

**RESOLUTION No. 37481 As Amended**

Adopt the recommendations contained within the Rose Lane Project report (Resolution)

WHEREAS, City of Portland and the region are at a critical point in the evolution of our transit network; and

WHEREAS, the Rose Lane Project intends to create a faster and more reliable transit system to better serve current riders and attract new riders to increase transit ridership; and

WHEREAS, high-ridership transit is one of the most equitable, sustainable and efficient ways to move people; and

WHEREAS, the City of Portland is growing and so is the demand to move people and goods; and

WHEREAS, Portland needs to more than double transit ridership to meet the city's transportation, equity and climate goals and reach our twenty-five percent transit mode share target; and

WHEREAS, prioritizing transit on congested streets makes transit better by improving speed and reliability, and has proven effective in several North American cities in making transit better and increasing transit ridership and mode share; and

WHEREAS, buses and streetcars, along with all the people on them, are increasingly stuck in traffic and getting slower on Portland streets. They are often delayed due to congestion while full of passengers and late to pick up new passengers. This leads to longer travel times by transit and unreliability. It causes people to be delayed, miss transfers to other transit lines and ultimately arrive late to their destinations; and

WHEREAS, transit delay and unreliability shrink people's access to places by transit within a reasonable travel time and makes transit less useful. In turn, this limits people's access to opportunity to better thrive and prosper; and

WHEREAS, increased transit delay and unreliability perpetuate inequities and disproportionately impact people of color and low-income households whom more often rely on transit for transportation; and

WHEREAS, the average travel time for commuters who are black is twenty percent higher than average travel times for commuters who are white; and

WHEREAS, the Rose Lane Project is guided by better-off measures using a results-based accountability for racial equity lens to help reduce racial disparities; and

WHEREAS, the transportation sector is one of the major contributors to greenhouse gas emissions, responsible for forty-two percent of local emissions in 2017; and

WHEREAS, transportation emissions have risen in recent years as drive-alone rates increase, and reversing this trend will require Portland's daily drive-alone trips to drop by at least 25,000 each year to meet our climate goals; and

WHEREAS, the Rose Lane Project is a priority initiative of the American Cities Climate Challenge, an unprecedented effort focused on accelerating and augmenting climate action in 25 of the largest U.S. cities; and

WHEREAS, City Council adopted the Enhanced Transit Corridors Plan on June 20, 2018 under Resolution 37369; and

WHEREAS, the Rose Lane Project will help advance implementation of transit priority treatments along the initial network identified in the Enhanced Transit Corridors Plan where addressing transit reliability, speed and capacity is most needed; and

WHEREAS, the City of Portland, TriMet and Metro have deepened their partnerships working together to make transit better; and

WHEREAS, Metro and TriMet have provided support to the Portland Bureau of Transportation to identify, develop, design and build transit priority projects through the Regional Enhanced Transit Concept Pilot Program; and

WHEREAS, recent transit priority improvements from the Portland Central City in Motion Implementation Plan on SW Madison, Burnside Bridge and NW Everett have significantly reduced transit delay enabling buses to travel faster and more reliably through downtown to serve the rest of the city; and

WHEREAS, the Rose Lane Project 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 and region. Transit priority treatments in one part of the city results in a system that operates more reliably; and

WHEREAS, the Rose Lane Project included a data-driven process to identify locations where the highest transit delay for the most passengers and buses; and

WHEREAS, the Rose Lane Project vision recommends roughly one dozen primary Rose Lane transit lines and identifies a set of Pilot Project Development Corridors and Spots to further investigate transit priority treatments and assess the feasibility of testing them as pilot projects; and

WHEREAS, the Rose Lane Project Report includes recommendations for implementation phasing, a pilot approach, performance measures and activation to help make transit faster, more frequent, and full within the city of Portland.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the recommendations contained within the Rose Lane Project Report attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the Council directs the Portland Bureau of Transportation (PBOT) to engage in activities to fund and implement the recommendations described in the Rose Lane Project Report and work collaboratively in partnership with TriMet to help make transit faster, more frequent, and full within the city of Portland; and

BE IT FURTHER RESOLVED, that PBOT staff is directed to design and build the phase 1 Rose Lane Projects and continue project development for Phase 2 Rose Lane Project Development Corridors; and

BE IT FURTHER RESOLVED, that PBOT staff is directed to work with Commissioner Eudaly's office and her internal advisory group to structure the project development for Phase 2 Rose Lane Project Development Corridors; and

BE IT FURTHER RESOLVED, that PBOT will use the "better off measures" as identified by Commissioner Eudaly's office as the guiding principals for determining the final design for Phase 2 Rose Lane Project Development Corridors; and

BE IT FURTHER RESOLVED, that PBOT staff is directed to report back to City Council on the Rose Lane Project status when PBOT has project scopes and cost estimates for additional pilot projects from Phase 2 project development; and

BE IT FURTHER RESOLVED, that PBOT staff is directed to take a pilot approach for deploying transit priority improvements through the Rose Lane Project. Utilize network scale demand modeling to assess potential system impacts prior to pilot project installation. Use limited micro traffic simulation modeling analysis on complex locations to primarily help understand potential safety and transit delay conflicts. Primary focus will be to deploy on the ground pilot projects to test, monitor and inform more detailed and refined understanding of transit treatment performance and impacts based on before and after data collection of better-off measures and performance metrics. This may lead to modifications to pilot projects to better meet the project goals and objectives; and

BE IT FURTHER RESOLVED, that PBOT staff is directed to monitor the benefits and impacts of the Rose Lane pilot projects and adjust projects to achieve project goals and objectives; and

BE IT FURTHER RESOLVED, that City Council requests that TriMet work collaboratively in partnership with PBOT to help implement the Rose Lane Project recommendations to make transit faster, more frequent, and full within the city of Portland; and

BE IT FURTHER RESOLVED, that the City Council thanks our regional partners including TriMet and Metro, and the public for their efforts to help develop and advance the Rose Lane Project Report.

Adopted by the Council, FEB 12 2020

Commissioner Chloe Eudaly  
Prepared by: April Bertelsen; CB  
Date Prepared: January 14, 2020

**MARY HULL CABALLERO**  
Auditor of the City of Portland

By 

Deputy

Adopt the recommendations contained within the Rose Lane Project Report (Resolution)

<p><b>INTRODUCED BY</b> Commissioner/Auditor: <b>Chloe Eudaly</b></p> <p><b>COMMISSIONER APPROVAL</b></p> <p>Mayor—Finance &amp; Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - <i>Vacant</i></p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly <i>(Signature)</i></p> <p><b>BUREAU APPROVAL</b></p> <p>Bureau: PBOT Group: Policy, Plans and Projects Group Manager: Art Pearce Director: Chris Warner <i>aw</i></p> <p>Prepared by: April Bertelsen; CB Supervisor: Denver Igarta Date Prepared: January</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p><b>City Auditor Office Approval:</b> required for Code Ordinances</p> <p><b>City Attorney Approval:</b> required for contract, code, easement, franchise, charter, Comp Plan <i>mw</i></p> <p>Council Meeting Date <b>February 13, 2020</b></p>	<p>CLERK USE: DATE FILED <b>FEB 04 2020</b></p> <p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <i>(Signature)</i> Deputy</p> <p>ACTION TAKEN: <i>(Signature)</i></p>
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<b>AGENDA</b>
<p><b>TIME CERTAIN</b> <input checked="" type="checkbox"/></p> <p>Start time: <b>2 PM</b> Total amount of time needed: <b>3 hours</b> (for presentation, testimony and discussion)</p>
<p><b>CONSENT</b> <input type="checkbox"/></p>
<p><b>REGULAR</b> <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	1. Fritz <input checked="" type="checkbox"/>	
2. <i>Vacant</i>	2. <i>Vacant</i>	
3. Hardesty	3. Hardesty <input checked="" type="checkbox"/>	
4. Eudaly	4. Eudaly <input checked="" type="checkbox"/>	
Wheeler	Wheeler <input checked="" type="checkbox"/>	