transit network for
Portland

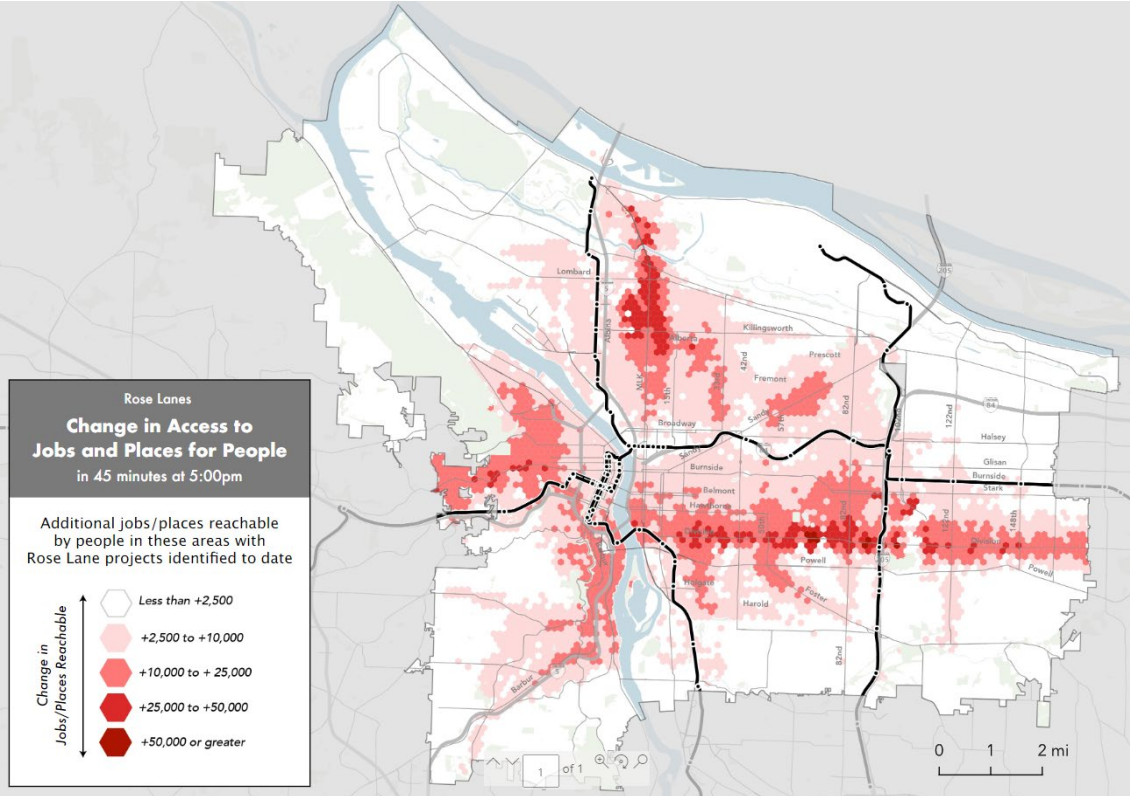
Estimated benefits analysis: System-level perspective

People in these areas can reach more places

Estimated benefits of Rose Lane projects



Estimated benefits of Rose Lane projects + Division Transit Project



Estimated benefits analysis: System-level perspective

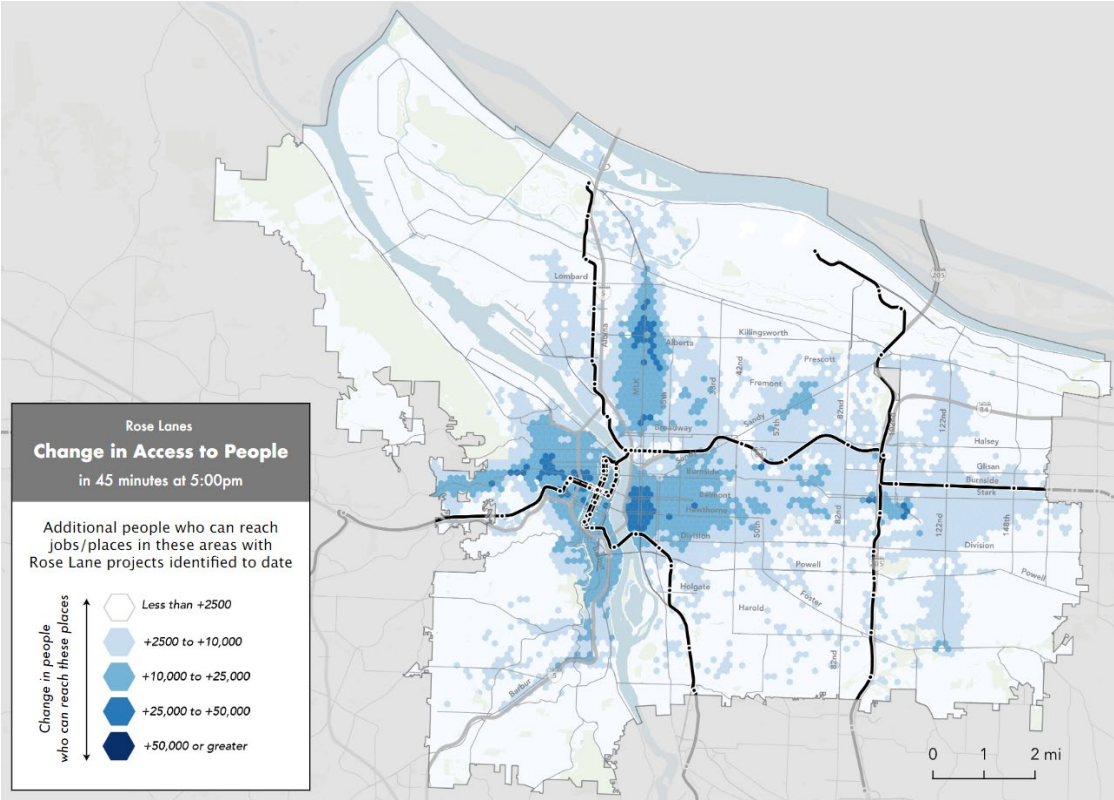
Estimated change in average access to jobs/places in 45 minutes by demographic group

All Residents	White Residents	People of Color	Black Residents	Households in Poverty
+5,500	+5,600	+5,300	+5,600	+5,600
+4.1%	+4.2%	+4.3%	+4.3%	+4.2%

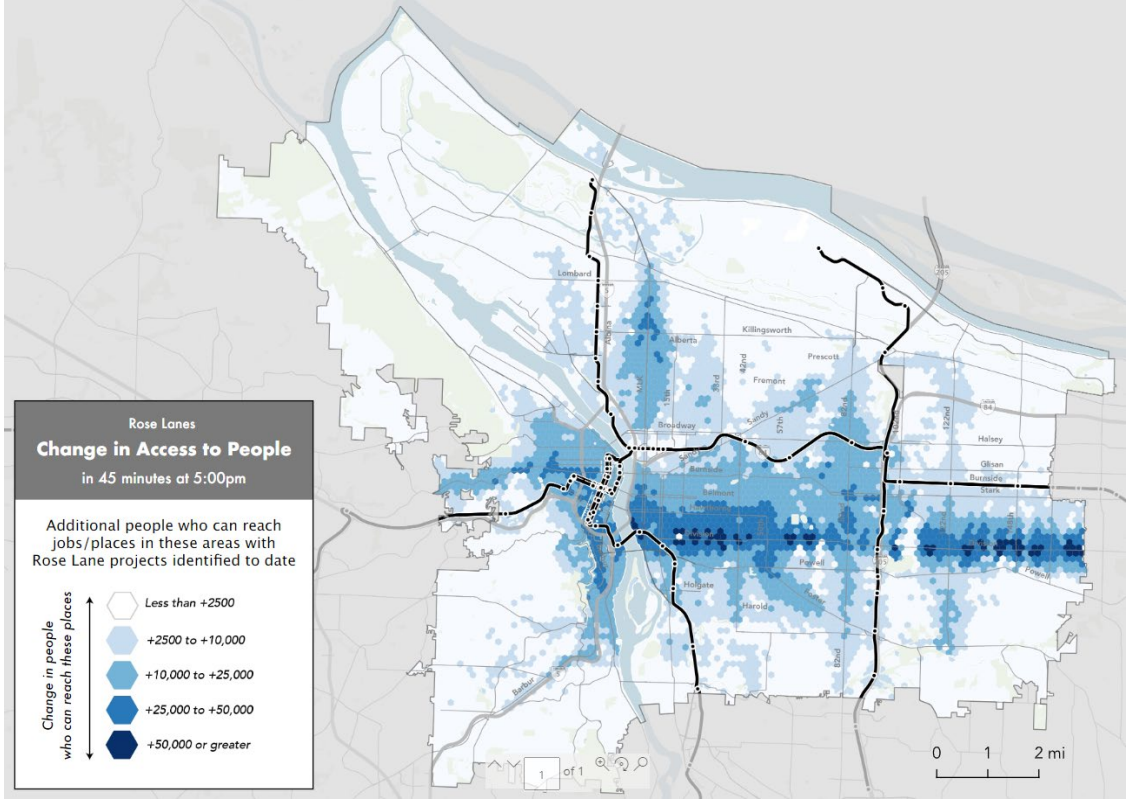
Estimated benefits analysis: System-level perspective

Jobs and places in these areas become reachable by more people

Estimated benefits of Rose Lane projects



Estimated benefits of Rose Lane projects + Division Transit Project

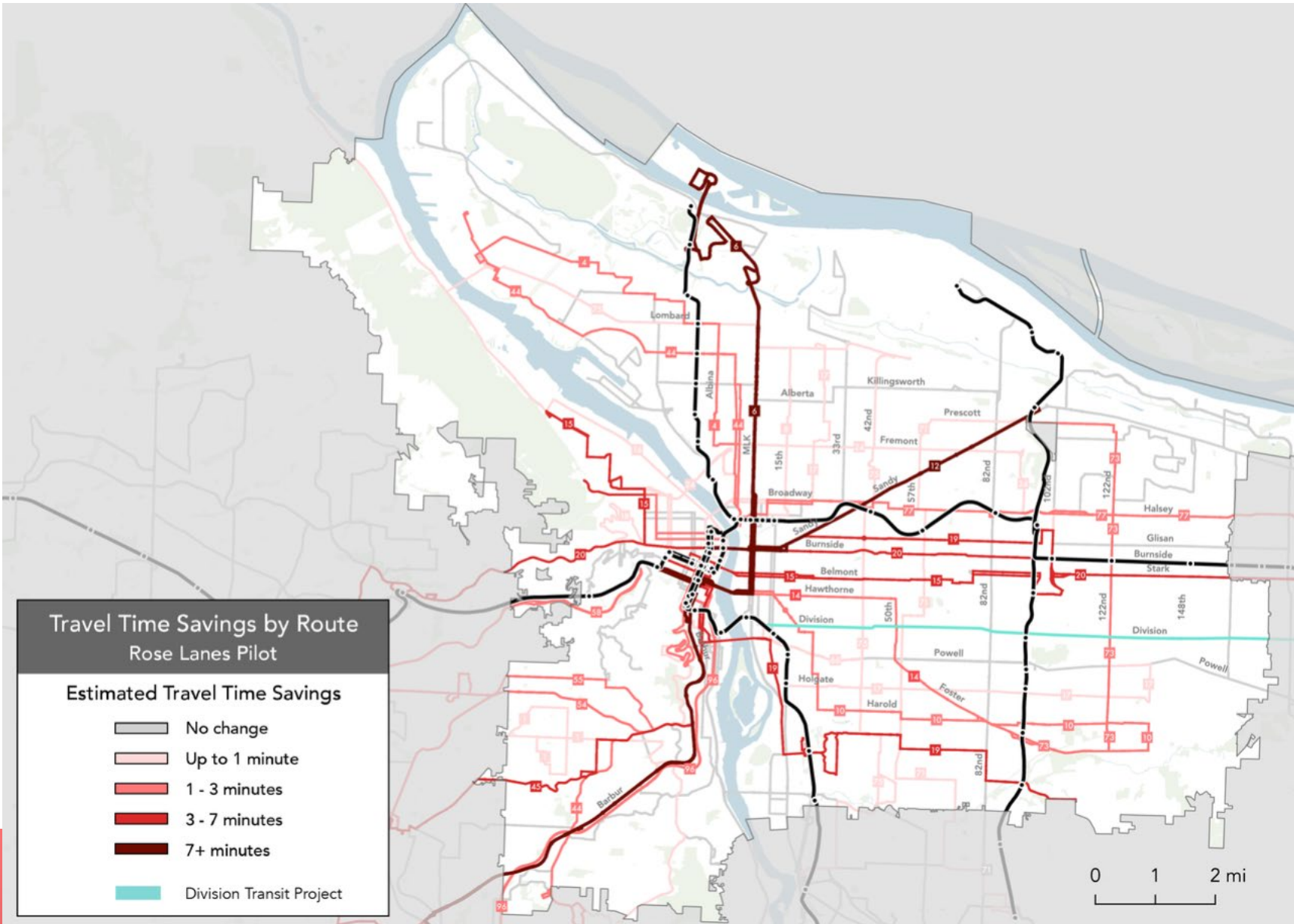


Estimated benefits analysis: Travel Time Savings

Primary Rose Lane Bus Line	End to end, riders traveling in the PM peak could save...	In a year, a person who rides 5 days a week could save up to...
6 - MLK	6 - 14 minutes	64 hours
12 - Sandy/Couch	4 - 7.5 minutes	34 hours
20 - Burnside/Stark	5 - 7 minutes	30 hours
15 - Belmont/NW	2.5 - 4.5 minutes	19 hours
4 - Fessenden	1 - 2.5 minutes	8 hours
14 - Hawthorne	1 - 2.5 minutes	8 hours
73 - 122nd Ave	1 - 2 minutes	6 hours
54/56 - BH Highway	1 - 2 minutes	5 hours
75 - Cesar Chavez	Up to 1 minute	1 hour



Estimated benefits analysis: Travel Time Savings



Small Travel Time Savings can feel like a big change!

*According to a recent survey conducted by TriMet, riders benefitting from the Big 3 improvements (SW Madison, NW Everett or the Burnside Bridge) **feel like their trip is on average 7 minutes faster.** Actual travel time savings in the PM peak range from 29 seconds to 2 minutes.*



ROSE LANE PROJECT



www.Portland.gov/RoseLanes