

# Growing Transit Communities Plan & Enhanced Transit Corridors Plan

## PSC Briefing

April Bertelsen    March 14, 2017

# Briefing on Transit: Growing Transit Communities Plan & Enhanced Transit Corridors

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*Planning and Sustainability Commission*

*March 14, 2017*

WE KEEP PORTLAND MOVING.



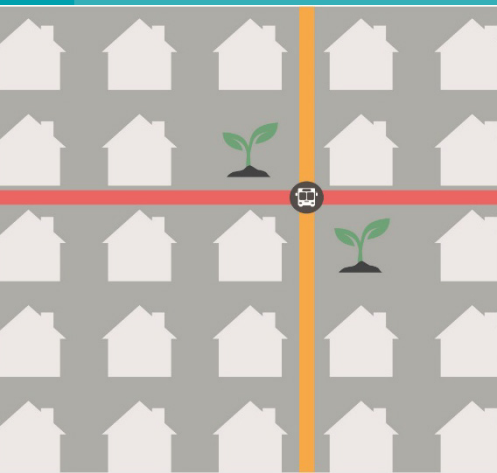
**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Growing Transit Communities Plan

## Overall Plan Goal:

Develop transportation investment plans for a few transit corridors that help support both frequent transit service and multi-modal transit-oriented development.

All of these help grow transit communities.





[www.trimet.org/future](http://www.trimet.org/future)



## Service Enhancement Plans

Creating a shared vision for making transit better

# Selected GTC Plan Corridors



# Selected GTC Plan Corridors

- MH—Middle Halsey (Bus line 77)  
NE Halsey St (NE 47<sup>th</sup> to 122<sup>nd</sup>)
- OSB—Outer Stark-Burnside (Bus line 20)  
E Burnside St (82<sup>nd</sup> to 102<sup>nd</sup>)  
SE 102<sup>nd</sup> Ave (Burnside to Stark)  
SE Stark St (102<sup>nd</sup> to 162<sup>nd</sup>)
- AW—Airport Way (Bus line 87)  
NE 105<sup>th</sup> Ave (Sandy to Holman)  
NE Holman St (105<sup>th</sup> to Airport Way)  
NE Airport Way (Holman to City Limits)

Note: In all cases the Transit Corridor shall consist of the area within a ½-mile buffer of the streets identified above.



# Growing Transit Communities Plan

## Corridor Investment Plans:

Identify and prioritize transit-supportive investments:

- Pedestrian and bicycling safety & access to transit
- transit stop improvements
- transit priority treatments



# Growing Transit Communities Plan

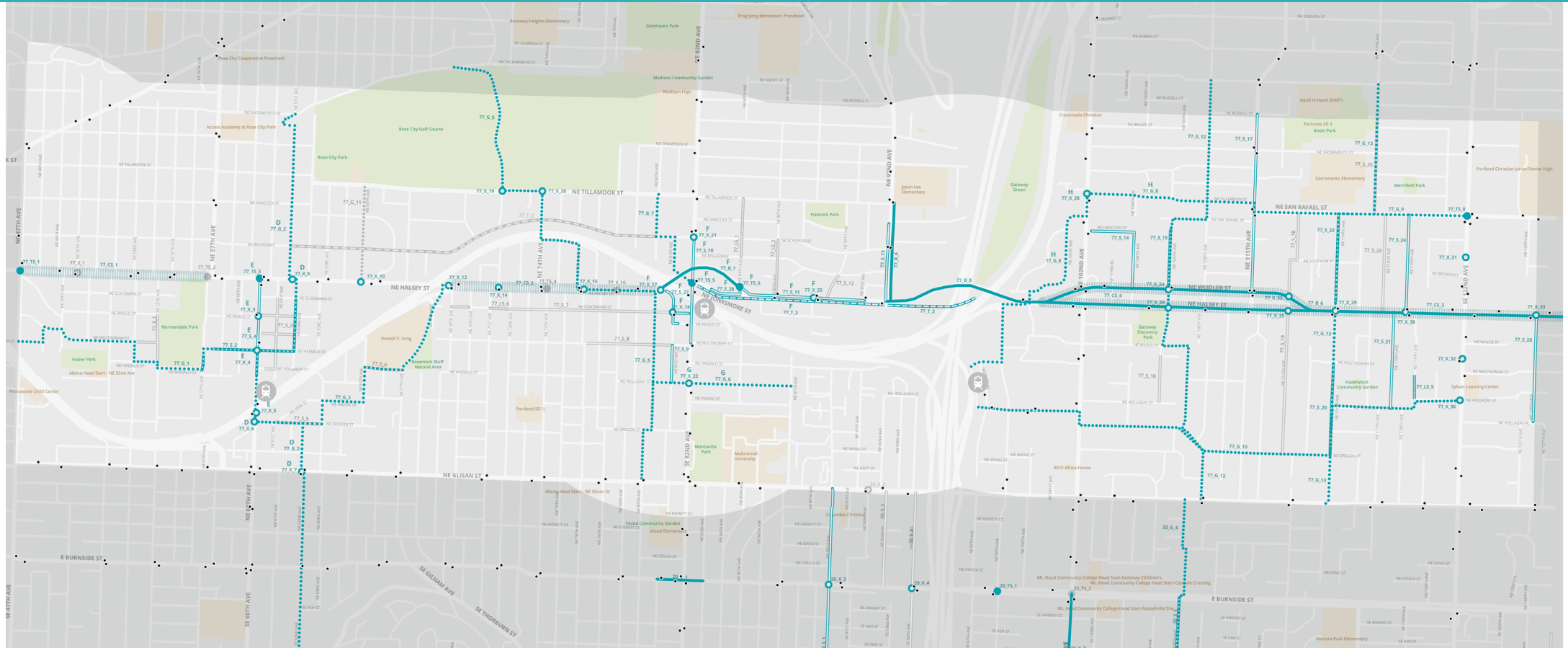
## Prioritizing Criteria:

- Transportation safety
- Access to Transit
- Equity
- Makes it easier to get to key places
- Identified in a Plan or Prioritized Previously
- Network Connectivity Benefit
- Improves bus speed and reliability
- Public support/ stakeholder input
- Serve the most people nearby





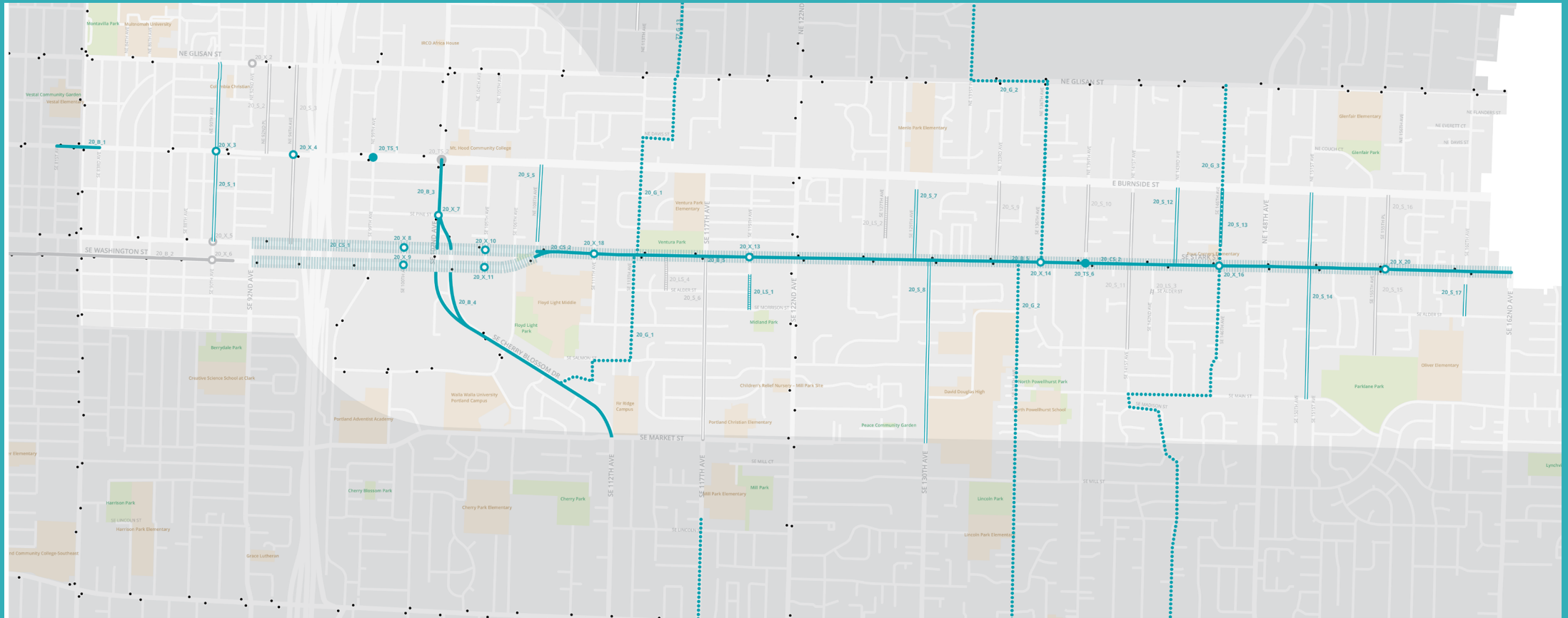
# Middle Halsey/Line 77 - Draft Investment Plan



Type of improvement	Recommended for GTC	Not recommended
Crossing		
Traffic safety		
Corridor safety		
Bike lane		
N'hood greenway		
Sidewalks		
Local street		
Trail		

- MAX stop
- Bus stop
- Bus line
- School
- Park

# Outer Stark–Burnside/Line 20 - Draft Investment Plan



Type of improvement	Recommended for GTC	Not recommended
Crossing		
Traffic safety		
Corridor safety		
Bike lane		
N'hood greenway		
Sidewalks		
Local street		
Trail		

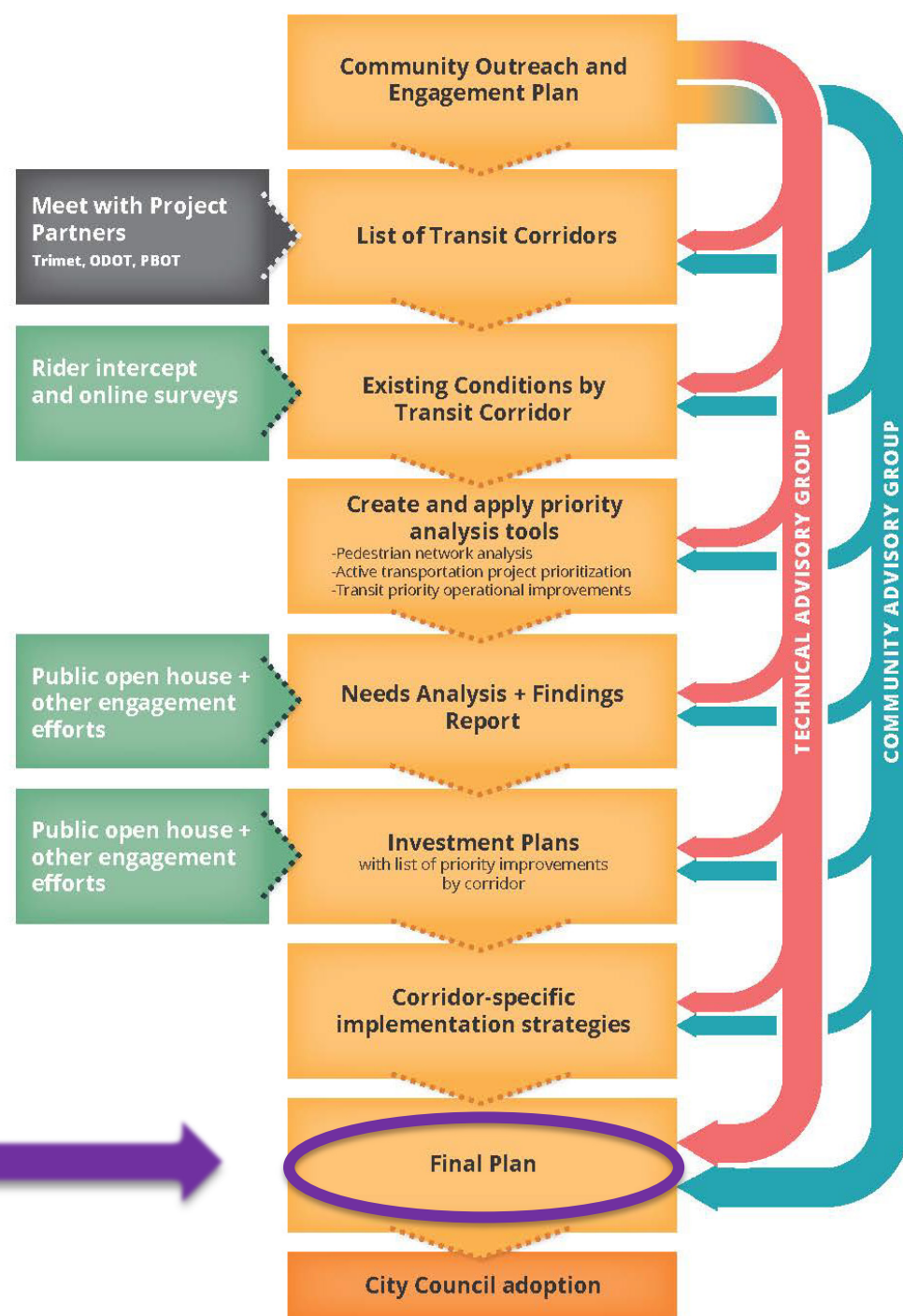
MAX stop	
Bus stop	
Bus line	
School	
Park	



# GTC Plan Process, Structure and Timeline

Summer 2015 -  
Spring 2017

We are Here



# Growing Transit Communities Plan

## Next Steps...

- Now - March 27: public comment on draft plan
- April/May 2017: City Council hearing to adopt the plan
- Spring 2017: Inform potential RTP Call for Projects
- Beyond:
  - Continue to seek funding for implementation
  - Amend TSP to add recommended projects

# Why Enhanced Transit Corridors?

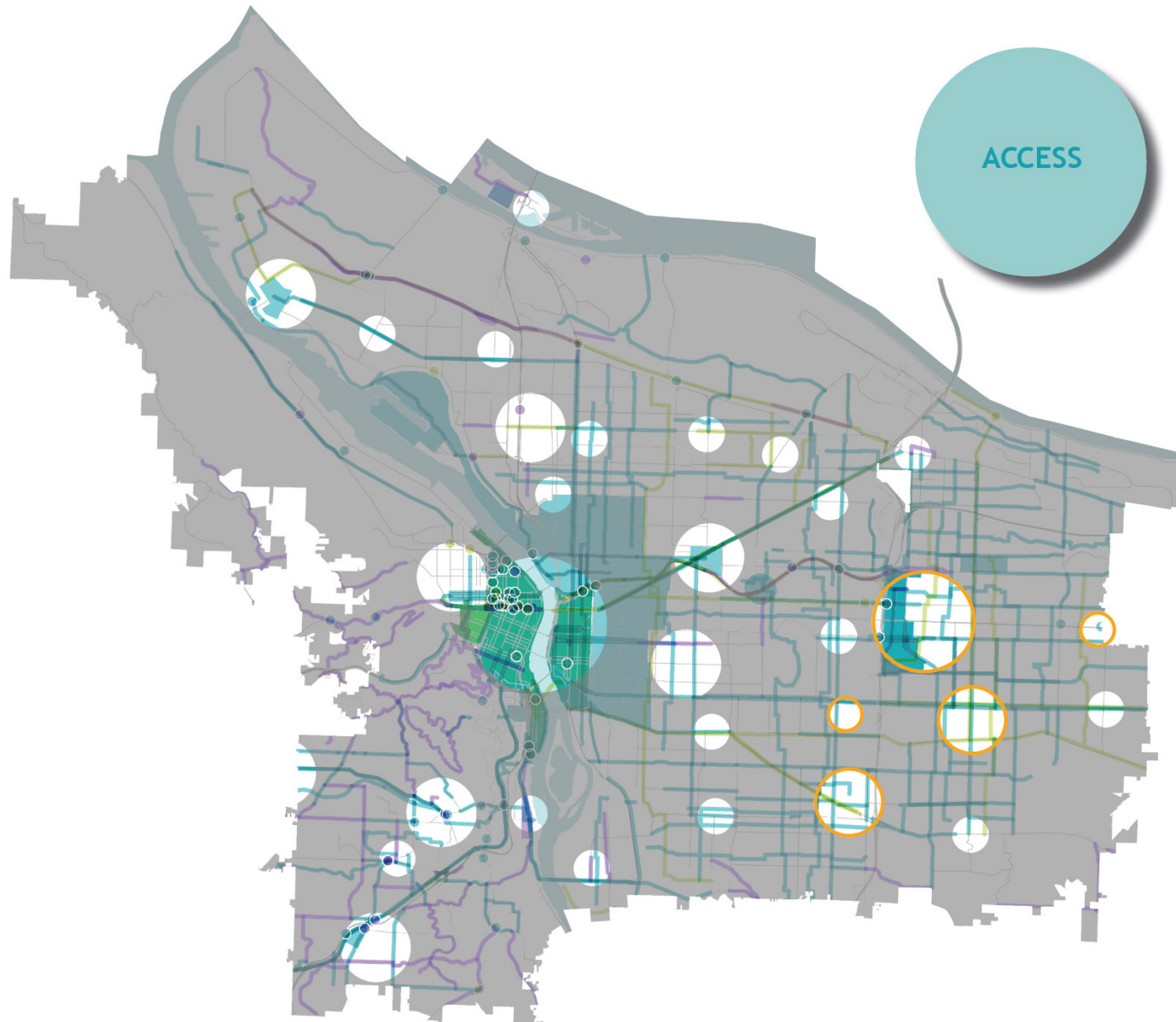
# Why Enhanced Transit Corridors?

**We are growing.**



Portland region nears 2.4 million residents, growing by 41,000 last year

# 2035 Comprehensive Plan



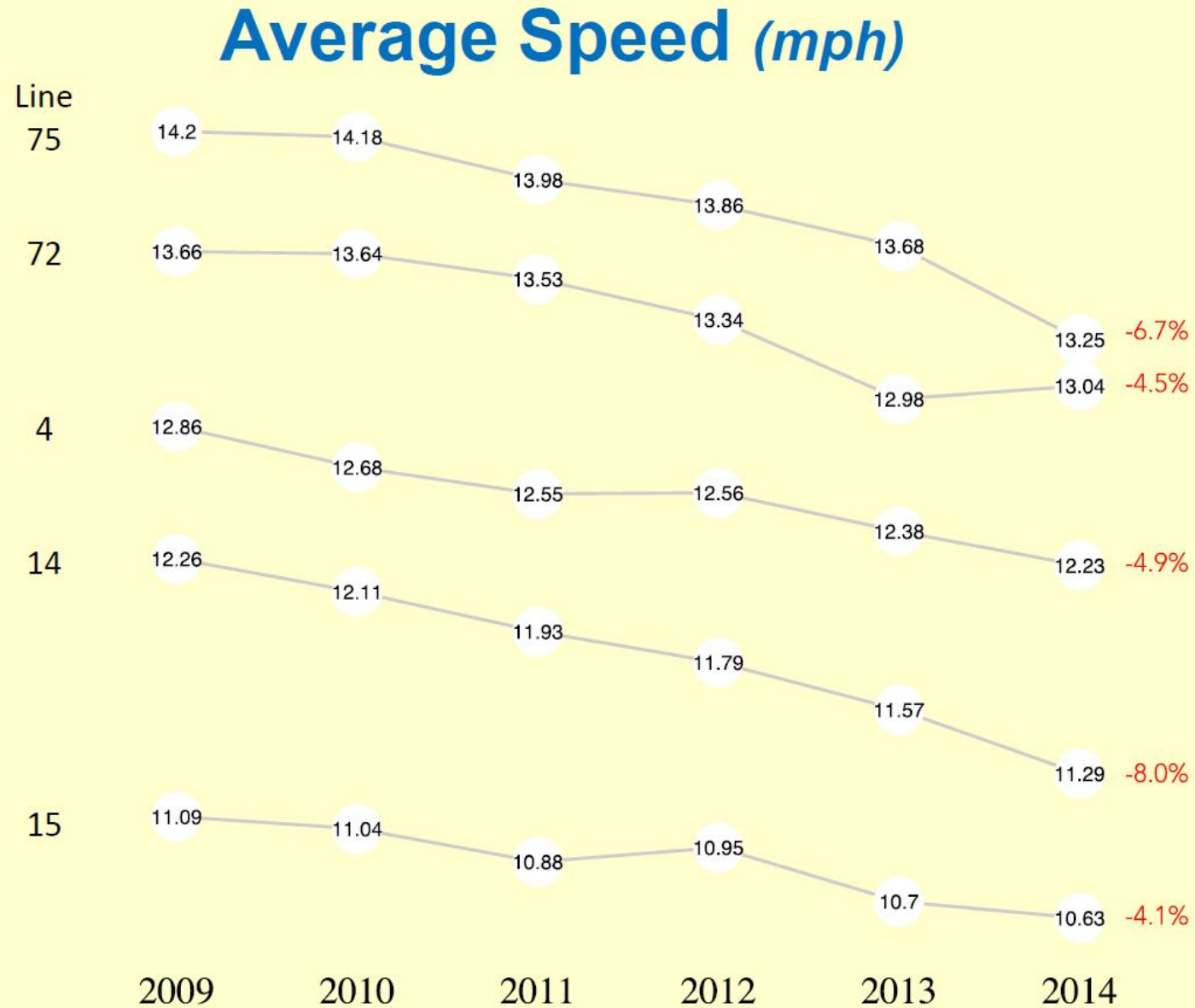


# Buses carry significant ridership regionally

## 2015 Top 10 transit lines (by ridership) Number of boarding rides



# Traffic congestion is slowing bus service region-wide



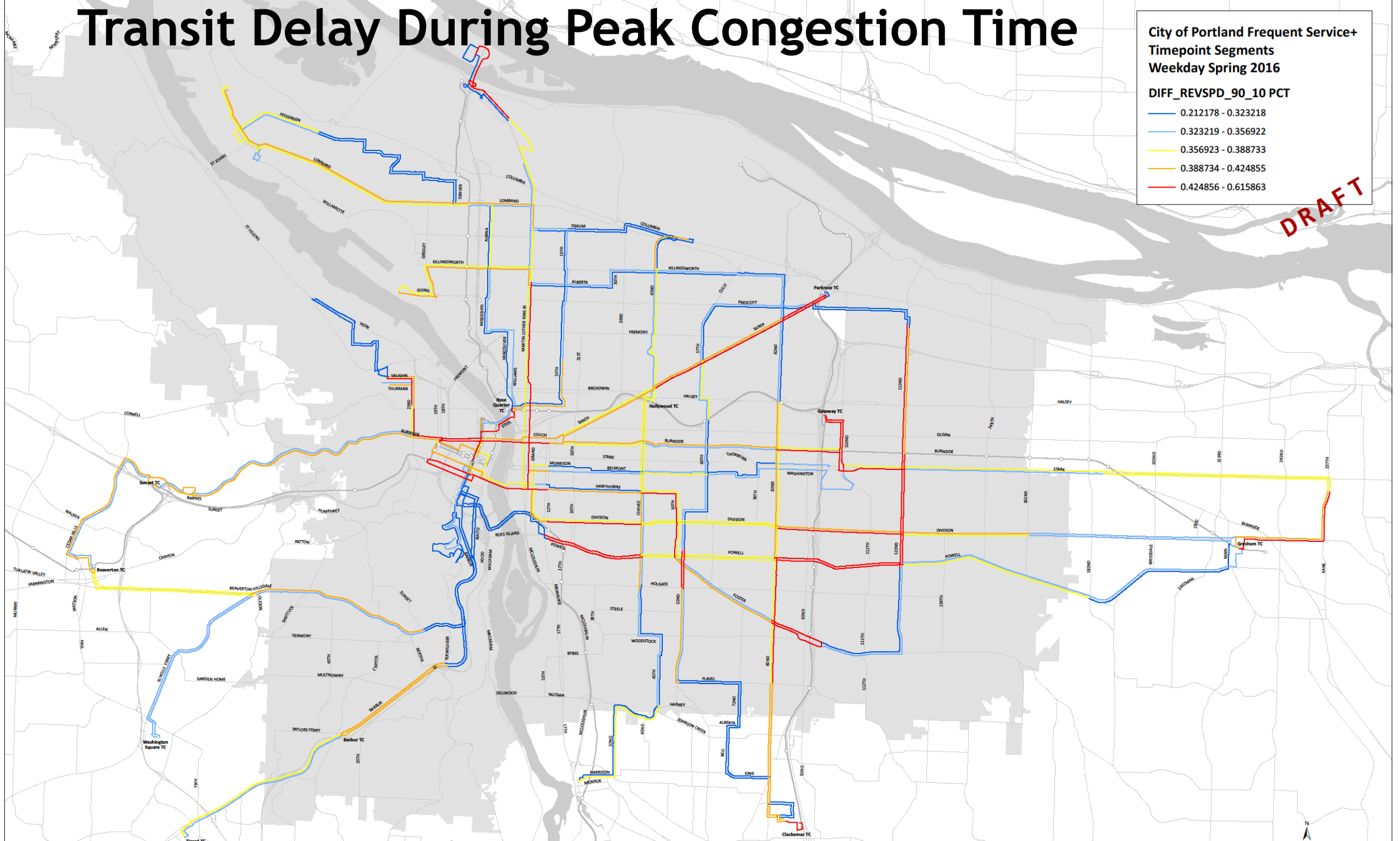
# Transit Delay During Peak Congestion Time

City of Portland Frequent Service+  
Timepoint Segments  
Weekday Spring 2016

DIFF\_REVSPD\_90\_10 PCT

- 0.212178 - 0.323218
- 0.323219 - 0.356922
- 0.356923 - 0.388733
- 0.388734 - 0.424855
- 0.424856 - 0.615863

DRAFT



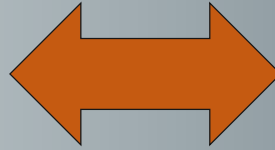
# What is Enhanced Transit Corridors?

# Calibrating the strategy to our needs

## Spectrum of Transit

**Local &  
regional bus**

**Express bus,  
frequent bus**



**Enhanced transit,  
buses & streetcar**

**Bus rapid transit,  
light rail**

Less frequent

Less capacity

Operates in mixed traffic

Streetscape doubles as stop or station

Supports linear development

Connects home, work, school and play

Locally funded

More frequent

More capacity

All or majority of operation in exclusive guideway

High investment in station access

Supports nodal development

Connects regional and town centers

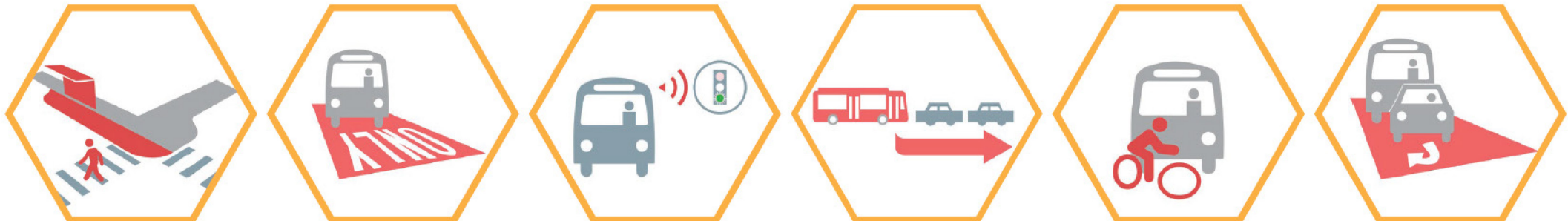
Federally funded



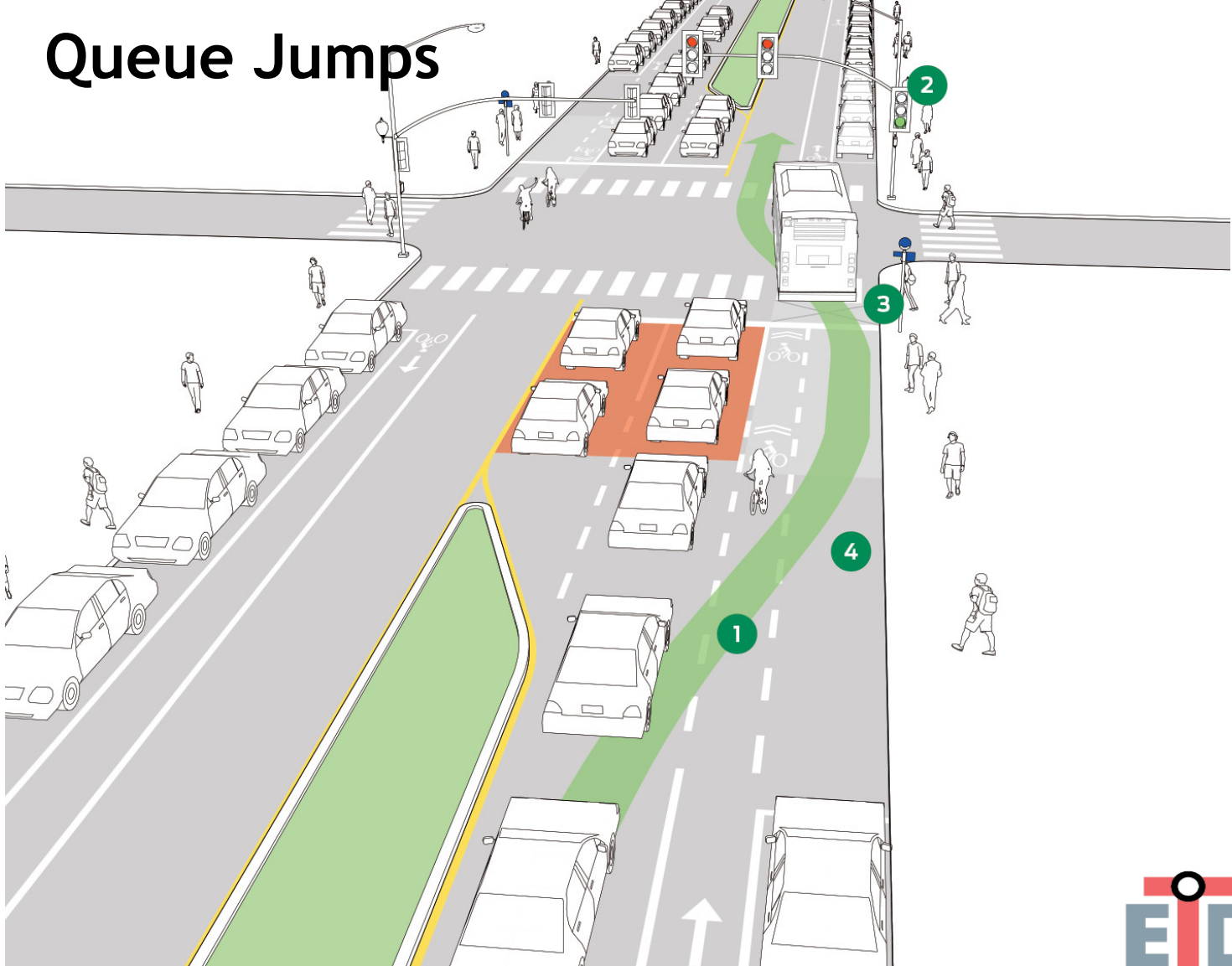
# Enhanced Transit Corridors

Transit corridors with...

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Context sensitive
- Deployed relatively quickly



# Enhanced Transit Corridors: Treatment Examples



**What is this Enhanced Transit Corridors Plan?**

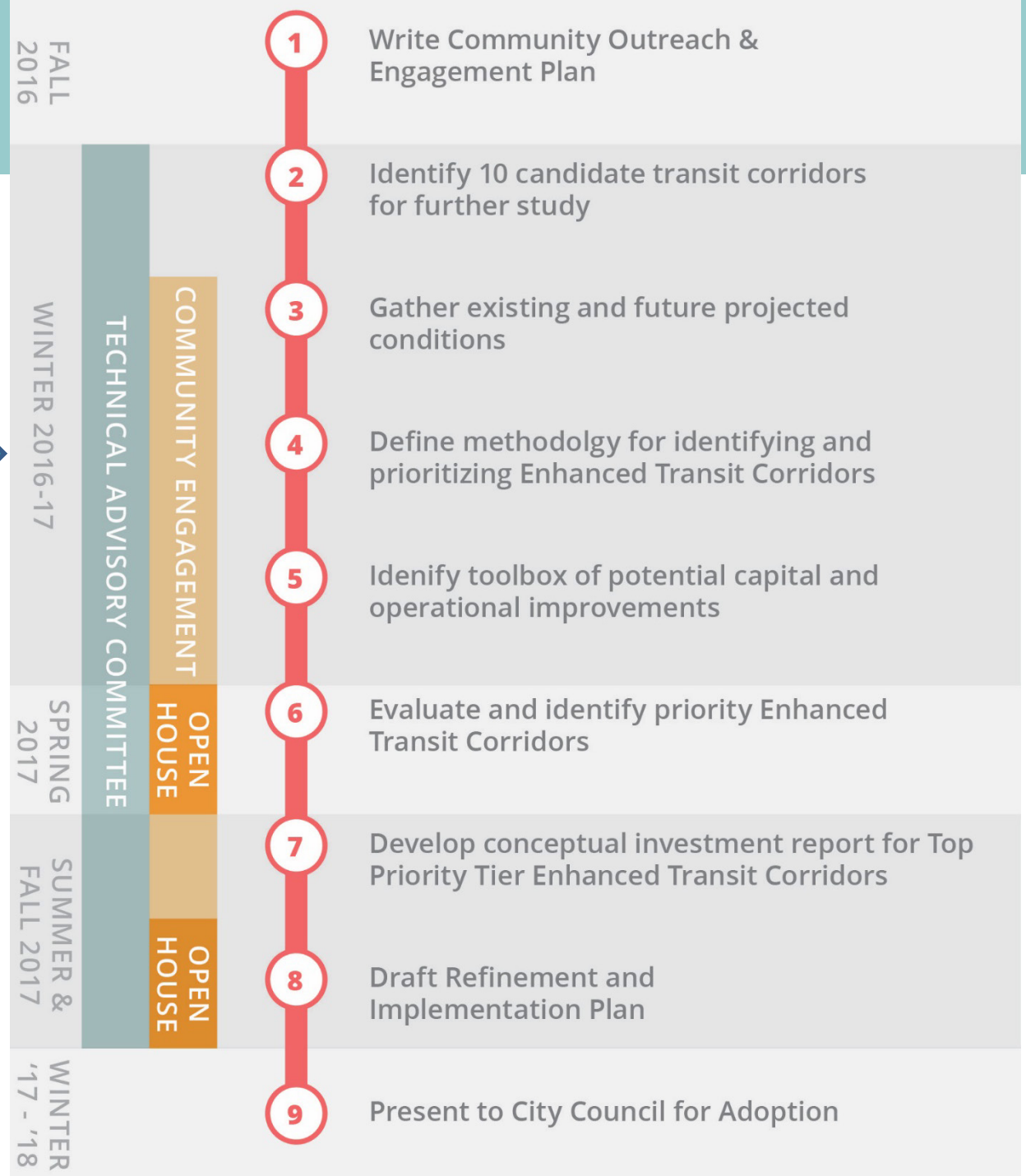


# Enhanced Transit Corridors Plan - Goals

- Support planned growth in centers and along corridors consistent with the City's Comprehensive Plan update.
- Define and identify “Enhanced Transit Corridors”
- Establish operational performance measures and thresholds
- Guide prioritization of capital and operational investments

# ETC Process & Timeline

We are here 



# Ten Candidate Corridors for Further Study

Recommended corridors



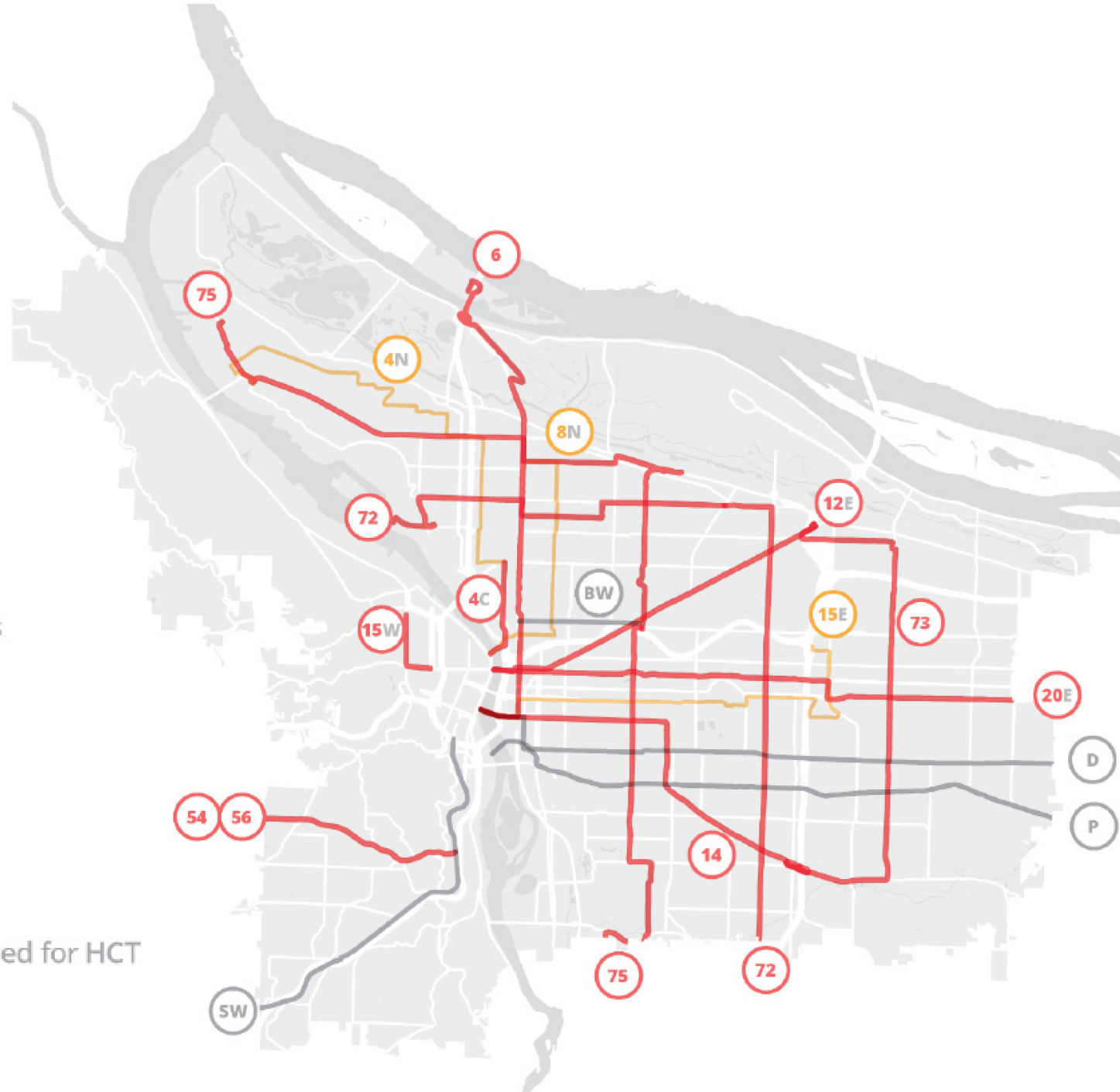
Recommended segments



Not recommended



Being studied or considered for HCT



# Ten Candidate Corridors for Further Study

1. **Line 4 Segment** – N Vancouver/Williams from Rose Quarter to N Fremont
2. **Line 6** – MLK Jr Blvd/Jantzen Beach
3. **Line 12** – NE Sandy Blvd
4. **Line 14** – SE Hawthorne/Foster Rd
5. **Line 15 Segment** – West of downtown – W Burnside and NW 23<sup>rd</sup> up to Vaughn
6. **Line 20** – E Burnside/SE Stark St
7. **Line 54/56** – Beaverton-Hillsdale Hwy, both lines combine to provide Frequent Service
8. **Line 72** – Killingsworth/82<sup>nd</sup> Ave
9. **Line 73** – 122<sup>nd</sup> Ave
10. **Line 75** – Cesar Chavez/Lombard

# DRAFT Criteria for Prioritizing Enhanced Transit

- **Transit Reliability**
  - Delay
  - Speeds
  - Dwell Time
- **Current Transit Ridership**
- **Equity**
  - People of Color
  - Limited English Proficiency
  - Low Income Households
- **Forecasted Population and Job Growth**
  - Based on 2035 Comprehensive Plan Growth Scenario

# What to expect when we return in June...

## **Staff recommendations for:**

- Prioritized List of Enhanced Transit Corridors, Segments or Hot Spots
- Toolbox of Potential Treatments
- RTP Project Submittal List
  - Enhanced Transit
  - Streetcar
  - Access to Transit



**PRESERVE**  
what we have  
built and  
**OPERATE**  
it well



Embrace  
**VISION**  
**ZERO**



**BUILD A**  
**FUTURE**  
where all can  
grow and thrive



Effectively  
**MANAGE**  
**CITY ASSETS**



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

**Learn more.**

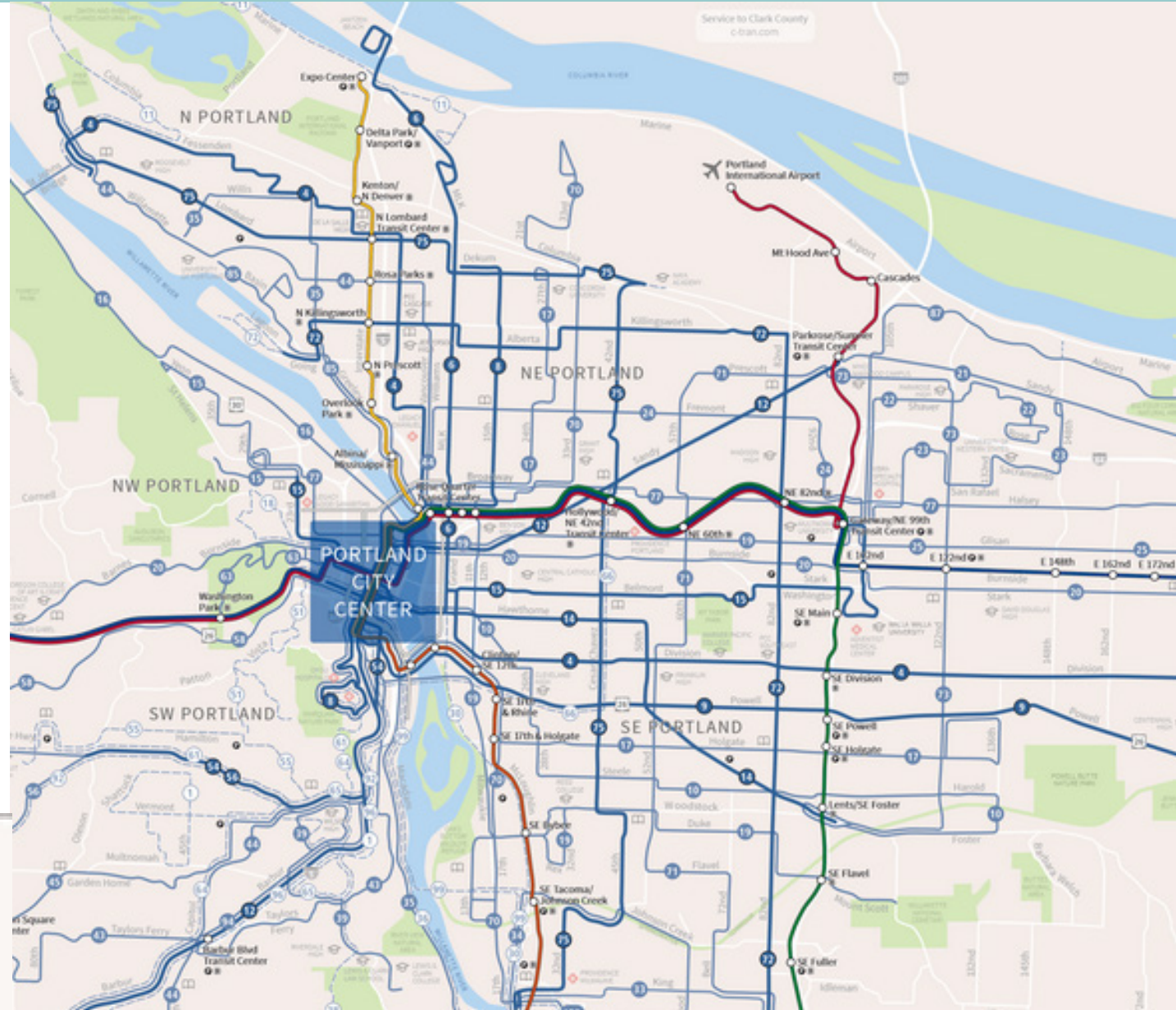
[www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

Additional slides if needed



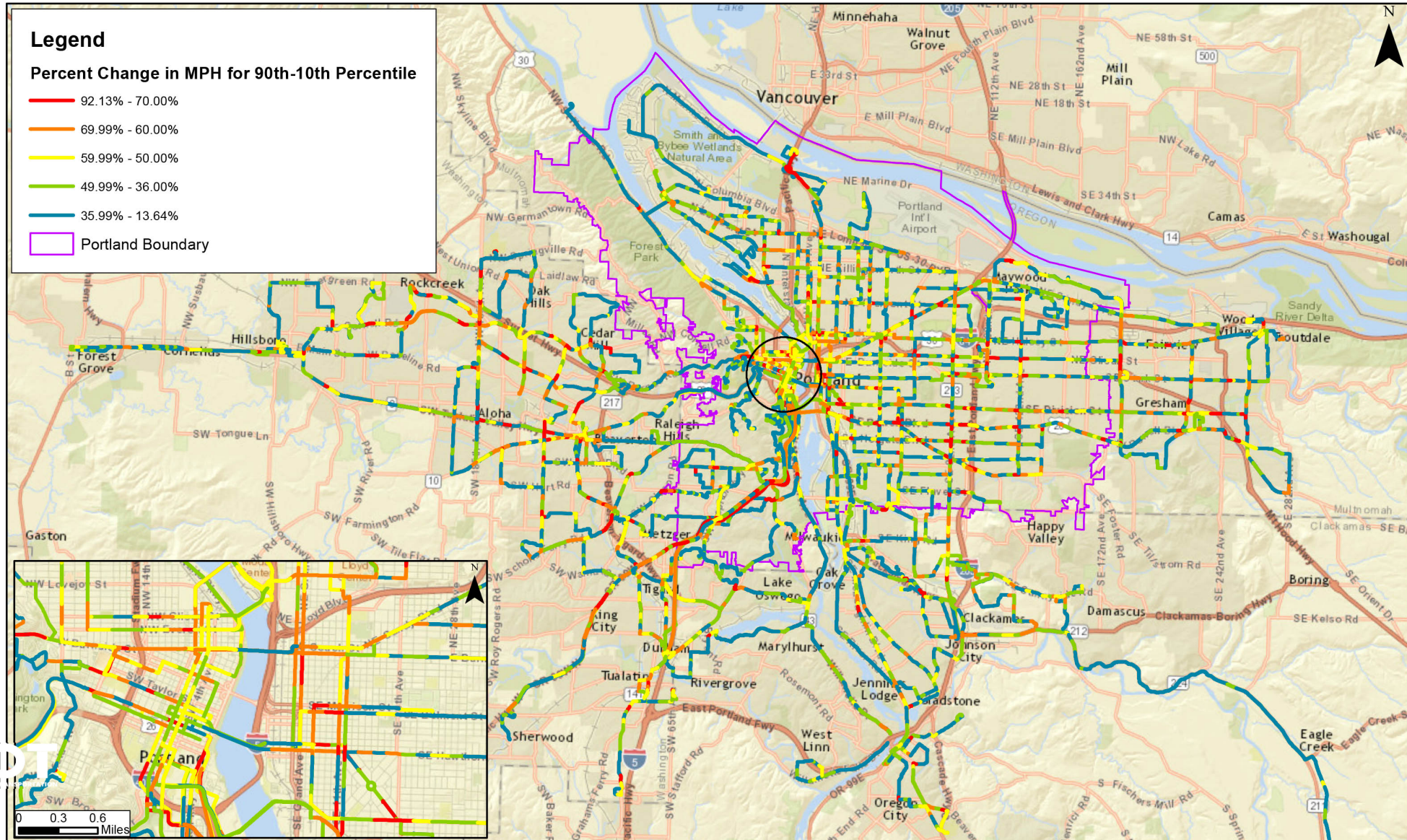
# ETC Plan Focus Area

TriMet Frequent Service transit lines, both existing and near-term planned routes.



# Traffic congestion is slowing transit service region-wide

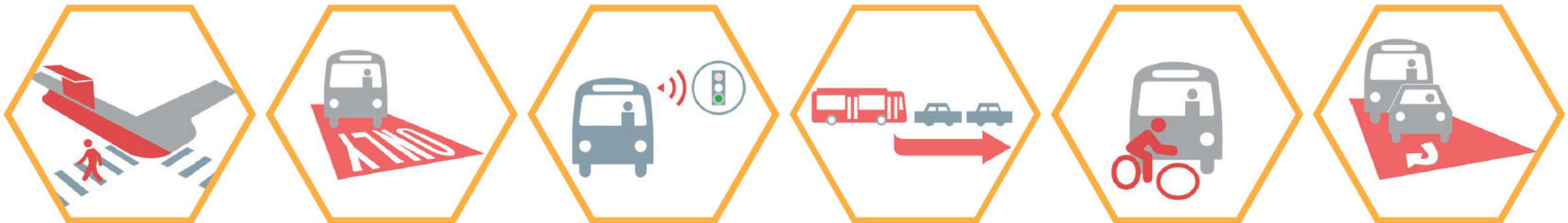
TriMet System Percent Change in MPH for 90th and 10th Percentile Speeds for Reliability, Fall 2015



# Potential Treatments in Enhanced Transit Corridors

- More frequent service
- Articulated buses or streetcar
- Wider stop spacing
- Improved shelters and amenities
- Level or near level boarding
- Transit signal priority
- Road crossing safety improvements
- queue jumps
- bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments
- Policy commitments to support transit ridership

This is a menu of tools. Each Enhanced Transit project will be different based on corridor needs, constraints and surrounding land uses.



# TGM Grant Award Amount

Consultant contract	\$139,820
City award	\$36,660
Total Grant	\$176,480
City in-kind services match	\$24,065
Total project budget	\$200,545