Vision Zero and Enhanced Transit Corridors
Purpose of the Vision Zero and Transit Joint Hearing

• Coordinating safety and transit improvements and recommendations.
• Seek Council adoption of a Vision Zero Project List.
• Provide mid-point briefing on the Regional Transit Vision and initial findings for the Enhanced Transit Corridors Plan.
• Seek Council endorsement of a candidate list projects to consider for the Regional Transportation Plan update.
14 of 30
HCC are ETC
THE SYMBIOTIC RELATIONSHIP BETWEEN THE TSP AND RTP

TRANSPORTATION SYSTEM PLAN

REGIONAL TRANSPORTATION PLAN 2018 UPDATE

TRANSPORTATION SYSTEM PLAN FUTURE UPDATE
Vision Zero Action Plan Project List
COUNCIL ACTION TODAY: Resolution #1

Amend Portland’s Vision Zero Action Plan to incorporate the Vision Zero Project List

• **Direct integration of select projects into the Portland Transportation System Plan (TSP)**

• **Endorse select projects for integration into the Regional Transportation Plan (RTP)**
VISION STATEMENT

Working together, we will take **equitable and data-driven actions** that will **eliminate deaths and serious injuries** for all who share Portland streets by 2025.
City Council Vision Zero Actions

**June 2015**, passed a resolution committing Portland to Vision Zero

**December 2016**, adopted the Vision Zero Action Plan and goal to eliminate traffic deaths and serious injuries by 2025

**December 2016**, allocated $300,000 in support of immediate safety investments on outer SE Division Street

**March 2017**, enacted emergency ordinance for immediate posted speed reduction on outer SE Division Street

**May 2017**, adopted City budget allocating $1.46M in ongoing Vision Zero funding and $125,000 in one-time funding
MULTI-MODAL FOCUS

PEOPLE WALKING ARE ESPECIALLY VULNERABLE
TRAFFIC-RELATED DEATHS VS. TRAVEL MODE

VISION ZERO
STREET DESIGN

57% of deadly crashes are on 8% of Portland streets

- Long distance between signals
- Unprotected crossings
- No street lighting
- Fast moving traffic
- Wide street
- Unprotected bike lanes

VISION ZERO
STREET DESIGN

Fund & build capital safety improvements on the High Crash Network (SD.1)
1. On the HCN, where are there existing and planned projects?
2. On the HCN, where should new projects be added or existing projects be revised?

- Revised
- New (> $500k)
- New (< $500k)
## Vision Zero Project List

<table>
<thead>
<tr>
<th>High Crash Network street</th>
<th>Project name</th>
<th>Description + extents</th>
<th>Estimated cost range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia</td>
<td>Columbia Blvd Pedestrian Improvements</td>
<td>Construct sidewalks and crossing improvements from Burr to Interstate 205. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.</td>
<td>$2.5M</td>
</tr>
<tr>
<td>92nd</td>
<td>SE 92nd Ave Bikeway Proposed new name: SE 92nd Ave Safety Improvements</td>
<td>Design and implement bicycle facilities between Holgate and Woodstock. Fill 1500' of sidewalk gaps between Stark and Cato. Upgrade or add crosswalks consisting of ADA ramps and curb extensions or islands in the 2- and 3-lanes sections.</td>
<td>$2.5M</td>
</tr>
<tr>
<td>Capitol</td>
<td>Outer Capitol Hwy Corridor Improvements</td>
<td>Make safety improvements from Huber to Stephenson that include a road reorganization, curb extensions, medians, improved crossings, enhanced bike lanes, left turn pockets and improved signal timing.</td>
<td>$2.5M</td>
</tr>
<tr>
<td>Foster</td>
<td>Lents Town Center Improvements, Phase 2</td>
<td>Enhance bike facilities and implement Lents Town Center Business District Transportation Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting from 94th to 101st.</td>
<td>$5-10M</td>
</tr>
<tr>
<td>Foster</td>
<td>Outer Foster Rd Pedestrian Improvements</td>
<td>Enhance bike facilities and construct sidewalks and crossing improvements to improve safety and access to transit from 102nd to Foster Place.</td>
<td>$500K-2M</td>
</tr>
<tr>
<td>Hawthorne</td>
<td>Hawthorne Multimodal Safety</td>
<td>Safety project to reduce side-impact auto crashes and left turning auto crashes from 12th to 50th. Include safety improvements to reduce bike crashes and pedestrian crashes.</td>
<td>$2.5M</td>
</tr>
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<td>Holgate</td>
<td>Inner Holgate Bikeway Proposed new name: Inner Holgate Bikeway &amp; Pedestrian Improvements</td>
<td>Design and implement bicycle facilities and apply crosswalk spacing and lighting standards and design treatments for 20-25 mph MV speed from McCloughlin to Chavez. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.</td>
<td>$500K-2M</td>
</tr>
<tr>
<td>Killingsworth</td>
<td>Outer Killingsworth Multimodal Safety</td>
<td>Safety project to reduce rear end crashes and pedestrian crashes from Cully to Columbia (east leg). Upgrades to pedestrian crossings, including transit amenities, and bike facilities.</td>
<td>$2.5M</td>
</tr>
<tr>
<td>Killingsworth</td>
<td>NE Killingsworth Safety Improvements</td>
<td>Construct streetscape and multimodal safety improvements to increase opportunities to walk and enhance the main street character of this corridor from Martin Luther King Jr. Blvd. to 42nd Ave.</td>
<td>$500K-2M</td>
</tr>
<tr>
<td>Lombard</td>
<td>Lombard Multimodal Safety</td>
<td>Safety project to reduce rear end and lane departure crashes from Interstate to Cully. Includes rebuild of Lombard/11th rail crossing to address crash history.</td>
<td>$500K-2M</td>
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</table>
COUNCIL ACTION TODAY: Resolution #1

Amend Portland’s Vision Zero Action Plan to incorporate the Vision Zero Project List

- **Direct integration of select projects into the Portland Transportation System Plan (TSP)**

- **Endorse select projects for integration into the Regional Transportation Plan (RTP)**
A Proposed New Transit Vision

1. Growing Transit corridors to “Frequent Service"

2. Enhancing Transit Corridors beyond “Frequent Service.” Buses and streetcar lines

3. New High Capacity Transit (MAX system, Bus Rapid Transit) and addressing key bottlenecks in the system
Calibrating the strategy to our needs

**Spectrum of Transit**

- **Local & regional bus**
  - 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

- **Express bus, frequent bus**

- **Enhanced transit, buses & streetcar**
  - 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

- **Bus rapid transit, light rail**
  - Federally funded
Service Enhancement Plans
Creating a shared vision for making transit better

www.trimet.org/future
Eastside Service Enhancement Plan

- More coverage (e.g., north-south service)
- Service more often, earlier, and later
- Connect with employment areas
- Enhance access to education, healthy food and services
- Partnerships to improve access to bus and light rail stops
Regional Transit Vision

To make transit more frequent, convenient, accessible and affordable for everyone
Metro 2040 Growth Concept
Regional Transportation Plan (RTP) & High Capacity Transit Plan

This map will be updated as part of the 2018 RTP Update and Regional Transit Strategy.

We are moving beyond just High Capacity Transit.

New transit strategies and projects, including “Enhanced Transit.”
- Add Enhanced Transit
  - Streetcar
  - Buses
- Extend MAX lines
- Address transit bottlenecks
- Powell Corridor Refinement Plan (mode TBD)

Note: Proposal pending further input and coordination with regional partners.
RTP Project List

Timeframes:

1-10 Year Constrained

11-20 Year Constrained

Strategic

Note: Proposal pending further input and coordination with regional partners.
Portland Streetcar
Portland Streetcar Today

- Avg. Weekday Ridership ~ 16,200
- North/South Line (6 streetcars); A/B Loops (4 streetcars each)
- 3 spare streetcars
- 56 operators and 10 mechanics
- All Lines on 15-Minute Frequencies
- 80% of all TriMet Trips Intersect with the A/B Loops
- Stations < ½ mile
Who uses the System?

66% of streetcar trips are to or from home

1/3 of affordable units are on streetcar lines
Investment Needed to Match Growth

Total Number of Housing Units

Investment Needed to Match Growth

Number of Streetcars Available for Service

Streetcar Ridership

- 2001: 5 cars
- 2003: 7 cars
- 2006: 10 cars
- 2014: 17 cars
- 2019: 14 cars

PORTLAND STREETCAR | 33
Hollywood Town Center to Montgomery Park

- **Prioritized** by Portland Streetcar, Inc. Board of Directors &
  - City of Portland Streetcar CAC &
  - Hollywood Boosters, Broadway/Weidler Alliance,
    NWDA, and Montgomery Park
What are Enhanced Transit Corridors?
Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Flexible and context sensitive
- Can be deployed relatively quickly
- Could be a hot spot, corridor or full line
- Can include bus or streetcar

The Vine recently opened in Vancouver, WA
Laneways and Intersection Treatments

Dedicated Bus Lane

Business Access and Transit (BAT) Lane
Laneways and Intersection Treatments

Pro-Time (Peak Period Only) Transit Lane

Intersection Queue Jump/Right Turn
Except Bus Lane

SE Madison morning peak hour
Bus Stop Consolidation

**STOP-SPACING TRADEOFFS**

**2 APPROACHES**

- **BRT**  
  - 1 MILE
  - 1/2 MILE

**ADDITIONAL SERVICE LINE**

- Because there are gaps in service, a second line is added.

- **1/3-1/2 MILE**
  - 1/2 MILE

**1/3-1/2 mile spacing serves entire corridor with a single line. Service hours can be added to connecting transit service.**

A majority of riders are willing to walk up to 1/2 mile for high capacity transit.
Transit Signal Priority and Signal Improvements
A Model: 122nd Ave TriMet Partnership

- TriMet commitment to provide Frequent Service along 122nd Ave, Bus line 73.
- City of Portland commitment to fund and build safety and access to transit improvements.
Why Enhanced Transit Corridors?

Answer:
We need to do more to support transit in Portland
Buses are a “work horse” and carry significant ridership regionally, up there with MAX.

<table>
<thead>
<tr>
<th>2015 Top 10 transit lines (by ridership)</th>
<th>Number of boarding rides</th>
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<tbody>
<tr>
<td>1. MAX Blue Line</td>
<td>6. MAX Yellow Line</td>
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<tr>
<td>2. MAX Green Line</td>
<td>7. Portland Streetcar</td>
</tr>
<tr>
<td>3. MAX Red Line</td>
<td>8. MAX Orange Line</td>
</tr>
<tr>
<td>4. 4-Division/Fessenden</td>
<td>9. 20-Burnside/Stark</td>
</tr>
<tr>
<td>5. 72-Killingsworth/82nd Avenue</td>
<td>10. 75-Cesar Chavez/Lombard</td>
</tr>
</tbody>
</table>
Mode Split: How Portland residents got to work

Sources: Census 2000, American Community Survey 2010, 2014

- **2014**
  - Drove alone: 58%
  - Carpool: 9%
  - Transit: 12%
  - Walked: 5%
  - Biked: 7%
  - Worked at home: 8%
  - Other: 3%

- **2010**
  - Drove alone: 59%
  - Carpool: 10%
  - Transit: 12%
  - Walked: 5%
  - Biked: 6%
  - Worked at home: 7%
  - Other: 3%

- **2000**
  - Drove alone: 64%
  - Carpool: 12%
  - Transit: 12%
  - Walked: 6%
  - Biked: 2%
  - Worked at home: 4%
  - Other: 1%

Transit ridership is not growing adequately to support growth.
Buses are getting stuck in traffic and trips take longer.
Transit Delay During Peak Congestion Time

Traffic congestion is slowing bus service region-wide.
Other Corridors In Progress or Considered

Recommended corridors:
- 6
- 9
- 12E
- 14
- 20E
- 54 56 72 73 75

Recommended segments:
- 4C 15W

Not recommended:
- 4N 8N 15E

In-progress High-Capacity Transit:
- SW
- PD
Candidate Corridors Selected for Initial Study

Corridors with most need and potential now
Initial Evaluation: Criteria and Measures

- **Ridership:** Average Existing Weekday Transit Trips
- **Reliability:** Delay due to traffic congestion
- **Transit Speed:** Where buses are slower all day
- **Dwell Time:** When the doors are open at bus stops
- **Equity:** Higher number of People of Color, Low Income, Limited English Proficiency
- **Growth:** Forecasted increase in population and jobs
ETC Plan Next Steps

• Plan Elements
  1. Test toolbox in select corridors and identify potential actions and investments
  2. Define success & acceptable levels of service
  3. Include on-going performance measures and thresholds for action

• More public outreach in fall 2017

• Return to Council with recommendations:
  1. Adopt a plan
  2. Establish a Enhanced Transit Program
Recommended Corridor: Analysis with ETC Toolbox

Closer look with ETC Consultant Team (up to 3 corridors)

Closer look through other upcoming plans/projects
A Call to Action: Defining & monitoring success

Potential Performance Metrics:

- Customer experience
  - Delay
  - Reliability
  - Frequency

- Efficiency/cost effectiveness of service
  - Capacity
  - Speed
  - Cost to operate service over time

- Support Planned Growth

- Equity

- Transportation System Benefits
Monitoring transit performance and making improvements

An example of the monitor→take action cycle for an individual transit line
Council Action Today: Resolution #2

- Recommend that PBOT develop an Enhanced Transit Program to expand strategies to improve transit service

- Endorse a list of candidate transit projects to consider for the Regional Transportation Plan (RTP)
### Exhibit A: Candidate transit capital projects for the Regional Transportation Plan 2018 Update

**City of Portland-led Transit Corridors**

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<th>RTP ID</th>
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<td>Portland</td>
<td>22nd Ave Transit Enhancements</td>
<td>NE Killingsworth St</td>
<td>SE dressed St</td>
<td>Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will be consistent with CDDT to identify locations and design treatments.</td>
<td>Years 1-10</td>
<td>$11-16 million</td>
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<tr>
<td>06080</td>
<td>11595</td>
<td>TriMet</td>
<td>Redevelopment Project</td>
<td>Central City</td>
<td>Central City</td>
<td>Expand/relocate transit center with new/updated infrastructure and expanded service.</td>
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**Notes:**
- This document is for planning and agency coordination purposes in preparation for recommending candidate projects for the RTP candidates. The time period list and projects may change.
- Other transit service enhancements identified in TriMet’s service enhancement plans will be included in the RTP but are not included on this list.
Questions

- **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)
May/June Community Stakeholder Outreach

• June 13 Planning & Sustainability Commission Briefing
• June 21 ETC Plan Open house: We had about 50 attendees sign in.
• Open house materials are now available on the ETC Plan website.
• Other groups visited:
  1. Transportation Justice Alliance (5/24)
  2. Portland Bus Lane Project (5/25)
  3. Portland Freight Committee (6/1)
  4. Fixing Our Streets Oversight Committee (6/8)
  5. Portland Commission on Disabilities ABE subcommittee (6/9)
  6. TriMet Transit Equity Advisory Committee (6/15)
  7. Portland Pedestrian Advisory Committee (6/20)
  8. Metro Regional Transit Working Group (6/27)
  9. EPAP General Meeting (6/28)
ETC Plan Goals (TGM grant)

• Increase transit ridership and improve experience of current riders.

• Support planned growth consistent with the 2035 Portland Comprehensive Plan.

• Define and identify “Enhanced Transit Corridors” in Portland.

• Establish a program with clear and objective operational performance measures and thresholds to define what success looks like.

• Guide prioritization of capital and operational investments to achieve success.
ETC Capital/Operational Toolbox
(20 tools that can be applied on Portland streets)