

IMPACT STATEMENT

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

Contact name: April Bertelsen

Contact phone: 503-823-6177

Presenter name: April Bertelsen

Purpose of proposed legislation and background information:

The purpose of this resolution is to adopt the vision and recommendations set out in the Rose Lane Project Report, which will create a faster and more reliable transit system for Portlanders.

To meet Portland's climate and equity goals and keep people moving in our growing city, more people need to choose transit to get where they need to go. Transportation emissions currently account for 42 percent of Multnomah County's carbon footprint, with the majority of this pollution coming from single-occupancy motor vehicle trips. To reduce our emissions and avoid the worst impacts of the climate crisis, we must shift significant numbers of car trips to transit or other sustainable modes. By 2035, our Transportation System Plan calls for the rate of transit ridership to more than double. However, transit mode share has been stagnant for the last several years while drive-alone trips continue to increase.

Part of PBOT's strategy to encourage more transit ridership involves making it a more attractive travel option by improving speed and reliability. Currently, buses and streetcars are stuck in traffic and delayed, along with the passengers they carry. Getting transit out of traffic and making trips more reliable is critical to encouraging people to shift their trips.

Transit delay also perpetuates inequities and disproportionately burdens low income and minority households. More people from communities of color and low-income Portlanders are transit dependent, and transit unreliability impedes access to jobs, school, health care, services and daily needs.

The Rose Lane Project helps implement the city's Enhanced Transit Corridors (ETC) plan adopted in June 2018. Developed in coordination with TriMet, that plan identifies where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland.

The Rose Lane Project aims to accelerate implementation of the ETC plan by developing a broader transit priority "vision" for Portland as well as a series of quick-build pilot projects for deployment in 2020 and 2021. The Rose Lane Vision will encompass a network of transit routes with transit-priority improvements in locations with high transit delay that deliver system-wide benefits, increasing transit speed and reliability.

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

The Rose Lane Project will help advance the following city of Portland goals:

- Advance equity, including racial equity and transportation justice.
- Reduce carbon emissions and combat climate change by encouraging more transit ridership.
- Improve the resiliency and safety of our transportation system.
- Provide transportation options for a growing city.
- Make more efficient use of the public right-of-way.
- Increase transit ridership and reach the goal of 25% of trips in Portland made by transit.
- Help meet the region's vision to "make transit more convenient, accessible, affordable and frequent for everyone." (Regional Transit Strategy: 2018 Regional Transportation Plan)

City Council has taken previous actions directly related to this legislation.

- Under Ordinance No. 187169 on June 5, 2015, Council authorized application to the Oregon Department of Transportation and Department of Land Conservation and Development for two Transportation and Growth Management grants, including an Enhanced Transit Corridors Plan.
- Under Ordinance No. 188160 on December 21, 2016, City Council accepted a grant in the amount of \$36,660 from Oregon Department of Transportation for the Enhanced Transit Corridors Plan and authorize an Intergovernmental Agreement for the Enhanced Transit Corridors Plan.
- In December 2016, City Council adopted the Transportation System Plan (TSP) Update, which directed PBOT to complete an Enhanced Transit Corridors study to identify corridors needing higher transit capacity to accommodate projects growth and to support TSP outcomes including prosperity, equity, safety and climate.
- Under Resolution No. 37304 on July 13, 2017, City Council recommended PBOT develop new and expanded strategies to improve transit service and increase transit ridership throughout the City by developing an Enhanced Transit Program and endorsed a list of transit projects for the Regional Transportation Plan 2018 Update Call for Projects.
- Under Resolution No. 37369 on June 20, 2018, City Council adopted the Enhanced Transit Corridors Plan.
- Under Resolution No. 37395 on November 15, 2018, City Council adopted the Central City in Motion Implementation Plan.

The proposed legislation supports several specific City policies.

- The Portland Plan, Climate Action Plan and Transportation System Plan have established a mode split goal of 25% of all trips on transit by 2035, and the 2035 Regional Transportation Plan includes a goal of tripling transit mode share over 2005 levels.
- The Portland 2035 Comprehensive Plan includes policy 9.22, regarding public transportation, which directs PBOT to coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.
- The Portland 2035 Comprehensive Plan includes policy 9.24, regarding transit service, which directs PBOT, in partnership with TriMet, to develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.
- The Portland 2035 Comprehensive Plan includes policy 9.25, regarding transit equity, which directs PBOT, in partnership with TriMet, to maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

Financial and budgetary impacts:

The Rose Lane Project Report does not amend the budget or change current or future revenue sources. Adopting the Report will not have any immediate impact to budgetary appropriations.

PBOT has funds budgeted for design and construction of Phase 1 Rose Lane Projects recommended in the Report. TriMet is also contributing funds to design and construction of some of the Phase 1 projects through Intergovernmental Agreements (IGA).

PBOT has funds budgeted for project development and design for the Phase 2 Project Development Corridors recommended in the Report. This will help to develop a more refined scope and cost estimate.

PBOT will identify and pursue additional funding to construct Phase 2 projects. The Rose Lane Project Report Funding Strategy chapter includes recommendations for potential funding sources to explore to help fund additional projects.

Community impacts and community involvement:

The Rose Lane Project will help achieve the following "better-off" measures to meet our racial equity and transportation justice goals:

- People of color will experience average commute times that are comparable to average commute times for white people.

- People will consider public transit to be a rapid and reliable choice for their daily transportation needs (live, work, worship, and play).
- 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, measured in both time and money.
- People will experience better health outcomes through improved air quality.

The Rose Lane project team conducted a data-driven process to identify where to take a closer look for picking potential Rose Lanes. We applied initial screening criteria to help focus on locations with the highest transit delay for the most passengers and buses.

Initial screening criteria and thresholds included:

- Delay: Worst three tiers of delay in the entire system (59.6 hours or more of passenger delay)
- Ridership: Carries 1,500 riders or more per day
- Frequency: At least 4 buses per hour in one direction during the peak

Many of the proposed projects are located in or near downtown, given this is where transit is most delayed with the most passengers on board. Transit priority treatments will make transit trips through these locations faster and more reliable. Reducing transit delay in the most congested areas provides benefits that extend across the city. It can shorten many longer transit trips. Today, many buses become late while stuck in traffic near downtown. In turn, buses are late to pick up passengers further down the route. Transit priority treatments in one part of town helps the bus to be more on time in other parts of town.

PBOT expects to pilot several transit priority improvements as part of the early implementation of the Rose Lane Vision. These pilot projects will be constructed in 2020 and 2021 using materials that can be quickly installed and modified to achieve project goals and objectives.

Four-Step Approach:

1. Pilot: Implement pilot projects in ideal locations using lower-cost, quick-build materials.
2. Monitor: Observe and evaluate performance of the pilot projects against key metrics, such as the "better off" measure and other performance metrics.
3. Modify: Based on the results of monitoring each pilot, make design modifications as needed and evaluate the performance of these improvements.
4. Make Permanent: If the pilot projects successfully improve performance on key measures, then make transit priority improvements permanent.

Performance metrics estimate our potential for achieving these better-off measures and track performance into the future. Metrics that will be monitored throughout implementation of the Rose Lane Project vision and pilot projects include:

- Bus passenger delay
- Transit travel time savings and improved reliability

- Equitable access, such as increased access to jobs, education, healthcare, and daily services
- Transit travel times compared to driving an automobile
- Transit system miles seeing a benefit
- Increased transit service
- Increased transit ridership
- Reduction in greenhouse gas emissions and improved air quality

There are also potential trade-offs related to transit priority, such as removal of parking general travel lane re-purposing, or street reconfiguration. The impact of these trade-offs will be considered along with the potential benefit of each improvement, including

- Impacts on pedestrian infrastructure and safety, such as crosswalks and curb extensions
- Impacts on bike facilities, such as changes to bike lane configuration
- Impacts on traffic, including increased delay for cars and trucks and potential traffic diversion to nearby streets
- Impacts from parking removal

The project team will continue to estimate the potential benefits and trade-offs throughout planning, development, and design. Once projects are installed, the project team will use these performance metrics to monitor conditions and measure the benefits and trade-offs for the duration of the pilot.

The recommendations in the Rose Lane Project Report are also informed by community input. In fall/winter 2019-2020, PBOT staff offered several opportunities for community members to learn about and weigh-in on the Rose Lane Project:

- **Rose Lane Project website:** Informational page with links to background materials, open house display materials, online survey, engagement opportunities and e-mail list sign-up. (Reach = 18,474 people as of January 16, 2020).
- **In-person open houses:** Three, two-hour events held in East, North/Northeast and Downtown Portland on December 3, 7 and 9. Attendees were invited to view display boards, speak to project staff, provide written and verbal comments and complete the online survey. (Reach = 116 people)
- **Feedback survey:** Interactive online survey with questions related to: transportation behavior and perceptions; feedback on the draft Rose Lane Vision; feedback on proposed pilot locations; potential project benefits and trade-offs; and optional demographics. The survey linked to the display boards shown at the open houses. Hard copy versions of the questionnaire were also available at the open houses. (Reach = 2,054)
- **Briefings and community group presentations:** Project staff presented to existing community groups to share information about the project and gather open-ended feedback. Groups included:
 1. Portland Pedestrian Advisory Committee (Nov. 19)
 2. Portland Freight Committee (Dec. 5)

3. Portland Bicycle Advisory Committee (Dec. 10)
4. TriMet Transit Equity Advisory Committee (Dec. 10 & Jan 14)
5. East Portland Action Plan General Meeting (Dec. 11)
6. Commissioner Eudaly's Transportation Justice Advisors (Dec. 12 and Jan. 23)
7. Southeast Uplift Land Use & Transportation Committee (Dec. 16)
8. Go Lloyd (Jan. 9)
9. East Portland Land Use & Transportation Committee (Jan. 15)
10. Southwest Neighborhoods Inc. Transportation Committee (Jan. 15)
11. Portland Business Alliance, Transportation Committee (Jan 23)
12. Central Northeast Neighborhood Coalition Land Use, Transportation, Open Spaces Committee (Jan. 29)

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 1-29-20