

ROSE LANE PROJECT

2019 Public Involvement Summary Report

Open-Ended Comments

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Are there important locations missing from the current proposed Rose Lane Vision that you think we should consider? Why?

You definitely need to experiment before you re-design Red Lanes, bike lanes, etc., in outer East - NE Glisan is a perfect example of why it is not a beneficial to anyone with the elimination of one lane each way - all it has done is create a driving restriction for drivers.

Not enough locations east of 82nd Ave.

Powell Blvd, Barbur Blvd. I know, theyre ODOT. I support working on them.

Strongly support - with the condition that you look at E of 82nd Ave. Yes, there are several locations missing including E. PDX. Specially Powell 122nd -> 162

East County. A lot of people travel, live, work, and need access to faster ways to get home. Dedicate bus lanes in East County will incentivize people to ride more.

Put the money into homeless services, are you crazy? No one gives a shit about kool aid bus lanes. Get a grip

TV Highway. Put in high capacity express buses from the suburbs and across suburbs to reduce travel time instead of routing all suburban buses to max.

Foster Rd at 50th westbound, Foster at Holgate westbound, Foster at 82nd, and Foster at 92nd eastbound could use signal prioritization, jump ques, and other features of the Rose Lane Project. More of 122nd should be prioritized for transit as Airport Way is an important area of opportunity and jobs for many residents of SE Portland and Clackamas. Expanding the proposed areas along 122nd will ensure that working families have additional time, money, and resources to spend with family and provide stable households within marginalized areas of Portland, thus helping to serve equity concerns along the spatial and socioeconomic margins of the city.

Yes, every other arterial with a frequent bus or streetcar line!!

I would like the city to reconsider the the bike lanes on Foster. I think more people would be served by bus lanes and safer crossings for bikes and pedestrians. I bike in this neighborhood often and don't use the Foster bike lanes, opting instead for the greenways and other side streets.

no

Along Front Avenue/Route 30/Bridge Road (to the St. Johns Bridge). Residents of St. Johns do not have a frequent-service/rapid transit option for getting to and from the City Center.

I live in Happy Valley. I work out every morning on my way to work and have many kid activities I'm trying to get to in the evening. This change adds 20-25 mins to my home commute everyday. Very frustrating!!

Traffic here is congested as can be. Taking away lanes from the majority to give to transit helps transit, but enough people are transit-resistant to where this is not viable. The hobo situation on transit makes my family outright ANXIOUS. Like, "I talk about this in therapy" anxious, to be in Portland. They won't ride because it's not safe. I watched someone strung out get ejected from the green line this very morning. Until you make it safer, I don't want to give up lanes to you, especially outside the city core.

North Portland!

Make 82nd Ave a higher priority, converting outside travel lane to BAT. High equity need, high pedestrian demand, and great opportunity to transform from auto-centric to multi-modal

Barbur needs to be a high priority. So much room available, many lines affected. Holgate especially as it approaches 17th would greatly effect roll in of buses finishing shift. Minutes saved there are often overtime minutes can have a dramatic effect on service budget. Signal priority. Get buses ahead of traffic, reduces conflict with all modes and capitalizes on benefit of rose lanes.
Are you going to do anything in Beaverton?
All of downtown
82nd Ave is home to some of the most diverse census tracts in the state of Oregon and provides access to opportunity of education, employment, and travel via PDX. I'd strongly encourage and support Rose Lane treatment along 82nd quickly as well as east-west routes into East Portland.
Hawthorne Bridge and Belmont Bridge.
More coverage in The Numbers/East PDX and the southern reaches of SE inside 82. Coverage for north of 84 and east of 205.
Not everybody has the luxury to ride a bike or take public transit. Most people have to drive a car. The city wants more density but falsely assumes every person can ride a bike or commute by public transit. Those elected "officials" are being extremely closed minded. Reminds me of the movie "Dumb and Dumber".
We shouldn't have any four lane road that doesn't have a dedicated bus lane in it.
The Cesar Chavez Blvd corridor, because it's an important connection that's unreliable at present
Barbur. Easily room available. Greatest effect on multiple lines. Buffer for bikes. Slooooooow down cars.
Suburbs
This plan covers the areas where I have been frustratingly delayed on a bus.
Percent times are a poor way to measure the significance of changes- 6 minutes is a minor difference even when it is 20%. What matters is reliability of the time it will take- this project may improve that as well but it hasn't been discussed in your presentations
NW 10th and 11th in the Pearl District. Broadway between Interstate and MLK. These are critical links with high ridership and frequent delays.
It looks like a thorough and well-considered set of projects from the get-go. Locations should be selected based on a combination of bus frequency and potential for delays from SOV traffic; by all indications that appears to be the case.
SE Portland - #75, #19
Barbur Boulevard inbound to downtown from about Hamilton to Water. The buses get stuck behind all the cars waiting to get on the Ross Island Bridge. They can't go over a lane and pass them because they need to get to the bus stop.
SE Portland, #19 and #75 bus lines
20+ suggested pilot programs? Seriously? PBOT needs to select 4 and do the pilot program and see what happens. Target two easy ones, and a hard one, and get the data back.
Greeley. the 25 bus gets extremely backed up approaching adidas campus, and there are two lanes, one could be allotted to transit only
I believe the bridges need to be a higher priority.
Lombard Ave - 75 is needed for St Johns growth

<p>The fact that SE Powell is not your #1 priority for SE East-West route is crazy. North-South routes are desperately needed on the East Side and yet I only see one route inside of 82nd. Overall it is a really stupid idea to put high-traffic bus lanes on the same streets as cars. Waze and other Maps apps will simply route cars onto residential streets if you do this. Instead you should put dedicated bus lanes and bike lanes on the same streets, offset a block or two from the primary car streets.</p>
<p>33rd Ave NE between Sandy and Killingsworth could benefit from a Rose Lane. It is nearly always backed up during rush hour (AM and PM) which causes sometimes intense delays on the 70 bus and has caused me to miss a transfer in the past.</p>
<p>You are creating havoc with your ideas making it unsafe</p>
<p>There are probably more opportunities for intersection-based focused improvements in outer portland.</p>
<p>Every section of every bus route in the central city. Delays downtown ripple out across the entire system.</p>
<p>Taking out Hawthorne and Belmont is just not a good idea. With Foster reduced to one lane, these are major transportation arteries now. I'm a full supporter of more busses, more frequent stops, and having them go later into the night. But you can't just remove some streets.</p>
<p>Yes, Beaverton-Hillsdale Hwy approaching SW 30th Ave headed eastbound during AM rush hour as it routinely backs up. Also depending on SW Corridor improvements in this plan means at least 6-8 years with significant rush hour delays in SW Portland - there is plenty of room on the roadway right now on Barbur and ODOT shares some responsibility for making that roadway work better than it does right now.</p>
<p>Overall the plan seems good. The bridges and east-side approaches seem to be the worst delays</p>
<p>NE Gleason</p>
<p>Parking in the neighborhoods...dozens of cars are driven into the city along Belmont, then parked in the neighborhoods at the bus stops. We need OUTER park and ride facilities to allow people to keep their cars out of the city and take advantage of this transit change.</p>
<p>I-5 bus routes (e.g., 96, Ctran)</p>
<p>Streetcar priority should extend north to Everett, since it currently gets caught up in traffic between Burnside and Glisan. Transit priority on NE Broadway should extend through the I-5 Rose Quarter Interchange.</p>
<p>Expedite the 82nd Ave and Powell proposals</p>
<p>Consider that many of the City of Portland employees live in more affordable suburbs - Gresham, Clackamas, Troutdale, Fairview, Hillsboro, Aloha. If these commuters have a situation similar to mine where there are multiple stops to make each morning (childcare, schools, etc.) public transportation may not be an option for them. Additionally, taking the main thoroughfares and marking them as Rose Lanes, will increase traffic in the neighborhood streets surrounding them. This does nothing to decrease traffic. Have you learned nothing from the neighborhood between Broadway (S) and Fremont (N) also bordered by MLK (E) and Vancouver (W). One wrong move on any of those neighborhood streets and you end up back in main traffic trying to navigate back a few blocks because of the barricades/one way streets the City had to put up to make up for the increased traffic when bike lanes were added to Williams and Vancouver.</p>
<p>Consider leaving public transportation alone. It works just fine now.</p>
<p>OHSU area. Lots of peak hour traffic</p>

Underground, including under the rivers; follow the leads of other major cities with successful, safe, transportation-BART, METRO, etc. Stop putting more and more money into this system.
OHSU campus and getting to/from work not to mention ways for patients to get around quicker and easier.
East Portland. It's an area, and population, heavily dependent on the bus service. It takes over 30 minutes to travel 5 miles making it cost more and take longer than driving or biking. One major improvement Trimet needs to address is the stopping of the #9, Powell line, mid-route when heading east. It shows complete contempt for a large number of people travelling east of 92nd Ave. There is no reason that a running bus should not continue it's full route from end to end.
I love what you are doing here. I will be thrilled to see this in action and it will make me more likely to use the bus in my neighborhood.
Please consider adding an inner SE north/south line on 20th or making the 70 do more frequent loops north of Division. Part of transit problem in SE is having to go downtown in order to get to NE Portland.
E 82nd N Lombard
NE Broadway from 33rd all the way to the river, not just to 21st
A bus only lane is needed both directions on outer division from 182nd to 82nd.
Powell needs help. It's one of the longest routes, and during peak times is typically so packed it's unsafe or people miss stops because they cannot get off the bus. The waits are too long, the route is too slow, and bus stops don't always make sense in their locations.
This will create worse gridlock with car traffic, and it won't change travel habits.
In general, more emphasis on east portland is needed to improve accessibility overall. that should be the focus over downtown
Hayden Island
No, I think this is a poorly thought out plan and this will only work to increase traffic.
Current traffic is not good. This will make it even worse for those who must use their own transportation to get around town
It seems ridiculous to make lanes unavailable to cars just to adjust for buses at all hours. Possibly think about how buses/cars/pedestrians are working together. It is challenging driving in town as the buses do not respect drivers and visa versa. Often driving in rush hour times buses will pull into, but no clear an intersection which blocks traffic and makes it challenging for those in the crosswalk. If there was a mutual respect for one another we could all share the road. Maybe smaller buses on smaller less frequently used areas?
nope
No: I think this plan demonstrates the City of Portland and its leaders to continued east portland
You will severely impact those of us who have more than one job per day. The reconfiguration of streets due to bike lanes, mass transit and less parking severely impacts those of us who make slightly more than the low-income level guidelines but not enough to buy fresh bread. This is going to cause a lot more congestion and problems. Those of us who need our cars to get to part-time jobs and need our car for our part-time jobs (using the car to perform our jobs) will be impacted by this --- we too have a right to have our say in this reconfiguration that impacts OUR BOTTOM LINE. I cannot take mass transit --- does not go where I need to go and then if I were to rely on mass transit, I would have to quit my part time jobs and be homeless.

I think the plan focuses a lot on East-West travel, but looks like the only North-South route is out on 82nd ave. would you consider making a route closer in, like MLK/Grand or E 20th?
This will cause relentless gridlock, hazardous pedestrian situations, and unsafe school dropoffs.
SE Foster Road. I-5 and I-205. The modeled estimates for decreased travel time seem to disproportionately benefit the closer-in (whiter) areas. Maybe this is unavoidable to improve transit time for all, but including SE Foster reaches more multi-family residential areas in SE Portland. We also need to have express bus transit with dedicated lanes on the interstate (or congestion pricing, or a mix).
I think the 72 could use a dedicated lane on 82nd, though I'm sure that would be very challenging. 82nd could be so much nicer with more frequent transit and slower pace of traffic and higher curbs. Dedicated bus lanes would be an amazing part of that.
82nd Ave
no
The entire west side of Portland! There are precisely zero projects planned outside of downtown north of the OR 10 corridor. In particular, Burnside between Skyline and 23rd should have a bus-only lane, removing one of the two westbound lanes to make room for a bidirectional bus lane (direction dependent on time of day). Buses should also be able to use the shoulder of highway 26 between Sylvan and Jefferson Street, to allow for an increase of service on the 58 and to allow the 56 to route up Scholls Ferry towards the zoo.
Barbur Boulevard. Hands down. Must be included. Why does Southwest Portland get ignored by transit "leaders" and "planners" who don't live in SW and don't even ride the bus? I'm tired of more Streetcar fans that only prioritize inner Portland; this should specifically require investment in areas AWAY from downtown Portland and the wealthy inner neighborhoods where City Hall lives.
I think this is a great initial list - the Broadway bridge is important too but I understand that is not within PBOT's control
It's not a location issue. It's an access issue. If you work at 6 am, you can't get to work except a few select routes, like from Hillsboro. If you work at 4pm, you can't get home. If you start or end at 1am, you have to drive, at least to a park n ride. Doubling ridership ONLY occurs with ACCESS to transit.
This project should not happen .
You should stop it's pointless and stupid
I commute to Portland from an area that does not have efficient mass transit. There are a large number of commuters that also do the same.
xxx
For freight and commerce this continues to make downtown next to impossible for work to happen. If transit is the most efficient way to get people to their jobs downtown, you are ignoring the most efficient way for goods and services to arrive at all the businesses where they work.
transit mall should go back to bus and train only.
Eliminating car/truck traffic in a core part of downtown during rush hours.
Bridges are still an issue. Are they included? It's hart to tell from the map. When I travelled on the 12 or 20 going east in the afternoons, sometimes getting from the stop at 6th & Burnside to E. Burnside/Sandy would take 30, even 40 minutes.
Intersection of SW 6th and SW Broadway-always backs buses up coming off Sam Jackson.
Northwest Portland

SE Division St
Increased frequency of bus lines serving Marquam Hill, particularly express buses
It is waste of money. Everybody wants to use personal cars and do not need street narrow
Powell Blvd
I live right next to the 6 and 72. Proposed improvements to MLK would help a lot, but better travel times & frequency on the 72 (Alberta + Killingsworth) would also help!
Area around Beaverton Town Center and 217 on Hwy 8 and Hwy 10. It gets clogged up at rush hour and sometimes on weekends
Paint current Bus only lanes red in addition to the new lanes
I already pay a transit tax to work in your shithole and not a dime is being used to fix the pavement!! Stop fucking around with tax payor money! You corrupt piece of shithole.
Lose of parking for small businesses and housing, pushing parking into nearby neighborhoods, speeding traffic on residential areas,don't really know that this will increase use of bus
I think the rose project and all of transit should actually invest more time and money east.
I want my Portland back to the beautiful area it used to be, not New York City!
Hwy 26 and Interstate 5 for commuting from the suburbs
Foster needs a stronger connection to inner SE
Farther outside of the central city so the many many people who live there can also get to where they need to go to quickly.
Wheelchair controls in personal vehicle. These separate lanes make more movements from hand controls
No locations missing, but I think we should be taking additional steps to make sure the lines not directly being treated receive their due share of benefit. Ie, make sure to synchronize connecting arrivals/departures to make a more seamless experience.
It will be an absolute disaster, making more traffic and less for the business. That you need in downtown to support tje crazy ideas the city has.
Look I'm not sure who gets to decide what goes where, but parts of the 72 route (82nd to killingsworth to alberta) is painfully slow. Agonizing really. What takes me about 15-20 minutes in a car takes upwards of an hour on the bus. Would love a bus only lane there, my life would be so much easier
I can't view the maps on a mobile platform, so I can't say for certain.
Don't know
Wasting valuable resources including money and driving lanes to only serve 5% of the population. Total waste!
I think it's unfortunate that we are not making it easier for the mass majority that have to drive to work. People have multiple stops during the day can't use transit so easy. Let's try and create more lanes and things to make traffic less instead of forcing them to take transit.
It dedicates valuable traffic lanes to a form of transportation that is only used by 5% of the population.
Many sections of Cornell on the 48, especially between NW 143 and Cedar Hills Blvd; SW Lombard south from Beaverton TC, SW Canyon Rd. and onto SW Hall/Watson. Really, many sections along the 76 and 78 routes.
takes away from normal traffic

With the ever increasing population, we should be adding lanes not taking them away.
Lines selected should have the entire route as part of the pilot project.
Destruction of small business. No parking, more congested traffic
Barbur Boulevard (noted as potential in partnership with other agencies) should definitely be tested as soon as possible. Causes delays throughout the entire system.
Why is it only inner East Portland? Except for 122nd- which is a horrible idea. Why do we pay taxes in outer se for no service? Discrimination
Yes how about fixing sidewalks on the east side so my disabled mother doesn't have to push her wheel chair on a road
Waste of money and causes more traffic back ups.
Do not approve of this idea on any two lane roads that reduce auto traffic to one lane
#9- Powell Blvd
Stop narrowing streets!
Yes. Your own street.
west burnside between SW Skyline and nw 24th
It's a farce for a monopolized company to take away the roads that every taxpayer that works in Oregon pays for.
99E from Portland to Oregon City and 99E from Oregon City to Portland
Broadway and Broadway Bridge need dedicated transit lanes to reduce travel lanes and protected bike lanes to increase safety.
I think it's a non-existent problem.
Fixing and maintaining the current road system. Getting rid of homeless, and running protests off the roads, in a lawful manner.
Eliminate the program. Waste of taxpayer \$ and much needed roadways. Trimet's public transit is a cancer.
82nd because you yuppies forget people even exist who live out there
NE Airport Way, the time delay during evening rush hour can be 30minutes+ ,I simply cannot use the line because it is erratically unreliable, and instead walk 20 minutes across highway onramps to get the Max, which is dangerous as there are no accommodations for pedestrians to reach the station from NE Airport Way, and you have to walk through the mud
82nd Ave and Mcloughlin Blvd
Everywhere we can.
Looks good to me.
Every bridge needs transit lanes. All of them. Every single one.
The bridges! Partner with the county to allow for more transit priority on bridges.
N Williams/Vancouver corridor should extend north of Fremont to Alberta for the 44. Traffic is always backed up through this corridor (southbound in the morning, northbound in the evening) and the only thing to lose is parking.
It is not about making things accessible and the more you remove parking access and driving access the less disabled folks who can't access your system at all have the ability to get around. Beef up the rail system keep it moving round the clock. this would be a better first step than removing MORE roadway from drivers.

Broadway from 15th to downtown and over the Broadway bridge. This area is frequently backed up at rush hour.
Major arterial crossing in Washington County (TV Highway and most major crossings)
N Greeley
I think I-5 needs to be a top priority. The WES does not operate in an efficient manner so the best option is currently the 96. However the 96 can take 20 minutes to get from Bridgeport Park and Ride to downtown or it can take 1 hour+. A dedicated bus lane or 3+ HOV lane would make a HUGE difference in the overall effectiveness of this route.
Maintain quick and unimpeded lanes for cars. Enforcement of rules for bicycles that put themselves and others at risk. Prohibit and enforce squatters encroaching in transportation corridor. Address impacts on N/S and neighborhood streets that should be maintained as convenient and pleasant residential links.
It would be very helpful to have a faster link between buses from SE and NE Portland and the tram to OHSU. Transit times to OHSU from east Portland are very long. My wife works at OHSU and we previously lived in SE Portland. One of the reasons we moved to SW Portland was to make her transit commute more manageable.
I commute in a car due to the work I do and not being in the same place everyday. I am afraid this is going to extend my day. People who ride transit have made a choice to do so. So making me sit in a car due to my job just so they can get some place faster just does not seem to be fair to others on the road.
Stop ruining our city!!!! We pay taxes and gas tax and everything else. Leave the lanes alone!
SE Portland (SE Division and SE Powell)
People will be put out of business including me . It's not realistic ... I hope the people trying to ruin this city stick around after they ruin my city . and stop driving cars if they think we can live with out driving . People will quit moving here . The homeless and crime is bad enough . I've lived here my whole life you are Thur I gotta Portland into a shit hole !
Yes, I am surprised to see only that only part of Broadway is being considered to be a part of the Rose Lane Vision. There should be a transit only lane on Broadway from 33rd down to the bridge. The part of Broadway that is already included in the project (21st to 33rd) is never really that bad! As you get closer to the highway, then Broadway gets bad.
NE Sandy— Bus Infrastructure may help me Ride my bike down sandy as well
SE Portland - it is geographically large so buses may not be full, but the commute is very slow at current transit levels. 20 minute drive = 1.25 hour Trimet and cost of \$5/day is too high for low wage workers
Add N Williams from Fremont to Killingsworth. Add bus prioritization on NW 5th and 6th. Add 24 Fremont - at least from NE Williams to MLK, preferably to 15th.
please consider NOT moving forward with this project. it's going to cause havoc with parking and commute times with very little REAL benefits.
Don't take lanes for passenger vehicles away. It's already too hard to get around by car in SE Portland
Transit on and off of Marquam hill
very hard to read the maps...they wouldn't expand in size to see clearly
none - this plan is beyond tone deaf.

Portland already has some of the worst traffic in the nation. Your focus is constantly getting people to ride public transportation while neglecting people that travel by car. Focus on making the roads more car commuter friendly instead of constantly constricting it with bike lanes down Glisan (nobody out here rides a bike) and now bus lanes.
Increasing transit times for cars by reducing capacity does not ease congestion or idling time for all of those engines.
WES line runs to Wilsonville which was not included in the selection. WES line needs to have additional daily service. This program seems to be all about eastside.
No it is rediculas
none! this is insane - rather than force public transit on people, figure out why people don't take it FIRST. I took the bus to work for more then 5 years.. I was tired with dealing with transients on the bus, and tired of spending so much time on my cummute. Even with these changes, you won't increase the public transit time to match commuting with a private vehicle.. your just MAKING TRAFFIC WORSE!
Portland's most neglected areas by all bureaucrats SE from 122 east into Gresham
North Greeley: I know that it doesn't meet much of your passenger-load or frequency of buses criteria, but it desperately needs attention to get the bus moving faster.
Almost all of the proposed changes are on the east side. Massive slow down of vehicle traffic. Sandy and MLK down to one lane would be a nightmare.
Powell and Ross Island should get more consideration. It is quite congested and traffic is a near standstill during rush hour. Would be more inclined to use an express bus on Powell
SW Beaverton Hillsdale Hwy through Hillsdale SW Broadway
Terwilliger for the 8
I think that the city of Portland is trying to squeeze everyone into the same traffic lanes. In all fairness, the city is wanting everyone to use mass transit. Unfortunately, that is not the case. So many need to drive for work, or just choose to have the freedom of having their own car. With the huge increase in uber/lift, that adds more cars to roads. The crazy reduction of one lane on Naito is an example of limiting traffic lanes for the sake of a few bikes. PBOT, lets think out of the text book. Your citizens are going crazy with the traffic in Portland. No wonder the vision zero plan is not working. Traffic deaths up over prior year. No kidding. Your policies and reduction in traffic lanes are causing people to drive in neighborhoods not designed for that kind of traffic. Really, your policies are causing the issues. Remember, a huge percentage of people choose to drive their cars. Make plans around that. Like it or not, the critical mass for mass transporation or other forms is never going to become majority. Also, with all the green lanes, red lanes, bike lanes, speed bumps, bollards, traffic speed signs, it is so confusing. I see people just drive where they want due to confusion or just so restrictive. PS, I was on NE Glisan the other day where the two lanes have been reduced. I literally saw two bikes go by in one hour. Meanwhile, there were people driving in the middle turn lane because of unbarrable traffic congestion. Come on, Portland is growing, and we need to keep the city moving.
It does not solve the fact that most people cannot afford to live in the transit region. If there were MORE PARKING at Park and Rides, I would be much more likely to take public transit as it is not a reliable or convenient options for me due to the distance I live away from work.
No its disruptive to business and traffic flow.

Tigard and Tualatin. There's a bunch of wide roads and traffic gets backed up easily delaying the bus. Highways and freeways. Ctran is allowed to use shoulder when there's congestion. Trimet should be able to, as well.
There should be fewer. A lot fewer.
buses traveling from OHSU toward town: From SW Terwilliger & Sam Jackson to Broadway & SW 6th. And from SW 6th & Sheridan through the "S" curves (SW 3rd & Arthur) and onto the Ross Island Bridge.
I do not support it.
East portland is underserved by any/all of PBOT's plans for pedestrian safety, public transportation, and bicycle safety. Downtown transportation corridors on 5th and 6th already work well. Don't mess with success of them. Please focus on North/South corridors in East portland that are not already bicycle corridors. MLK, Cesar Chavez, 82nd
You are going to hurt business downtown. We can't afford to live downtown so we have to live outside of downtown then you make it impossible for use to drive to work downtown.
ALL of North Portland. Hayden Island is NOT serviced at all, except for approx 1 block from freeway on and off ramps. I have no way to use mass transit without getting a taxi to take me to a bus stop and another taxi to get to where I am going from the bus stop. However, I am still expected to pay my taxes and pay for what I cannot use.
Get your feet firmly planted in the real world. This is not Europe, people with money drive cars, the working class drives cars. This is reality, get off your high horse and except you are a public servant You work for us, START LISTNING! You agenda is flawed, you should be terminated, this is not what the people want. We need our lanes back.
No, if anything implement slower and more carefully. 1st location is a good enough start to gather data.
Inner NE, the buses are always full and overall very slow to get in and out of downtown at peak times (especially the 17 coming out of downtown at 4-7 pm)
Yea dont do this project in the first place. How dare you city officials take our tax money to promote your own agenda!!!! Stop pushing people who HAVE TO USE THEIR CARS to feel as if they dont matter. SHAME ON YOU FOR ONLY AND REPEATEDLY MESSING WITH ONLY THE EAST SIDE.
Morrison Bridge. Because line 15 uses that bridge and its a frequent service line. Foster Ave. Because line 14 uses that road and its a frequent line. Unfortunately no bus space was provided in the recently completed road improvement in that street. Remove parking the next time?
Alberta because it's a main thoroughfare
I think SE portland is still not well represented on the maps; people who live east of I-205 still struggle to get to the bus or the MAX to go into town, so they drive
I think 82nd should be high on the list, but understand that collaborating with ODOT might mean it takes longer. Personally, I'd love to see transit lanes on I-5 instead of the SW Corridor MAX, but it's probably late in the game for that opinion. Also, while the bus mall might seem too obvious, and already has a bus-only lane, it takes a ridiculous amount of time for buses to make it down the mall. Lights are not well timed for buses and impede pedestrian crossings (i.e., peds aren't given the signal right after the train pulls up, and many people jay-walk or miss the train). I currently commute from Montavilla to the south suburbs and making it down the bus mall and transferring takes up a weirdly high proportion of my time.

Yes. Why doesn't Oregon have Bus-On-Shoulder projects on freeways like the state of Washington and numerous other states? Bus 58 and 96 need this. Also, numerous buses need to be rerouted so please check and adopt the 2014 TriMet Southwest Service Enhancement Plan. SW Scholls Ferry Road needs bus service on all of it from SW 175th Ave to Sylvan.
traffic signs to educate car driver to not block intersection. sometime cars block the intersection to and bus run late.
82nd ave! Always congested.
Show more community engagement to cultural specific groups. Do not replace a entire car lane for bus lanes, that is not equitable.
NA
SW Portland (outside of downtown)
I think that many of the corridors are vital and should not exclude private vehicles
Need a direct route to downtown from NE Portland that does not require transferring buses. Similar to how the Division and Powell buses go through downtown.
The intersection at SW 6th and SW Broadway needs drastic help and would hugely impact all commuters going to/from OHSU. Additionally, NE15th between NE Weidler and NE Broadway could be improved and impactful.
I would like to see my route added, Tigard Transit, as the bus does not come to OHSU as frequently as other busses and it causes overcrowding on the bus
Sellwood
west side of the city.
Every weekday morning (~8:00am) I take the 35 heading South in downtown, and it is regularly over 15 minutes late. The transit app is often wrong, making it difficult to plan a morning commute.
Far out east side - Gresham, Lents, Foster-Powell - there are many many many low-income residents here and so little in the way of reliable transportation. With all of the changes to Foster, and the reduction to 25mph, maybe now would be a good time for a bus lane. As a daily bike rider, I would gladly trade my bike lane for a dedicated bus lane that would carry more people.
build heavy rail system that goes above the traffic. stop light rail development
there's not enough detail on exactly what the proposed changes would look like or how changes would impact other modes of travel. also, I have to say that strong arming more people onto public transportation is not the same thing as increasing ridership.
I worry that some of the proposed lanes to be modified are *too* small already. Taking out one of two lanes heading in one direction on something like Sandy or Burnside is going to be a total shitshow. It will make things horrible for everyone *but* the bus riders, which is far from equitable and fair.
Powell/Ross Island bridge.
Powell Blvd! The traffic is heavy, slow (between trains, rush hour, bridges, and volume), laden with diesel vehicles and frightening to cross with my elementary school child.
SE Bybee Blvd. is getting awfully busy with cars during the morning and afternoon rush hours, which is problematic for those trying to cross this street to get to various transit stops or walk to school or home (like the school children nearby). Is there a way to reduce single car traffic in this area during rush hour time or create safer pedestrian crossing, especially in the mornings or evenings which light visible can be an issue during the fall/winter times.

Ross Island Bridge, Powell Blvd, SE Milwaukee Ave.
Steel bridge should be public transit only. Other than that important areas Moda center and Williams ave are highest need from my experience.
Elderly
Terwilliger Blvd and Campus Drive coming down from OHSU, through the intersection at 6th and Broadway. Currently horribly congested in evenings and slows down the Line 8 bus a lot.
Any lines going to and from Marquam Hill
East County and St Johns. Travel time and frequency of service interferes with transit use
I work at OHSU on Marquam Hill and would love to see anything that could speed up going to/from there and downtown on the #8, especially during rush hour. Maybe an additional express bus with fewer stops that goes downtown?
Seems Trimet improvements always favor those that live in central portland and less in favor of those that cannot afford to live there or on the west side. Need more focus on neighborhoods that are further east and trying to travel towards the river for work.
working at OHSU. bus 8. Maybe Red going through near PSU.
Coming up I5 from Salem, there really are no good options for parking and riding which don't require a transfer at some point and have a reasonable travel times. This project pretty much starts with downtown and inner east side.
Beaverton
Marquam Hill Express Bus #190 - it takes over an hour to travel from Marquam hill to Vancouver (~15miles) every day. Sometimes it takes closer to 2 hours. This is extremely taxing on commuters, who do not have alternative options.
Marquam Hill and Ross Island Bridge
No
More on the westside.
Yes! the NW 18th/21st/23rd corridor, between Burnside to NW Thurman, as well as NW Naito Parkway (between NW Everett and NW 21st) are full of many new residential constructions. With automobile parking becoming very congested and scarce in this neighborhood, it is imperative that this neighborhood be considered.
Are streetcars being taken into account? Streetcars could also benefit from Rose Lanes free of traffic.
There are far more locations in the downtown centers where buses get delayed- along Naito as the 16 approaches Oak, the length of Everett, several locations for the 15 and 20. Quite a few of these locations are showing up on the delay analysis map so I'm wondering why they weren't considered.
I find it stupid that you wont fix the roads but you want to spend hundreds of thousands to paint on the road for people to stay out of the buses ways. You painted buses only and people still drive in those areas downtown now you want to waste more money painting it in red. Brilliant plan.
Macadam Ave to the Sellwood Bridge, Beaverton-Hillsdale Hwy. Both of these experience backups and have room for a bus-only lane.
Take full size vehicle lanes which have been converted into bike lanes and turn them into express bus lanes instead

<p>What used to be called the bus mall downtown on 5th and 6th already has a bus only lane, but allowing private vehicles on those streets at all was such a mistake. While it's too late to fix the awkward train alignment necessary to allow private vehicles to use the streets with buses, returning both streets to "transit only" would still result in fewer delays and conflicts for buses and trains.</p>
<p>St John's, North Portland. I'm sure there are a lot of people that frequently use public transportation too!! Safety, convenience a priority. Also inclusiveness to Portland's ridiculous "fix it bc it isn't broken" ideas. Over engineering everything, getting highly paid (from our tax dollars), which just ultimately divides and frustrates us! Not kidding</p>
<p>Not interested in seeing this project happen</p>
<p>Ross Island Bridge. Major bottleneck on line 19.</p>
<p>I think these locations are very good!</p>
<p>direct routes between south east and north east</p>
<p>Killingsworth 72 bus has many users but needs a dedicated lane.</p>
<p>I worry about equity -- it seems like East Portland is not being considered for this project?</p>
<p>N Greeley Ave is very congested during rush hour. I live on the street and it results in a backup, or cars driving in safely on surrounding streets trying to sneak around.</p>
<p>I think you should include information on the maps that show the full bus line, including destinations, to demonstrate where the effects (of inner city improvements) will reach.</p>
<p>The Bybee blvd overpass on route 19 is a deathtrap.</p>
<p>I think more of Broadway needs to be considered, because it has the potential to be a great walkable area and provide more jobs with all the shops and commercial zoning. Right now it's used more as a thoroughfare but there is so much more potential for it to turn into a great walking / shopping / eating street. I'm glad to see Sandy is on the list, because it has the same potential as Broadway.</p>
<p>NE 21st Broadway & Weidler (#70 bus)</p>
<p>Please consider re-routing the eastbound 15 through downtown onto SW Alder. This would actually be worse for me personally, as it means a longer walk in the evenings from the office, but it would dramatically speed up the bus journey through downtown from NW to SE... if there was a rose lane.</p>
<p>Just make 5th and 6th transit only for all through traffic.</p>
<p>N Greeley from Going to Rosa Parks - even every other block jump lanes (if on street parking is needed for adjacent homeowners without driveways) or partial block jump lanes combined with stops would be helpful</p>
<p>I think we need make sure we are bold enough with the project. We should start with the boldest ideas, so that if there is pushback, we can meet in the middle, instead of proposing the middle solution and negotiating from there.</p>
<p>North Portland is underrepresented, as usual. Please consider improving service to Willamette Blvd, Rosa Parks, Lombard, Columbia Blvd, Rivergate and Fessenden.</p>
<p>Columbia(more service on Columbia too), Lombard. 82nd (72), and Powell(9) NEED TO HAVE ROSE LANES</p>
<p>I think the Steele Bridge could benefit from being limited to just transit lanes. I also think that certain routes that don't need or require Rose Lanes would benefit from stop consolidation, such as Route 8 from the Moda Center up to Woodlawn.</p>
<p>why aren't you changing streetcar to have dedicated right-of-way? It would speed up streetcar, and additionally allow for bus enhanced speeds/reliability on NE Grand & MLK.</p>

Places where transit is slow ALL DAY (not just slow at rush hours, compared to the other times when it's faster).
n/a
I see very little benefit to my actual commute at this point in your proposed plans (Portsmouth to inn SE Portland) so I urge you to succeed and expand this program to include the #35 on Greeley. The biggest backup is singular (Greeley itself) so it seems like there must be away to improve it. It's also gotten so much worse in recent years. I was very disappointed that the bike lane improvements on Greeley didn't take buses in to account in any way.
thorough evaluation and monitoring of traffic impacts considering all of the traffic impediments already implemented and planned with all PBOT projects
Slabtown is extremely congested in the evenings, and there are often 10+ minute delays waiting for the 24 or the 77.
additional rose lanes on 82nd to improve transit time into the inner city
Inner Broadway
All of Portland Streetcar and MAX should be Rose Lanes.
I want to mention for the question below (about which pilots are most important to me) that I've marked the ones that I use, but I think the most important ones to change are the ones that will have the most impact for the most number of riders, not the ones that *I* use most. And I'm not sure what those are, but I would vote for those.
SW Portland is woefully underserved for frequency and hours of operation
Suburban
I think there are too many. I will vote against ANYONE on City Council that removes lanes of traffic from Sandy Boulevard. ANYONE.
no
Not that I'm aware of.
I was surprised to see that SE Foster Rd was not a priority for service between Lents and Downtown.
Naito Parkway (didn't see this on the plan, maybe I missed it). Fewer busses should be going down Naito. Dedicate First or Second to busses and get them off Naito? Or direct car traffic to E/W streets feeding onto bridges? Busses sit in traffic on Naito in the evening an inordinate amount of time going N into downtown.
There is nothing proposed in NW
crossing town on 11th/12th on the East side on the number 70 could be greatly improved by this project.
You need to let me go back to the map to answer this one. My neighborhood is well provided for, but I'd like to look at others
The bus mall? I feel like cars still don't know which lanes to be in.
SE past 39th
None. This is a ridiculous idea. I take public transportation and find this ridiculous. The more people move to the city the more cars on the road. And you want to take away roads? How will that help congestion? It won't. People will not be more likely to take busses. And a lot travel from suburbs to get into town.
I used to take the 8 to and from work (I love in Woodlawn and work downtown). I traded in my bus pass for a SOV because the commute home started to take more than an hour (for less than 5 miles). The major choke points were Steel Bridge/RQTC and 15th as it crosses Broadway going north. I'd like to see that intersection improved as well.

Traveling through Lake Oswego, S Macadam, and Hwy 43 on the 35 is often delayed, the 99 gets delayed waiting to go outbound on the Sellwood Bridge. I care because I live in West Linn and those are the biggest transit pinch-points for my husband's transit commutes.
I would need to spend a lot more time understanding this plan in detail to answer this.
There is zero analysis as far as I can tell on aggregate system impact and there is no good faith analysis. The analysis is done with the implicit assumption that it will happen - hence the time line of when it will. In other words, this is happening because PBOT has decided it will happen not because it is in fact a good option. This survey is pointless: it does not matter if 100% oppose, it will happen regardless. So how can PBOT claim to be asking for feedback when the outcome is pre-judged?
On so many more streets. This is a chicken/egg situation. Too many options for cars means transit gets crowded out. We need to realign priorities to benefit transit. I strongly support curtailing single use vehicles in all parts of the city.
probably
Waste of space and tax payer dollars. Limiting use of lanes to one type of vehicle use does nothing but aid in slower commutes and increasing emission of cars and other vehicles because of the slowdown.
Please increase the 66 as it is an express to Marquand hill and the only safe bus
SW Macadam between Taylors Ferry and the Sellwood Bridge. The 99 is delayed along this stretch as well.
Will worsen traffic congestion which is already bad and getting worse.
Bridges, specifically the Steel Bridge and the Broadway Bridge.
For my area, all the major lines are covered
The impact to those living in poorly serviced transit areas do not appear to benefit and in fact may be further delayed. All bus routes into the close in Portland Hills need to provide much better service to attract riders.
Please include a *streetcar-only* red-painted lane on NE Broadway/Weidler, from the Broadway bridge to NE 7th. Also, a streetcar- and bus-only lane along the entire length of NE/SE Grand and MLK. These streets are congested all day, impeding the streetcar and bus.
none at this time.
Bus stops are every 2 blocks which is way too often. Just changing bus stops to every 3 blocks would significantly increase the speed at which buses can travel with less stops and a minor change in distance to stops.
SE Powell and 82nd Ave should be candidate pilot locations and not potential future corridor with partner agency. These roads experience more delays than Sandy, Burnside, Belmont and Hawthorne, but aren't listed as a pilot location. This decision impacts lower income households. Hawthorne, Burnside, Belmont are more wealthy areas but they are being prioritized here.
no I feel it is adequate
I don't think so, the list seems pretty complete.
In general the plan needs much more exclusive ROW and fewer shared lanes. Cars should not share the bus lanes at all, even for turning. The system needs to be easy to understand with simple rules and it needs to be faster than driving if mode share is going to increase.
First, there are issues with the proposals as they create so many blind spots. As a person who has to go school to school daily, it is the blind spots on our streets that are killing humans.

It would be nice if you could get the 44 bus out of traffic between Multnomah Village and SW Taylor, but only one lane there.
There appears to lack of improved transit service between the lower/middle income residents in far east Portland and the job centers in the Columbia Corridor and other industrial areas. Most of the proposed Rose Lane corridors serve areas that are already well served by public transit and are in relatively high income areas of inner NE/SE Portland and west Portland.
no
I don't see any areas that stand out as missing. What I would LOVE to see is the rose lanes to be used for cyclists and eScooters as well as bus. Paris does this and it really works quite well.
Anything that helps the 75 run more reliably - even at the start of its route from St Johns it is consistently late.
I recommend putting them all over the city.
Greeley is a nightmare and we need a better system for public transportation to move quickly from North Portland to city center. I strongly feel that I would use public transit more frequently if the Greeley stretch was improved!
Northbound #8 bus on 15th at Weidler/Broadway is slowed due to heavy traffic/waiting through multiple light cycles. Significant delays relative to rest of route.
#8 bus coming down from Marquam hill into downtown. I have a creative solution that could make Sam Jackson Rd bus-only downhill from OHSU (could be peak only) to get the bus out of most of the traffic. This route is backed up and it can take 30 minutes to go 1 mile sometimes. My family uses this route. Check out this tweet thread for more info: https://twitter.com/arudwick/status/1194327565353144322
St John's, specifically the evening commute crossing over the St John's bridge (line 16) as traffic can impact times dramatically.
There needs to be more bus/max stops in SW (Hillsdale/Multnomah village/Hayhurst area. If there was a stop here that went more directly into downtown it would be a huge help.
NE Columbia Blvd and Lombard are a nightmare for all modes of transportation, and should be PBOT's number one priority. Instead, they are being completely ignored.
Opportunities for faster transit to key employment centers in Beaverton and Hillsboro would be great but are lower priority than proposed projects
North Portland is not served.
E Burnside from 60th to 102nd (lots of traffic there backing up on line 20), SE Stark from 102nd to the eastern edge of the city (high volumes of passengers on line 20 here), NE Glisan from Sandy to 82nd (line 19 gets stuck in traffic during rush hour), 60th Ave (an ignored but vital bus connection to MAX, lots of traffic where a rose lane can't be added a whole way, but portions of bus only lanes and signal priority would help)
Faster bus service on Williams and Vancouver would be great--so eliminate the bike lanes that clog up those streets and slow the buses. Make quieter side streets the bike corridors. Planner's ridiculous obsession with trends have made that area terrible to get through and have been a tool for gentrification.

It is completely insane to even consider removing lanes from west burnside. It's one of the main arteries of the city. It's already incredibly backed up with just two lanes each way and NO designated left turn lanes. If we go down to one lane each way, traffic will be backed up for miles waiting behind people who need to turn left. Bikes on burnside sharing a lane with a bus is also insane. What is the point of a rapid bus lane if you let bikes on it? Getting stuck behind a bike slows cars to a crawl and it's no different for buses. It's not safe for the cyclists either. It would make more sense to turn Everett into a dedicated bus lane and leave burnside for cars.
Foster
Not that jump out at me. But I love the idea of them and I hope as time goes on that they are expanded. Quicker travel via PBOT incentivizes more people to utilize it and takes cars off the road. It also makes life better for those who already utilize it.
Lombard should be considered because it's a major transit way near where I live.
Why aren't you considering alternatives to dedicated bus lanes? There are lots of examples including provision for more park and rides.
Morning delays can occur: - E Burnside westbound approaching Gilham (around 68th) - NE Glisan westbound approaching 60th
Barbur between Lane and Sheridan, because during PM peak the Barbur/Sheridan light backs up, slowing all the northbound Barbur buses down significantly.
The 35 doesn't stop at my closest stop (Sellwood Bridge/Macadam) during rush hour. Other than the 99 which is only sometimes operable, that is my only accessible transit to downtown. With increased density in my neighborhood (Sellwood), those who live and work here need more and reliable transit as parking is fast disappearing. Perhaps using the private rail that goes past Oaks Park could handle a commuter car?
Outer Division and any other wide road should get bus only treatment even where there is no present strong need. It's much harder and inequitable to reallocate road space from drivers after they've built their lives around cars. By reserving excess capacity for buses now we can improve the way growth occurs and plan for the future.
Powell is a road that needs more help than it seems this project is addressing
inner NE Broadway and SE Foster because those carry a lot of cars so there is a big opportunity there. NE 15th st because the 8 bus is over capacity during commute times.
the Rose Lane Vision is excellent on paper, if the lanes are implemented without interruption it will comprehensively serve all the areas I have personal knowledge of
The 35 on greeley should have a rose lane. It is frequently held up by heavy traffic in the evenings, and is otherwise a very fast route for North Portlanders. It's also consistently full.
Yes, areas east of 82nd. Major potential for more frequent and faster transit on corridors in east county.
82nd Ave; Powell Blvd. But of course you are constrained by those being ODOT facilities.
N Greeley, NB between Interstate and Killingsworth - right lane could easily be bus-only (and allow for turns onto Going); N Greeley SB between Lombard and Going would really benefit from ways to prioritize buses to move around stopped traffic.
no
Powell Blvd. I know that it's an ODOT-owned road, but buses frequently get stuck in traffic and it produces daily delays.

Efforts should be made to improve southbound access to Tigard in the morning rush and evening northbound access from Tigard in the evening rush. Recent commercial doc ace use trends indicate that this opposite flow to what Trimet is setup to serve will become larger in the near future well before the new SW max is completed.
Please improve travel time and reliability of bus lines 12, 19 and 20 these are the most important to me.
The streetcar lines should have dedicated lanes.
NW Broadway, from Ankeny to the intersection with the actual Broadway Bridge. Either shift all bus traffic off Broadway and back to the Transit Mall until past Hoyt, or implement parking reduction, protected bicycle lanes, and an outbound or reversible Rose Lane on this stretch.
In addition to the sites selected, I really really hope you are able to implement projects on 82nd and SE Powell.
East Portland
I hope the ODOT corridors like 82nd, Powell and Barbur can soon have some bus time improvements.
I hope Odot will partner to fix Powell.
SW Salmon Street and NW 23rd Avenue. Congestion on these corridors significantly degrades the reliability of PM service on line 15.
Greeley, NE 33rd
I think East Portland could benefit from even more bus lanes—but that would really only be worth it if TriMet increased its service frequency there as well.
I am confused by the Tacoma line (#13). Traffic snarls from Hwy 99E to the Bridge. Why not extend that line the whole way - linking the MAX station to the Sellwood bridge via Rose Lane?
All frequent service or all future frequent service bus lines and all streetcar lines. Streetcar is also transit and is often ignored.
Powell & 82nd!!
I used to use public transit daily. No longer feel safe. Needles, trash, threatening behavior. Areas not well lit at night. See people shooting up drugs, buying and selling drugs at transit centers. Have seen men exposing themselves and urinating. Feel very wary and unsafe within last two years situation has greatly deteriorated.
SE Division -- high capacity transit should have a rose lane.
we should go back to the days of having street trolleys the city should have never paved over and abandoned them, we could also use a fwy bypass that tunnels under Portland - if your not stopping here why clutter our surface streets, and why do we not have high speed rail across the country yet?
Sw Portland
The entirety of North Portland west of I5 has been ignored, as it always is by both PBOT and TriMet.
SW Barbur Blvd..Seems a little eastside balanced
You should consider making Powell Blvd an initial pilot program, rather than a future program, due to the high volume of traffic and equity considerations.
You have FAR overreached in planning and, (now, executing prior to the proposed pilot dates!), red lanes in key transitional zones that choke the very arteries that keep this city and downtown businesses alive.
SE Portland, south of Powell has very few additions

<p>Milwaukie Avenue in Sellwood gets pretty congested during rushhour and slows down the 19 bus, sometimes significantly. Same with the approach to the Ross Island bridge from downtown. Woodstock Blvd going East approaching 52nd ave where cars routinely form an extra right turning lane illegally and don't give the bus enough turning radius to turn right (this is an issue that I've written about to the city previously but nothing has been done so far).</p>
<p>I am concerned about the design driver that assumes that most people are traveling to/from downtown Portland. The biggest barrier for me to using transit is that I commute from SE Portland to N Portland and do NOT need to cross the river, and yet all of my transit options force me to do so, which adds 20 unnecessary minutes to my travel time. I highly encourage you to spend the time to evaluate this assumed driver and look at how it impacts the decisions you are making.</p>
<p>Steel Bridge. This survey won't let me select it below.</p>
<p>NW Broadway leading up to the Broadway Bridge. Buses frequently get stuck behind cars that are attempting to turn left onto Glisan, resulting in delays.</p>
<p>Further along SE Tacoma to advance the 99 Bus. The proposed pilot project will help reduce delays, but more could be done by removing on-street parking.</p>
<p>I don't know if it's a rose lane needed so much as smaller buses needed, but trying to travel north-south on the east side has been difficult for many years since the only options are on 11th and 39th. Having lived in SE for most of the past 20 years, I can say there are MANY potential bus riders who opt for ride shares and other services because they don't want to walk a dozen or more blocks to reach a bus line. Now that "close in" refers to anything west of 82nd I see the need for better north-south service on the east side as even more important. One shouldn't have to cross the river twice to do that, and that's most options right there.</p>
<p>Please consider all of Beaverton Hillsdale Highway. I asked the bus drivers and they say they are constantly stuck in traffic. 54/56/61 would benefit greatly. Also Barbur in the portions Portland owns needs bus lanes. The 12 is so unreliable. The 94 is better but with more people moving here, it will get slower.</p>
<p>Money! Taxpayers are sick and tired of paying for City Hall's mistakes.</p>
<p>Too much money</p>
<p>I think the most important places to address are bridges, some of the worst bottle necks in the region. I know many bridges need to be retrofitted anyways in order to become more earthquake resilient - is there any possibility of constructing a new bus/HOV/bike lane in addition to the ones already in use?</p>
<p>I think more *fully* dedicated streetcar lanes on the eastside is the only way to make the streetcar a useful option.</p>
<p>I think the areas of Woodstock and east of there are under served at the moment. I frequently choose to bike over using public transit because of the time it takes to get to the urban core.</p>
<p>Powell, esp. leading up to underpass on inner east side. I heard there's maybe T2020 money in the works for planning and study though. And it's a state facility. Anyway, the 9 can be a drag from 730-9am and I wish that would change, esp given that I think it serves relatively large low income and POC pops. And tons of students.</p>
<p>Union Pacific trains blocking traffic</p>

Total person bias here, but I think the line 35 route from Rosa Parks to Going could definitely benefit from some bus lane love. Heading South on Greeley in the AM and North on Greeley in the PM has buses stuck in traffic with cars. Considering the 35 is pretty low frequency outside of a very (too) small window of higher frequency, I think there's a lot of room for improvement. Not saying it should replace anything that's highlighted, but I think it is a good candidate.
82nd Street
I'd love to see a part of N Lombard get it but since it's an ODOT Road I know that's not likely.
82nd Ave
Powell and Foster
Would love to see transit priority on N Greeley between the Adidas campus and the Rose Quarter. During rush hour, the 35 would be a much more viable option if it had its own lane on Greeley (or, with a bunch more funding, the ability to share the ROW with the existing Yellow line MAX along N Interstate.
82nd seems to be a key area for pilot focus
North Greeley Ave. Adidas campus is doubling in size in the next two years, this road is already gridlocked. In order to incentivize employees to ride TriMet there needs to be priority lights or transit lanes to keep traffic moving.
You appear to have forgotten East Portland, as usual. I shouldn't have to keep explaining to leadership why neglect toward East Portland is extremely disappointing. Get it together and begin serving us the way you serve high-income communities (also why we need representative city govt instead of the current at-large system that reeks of I unacknowledged bias).
Something for cyclists to connect goose hallow max from the east side
Routes going over the St. Johns Bridge. I've been stuck in traffic on busses crossing the bridge before and it's very frustrating.
Not that I can think of or am aware of.
I think the west side projects are ranked too low.
35. Holy crap is it so slow getting stuck in Adidas traffic. Neighborhood diverters recently installed have it been effective for bus travel time because drivers during rush hour are blocking intersections and causing problems.
There are too many bus stops - often just 2 blocks from one another. The number of stops need be reduced.
It's a good list, I agree with what's there. I haven't taken the 77 eastbound in over a year, but last time I did during rush hour at 47th and Halsey was a long wait trying to turn left on Halsey without a turn arrow. I'm sure it's not isolated to that particular trip.
Seems like there's a North/Southbound service gap between MLK Jr and Caesar Chavez
This is a great start
12th/Milwaukie
I use the 9 most frequently so it would be great to have priority bus lanes along SE Powell.
We need to have a BRT to downtown Vancouver. Too many Vancouverites rat running through NE PDX.
Foster Road
99 bus on SE Tacoma
Yes, in front of Ted Wheelers house.

Continue farther east and from additional transit centers. Push odot to include us26 or 82nd or even better to hasten the ownership transfer.
First, I'd like to see Line 70 buses divert onto US-99E to bypass the UPRR tracks along Gideon to increase reliability. Northbound buses can turn west on Powell and take the US-99E north onramp to connect to Streetcar and Line 6 on the north end before going back to SE 11/12th. Southbound buses could head west on SE Clay to connect to MLK and return to Milwaukie via Holgate Blvd. Second, I would like to see PBOT work with ODOT, TriMet, C-TRAN, and law enforcement to expand and enforce transit priority on I-5 and I-205. Lastly, where is 82nd on the list below?
I was prepared to add suggestions but I found this proposal to be pleasantly thorough and ambitious. Kudos!
Parts of NW Everett St. could be nice, during game days at Providence Park it can be annoying, especially when single occupancy vehicles are largely the cause of the delay at times when the bus is packed with people not going to the games.
The necessary arrangements need to be made with ODOT to prioritize proposed Rose Lane routes on SE Powell and SE 82nd. They have not been good stewards of those roads and have deprioritized transit and safety there.
Undecided
There's hardly anything for the westside. Bus lines #54 and #56 need priority along Beaverton Hillsdale Highway. There is space for bus lane priorities.
Perhaps NE Glisan? Very happy to see a lot of the main arterials on the east side included as candidate pilots.
I wonder if there'd be benefits to adding more pilots east of 82nd Ave. and other parts of the city that are projected to become a lot denser? The need might not be there now, but perhaps it's worthwhile to get people used to Rose Lanes before car congestion gets crazy and removing a lane of car traffic seems like a big loss to drivers?

How would the Rose Lane Project personally affect you?

I am neutral that negative lane change can have bad effects on desiring safety especially when daily drivers can become frustrated and make poor judgement, when frustration sets in caused by [illegible] back-ups.

I'm not sure. If this improves transit as it should, there should be fewer angry drivers on the road, and I'll have a safer bike commute. Most of the longer trips that I take by car, I do because service does not go to where/when I need to be. I went out to dinner in Hillsboro recently, going from SE Portland almost to the end of the MAX line because I could and because I'd rather not drive.

Create more congestion in my neighborhood. Create more of a parking situation in my neighborhood. Use my tax dollars to unjustly subsidize somebody else's choice of travel mode. More congestion also will decrease air quality. Less parking may have a negative impact on small businesses.

It would not only affect me in driving less but also affect my family as well, They live on SE 136th Ave and often have to carpool b/c there is no direct way to get them to where they need b/c we only have #17.

I believe I would get home faster. I live far away from my house so it would help with that, time. Hopefully Trimet doesn't raise fare.

I expect that it will decrease my commute time when taking bus or MAX.

I work and go to school downtown so my commute time would hopefully be shorter.

My commute is already more reliable thanks to the changes downtown. Further improvements will make me more likely to choose the bus over my car for crosstown trips.

I ride Lines 70 and 77 to/from work daily (M-F). I have already experienced some improvement in speed on 77.

Better transit means more riders, fewer cars. That's a win. Would hate for bike infrastructure to be sacrificed, tho.

Dude. What the fuck no one cares about bubble gum bus lanes we have massive problems in this city. Take a breather. This is a bad investment both ethically and politically.

If the bus only lanes make commuting by transit easier and faster I'll be able to take transit more often and when I do have to drive traffic won't be as bad because this will help remove more cars from the road.

Decrease transit time

The project would minimize the cost to visit friends and family. I'd have more resources, time and money, to spend on the interests that mean the most to me and take comfort in utilizing a transportation mode that is efficient and beneficial to our environmental well being.

This, if applied citywide, would improve so many aspects of city life!

It would provide me with more options when biking isn't feasible.

not sure

Would likely make my commute time shorter and more pleasant (less sitting in traffic). May also inconvenience me when I travel by bike (if bike lanes are impacted).

It gives me a sense of pride that my city is doing something about the congestion issues that are impacting transit and worsening ridership numbers. As a rider of bus 16, I've already seen it shorten my trip along Everett Street, where we were previously susceptible to backups due to bridge lifts, accidents and other issues.

It would make driving more difficult but public transit faster, which is more important for our collective needs

It would make it faster for me to ride the bus, and would encourage me to drive less. If the buses weren't stuck in traffic during rush hour I would absolutely choose to take the bus over my personal car. Designated bus lanes also make it safer to bike, since Trimet drivers are infinitely more aware and courteous of bikers than other drivers.
Yes. It increases my commute by 20-25 min a day therefore not being able to pick my kids up from practice and will be continually late or miss activities. That increases my time in the car by 2 hours a week.
It would make my travel through town faster and easier when taking the but, but it would mostly shorten my partner's commute. Overall, I think access to quick and safe public transit is extremely important and vital to our community and environment.
The time I spend on transit might be better. The time I spend in my car (because I can't get by on transit alone) would get markedly worse.
Faster commute times would be amazing!
More reliable faster system for occasional trips and commuting.
I would be more optimistic about Portland's future
Make transit MUCH more attractive!
I'm a trimet operator. I bike, take transit and walk as primary transportation in that order. I'm already enjoying the first changes made. Keep it coming. It's working.
I don't know. Most of my bus rides are in wash co or sw portland
It would help me get to where I need to be on time.
It would be a glimpse at a fully functional transit system that prioritizes public need over individual choice. Also, maybe my neighbors would ride more.
The Rose Lane Project provides an opportunity to create prioritized space for both bikes and transit modes using BUS BIKE ONLY lane configurations along congested corridors such as inner-Belmont, inner-Stark, and mid-Holgate. This would transform my ability to more safely access work, events, and support local businesses via bike and transit.
not that much. retired, bicycle 10 miles a day for errands, shopping, and exercise Have and use a car when it makes better sense than the bike
Better reliability for my commute downtown.
I don't own a car and I am low income so safe, reliable, quick, affordable transit is very important to me. I ride my bike when possible (sometimes I can't because I don't have safe bike parking/safe reliable route)
Our would speed up my travel and make it more reliable.
When I take public transit, my commute home can take an extremely long time, due to extremely long wait times when transferring to my final bus (typically about 15 minutes, up to as much as 30).
Easier transit/commute. Better ability to mix multi-modal travel. Better access for under-resourced neighborhoods.
The buses I take for commuting and going to places daily will become more reliable as they won't need to share traffic during rush hour with single occupant vehicles.
When people see transit being given priority, I think it could change public attitudes towards transit riders. It might reduce the stigma of "taking the bus" and make it more popular among professionals. I guess this won't affect me personally so much, but at least I might not have to constantly defend my choice of not driving every day!

tired of cars being first, when they are the least dense travel, worst for the environment, and most likely to kill you excited for more investment in public transit and bike lanes
I feel very unsafe when riding my bike around Portland. Primarily due to the increased density of drug addicts and mentally ill people the city has encouraged to live on the streets. A society where the police are discouraged to intervene is flabbergasting. I would be interested to know how the members of this Project get around town.
It would increase the likelihood of taking the bus.
The traffic in this city is already bad. With more people moving here, it is getting worse. This would add to the problem.
Likely to take public transit more frequently, which I desire.
My travel time would speed up.
It would greatly improve my day to day life if it delivers more reliable bus arrivals and trip times.
!!!!👉👉👉👉👉👉
Shorter commute times on days when I can't ride my bike to work
It would make me want to choose transit more often than driving. The time delays in transit and lack of frequency of service need to be top priority.
I drive bus for trimet. Take transit and bike commute daily, rarely drive. Decreased travel time, better connections
Increase drive times drastically since I live in the suburbs (Oregon city) where public transportation isn't feasible
It will speed up multiple types of trips that I frequently take.
It depends on whether TriMet forgets about other components of the system pursuing a new idea- as it did when it prioritized MAX above buses, even though light rail will never be as accessible as neighborhood buses
It would give me greater freedom of mobility in my life every single day.
I am fairly certain I would opt to take transit more often with the Rose Lanes in place, and certainly it will speed the trips for the instances I already use transit. I can't really see any downside, even as a sometimes-driver. My bet would be that a reduction in SOV demand along the impacted corridors would more than offset the impacts of the conversion of the space. It's a great project! No need to "pilot" this stuff, the time for that sort of thinking ran out a decade ago. Let's build this, and build it quickly!
Hopefully reduce my travel time when taking transit. Make the bus a more preferred transit method.
Being a daily bike commuter the bike lanes are very important for all who commute this way. This is concerning to us as we depend so heavily on the lanes for a smoother commute. Concern comes from the model of the N Williams bike lanes that are absolutely terrifying to ride in traffic and are not well placed at all.
reduce commute time
Would take transit more frequently if projects are added for SE Portland
It would make me more likely to take the bus.
I take transit daily into and out of downtown. I'm hoping the changes will shorten my commute time. It would also be great if the buses were less crowded at rush hour.
It will help me get to and from work faster!

<p>Since I bus to and from work, I think the Rose Lane Project will help improve my travel time and the delay of bus on my way home. I usually take the 8 to downtown and prefer to take the 19, but the 19 seems to always be delayed and when it is cold I don't like to stand outside for very long, especially on the corner of burnside and SW 6th since sometimes, I feel less safe there. Also google maps doesn't seem to be very reliable for bus times, as it doesn't anticipate the delay of buses or routes due to traffic (for example, it usually says that it will only take 15 minutes to get from sw 6th and burnside to glisan and 30th, but from 4-6pm it takes about 20-30min).</p>
<p>Save time</p>
<p>It would make for a more livable city, and provide options for reducing car use.</p>
<p>Be more likely to use public transit</p>
<p>This would help me most by encouraging myself others to use transit more often. We need to drastically shift away from carbon-intense transportation like single occupancy vehicles — yesterday would've been better, but today is the place to start.</p>
<p>It will make it much more difficult to get from North Portland to City Center by auto and bike. It will make it more difficult to go to church due to loss of parking and lane of traffic.</p>
<p>It might marginally decrease my commute when I take the bus. This will definitely be offset by increased traffic and reduced parking, already a major problem. Thinking people are going to ride the bus when the seats are too small, and there are too many drunks and shady people on the buses is wishful thinking.</p>
<p>It would encourage me use the 6 bus more often in the Central Eastside area.</p>
<p>It would make it more dangerous to travel in the downtown area</p>
<p>I live on inner SE Stark St. I am concerned that the already heavy traffic on my street will increase.</p>
<p>I am a strong proponent for more transit-priority space on the streets and highways of Portland. The data-driven pilot approach is the #1 approach. Reducing climate emissions and improving everyone's mobility affects me personally.</p>
<p>I hope it will get a large number of cars off the road.</p>
<p>It would make transit more reliable and viable as an alternative and with the right design would also improve conditions for people on bikes.</p>
<p>My current transit commute would be better, and my tax dollars would be spent on public benefits, rather than subsidizing single occupant drivers (dinosaurs).</p>
<p>As a retiree, I have greater flexibility to travel than most of my neighbors. This will benefit them by encouraging less driving, more transit use.</p>
<p>The Rose Lane Project would benefit me by making it more viable for me to take public transit the places I need to go. My primary mode of transportation in the city right now is cycling. I drive a personal vehicle and take transit in about equal proportions. I strongly prefer taking transit, and if my trip times were more comparable between taking transit and driving, I would take transit even more often. I think the Rose Lane Project will make the trip times more comparable, encouraging me to take transit more.</p>
<p>Delayed traffic, more congestion, impacts to families, impacts to safe routes for schools, more traffic on neighborhood streets</p>
<p>I would consider using public transit more often to get around the city.</p>
<p>I have never driven and it would help facilitate my lifestyle.</p>
<p>This air quality already is declining... this is going to cause more people to sit in traffic and I don't agree that we should be using a class system to change bus routes.</p>

potentially greater reliability of No. 15 bus line: increased possibility that this line will be able to keep to its schedule
Easier, faster travel.
Would help me help the wider community
This will change traffic and eliminate parking in my immediate neighborhood. With legions of giant apt buildings with no parking, this will further strain the availability of daily residents along these corridors
I work with many clients that are transit-dependent. These changes should greatly improve their quality of life and time spent on transit.
Slower commute times and parking issues and would therefore find someplace else to shop and do business.
I purposely chose the location of my home 8 years ago based on travel time less than 30 minute to downtown on the #12. Although my job changed and I largely telecommute, it has been frustrating to watch the times creep up during peak as congestion has increased. I am highly supportive of Sandy as a transit corridor and thank TriMet for considering this.
Faster commutes, easier access
I live just off Burnside on 45th so the bus I use most often would be part of the project. I frequently take the #20 downtown. However, there are many times I could/should take the bus but jump in my car instead. My decision is based on three factors: unreliable buses, slow buses and the expense of a fare. Rose Lane Project would improve two of my three considerations and make me more likely to ride the bus.
Faster bus times!!
Would make transit more attractive
Faster options for getting around town!
faster buses! So slow currently.
It would make taking the bus during rush hour a much more reliable experience.
It will lengthen my commute to Fairview. All of the proposed thoroughfares (NE) are the alternative routes I take to get home, to avoid sitting in traffic for hours.
I spent \$400 more a month for an apartment 20 minutes by bus from my office because prior I would take 2.5-3 hours on a bus daily, much of which was stuck in traffic.
Delay my commute to work by reducing two lanes to one lane.
The transition may cause unexpected delays.
I will see additional time added to my commute, when it's already been lengthened by the closure of one lane on Naito. I work on the S. Waterfront and can only commute to my home in the NW area by either taking the S curves to I405 or Naito. Fix the traffic on the Interstates and then the other street traffic would flow! Instead, everyone takes the streets to avoid the Interstates. Including semis being directly by Google to go off I5 to Naito for 5 blocks to get back on the Morrison on ramp to save ~5 minutes of traffic time? If the freeways were flowing, this wouldn't be an issue.
Street parking options being alleviated for new developments being built without parking along several of these proposed thoroughfares. This may result in less parking availability, thereby crowding neighborhood streets and making them less safe
I frequent considerable business along several of the proposed routes to eliminate street parking, which will have me considering selling my home & relocate to Vancouver and do business elsewhere

Not very much for my daily commute. It would potentially make my car trips longer and my biking trips less safe; greater congestion on Rose Lane streets, so traffic diverts to side streets, some of which are bike boulevards, etc. I also worry about bikes in close proximity to buses.
The Rose Lane Project will advance public transportation as a priority in the City of Portland. Lowering the priority of personal cars is important.
I expect to find biking downtown more pleasant. We use bus or light rail once a month to get to Union Station and that will be quicker.
As planned, it won't. It won't touch my commute in any meaningful way. Alternatively, I'll be forced to listen to how the city counselors that I generally support, are trying to take everyone's car away and force us to take the bus. So, while I love and support the idea, I'm sure it will lead to more manufactured outrage and will probably end up taking us backward somehow.
If it impacts bike lanes on Williams/Vancouver, that would impact me daily. I cross MLK multiple times each day.
My family uses Portland streets primarily by foot and by bike, so making those streets less car-centric benefits us in terms of air and noise pollution and safety. When we ride the bus, frequency and direct route (not transferring) are most important. Time on the bus is not usually a consideration for us, so any improvements there are appreciated in terms of how much they reduce car-dependency for other Portlanders, thus helping us meet our climate goals and making PDX more human centered.
I always commute via transit but with the local population increasing, the traffic has become terrible and transit is less reliable.
More congestion when I drop my kid off at school. Because I have two children who attend schools miles away from each other I don't see this project changing my driving habits. Perhaps when they are attending the same school I would use this transit option.
not sure...
I commute into and out of Portland to suburbs around the city in several directions, so that I must travel between multiple locations in a day often. There is NO WAY public transit is an option most of the time. So I will be in my car and if my commute is lengthened it will impact my workday and my energy level. Longer time driving is tiring. But public transit does not go everywhere I have to go, and won't for the foreseeable future.
Traffic in Portland is getting worse daily. This will just make it even worse. Taking away lanes from cars is incomprehensible to me.
I would feel safer as a pedestrian
I'd be able to get to and from work And social events in inner portland more efficiently. In turn, I'd develop a positive association with transit and feel my fare was worth it. Which would make me more likely to use transit for more trips around the city.
Living near Sandy, the project would impact me. I wholly support the project and believe the current system is highly inequitable.
It would only affect my downtown time, otherwise, it would not affect the remaining 4 hours daily in my commute.
This will create considerable impacts on traffic with increased delays for cars and trucks. this in turn creates cut through traffic on neighborhood residential streets.
Will make my commutes longer.

I take bus primarily and do not own a car, so any improvement to transit is good for me! It would reduce my commute time to work, reduce time missed from work for dr appts for my baby, and make it easier to connect with people
Slow down my car commute
It would hopefully provide a more consistent commute that takes less time.
The Rose Lane Project would increase travel times for me which would negatively impact my quality of life as I already spend 90 minutes traveling to and from work each day.
I would be negatively affected as public transit isn't a viable option for me to commute. A 20-45 minute commute is 90-120 minutes on a bus.
Seems to be a more real effort to align Portland with climate goals than banning plastic straws
I have no intention of taking public transportation because I live in a neighborhood that does not have public transportation closer than a mile away. I value my short 20 minute commute in my car more than your alleged environmental impact. I also value keeping my commuting time to this, rather than being forced to take alternative routes for your pollution-making busses.
It would just cause me delays and frustration, since I have mostly already given up on Trimet.
It will make driving in portland even more difficulty with only marginal improvements to bus and streetcar speeds.
It will make my walking routes even less safe. The West Side has very little access to downtown Portland: I-5, Barbur and Terwilliger. By limiting access to Terwilliger, you potentially create unintended gridlock and decrease safety of those who aren't in vehicles, decrease air quality, and increase travel times for everyone (including bus riders). This seems to be the EXACT OPPOSITE of what you are trying to do.
Make my life worse.
As a driver become even more frustrated with the public transit system
I was finally able to use a personal vehicle and I think updating for more public transit makes it more congested
As a person of color I believe this project does not truly impact what Portland needs and that is to have our CURRENT infrastructures maintained accordingly. It is apparent that our leaders maintain what seems to be a racist approach in their decision making based upon the impact and outcomes particularly to communities of color; you are pushing people further out through gentrification and then insisting that they use public transportation as their means of transportation..Not taking into account or even caring about how this impacts their families as a whole. A 2 hour bus ride is NOT the answer for a low income family where the person is trying to keep a roof over their family's head in this overpriced market. It is not a City's right to determine how people should live! If you want to do anything, work on what you already have in place. Create policies for the people who are already using bike lanes. Require helmets by enforcement. If people run red lights/stop signs then stop them and ticket them! Make them carry insurance so when they cause harm to a vehicle or pedestrian they are held accountable! Do that! Set aside your privilege and ideas that you know what is best for people in communities that you do not live in; instead, pay attention & provide care to our current streets & bridges... Too many ruts that make them dangerous! Address the safety issues around public transportation. Too many people still doing too much (carrying knives/machetes, etc.) for those who may consider it as an option to actually take it seriously. (No thank you!) For this reason, public transportation is NOT the answer for young school aged children to get to school!! Set aside funds for school buses instead of this nonsense... Sorry/not sorry.

It would add travel time to my jobs....yes jobs with an 's' because Portland is un-affordable to live in with one job...which is why I need a car. I understand the idea of creating designated lanes for mass transit, however by slowing my commute down I will spend more in fuel so it will increase my costs.
One potential future corridor (orange on the draft vision map) would make me strongly consider switching to transit, but the cost of Tri-Met continues to be prohibitive.
This project would affect my commute to work and back
Quality of life would approve
I would hate it. It would interfere with my commute.
I will not frequent local businesses if parking is not available. I already had to change which businesses I go to based on parking availability. This will greatly impact small businesses. Also, this will impact my ability to hold down four part-time jobs and my ability to perform some of my part-time jobs where I have to travel from place to place. Public transportation is not safe and I will never take public transport in the evening. I have to walk 18-20 minutes to the nearest Max stop --- at night, my neighborhood is not safe ---- done that, will never do that again. This city is so anti car it is absolutely unbelievable. What about shopping and running errands? Have you ever tried to carry heavy groceries from a supermarket for 20 minutes in heavy rain? Did that once -- will NEVER do that again. Mass transit is not the panacea you tout.
It would make transit a more viable option. Currently, it takes 3 to 4 times as long on average to get somewhere as in a car. Walking time is sometimes competitive!
I probably would use the bus more to complete simple errands
I'm concerned about traffic avoiding a single lane E Burnside by instead traveling through side streets. The Buckman area is already especially dangerous to travel through, on foot, bike, or car. This will make it worse. There are at least two lottery schools along the E Burnside corridor where buses are not provided by PPS and many families have no choice but to use a car to transport children.
It will affect me negatively!
My daughter goes to a lottery school, this would make dropping her off extremely time consuming with no direct or easy bus system. It will make hazardous walking conditions and won't make people more likely to take public transportation, it will just cram more drivers into smaller areas in an already HORRIBLY congested city. Also, as someone who knows many commuters from Vancouver you are NOT solving how they will get to and from work. This is idiotic.
I could meet more of my mobility needs using transit than I do today, because even with increased traffic traveling by private vehicle offers a time-savings compared to transit.
It, like most of the other experiments going on right now will further delay traffic. More cars spending more time idling and burning extra gas.
My family could go down to one car. Hooray!

My partner and I both already take Trimet to/from to work daily. A rose lane will not change that (no impact in this household). A rose lane on E. Burnside will be a DISASTER for getting our children to school (separate schools due to age difference), PPS does not bus most kids! Did you consider the lottery schools of Buckman, Da Vinci, and private Central Catholic all along the E. Burnside corridor? Children come from all neighborhoods to attend these three schools during rush hour! Three schools with NO BUSES - meaning parents HAVE TO DRIVE their kids there every morning yet also make it to work on time. We already have to take the side roads through the Laurelhurst and Buckman neighborhoods to get to school on time since Burnside is so backed up - on the side roads where many pedestrians and cyclists are already commuting. Did you even consider the additional amount of traffic a rose lane will put on the side roads and how it will affect Safe Routes to schools with all the kids walking to school? It is already hazardous to cross at 16th/Burnside to get to Buckman, we have had many near misses over the years as pedestrians. This will not get safer with a Rose Lane. Cars will not want to stop for pedestrians. I will not vote for Chloe Eulady if a Rose Lane goes on East Burnside and I will actively campaign against her. If a child gets hurt walking to one of these schools, I know squarely where the blame will rest. It won't be hard to rally the PTA at Da Vinci, Buckman, and other schools greatly affected by this - school safety and school commutes were not considered in this planning. Not sure how this could be overlooked? PPS already has a tardy and absentee problem - congratulations on making it worse. Not to mention the poor households having to deal with a huge amount of traffic you have now placed on their road. Parenting/work-life balance is already such a huge daily struggle, most of us don't live in walking distance to our child's school, a lot of parents are living paycheck to paycheck, not sure how the stress of Rose Lanes is any way helpful to anyone but childless uber-liberal commuters. Not realistic!

We are looking to change to 90% bus commuting for several reasons: one, parking is both very sparse and very expensive. Two, traffic congestion going up and down the NE MLK corridor is rough at the best of times, much less at rush hour or when there's an event in the Rose Quarter. And three, because I want to live somewhere that de-prioritizes cars, and emphasizes public transportation, biking, and pedestrians. I believe this is the recipe for a more livable and equitable city. It's forward-thinking and a tangible investment in the future. It's very exciting!

Make the bus the more reliable mode vs. car into downtown and around SE Portland.

I'd be able to rely on bus transportation for my primary mode of transit more often, I'd save time, and would likely encourage more people to ride due to those benefits.

I take the bus everyday to work. So improvements would allow me to have more choices in where I am living

It would take lanes away from streets, increasing congestion.

It would make my commute faster! And it would probably encourage more coworkers to take trimet

I take the bus nearly every day and I understand why this is being considered but the removal of parking in these small business districts would be terrible for the businesses effected. Also, if traffic slows because of this people will start taking other streets to avoid it. Example people can't go as fast down Foster now so we have seen a massive increase in traffic on Woodstock and Steele.

as a regular bicyclist, it would make me feel more safe. the one red-lane just off the hawthorne bridge is already a noticeable improvement.

I might actually use transit, which would save some money (no more Uber/Lyft fares: \$2-4/trips vs. \$10-20). The 44 stops a few doors down from my house. I don't use it because of the low frequency and/or unreliability. If I have time, I'll walk downtown for the exercise (3.5 miles), or bike when I have less time to make a trip. But when weather is bad, or I have an important meeting, or when I am transporting something that is awkward or too heavy to walk any distance with, or carry on my bike, I would prefer to use public transit. I could also mix modes, walking downtown and riding the bus home, or vice versa. And I'd say the same applies for everyone in my household, since my partner teaches downtown at PSU.
Increase travel with congestion
Have a shorter, more reliable and consistent transportation time commute by bus.
As a nearly daily bus and streetcar rider if it was successful it would decrease my travel time to work. I always drive or walk on the weekend as I find public transit burdensome and unpleasant and very time consuming and inconvenient to where I am going. It would be interesting to see if an increase in service would make it more reliable so I would feel comfortable using it more often, rather than only when I have to travel to work. However, I think other issues exist in the transportation system that make it undesirable.
It would decrease wait times on bus and make using public transit quicker (hopefully).
Hopefully have buses show up so I can make my connections on time.
It WILL cause more traffic AND pollution by creating increased idle times for car commuters.
These lanes would make my daily commute worse. Traffic improvements should benefit all commuters, not just certain demographics, and especially not at the expense of automobile commuters.
None of the proposed projects would help me, but I have suggested several that would be a huge help in a previous comment box
It would add to the burden of getting around the city. What isn't taken into account are those that work away from their neighborhoods that have to drive back home after work, pick up children and drive them to various after school activities throughout the city. It's not realistic to do this on a bus in a timely fashion regardless of designated lanes. Not to mention those who drive a car for a living to do outside sales, again all over the city. It's not reasonable to think that you can get people to give up their cars and the convenience that comes with it. The infrastructure of this city is terrible. The idea of the walking/transit bridge was a bust and yet you're still talking about devoting more resources to removing cars from the road. It's not going to happen. First and foremost, people don't feel safe in the bus and max. Without that settled first, it doesn't matter how much money you throw at this. And how exactly is transit going to be cheaper if you have to have security and inspectors on just about every bus so they are safer?
It would mean the 14 wouldn't get stuck in traffic on Hawthorne in the morning! The 9 would be faster. It would mean I'd choose transit more often to get to where I need to go. The air I breathe would be cleaner from taking vehicles off our streets and we'd be closer to meeting our climate goals to mitigate the climate crisis.
It won't, since I live in SW and Portland's "leaders" once again ignore my pleas for better transit service. This project is all show, no substance, and favors select, wealthy neighborhoods rather than is inclusive and serves all.
Unlikely to affect me.
increased traffic delay
Increased congestion and delay using the neighborhood arterials; loss of access to some businesses due to lack of parking -- or businesses closing.

It would help me take the 12 from Hollywood to Buckman to drop off my daughter's at daycare and then continue back on the 12 to downtown for work. This would help both in the morning and the evenings for my return trip. Knowing that I can count on the bus to get me to work on time means I can spend more time with my kids.
It decreases my safety as I bike. This is a silly plan that looks good to basket weaving majors, but civil engineers will point and laugh at it.
Create options for faster commute! Thanks.
How ever many bus lanes there are, the majority of the bus route will still be on the regular street. No amount of bus lanes will make the cost benefit ratio worth it.
Luckily I can afford to move
I hope that it will make it easier to take the 4 and 44 more reliable and not just stuck in congested traffic for long stretches. I also am hoping that it will make being on a bicycle better as well. And I just really hope that more people end up choosing transit options instead of driving.
It seems like the city is making it more and more impossible to drive.
Most likely will double my commute time home.
Less parking and lanes for those who are FORCED TO DRIVE BUT WOULD USE TRANSIT FOR FREE THROUGH EMPLOYER IF IT WERE AVAILABLE 24/7
I commute primarily by foot. It is already difficult enough weaving through traffic stopped in crosswalks and trying not to get hit by people turning...I'm concerned forcing car traffic to a smaller area would increase these issues.
I would consider using Tri-Met again only if it is faster and cheaper, than it is now.
Reliability and not being stuck on traffic
congestion on streets that are repurposed for busses
This project would help me get to and from work faster and give me cleaner air to breath by prioritizing transit as a viable alternative to driving SOV!
Itll cause more traffic and make me late
I wish I could take buses more often than I do: I more often bike or drive, both because buses are slower for most trips (especially those requiring a connection) and because delays make buses unreliable, especially at high-demand times, so I can't count on one getting me to work without leaving well ahead of time. I'd much rather sit on a bus reading a book than sit driving a car in traffic, and if the Rose Lane Project makes that more practical, it will make my life better (and also make other people's lives better by taking one more car out of traffic and out of their neighborhoods). I'm excited about the Rose Lane Project, and hope it's implemented quickly—and hopefully coupled (funding permitting) with more frequent TriMet service, to fully take advantage of the priority lanes.
I would hope to have my commute time lessen
I think it could significantly improve my commute
Having more frequent and more reliable service would make transit more appealing to me during the winter where biking for me is less convenient.
I REQUIRE A CAR FOR MY WORK & REQUIRE TRANSPORTING ELDERLY PARENT IT WILL TAKE LONGER FOR ME TO MAKE REQUIRED TRAVELS I ALSO HAVE RELATIVES WHOSE JOB IS TO DRIVE AND DELIVER AND THIS WILL IMPACT THEM SEVERELY
This will make my commute much harder. Also the businesses in my neighborhood will suffer from the loss of parking.

I mostly use Bus 35 from the lower tram toward Oregon City, so if this project helps that bus get through rush hour traffic then I suppose I'll see my bus getting to the lower tram area closer to on time.
cost more
It will make driving much more of a pain.
I live off of N Vancouver and often commute along it and NE MLK. I think this project will have a direct impact on my commute and hopefully make the bus a more viable option. I can get to work by car in under 15 minutes in the morning, yet the bus takes 30+.
Further decreases effective transportation of goods and services through downtown. Wastes more fuel and employees time trying to work. Makes conducting maintenance and repairs on buildings in the corridors much more difficult. When other streets are closed with cranes and equipment for construction, it exponentially increases traffic in the last few lanes that are open to commerce. This entire project is focused on the workers need to get to work, but not on how their employer can still conduct business. Moving buses faster through new and fancy gentrified neighborhoods doesn't help the folks that already left. Pushing employers out to where those folks had to move, I guess this does accomplish that.
More pollution from idling in vehicle.
Not significantly, but I'm in strong support of anything regarding better public transit.
This project would increase reliability, decrease delays on public transit and help make commuting more equitable to more people. Reducing unnecessary parking spaces would help transit move more efficiently.
It would speed up my commute. Yay!
Faster, more reliable bus commute times during afternoon rush hour due to prioritized bus provisions
Probably little since I'm commuting in from the westside and it looks like most work is on the eastside.
may increase my ridership, could impact biking and parking
I would convert from a personal vehicle user on a regular basis in a heartbeat if I could get around without fear of being late to my destination.
Pilot as proposed would not change my commute much
I hate it. It will take 2 hours in traffic that i will be able to spend with my family.
I take TriMet bus to and from work every weekday. It makes no sense that mass transit isn't routed through traffic to efficiently transport riders. My commute can take 45 minutes to an hour during peak hours when I live approximately 10-15 minutes from my work. My commute in the morning is often running a behind and there is standing room only when I get on. I want to support going green so I am excited about this project.
I am a daily bike commuter from NE Portland to downtown and there are areas where we have to navigate bus traffic and I don't feel as though cyclist are given the right of way. I am worried about where the Rose Lanes will effect bike lanes/traffic.
More likely to take the bus downtown
Once Powell Blvd is included it would speed up the travel time. Improve East Portland.
Can't park nowhere, can't drive my own vehicle nowhere.
I drive a maintenance vehicle for work. I have no alternative choices. This plan increases time I am in the vehicle, which I'm not paid for and increases pollution by causing longer wait times.

Improvements to the 6 would dramatically increase my use of transit to get to & from downtown. But perhaps more importantly, I would be so proud to see my city make transit the priority it should be. I am excited to see the changes it would create in the pedestrian environment as well -- with fewer cars on MLK, more people, and more space to breathe, I believe many businesses would benefit! I am also hopeful that air quality will improve thanks to this & other projects. My toddler is currently at risk of asthma due to our proximity to MLK.
Minimally as I ride my bike almost exclusively.
I would see some benefit to my bike commute; some detriment to my car use.
I do not drive so it would impact me positively.
Transit will replace cars and, as a someone who primarily bikes and walks, that will considerably improve my safety on the streets. I will also be more likely to take transit to longer distance locations if it is competitive with the car and parking becomes scarce and expensive.
As a bus operator it will greatly improve the service I'm able to provide to my customers on major corridors
Until you fix the lack of adequate number of parking spaces at park & ride locations at MAX stations, it won't.
Its more blown money, that people can used to afford living!
We are screwed in N Portland. If you need to travel North/South there are few options left that have not been narrowed and slowed by PBOTs decisions. Williams, Interstate & Greeley are all jammed up. Messing with MLK & Albina will only make it worse for the locals that are just trying to get around, take their kids to school, get groceries, etc...
I could get to work faster. I could take jobs further out from my home. I don't drive and don't plan on it.
Less likely to conduct any business within the metro area.
The traffic is crazy enough, the bike Lanes already take more roads and there aren't as many bike riders, not the trimet isn't going to get more people riding, but it will make traffic worse.
Diversion into small neighborhood streets
The Cesar Chavez project would make it much easier to attend my place of worship in N Portland. My stepdaughter attends Jefferson High School - the Vancouver/Williams/Albina project would be a huge benefit to our family in terms of her ability to attend after-school activities. My daily commute would be benefited by a transit priority treatment on Barbur, but who knows if or when that will ever happen given ODOT's climate denialism.
Often my evening transit commute takes 45+ minutes to travel 5 miles. Much of the delay is being stuck at signals in or near downtown. If that commute could be reduced then I would have more time for family, friends, and community.
Likely a quicker commute on the bus.
It will not change my life at all which make it a waste of time and money. You are trying to fix things that aren't broken, making things worse than they were to begin with.
Hopefully would help to provide more consistent coverage across southeast and less overlap
Takes away handicap parking areas, and takes wheelchair ramp access away
This seems like the most racist thing I have read in a while. Wow. Less parking harder to get through town as if it's not clogged up with bikes and people walking just anywhere. Not to mention the stupid protests that are allowed to block traffic and homeless begging and pooping or peeing on everything.

Increase my commute time. I am already seeing the effects of this with the changes to Outer Halsey, Glisan and soon to be Powell.
As I live in Woodburn and have to commute, this would strongly impact my daily commute through the Portland area
I do not have the normal 9-5 job and live in the area to take public transportation. I commute an hour to and from work daily. No, can't carpool. In the health field and hours vary. As a Manager here in town for the last 5 years, our customers are all leaving. They said lack of parking and the traffic is what drove them out. Customers here 15-30 years have all left, said they will leave if this keeps happening. This affects me personally as a business, and also my own time. Have a meeting and put it out in advance, on social media, the news etc. so people can actually attend and have a voice. You just listen to a handful of local commuters. Not the 80% that commute to town daily.
I'd likely only benefit from secondary affects- my daily transit lines are not being upgraded.
It would make bus times shorter and make the travel time more reliable! One impact I am worried about is how it might push cars into currently-safer bike streets.
It will add at the very least 20 more minutes to my commute each way every day. Such a waste of tax payer money!
Negativity, but you will push it through anyways.
Vastly improve our family's access to the downtown core and make it much more likely that we choose busting over personal car to make the trip.
This would be great! This goes towards making our city a better and happier place to live.
If the bus was faster and came more often, I would use it more. I sometimes have to drive because I don't have enough time in my day to take the bus, even though I prefer to use public transportation.
Improve transit times and reliability, make it easier to remain car free and save money and reduce emissions
It would give me better access to NE travel (which is when I have to use car services now.)
RLP would grant more access to the city and make public transit a more convenient and conducive option. There are many things I cannot currently do due to the time constraints of taking transit that people with cars don't think twice about. I think convenience of travel ought to be more equitable and RLP seems to aim to address the imbalance of car-centered transit.
Increase travel time, fuel costs, disrupt schedule
I'd like to be able to use the bus system for when it's rainy and I don't want to bike. Faster buses and quicker transfers would be so awesome.
It'd make an already overly congested city even worse. Taking away lanes of travel will not force people onto the bus, or improve traffic flow. My commute is already bad enough, the reduction in traffic flow by use of engineered choke points, and taking away vehicle travel lanes just makes me want to not go into Portland at all!
Wasting my time and money for a small percentage of the population. Makes me absolutely furious!
I'm a district manager that travels a lot and can't use public transportation.
Traffic congestion's slow downs added & more road rage safety accident issues!
Make my travel time longer
Takes away valued traffic lanes that are better used for, and were paid for by drivers of automobiles.
Make my travel more time consuming and more difficult.
I won't know until it happens, but I hope it will make my trips noticeably faster and improve reliability.
it will make normal traffic much worse.

It would make my drive incredibly long.
Add time to my commute.
I use my car for my work you will negatively effect how I make my living.
It would speed up my minimum hour commute on buses each way everyday. Having buses travel an average of 12 miles per hour or less makes working and living more difficult when having to travel across town.
It will make it much more difficult for me to drive around the city and increase traffic congestion making my commute times longer. The effects of these lanes will cause me to do less business in the city.
It will destroy my business.
I think it will make my driving commute around town longer and car traffic is already bad enough around town.
Drastically increased commute costs & time in traffic.
Commute (via 44) might be quicker
I cant drive, so I have to use trimet to go anywhere I want/need to. I think it would shorten my commute times by a considerable amount. I think it would allow trimet to be much more successful
Being screwed out of services for I live in outer se. Really the goal is to equate POC times with white peoples times. That's just stupid
It might decrease my commute time since I take the bus daily
It will make even harder to operate my own business of property management. There already is no parking and commute times from the east side have increased substantially. And forcing people to idle in their cars while traffic backs up everywhere will not help the environment it will hurt it far more. Not to mention construction delays and costs that are out of control and could be used to fix things that really need fixing.
Dramatically speed up my commute and give me more faith in the reliability of TriMet's bus system.
longer drive times in our electric car, increased time for trucks stuck in traffic, effect delivery times and businesses
I drive a commercial vehicle downtown every day. One less lane of travel would make traffic much worse for me. It's already pretty bad and the recent reduction in lanes to add bike lanes hasnt helped at all
It will increase my travel time while in my car
the ability to get home faster and not take so long to get home
Make the bus more appealing than biking in the rain, due to shortened travel times
This is the worst idea ever. I do many different modes of transportation. Being a person of color I can not live in the core Of Portland. I find it disgusting you trying to make my Commutes Even longer by reducing lanes, trying to force me to ride the bus and add on ample time to my commute. This traffic in Portland is the most unorganized mess I have ever seen and will not be fixed by adding a single bus lane.
I pay more in taxes so yeah, it means im closer to being impoverished, great job guys
Longer times for choking wide 2 lanes into a single lane that will make my commute from my job longer to pick up my kid from daycare and school. I know that frustrating the public into coercing them to take public transport is the goal, rather than making it such an efficient service that I'd agree to use.
It would make my work hours and travel time a lot longer due to the impact on traffic.
not much

Working a block off of NW Everett, the bus lanes have already noticeably helped with my bus commute. They even make my bike commute feel safer by reducing the number of cars on the street I need to contend with. I can't wait to see improvements coming to the 4/44 that I take regularly, as well as the 6 and 24, which I take frequently as well.
Giant hassle and a waste of my tax dollars
I do not see a personal benefit as project proposal does not affect my areas of commute.
Difficulty getting around and sitting in the traffic more while producing more pollutants from my car idling... and suffocating poor neighbors in surrounding streets that I'll be forced to detour through.
less stress
It would increase my desire to move out of Portland.
Just adding to this war on cars. Why not add some speed bumps while your at it.
Mess up my work commute
yes, definitely
Screw the bicycles, they don't pay road taxes or any insurance or licensing fees. The motorists do. Quit catering to a couple of people compared to the tens of thousands of vehicles that actually pay for the damned roads.
I will boycott Portland and do my business elsewhere.
I ride transit almost daily. Since I have work meetings in Portland at least weekly, I ride transit from Oregon City to Portland and back to Oregon City at least weekly. The Rose Lane Project would allow me to spend less time on transit (spend more time in my office before riding transit) and still arrive to Portland meetings on time. I want to encourage other people to ride transit, so I want the Rose Lane Project to make it harder for people to drive their personal vehicle. Please use the Rose Lane Project to create true BRT by having dedicated transit lanes (remove lanes for private vehicles) and remove car parking.
I will be able to commute more confidently and safely, and my health and my family's health will improve from better air quality.
Increased traffic while trying to pick up my handicapped husband and two kids from work/school.
If we get bus lanes on 82nd then it'd make a bunch of my trips much faster.
Would take away regular traffic lanes and create more congestion for blue collar commuters.
I dunno it's a giant waste of my tax dollars.
It would make driving my small children to and from school in a timely fashion very difficult. I work full-time and barely manage to make drop off/pick up times. Please consider drivers for whom bus travel is impossible for a variety of reasons (i.e children with special needs, elderly, disabled, etc.)
The majority of commuters have no choice but to drive to their places of work. Public Transport is not only dangerous now a days, bit inefficient.
It will impact walking times and increase travel time by car
Traffic congeation
I may choose to ride the bus more often or choose to take a different route.
It would cause me to move to Nevada.
It is highly likely to further threaten beneficial downtown traffic/business/customer and tourist traffic.
I would take transit more often if it was cheaper and faster.
It would eliminate space needed for private transit. Clog roadways, contribute to more thefts and robberies by providing more access to vagrants and derelicts.

Quicker travel time on bus.
I live in Milwaukie, but work in Portland. My children are in school in Milwaukie and as a single mother I cannot rely on public transit to reliably get to my children in a timely fashion should an emergency or other situation arise. I also don't feel it is safe for me, as a woman, to ride public transit alone - especially in inner NE where standing at a bus stop in my mind is unsafe - especially at night. So this solution won't increase my likelihood to take public transit. Instead, it will add to the number of cars sitting on the road and contributing to pollution.
More yuppie bullshit and shortsighted naïveté. I don't ride public transportation because I like it or care about the environment a ride public transportation because as a member of a lower socioeconomic class I have no fucking choice
I don't take the bus often because it's takes more time than driving and there is no fast N S route on the east side. If there was a fast way to get from N Lombard and Interstate to inner SE I would take it every day. With kid and work responsibilities I don't have time for the bus most days. But I like to ride it when I have time.
Make riding the bus more attractive
I'll be stuck behind car drivers less often
NO
I support anything that increases people using transit.
It will make me more likely to use the bus, as it will be faster and more reliable than driving.
This will make my transit experience greatly improve.
I have no choice but to drive to work and park my car. How do YOU think it will impact me? I am angry that this agenda is to make driving painful for people who have to pay for all of this.
Improve my commute by making the transit system more reliable and efficient
It would hurt the time it takes to drive from point A to point B.
It looks good to me.
It would make getting across the city more efficient and reliable
I don't have the luxury of taking transit as part of my job so essentially this would make things worse for me and others like me. How about actually spending money on fixing streets that are badly in need or repair. Can't wait to get out of this state
Faster transit
I carpool with my child and wife to school in Hillsdale then to our offices downtown. This will absolutely cause delays for us.
delay due to unused bike & bus lanes require cars to be on 1 lane only
My morning commute to work on the 75 has gotten less and less reliable in recent years due to traffic. I do not own a car, so any improvements anywhere in the system would benefit me greatly. That you're considering improvements to Chavez in particular is very exciting.
I would be able to use transit more often because it will be more reliable comparable to other modes.
It would make taking the bus to/from work much more practical by reducing travel time significantly, and more importantly, making travel time predictable.
I'd be more motivated to use the bus during gridlock times, or along corridors that are slower than I'd like.
If the results are as predicted, my commute times, particularly in the evening, would decrease and cross river trips would be shorter as well.
If it works out, lowered travel time via busses, and less traffic, allowing for safer cycling.

It would hurt a lot of businesses. You would need reliability 24/7 in order to begin to think this will work.
The Rose Lane project would make travelling to meetings for work, and shopping much more reliable. Transit signal priority above all else should be the first thing to be completed, as I notice a ton of times where the bus is just sitting waiting for a red to change when there is not cross traffic. Additionally, free parking is a massive giveaway of public right of way, which should be used for bus-only lanes.
Being a construction worker public transportation with all your work tool's is not an option. Even if it was possible to haul 100s of pounds of tools around on public transportation. Therefore more time in traffic, more pollution from cars idling, more time for an incident to occur, more uncertainty when attempting to navigate around constantly changing traffic patterns, more frustrated drivers.
It could speed up both the 35 and 44 which are the buses near me, although I am not sure how significant those impacts will be. I also work just off of W Burnside but rarely bother trying to take the 20 at commute times; I am more excited about that potential.
It will hopefully make the bus riding experience better.
Yes, it could decrease my currently lengthy commute times via bus
Shorter commute times as a non-driver
When I do drive I use Everett street, the recent changes with the bus only lanes have greatly impacted the safety of driving from 405 to Naito. I used to have a big opportunity to get in the right lane for the turn. Now I have to continuously check my right for merging busses and cross a busy bus lane in the last block before the turn. Whoever designed the changeover from bus lane on the right to bus lane on the left at 2nd does have to bribe this route.
It'd make me more likely to want to take the bus. If I knew the bus would show up on time and would go faster or as fast as driving my personal car I'd definitely do it.
The 45 bus would not get stuck downtown particularly on Fridays and protest/event days
It would improve my commute time to/from work and allow me more flexibility in when I can leave for/from work. It would also encourage me to use public transportation outside of work-related affairs.
It would speed up the routes that I currently take. I live around PSU and travel to Hillsdale and Beaverton regularly.
could get around faster, busses should absolutely be faster than cars, they fit such higher numbers of people
I'm happy to live in a forward thinking city
Maybe the Broadway buses would magically be less crowded?
I would change the whole world for me! Picking the kids up from daycare, school and more would be much easier!
concerned about ample road space with regards to transportation choice. sometimes riding the bus is not feasible, sometimes it is.
I think it will be greatly beneficial. Increasing reliability and frequency of transit will increase my use as well as the likelihood I can get friends/coworkers to consider it as well. Please consider incorporating bike lanes/routes with the project to increase citywide participation as well!
I might be more likely to take Transit in the affected areas as it will likely be faster or as fast as driving

It will make traveling through the city harder. As it is I can get to and from work in 15 min. If I take the buses it takes from 1 hr to 1 1/2 hrs to get to and from home. Reducing the amount of cars that can travel the roads because lanes will be dedicated to buses will increase traffic times and frustrations levels leading to more accidents and more aggressive drivers. If instead we could add bus lanes without reducing the car lanes then I might be in favor.
I would live in a healthier, saner, safer city.
It would help me as I frequently use Trimet buses
Make the bus more on time
Improving transit times would make me more more likely to consider transit as a full-time replacement for the handful of trips I still make by car.
The Rose Lane Project would help me by making Transit more effective and reliable and making it easier to get around.
This will make streets more congested for cars and I already see an increase in safety issues as people ignore the lane restrictions to fly down the the empty lanes (NW Everett) and frustrated drivers take more risks.
I live and work in NW, but I'm moving into NE and am not sure exactly which line will be my main route in, but I will definitely be taking busses to/from work. Anything that makes those commutes faster and more reliable, i would absolutely love to see.
It would increase traffic on my residential street, as they try to avoid gridlock on MLK. Driving to a neighborhood grocery store would be out of the question at a peak hour (and no, I won't carry heavy grocery bags on a bus).
Speeding up my commute would be helpful especially on the way home.
If the 4 is adjusted to allow for a bus only lane it could reduce my commute time. Especially coming back into downtown by quite a bit!
Add more confusion to navigating Portland streets. Replacing priority for streets as primarily supporting vehicles with other users who are unregulated, intrusive, and not financially supporting infrastructure with property taxes, vehicle registration fees, and gas taxes. Cost of bus tickets can't pay for these projects and would be unaffordable if designed so.
It potentially would decrease my daily commute time.
I ride the 20 almost daily, getting to work in the morning (7am) is quick and easy, but getting home can take 1-2 hours, so more frequent service would be welcomed.
Time management... also air quality. Taking away more lanes in an already congested city isn't going to help. This is not common sense. Many businesses will suffer and so will people like me. I have lived in this city since 1984. Please don't do this.
As a rebalanced for Biketown, increasing public transit connectivity helps decrease the congestion I deal with daily, while also making conditions safer for Biketown riders.
I live on Belmont Street at 37th. We do not have two lanes available to offer to your kill one lane idea. I would assume you'd kill the only parking there is which is the parking lane so you could have a driving lane. Then there is no where for all of us renters to park! Or our guests if we'd like to have guests over! And the answer isn't that they would just take your new transit. Upper Belmont without two lanes for traffic currently should be taken out of consideration. From the bridge up to the two-way split at 25th is reasonable.
Could make my bus commute faster.
longer commute time

We have way too much traffic. This will make is worse if you take away lanes for bus only. Not effective at all!
I'd be more likely to take transit as it would be more reliable.
It would make breathing healthier, walking and cycling safer and riding transit more attractive.
Already answered this previously.
Negatively. Slow down more and restrict work and personal vehicle access and movements. Improving transit is good for transit, not for the majority whom do not partake. Vast majority of people are not going to give up personal transportation. This will greatly restrict the movement of goods and services of business around the city that everyone needs daily.
I walk or drive to get to where I need to go. This project will increase congestion on the roads I use frequently, slowing me down.
It would further destroy the city I have lived in all my life.
Likely to increase my use of public transit
I would be able to get home and to work and to see my friends more quickly which is nice, but more than that I would hope it would be a step towards implementing complete streets and car free streets in Portland.
Improve the time of my commute from SE Portland to Beaverton and Hillsboro.
Quicker and more reliable transportation to and from work
I live in Welches .. I own a small business on Belmont my clients don't take busses to get their services .. I will not be taking the bus !!!!! This will put me out of business the homeless and the apartments have effected it enough
I might be more willing to use Max/Bus lines if it were faster and more reliable/predictable.
Auto traffic is bad enough without consciously choosing to make it worse with a program like this.
More convenient to get about without using my car
frequency of bus/max trips arriving on time
Not much because, as an older adult, I avoid the city at all costs, due to to how dangerous it has become - unless I am required to attend a work meeting.
As a commuter, I hope that the Rose Lane Project would mean I spend less time on the bus each day and that I could get around the city more easily and reliably. As someone who cares about the future of Portland and the sustainability of the world, I hope the Rose Lane Project would discourage single-occupancy vehicles and encourage people to take public transportation. Cars are not sustainable and they should not be included in visions for city planning.
Should improve on-time arrivals and reduce missed connections. Might reduce total commute time.
I get around on foot, by transit and by bike - this project has a lot of potential to make these travel choices faster, safer and more predictable for me and many others.
As a bicycle and transit rider only (do not own a car) I would appreciate faster transit options and safer bicycle riding.
drastically increase my commute time, just like the foster change did.
Longer commute
If you take lanes away for autos, it will affect me negatively
Increased transit availability would expand my available options for living situations with a reasonable commute to work at OHSU.

Traffic delays, longer wait times at lights, frustration over buses “cutting” and being treated as superior to all the drivers who are paying taxes for the roads they drive on. It would create a divide in equality.
Take longer to get to and from work.
increase my commute.
It is increasing my commute times. To always consider people that travel by car as second class citizens is ridiculous. We pay for PBOT yet your goals are not in line with car commuters. Stop focussing on funding pet public projects and instead make commuting more convenient for ALL.
longer time commuting
Traffic is already so bad in portland, the idea of increasing it particularly for people driving their own car does NOT sound good.
potentially shorten my commute time if I take public transit. currently 1 1/2 hours to get to work makes it unacceptable.
It will slow down my commute to the numerous locations I have to visit during the day. Increasing the amount of time driving not reducing it.
Good reason to avoid downtown.
I am very opposed to lanes in intersections that would allow buses to travel ahead of cars
Causing more traffic due to a lane(s) we're moved for all vehicles.
It would make traffic worse and my commute longer. This would be a negative thing for me.
Longer back ups in traffic
it would drastically increase my already too long commute time. I'm not going to be forced onto a bus independant of it's safety, convenience personal choice on how to commute.
Help me get to work every day more quickly and reliably
make getting around worse
It will make driving in the city a bigger headache than it already is. Parking will become even more rare.
Would make trips much longer. Would push traffic to other streets.
Help me and my husband get to work faster and more reliably. Would enable us to shop more conveniently without having to worry about parking. Would not need to get a second car to serve our needs.
I more potential for me to ride if transit times are faster, more frequent, and more reliable.
Were there rose lanes AND a park and ride lot, I would switch from driving most days to riding
Make my bus time go from 40 mins to hopefully 30 mins! Almost close to driving (25 min)
I live in between Hawthorne and Belmont near Caesar Chavez so it would affect me a lot I believe in an overwhelmingly positive way. It would make public transit more appealing as a method of commuting. I currently bike to work because it takes me one quarter of the time it would take on the bus. It would be a lot easier for me to take the bus on days when I didn't feel up to biking or couldn't bike. It would also decrease the amount of traffic on those streets, which would be great. It would, however, increase the issue of parking in my neighborhood. I have a driveway but people often can't (or won't) look for parking and block me in, so I expect to see an increase in that. I would also expect to see an increase in personal vehicle traffic on Salmon which I often bike, walk, or jog down.
It will kill my small business. My clients will not support my business if they are not able to park near my inner SE Business.
cause me longer commute time. UGH!

Because I have to use a respirator/ventilator 24/7, I cannot use public transport and the loss of vehicle lanes would make it even harder to get to medical appointments.
Just one more reason to consider moving to another metro area
It would eliminate parking and add time to my commute. Being the one that pays the taxes for roads...I AM THE ONE THAT WILL BE PENALIZED by the Rose lanes.
Our neighbors have already been disrupted by Trimet's and PBOT'S disastrous traffic changes that have made very little difference in traffic fatalities and crashes and cost tax payers money and time.
More delays, more traffic on less roads, more time lost in traffic instead of working, lost wages in vehicles. More taxes for retro work. Frustration from alterations and visiting the city.
It would make my job a lot easier.
impede car traffic
It would cause a liberal democrat to vote Republican on the next election.
It may speed up bus traffic but will create more congestion and pollution with more vehicles stuck in areas
i don't work downtown so impact will be to leisure/entertainment and other meetings. congestion will deter me from choosing downtown venues.
It's already madness trying to drive and walk downtown. This is going to make it worse. Making people not want to drive downtown. Most of those people just won't go downtown, rather than use public transit. This is impact businesses and public morale. Don't make motorists feel unwanted in Portland!
Not sure yet
The 99 is a very convenient line for me, but it's unreliable in the morning due to the bottleneck it gets stuck in. It's so bad that my family chooses to take the 70 and 19 to travel north and around to downtown rather than the 99 express. This would make taking the bus to work in the morning viable. I replaced transit with bicycle commuting daily. As a bicyclist riding in traffic, if we're allowed use of the Rose lanes, I'd be overjoyed. I've ridden the west end of the Hawthorn bridge with it's new lane treatment and down SW Madison and the presence of infrastructure that prioritizes buses is huge for me. Just having the lane treatment changes the dynamics of the road and makes it more accessible to a cyclist by making it clear that the roads are for all people.
I will slow down my 88 mile commute and I do not appreciate it. You also expect me to buy things and to get raped, mugged or killed all on public transit- WHAT A JOKE!
Slow my commute.
A faster commute from the south end of Orange would be fantastic. I live 9 miles from my work, takes nearly an HOUR to get there, if all goes well.
Increased schedule reliability.
With exception of MLK, Cesar Chavez, and 82nd Rose Lanes will likely be another negative impact to local businesses. When businesses leave, sidewalks along Rose Land corridors will become homeless camps and full of people smoking -- making it hard for Portland residents ... and those who may still choose to visit Portland ... to walk or live in those areas. Adding bus lines like the 24 would be more helpful (thanks!) to more people and businesses. We like our bus drivers and don't want their life to keep getting harder, but there are several things ahead of, or in addition to, bus-only lanes that will make it better for them.
Make it so Portland is less desirable to go to.
Much longer commute

It will cause me to spend more time in traffic, burn more fuel and waste my time.
More traffic congestion and longer commute times. Probably more pollution too related to more traffic congestion.
It will force me to stop coming downtown. Time to move away from portland.
My commute home is already an hour. This project would increase that commute time.
You are making downtown a area that people avoid. Stop it.
you haven't been able to improve anything about travel around this city. you only make things much worse.
More headaches navigating. More confused drivers, cyclists and pedestrians. Another Portland fail. But it gives PBOT a chance to go to expensive conferences at taxpayer expense to brag. Restrictions on street use do not address capacity issues. Focus on safety issues such as unpaved streets. Back to basics . Propaganda push polls such as this one are invalid sources for determining public policy.
It would make an already congested downtown core impossible to navigate.
It would negatively impact my job by making driving my personal vehicle for work much more difficult. I am not an Uber or Lyft driver, I work for a property manager and have to drive daily to our different properties.
It sounds like it will make more of a mess of things than it will help. The actual time savings seems negligible compared to the headaches for pedestrians and danger to bike/other traffic it will introduce.
I don't feel safe taking public transit at night and therefore drive to and from work in the winter. Traffic in Portland is already terrible, it doesn't need to get worse for people who choose to drive a car. Needless to say impacting pedestrian safety is also a major issue! I walk a lot and would be less inclined to if my path was obstructed or unsafe. And do we really need to making parking harder?
My taxes will increase to pay for yet another project I cannot use. We have NO coverage, and I cannot walk to the one bus stop we have nor walk to my destination at the other end, so this is a huge waste of money for me. We used to go downtown about 2 - 3 times per week but have already stopped going downtown 99% of the time--we no longer go to the theater, the symphony, restaurants because there is so much devoted to mass transit which we cannot use. Since we have to drive to get there and you are taking away all of the parking and messing with street configuration, we will simply have to stop any and all trips. I am certain we are not the only ones, so it is no wonder businesses are finding it hard to stay open.
It would take away lanes of traffic and create more congestion for those who have to drive downtown.
I would avoid the area 100% business will suffer, jobs will be lost.
It would cause me to spend more time in my car with increased traffic
Bus priority lanes could be a help in certain commutes, but the most effective has already been implemented as the first Rose Lane downtown.
How about instead of worrying so much about public transit you actually worry about adding more lanes instead of taking them away!!!! More people drive then take transit stop ramming it down our throats
It would make me and my family more likely to take the bus for work or during our weekend visits to downtown. Usually the wait for Line 20 is too long and the lack of easy transfers forces us to drive to downtown even when we much rather not have to drive.
I don't know if it will if it doesn't use a pilot site east of I-205.

Greatly, as I drive seniors to medical appointments along many of the routes you wish to modify. The traffic lines will get longer and the commute times greater. I do see a point to prioritizing bus travel so that a 12 mile cross town commute with one transfer does not take one and a half hours.

As a member of the elder population who still works and drives and needs to park where I work and travel to several different places in a day, I am concerned about the push towards bikes, walking and transit particularly in east Portland where transit is sparse and the population is becoming more low-income but still have to work downtown or in the inner east community.

The time savings aren't necessarily huge, at least at first, but I think there's a real sense of dignity and fairness with prioritizing the people crammed on to a bus over smaller quantities people choosing to drive single-passenger cars, especially in congested areas that just can't realistically handle that many cars. Transit lanes would make me feel like maybe the City actually values the choices I make because I believe riding transit makes a better city to live in and is a stronger choice for the environment than private autos. There's such a difference in my stress level on a crowded 20 bus now that we're gliding out of downtown on the Burnside Bridge's bus-only lane, passing SUVs, instead of moving slower than pedestrians walking by, stuck behind those SUVs. I think if you measured my cortisol levels on the Burnside Bridge before-and-after transit lanes, they'd be cut in half, because even if it's crowded, it's only going to be for a little bit and I'm still getting where I'm going, versus that sense of, "AARRRG! It would be faster to walk, except I can't walk from Tualatin to Montavilla, but still, WHEN WILL IT END!" It's a quality of life thing. And not to go too far here, but if more Portlanders had lower cortisol levels, that would have public health implications. That would have general friendliness implications. I'm excited for bus lanes!

It would help me to see freinds and family and parks more quickly in the West Hills. I would also be able to more quickly see my brother and his family in SE Portland. It would make air into cleaner air around Hillsdale when I ride a bike or take a hike there with SWTrails or when I take a bus. I do not support Uber or Lyft.

commute time to/from work; may impact weekend usage

The new rose lane on burnside would speed up commute times. There's always so many cars that create traffic on Burnside.

right now the Madison bus only save 10 to 15 minutes off my commute.

Transferring busing on grand and MLK to and from the 2 is a pain and unpredictable especially in the evenings.

I would have more bus buddies!

I think overall it would significantly cut down on my commute time and allow me to spend more time with my kid.

I live in Woodlawn and commute downtown one day per week. In warm weather I ride my bike, and it's faster than the bus. The bus is okay/comparable in the mornings but noticeably slower going home. I prefer to take the yellow line and then walk 20 minutes rather than sit on the bus as it sits in traffic, but that's a choice I can make as I have good mobility at this time in my life. I think about people who have to commute longer, every day, in rush hour traffic and really want to see improvements.

I live near Broadway & MLK / Grand - an area with a number of projects under consideration. I question the how long it would take to see the benefits if increased transit use & decreased personal car use. Additionally, I work SW of the city, and there is not, at present, any reasonable transit option to get me there. I'm very slightly concerned this project might negatively impact my daily commute.

I drive because I feel more safer driving than catching public transporation. So it would effect me by turing car lanes into bus lanes. Just like when PBOT turns car lanes into bike lanes.
I would be more apt to take the bus during peak travel times then taking an Uber/Lyft.
I might be more inclined to take public transit if it was a more reliable and faster source of transportation. I currently drive daily for my work commute because taking the bus triples my commute time.
It would dramatically lengthen my commute home by shutting down interstate avenue between the Steel and Broadway bridges
May be more likely to take transit some days if quicker travel time. Still depends on number of transfers required to get downtown.
hopefully faster routes to get where I need to get
Right now, my transit commutes leave me feeling frustrated, overwhelmed, and annoyed. I am a commuter of choice- I have other options available to me, but choose to trade convenience and time for a commute that better aligns with my values. However, for many transit commuters who have no other option, the stress and frustrating as a result of transit delay are not only overwhelming, but carry long-term and destructive negative impacts- financially, emotionally, and physically. We must speed up the buses and provide more reliable, consistent, and faster travel times for commuters who use transit- especially those who do not have the privilege of using other methods if they choose to do so.
I will not be greatly affected on a daily basis, but it would better the rest of the city.
May get me riding public transit more often (if it becomes more affordable.) May cause more of a safety hazard for me biking
I have three kids and would be surrounded by Rose lanes because I believe in the inner se. Paying for four rides every time I need to take public transportation will increase the cost burden on my family or any family with many members. Also, it is difficult for young kids to spend lots of time on transit. A doctor's visit would easily take three hours instead of one and my sick child would have to walk to a bus stop and ride 45-60 minutes to get to an appointment. Additionally, it is difficult to haul large strollers onto a crowded morning or evening bus.
Full service traffic lane removals will create more congestion which in turn will create more fuel consumption, emissions and neighborhood cut through traffic. The removal of parking on corridor streets will negatively impact residential neighborhoods with more cars parked on side streets.
It might make my commute home from OHSU to Goose Hollow MAX station slightly faster.
It doesn't affect my commute
I would drastically improve my commute.
any improvement to E Burnside/NE Sandy would be great, lots of delays
It doesn't look like this will improve my commute
It probably won't affect me at all, as I live in Parkrose with already limited access to transit and work in Tualatin. It is simply not feasible for me to take transit to work at this time.
I live right near Belmont and I am concerned how the proposed rose lane there will affect traffic and parking. It's already only one lane in either direction between 26th and 39th, and parking is already so tight, if you remove the parking lane, the neighborhoods will be so hard to park in.
Inability to shop locally, because business will close due to lack of shoppers...destroying eastside walkability seems the primary goal
I don't anticipate being impacted by the project

My specific area is not very impacted at all by the introduction of these pilots. Eventually, as it expands, it may impact my driving time.
If convenience for using public transportation improves, I would likely drive significantly less and visit parts of town I currently avoid due to traffic congestion.
reducing parking in areas where parking is already short is not a good idea. apartment buildings being built should have one parking spot per apartment instead none if near a frequent bus line. most apartment dwellers have a car. the streets that would lose parking spots make it hard for businesses to remain open. it also drives parking into residential neighborhoods where parking is already tight. slower commutes for folks in cars will have them driving through neighborhoods at faster speeds making them more dangerous for pedestrians
Not at all.
unclear at this time
Sounds like it would make Sandy Boulevard a horrible place to have to drive at any time. It is already a problem during rush hour, and making a super special Rose Lane for just a bus that comes through every 15 minutes would make it horrific. It would push traffic into all of the side streets, decreasing safety and quality of life for those who live there.
I ride the bus daily to commute to work, and typically I travel on capitol highway and Northeast to Williams/Vancouver. Reduced travel times would enhance my commute and give me time back. Also, having more reliable bussing downtown would make it easier to plan and use transit to travel for day to day purposes.
It'd probably make my commute faster.
Speed my commute times for my cross-city commute. Due to my workplace, I am all but required to use public transit for my job, so cost is not a factor (heavily subsidized by employer), but commute time is.
going to cause more car traffic by decreasing available lanes
I would like to see improved public transport times, and I would like for people to see public transport as a better option than driving.
I ride the bus each weekday to get to and from work combined with long distance walking. I drive car on weekends.
Not sure that it will.
n/a
It will affect how traffic patterns impact my everyday commuting times and cross-walk safety.
potential fewer bike line, therefore, more risky commute
My commute is already very straight forward with the MAX and where I live. I could see the potential benefit if I were to move from where I am currently living or change jobs.
I can get to places faster, hopefully
Being able to quickly make it through downtown to the eastside would make me a lot more likely to take transit rather than drive on days when I need to cross the river.
Reduce my hour long commute allowing me more time for activities outside of work (e.g., family, relaxation, gym, etc) that promote my overall health and well-being. Allow me to continue to not own a personal motorized vehicle.
I have an anxiety disorder that makes public transit impossible for me. I'm concerned about less parking and more traffic congestion.

The commute home in the evenings from my day job is one of the things making me strongly consider leaving my current job at OHSU; a shorter commute home would improve the quality of my life by giving me more time at home, and also help companies like OHSU retain employees.
Ideally, quicker rides home on the 15.
It would be a faster way for me to get from the Roseway neighborhood into downtown on the 12 bus along Sandy Blvd
If it would help unclog the Williams/Vancouver corridor it that would be a plus.
Traffic increase (con)-When driving into the city from Beaverton for events via car will take longer and parking will be harder to do. Commute to work (pro)- More access to buses and less time on the commute home via public transit.
It would likely increase traffic congestion in areas near to where I live.
improvements on Sandy would likely make my commute faster. The addition of a bus lane on eastbound Burnside bridge has already shortened my commute time -- much appreciated!
although the bus will have a more defined timetable, it won't change the issues with delays between connections or the issue for people commuting from outside of portland
air quality if less lane causes more people to be stuck idling in traffic. Asthma would be worse.
Combining buses and bikes would make me alter my bike route. Riding so close to such a large vehicle that does not keep a tight line and has limited visibility is unsafe, and the exhaust bothers my asthma. Clogging traffic in roads meant to be THROUGHWAYS causes congestion and air pollution. Eliminating parking makes people move farther out of the center and creates a commute where one didn't exist before. WHERE ARE THE PARK-n-RIDES? I will most likely not ride the bus more because of these changes. I don't ride it now because the stops are unsafe, and the trips are WAY too long. The improvements you tout are to decrease times by 4 -7 minutes. This is a minutes impact when the difference now is 15 min by car, vs. 1 hour by bus. I don't let my daughter transfer because the stops are so unsafe, and there are so many mentally unstable people using transit.
Bus only lane has already helped along NW Everett as I'm waiting for the 77 to head east.
I will take the bus much more often if it's faster and cheaper
I believe it will make my commute more efficient.
I commute from SW to downtown on the 54/56 bus and it's always packed. The crowding also impacts people in wheelchairs or with small children. I already avoid driving downtown.
Not a lot, but I am concerned about moving auto traffic off main streets and on to residential streets to "get around" the new barriers to cars. Not to mention all the delivery trucks etc. I also believe we need a re think of the bus and transit routes, for example few north south bust lines in SE and NE Portland
it will not
Make driving around the city MUCH WORSE
would decrease my commute time to/from work, which would greatly improve my quality of life!
Parking will be more congested in my neighborhood. Am very concerned about losing progress in pedestrian and bike safety.
I spend over 2 hours each day sitting on buses stuck in traffic. The potential improvements are crucial, necessary and may help dissuade me from finding employment outside of Portland.
As a daily rider, it would make commuting to work and downtown more reliable and quick. It would make driving downtown more unpleasant but I try to minimize driving anyway due to limited parking available.

Taking the bus downtown would be much quicker
Id be more likly to take public transit over riding a bike long distances or in bad weather.
I take the 64 to work every day, introducing a bus lane on Capitol Highway would decrease congestion along my commute.
It may affect my transit options to those areas where pilot is being considered.
I think it would be great and get me on the bus far more often
I not only ride MAX daily but I use the 16, 44, and other bus routes to get home or to other errands and events. The rose lanes could help a lot with reliability of my travel and could help cut down my travel time. As someone with a daily 1 hour 40 minute commute, any little bit helps.
One more area you can't drive on and screwing up the roads more than they already are. Brilliant plan to mess up traffic for those of us that wont use your buses to live our lives.
allow me to have quicker bus transport
I would experience shorter travel times and would live in a city that is making smart choices and prioritizing the health and well-being of its residents.
I drive through SE regularly. I may have a 30 minute break in work where I can pop over to the grocery store or grab a bite to eat. Public transit will never be an option to make a 15-20 minute round trip down Hawthorne.
possibility make my commute longer
it would be annoying to see and empty travel lane, or a space where cars could be parked.
Traffic is already bad. This would make it worse. You can't force people to use public transit and it is not always a possibility, especially for long commutes. Bike lanes have already had a detrimental impact and the percentage of people using bikes and public transit is not improving. This will not help that.
It might encourage me to start taking the bus again, especially if the southbound congestion on Capitol Hwy at Sunset Blvd is relieved for buses.
with continuing construction on burnside, seems like a bad time for a lane reduction pilot. if a bus only lane is piloted on burnside, put bikes on davis/everett or glisan or stark not on burnside. .
I'll spend less time on a bus waiting because the roads are clogged up with single-occupancy vehicles and impatient/reckless drivers. Ideally, we'll all see more reliable transit and shorter travel times, and in turn, fewer people choosing to drive alone. That translates to safer streets everyone, cleaner air, and fewer carbon emissions. I stopped biking in Portland in large part because of reckless driving behavior. Less perceived need for car ownership in turn results in a lower household expenses for individuals/families, and less money being thrown at building storage for cars instead of housing for people. More affordable housing benefits everyone!
Make my commute much longer and more frustrating
As a Multnomah county tax payer, and employed where I need to use my car to get to various locations in Multnomah for my job, this will harm my business and cause me and others like me delays.
living off burnside, consolidating bus stops would increase my travel time. removing parking will increase parking on side streets and negatively impact businesses which are currently struggling. truck access will be difficult for deliveries. there will be more traffic on the side streets which will make walking harder and crowd bicycle traffic on the davis-everett bike path.
As a native Portland resident, I am strongly skeptical.

Very confusing to drivers. Everett has three lanes - can people entering the right lane cross the red lane to get onto the steel bridge? Can people in the left lane cross the red lane to go to Naito? Or does signage need to tell drivers they cannot drive where they want to go anymore? On Grand, there are the alternating red patches in the streetcar lanes maybe for right turns? But when the length of the street is full of cars, changing in and out of lanes seems confusing and difficult, and will still block streetcars?
Decrease the need for using car. The project might allow quick travel time during high traffic hours.
Improving transit while reducing space for automobiles would decrease my transit times, reduce my reliance on Uber/etc, and reduce the greatest danger on the road (cars) improving my and everyone's safety.
My main hurdle to riding transit is time--with very few exceptions, I can get to my destinations faster driving. I am making a conscious effort to budget that time and ride transit more often because I am concerned about the planet. If the Rose Lane projects make my typical bus lines more reliably on time and my routes quicker, I'd be more likely to use transit even more.
I take Line 71 to various east-west lines that will benefit from the Rose Lane Project.
I work downtown.
It would make work commutes more reliable, especially coming home.
Looks like it may be easier to get to some of the inner core locations and I will be more likely to take transit than use a car.
make driving my personal vehicle harder; more traffic on residential streets; i'm concerned about impact on small businesses via harder to drive & park
not much. I'm retired, go to galleries, museums, performances maybe 2x month
Transit corridors that I use occasionally will get faster service.
My travel would be much faster.
No longer travel to areas served only by transit. No longer shop or eat or go to entertainment in those areas.
A great benefit, as a driver and as a commuter
I'm 72 and my wife is 78 and disabled. We never use Trimet to get around. We drive everywhere. Your Project 13 on SE Tacoma will make it more difficult for us to drive to important activities including medical appointments.
Make me more likely to use the bus. Will decrease auto traffic.
My sincere hope is that the high crash corridors around me get a full bus/bike only lane treatment which removes cars from my neighborhood. There is so much pollution in the air that it comes through my windows even when closed and I have to wipe down my windowsills. Road dieting these major streets would have huge benefits for pedestrian safety, and make it generally a quieter, nicer place to live.
I'm not sure as it doesn't seem that I live in an area of improvement.
I live between Williams and MLK, and occasionally take the 6 bus (and bike on Williams/Vancouver). I often wish the 6 was more frequent, and that it didn't have to sit in traffic with the rest of the cars! MLK is such an important transit corridor, and it would be amazing to have a dedicated bus lane with buses coming *at maximum* every 10 minutes. Frankly, the bus frequency issue seems like such a critical component. There's no point pissing off all the car drivers (I also drive, sometimes) by taking away a lane if you're not offering another, measurably better alternative! So the buses HAVE to be more frequent. And while we're at it . . . waiting for a bus at the MLK/Wygant stop at night, in the rain, with no shelter and no streetlight really sucks. As a woman it really doesn't feel that safe. Just

throwing that in there, as well. The bus stops should provide a feeling of comfort/safety as well. Shelter from the weather, and light at nighttime.

It would make riding transit faster and more reliable. I can't wait for it and hope it is a success and expands all over the city. I bike and also drive a car and can't wait to get faster bus trips. I also think parking should be given less priority- streets are a public good and removing some spots is a small sacrifice.

I hope it will help me get where I need to go faster! And make more connections! I hope it will create the will for the rest of the region to do the same so people everywhere can have bus priority.

More likely to ride bus if it was similar travel times to personal vehicles.

Encourage me to use transit more instead of driving

It could save me quite a lot of time in my daily commute, since the 19 is almost always slowed down by car congestion getting in/out of downtown. Sometimes it takes a whole half an hour just to get *to* the Ross Island bridge from campus, and that's not OK. Hopefully, if single drivers see busses whizzing by them during rush hour they'll consider riding public transit instead of polluting our air, and streets with their car privilege.

I take the bus when going into NW and SE (as long as I don't have to get there fast, it takes a long time!). The Rose Lane Project would speed up some of my trips that start on Broadway. I want to take the bus more, and right now it's hard because it takes SO LONG to get to places, and a lot of times it's too far for me to bike and feel safe, but the bus takes a long time, so I default to driving. I don't want my default to be driving. I want to have a different and more realistic option. I can account for the bus being slower than going by car, but a 15 minute drive vs. a 45 - 1 hour bus ride makes it hard to choose the bus.

Bus to work currently takes 3x as long as driving and that sucks

would increase traffic congestion more than already has been done with other proposals - such as elimination of driving lines

Faster bus travel times

I live in NW and use the #20 reroute periodically. I can't imagine how a Rose Lane could be implemented without a motorist rebellion, but it would be awesome for transit riders!

Off setting rider cost through taxes on people whose work (type of work) does not allow mass transportation as an option. Also, increasing traffic delays and decreasing parking on those forced to use cars on a daily basis.

It will lead to longer commute times and worse air pollution from automobiles idling and taking longer to get to there destination. Assuming that slightly faster public transit times will lead to doubling the number of people riding public transit instead of driving is a pipe dream and not supported by any data evidence.

A faster bus journey to work in the morning would be huge. I might make to work on time for once!

I could take the bus instead of the MAX and get to my destination faster and with less walking. I would have less polluted air to breath. I could convince others to take transit (easier if y'all cleaned the insides, ahem) and get out of their cars. The number one reason I hear is that it takes 2-4x longer to take transit than to drive. It's pretty insane. How many of you take transit?
I commute by bike. Safety and car stress/bad drivers are key. Anything that helps those things will help and encourage cyclists.
Could allow me to work transit into my life more. The current transit travel times around down, often make driving 2-3 times faster. This is just silly. Getting people off the road during peak times can really help shift behaviors and build more and more support for sustainable behaviors. I have a young daughter and I am worried about climate change, and we need to get cars off the road.
Would make it quicker to get to work
It could potentially reduce my travel time from work downtown to my home in St Johns by speeding times while downtown moving to the Steel Bridge.
I think almost daily about the effect of our actions and public policies on the life of my three-year-old son and his generation. This is an essential part of the only conceivable way to move beyond auto dependence in Portland.
I live in Concordia and walk, bike, take transit, and drive (sometimes all in one trip), mainly in inner NE/SE and to downtown. I also am trying to teach an intellectually disabled relative to use transit, as he will never be able to drive but, as an adult, naturally values his independence. Currently, one of the major stumbling blocks for my relative in getting around town is figuring out what time he needs to get to the bus stop to catch the bus. He does not process numbers well and has great difficulty planning how much time he needs to allot to arrive where he wants to go when he wants to get there. Bus delays, as often occur due to traffic along the 70 and 75 headed down into SE at peak times (or, for the 70, if there's a freight train), basically render late afternoon and early evening bus trips down to, say, Hawthorne or Division out of the question for him. (I usually avoid trips into that part of the city at those times as well, except in the summer when I can bike down while it's still daylight using the bikeways to avoid most traffic.) Short term, I'm hopeful that the Rose Lane Project will make those types of trips more possible! Longer term, for the future of our city, we need to get more people (self included) out of cars. I see the Rose Lane Project as the beginning of a needed attitude change in the approach our city takes to transportation. I would love to see "taking the bus" be more folks' default way to get around rather than a last resort, and more efficient, more frequent service is essential to that. For my relative, more frequent and efficient bus service on as many lines as possible would enable him to be more independent. Would love for him to be able to just show up at almost any bus stop without having to consult a schedule & know that a bus would be coming in a few minutes & get him where he wanted to go in short order. Honestly, that's what I want for everybody who uses transit! More people would, if that were the experience.
Speed up travel time
Boost my travel time, make places more accessible for me and my community. Everyone I know loves it, and wants the roselane everywhere yesterday.
I am very concerned with Cesaer Chavez having only one lane of cars in each direction. I imagine this would make congestion and pollution worse. It doesn't make sense to only allow a bus to travel in an entire red lane.
Hopefully improved pedestrian safety in my SE neighborhood and reduced congestion in corridors where I walk and bike regularly.

I currently ride the 8 or bike for my commute, depending on the weather and how much I'm carrying. It would be more direct for me to ride the 6, but it's often caught up in traffic. In any case, whenever I have used transit to get places leaving downtown, buses are subject to general purpose traffic delay. The Burnside Bridge bus lanes are amazing and I would love to see this type of transit priority spread across the network to get more people moving faster and efficiently.
Improved ridership experience increased likelihood of using transit for commuting (vs biking or personal vehicle).
It would decrease travel times for trips I take frequently. It would also help make our city one that acts more in line with its principles.
Almost every bus line I take travel through downtown, and as such, Rose Lane improvements to the downtown transit complex is likely to reduce the time my commute takes in the evening.
I love using transit but it's often 3, 4, even 5X longer than taking a car. I really want to be able to choose the bus, but it needs to be more time-competitive with driving before that makes sense!
It would save me time.
As someone who lives in an area that is well served by a couple of frequent lines but, have to then go to work to an area that is far from transit, I am wondering how this can be paired with increased service in general. In other words, when the places I have to go are not accessible to transit even this pilot doesn't apply since I will not see the benefits in the neighborhood I work, be in community and more.
As I said previously, it would not, although it's possible if the #6 was re-routed again to connect to the Lombard Transit Center I might start taking it again.
no effect
I think it has the potential to make MLK safer and more attractive to pedestrians.
Could get me to take public transit to work when I don't ride my bicycle. Right now the difference between public transit and car commute is too wide to consider.
I ride the bus up and down Vancouver/Williams, MLK, and Sandy frequently, so if any of that speeds up, that'd be nice.
Most of the proposed changes would not affect my commute
Right now it often takes me nearly an hour to get from inner North Portland to inner southeast -- a route that would take 20 minutes by car. This is a route I take 3-4 times a week, which means I spend 6-8 hours in transportation for that alone(!) Reducing that transit time would make the city far more accessible to transit dependent people like me.
I could use fixed route more often, because being elderly and disabled, buses could stop at the curb and be more reliable.
I'm not sure it would personally affect me SO much since I mostly ride my bike everywhere, but it might make me more likely to consider a bus rather than bike trip--often, especially if transfers are involved, it's faster or comparable to bike, and it's free (since I already own a bike, I mean), and reliable. If buses were reliably faster than biking, I might consider them more, especially in crappy weather. On the whole, though, I think it's super important to have options for people who don't want to or can't bike, options that are also getting people out of single-occupancy vehicles. Because everyone wins when there's less traffic and less cranky people stuck in traffic.
Reduce pedestrian/car conflict on W Burnside.
Slow my travel by car. Make it even less likely people will come from the suburbs to my downtown house.

It won't really benefit me. We don't have sidewalks or adequate bus services in SW Portland. Affordable housing and having free parking attached will have the greatest positive impact on all Portlanders but especially people of color.
More likely to take the bus during rush hour times.
Delays during rush hour but my commute to the suburbs by car will still be faster than on transit.
There will be auto diversion to our street. More traffic, more fumes, more aggressive drivers
It would make traffic near my house worse without offering any substantial benefits.
More traffic-but I'm getting used to it
Line 87 usually delayed in afternoons arriving at stop #10729, the NE corner of NE 122nd & NE Airport Way. As a courtesy, we riders walk east to meet the bus before it reaches the stop so that the bus can remain in the regular lane and not have to get stuck at the bus stop.
Might encourage me to ride the bus at busy times of day.
This would greatly improve both my daily work commute and ability to reduce/eliminate personal vehicle usage for non-work activities
I may choose to use the bus more. It won't affect my MAX use. May affect bike use and may likely affect my use of my car.
I may go back to using transit to commute to work instead of driving, if it is comparable in commute time. But it's unlikely since driving takes half the time transit does. I think this will help people who don't prefer to drive or can't drive to work.
During rush hour there are no longer reliable local north south options for car commuters and people who need to transport their children to school activities within our N Portland neighborhood. This is due to state/city's lack of vision on I-5. Through the years Vancouver, Interstate, Greeley have all been whittled down and turned to gridlock. You are now looking to also do this to Mississippi & MLK. This will further cause stress to the residents whom actually live in the neighborhood. Some of us who work 2 jobs, have kids/ groceries, work on the Southside/westside need to depend on at least one or 2 local roads at all times of the day.
I ride transit every weekday and would love a faster travel time. It would also save TriMet costs and would become a better option for drivers.
NE Sandy Blvd and E Burnside are a mess! Too many cars with lots of pollution and congestion in my neighborhood making it difficult to get around by foot, bike and transit. Rose Lane Project will make it easier for people seeking alternatives to automobiles. A question: how might the Rose Lane Project make things easier for those on foot and bikes? I think it is a question you should consider. Your trade-offs above suggest you may be thinking only about negative impacts to peds and bikes but there could be positive benefits!
More efficient public transit options available for trips I currently use a car for; Better air quality where I live (downtown Portland)
Parking in this city is a nightmare, and allowing residential building to be constructed without adequate parking on the site adds to the problem.
Most likely going to slow down auto traffic
not very much
I would love to be able to afford to take the bus, but It has been cheaper to drive to work than pay 2.50 each way. I have returned to carpentry, and have to drive in order to transport tools to and from jobsites daily, I take the bus for recreation, but it is cost prohibitive. I look forward to faster bus times on Burnside though, as getting from my house to say the Timbers Stadium takes forever despite the fact that it's a straight shot

I live on SW Columbia. I worry your proposed changes will continue to increase congestion and traffic stress in my neighborhood without any transit benefit, as it appears to me the recent completed changes have.
It would make me more likely to take the bus downtown instead of drive, if the trip is faster and more reliable and more frequent.
I live and work (and bike commute) in high-emissions areas, and I hope this will get some people out of their cars. Making parking scarce and expensive would also help.
I don't have a car so I solely rely on trimet to get me places. Having bus only lanes is long overdue.
You've already screwed this city up by further clogging congested streets so you can have dedicated bus lanes or, even worse, hideous planters! Why must you continue to do so?? I love and work in the city, I pay taxes here and I do not and will not ride the bus!! Why must I be screwed for someone else's goals??
Currently, biking is my primary mode of transport and personal vehicle is my main backup. More regular mass transit options to locations I go could move bus/light rail to replace my vehicle use when biking is not an option.
Will make it difficult to support local businesses on Belmont due to lack of parking
It would help carbon emissions in the air...which I breathe...which we all breathe.
It would be great to have priority lanes for SE Tacoma in the mornings. I would definitely take the 99 more often if the route was reliable. Today there's no telling when the bus will arrive because of all the Sellwood bridge traffic.
I do not commute to work. The main way this would affect me is in a possibly faster bus trip.
Traffic is already a nightmare
It would make an already miserable traffic situation that much worse.
Taking away more roads makes drivers take side streets and get more angry when driving. As a pedestrian/public transportation user, I will be impacted by this. Maybe focus our money on helping the pothole laced roads or areas with no sidewalks. We don't need more bike lanes or need to cut down on roads for those who have to drive. There are a variety of reasons that people can't take public transportation and those who drive are taxed enough just to be punished. Make bikers pay for their own stuff and stop taking away lanes and streets from cars. It is not working the way you want it to.
If the 8 line speeds up during the evening commute, I would love to start taking the bus again. I hate driving but had to make the change to SOV in order to have a reasonable commute time as traffic got worse. Going back to the bus would also save me \$500/month in parking/insurance/car payments.
I'm a bus driver, so while I get paid by the hour, I would love for my passengers to be treated like first class citizens. They deserve to feel valued and prioritized. It's not easy to take a bus everywhere.
Unfortunately probably not much because of where I currently live and work.
I live on one of the proposed lanes.
If it speeds up transit time I will use transit more than when I drive (even though that is sorta rare)
Rose Zelane Project will stop contributing to GHG emissions which are destroying our way of life.
It depends on where you put it.
no idea
Slow down all traffic on 122nd even more, congesting a main road and impacting neighborhood safety and livability.

Slow my commute to a crawl since I'll have less lane options. Up my gas prices due to sitting in traffic longer, increase my carbon footprint, make parking harder and/or more expensive when I choose to go into an area with a Rose Lane or make me want to avoid any Rose Lane area's completely which may result in loss of business for some areas.
There would be increased car traffic on my residential street, members of my family will have much limited ability to get to work, buses are becoming too dangerous to take for me so I only take the 66 and occasionally the orange.
We need to stop creating less roadways for cars. Traffic is bad enough as it is with the densification of the city. Perhaps utilizing secondary roadways for transit and expedited bus lanes instead of major roadways - or bus only lanes for certain times of day and not all.
Yes. Improvements on Tacoma would help my daily commute.
I have an ambulatory disability so I rely on my vehicle and need to park close to my destination. This project would negatively impact me.
I'd have more freedom to get around Portland. I'd be proud of our city.
i would benefit from a faster bus system because more people would take the bus which would hopefully mean less cars on the road
I hope it will do all the things for me it is supposed to do for everyone: make transit quicker and more pleasant first of all, and eventually reduce car use in the city.
For me, the biggest problem is often just getting out of the downtown area at rush hour. Clearing the way for buses downtown and over bridges would help speed up my commute time substantially when I decide to go by bus.
make my daily commute longer with more waiting in traffic for rarely used dedicated bus lanes
More options, faster travel times.
I would be more likely to take the bus to/from downtown if the bus were more reliable and quick. When I worked downtown, the bus was regularly such a pain I would sometimes choose to walk the 3 miles home as it was just about as fast.
Increased air pollution from more idling cars will negatively impact livability in downtown. More difficulty for our business transporting goods through downtown costing money and trucks idling also increasing pollution.
I might ride the 70 more often. I prefer light rail.
It would be an assault on my senses. That is way too much red! It also sounds like it would make traveling by car, foot and bike more difficult. I don't like the sound of that.
Would make bus transportation more compelling. I think the perception of safety on busses is something that will continuously be challenging.
Living in the heights, I sense that without substantially increasing bus service to the hills, I see no advantage, more delays.
I am retired and live near a transit center so I use transit weekly to get to events downtown and in my neighborhood. Any improvements help me but I would like to see more people use transit. No retired persons should need to drive in this city!

I live very close to my job by mileage (from inner NE Portland to PSU), but the transit options are too slow! I am faced with a terrible choice of a 12-minute commute by car, versus a 40+ minute commute by bus or streetcar, to go just under 4 miles! I *want* to take mass transit--I really do--but in the current situation it's simply not viable. With the Rose Lanes on the Steel Bridge, NE Broadway, etc., I would save at least 5 minutes each way, which would make taking transit more attractive. Also, on the Streetcar, there are enormous delays going over the Broadway Bridge and on NE Broadway (eastbound), where the streetcar is often stuck, sitting almost still in auto traffic for 10-15 minutes. This is terrible. I choose to avoid the streetcar because I can never tell how long my return trip will take... it could be 45 minutes for a 2.5 mile trip! A streetcar-only Rose Lane would enable streetcar passengers to move efficiently through the rush-hour traffic. I would be more likely to leave my car at home if these Rose Lanes were in place.

less time for travel.

If the number 6 was more reliable and came more frequently my family could use it more to get downtown and to activities.

If I could get to and from work more quickly it would have such a positive impact on my day including my stress levels and mental health. I desperately want public transit to be my primary mode, but I am so frustrated lately. It sometimes takes me an hour to travel the 3.7 miles between home and work which is ridiculous and makes me not choose transit when I need to reliably get to/from work in a reasonable time.

I would love to take the bus but it stops way too frequently for it to be economical. From downtown to 122nd it's almost an hour, or 25 minutes by car. The travel time would have to decrease significantly to get me to use it. The only way I see that working is by reducing the number of stops and getting the bus to actually drive instead of stopping 47 times before it gets to downtown.

Not much but something needs to be done

Five days a week I commute on TriMet from my house off 77th/Foster to Beaverton Central. I leave early enough in the morning - that the commute is doable, but coming home it's a different story. Most days it takes me over two hours to get home due to the traffic congestion faced by the #14 bus. Personally, I'm hoping this project will lessen my evening commute on the #14 line.

I live one block from Sandy Blvd. We already have congestion, frequent diversion of traffic onto neighborhood streets, traffic impact on pedestrian safety, and diversion of traffic onto bike arterials. I am concerned that these will only worsen.

I would take the bus even more if I knew it would be just as fast as driving. Even as a passionate supporter of transportation, I do use my car in a pinch when the travel time via bus is twice as long or more than driving.

I want people of lower incomes to benefit as much if not more than wealthier people

less wait times

It will likely make it more obvious which lanes are for transit only and which lane I should avoid while driving. Should reduce confusion of the drivers around me and make the road more safe overall.

more frequent and reliable buses when I use them.

As a regular rider on lines 9, 17, 19, 70, and 75, all of which would benefit from the Rose Lane Project, I would be able to use TriMet to get around town faster and more reliably. It would definitely lead me to increase the number of trips I take on TriMet vs. the number of trips I take in my car.

It would improve travel times and reliability for me on line 15! I hope the Belmont plan comes to pass!

It will hopefully increase bus frequency and make transit a more attractive travel option that is more time competitive with driving a car. If Portland does this correctly, walking and biking can be made safer at the same time with the use of curb bulbs, loading islands, and queue jumps for buses, bikes, and people walking.
It would slow down traffic and make it harder to commute.
It would most likely make any trips into or out of Portland take longer. As it is I only drive into to Portland to work. Otherwise I avoid it.
climate crisis affects all of us, more and better transit (which includes non-diesel buses -please tell TriMet that) improves quality of life. C-Tran buses are cleaner than TM's. I've seen NYC's 14th Avenue transformation and am impressed
reducing vmt benefits everyone
I travel this area weekly and I see the changes could help, however, the City is not listening to the people and I do not know why we answer these surveys.
It would make my commute on the 44 bus faster - no more waiting behind SOV cars to get up the hill into Hillsdale!
I live on Vancouver and would very much like for the bus to not be stuck in traffic. This would greatly affect my teen daughter's commute to her school.
Very littel impact. I have good access to TriMet's Orange Line
not much
As a daily cycle commuter I continue to support and advocated for PBOT's focus on public transit and not personal autos. Rose Lane is not just a catchy name, but a progressive move forward to focus on solutions that benefit transit riders first and foremost. Rose Lane personally affects me by reducing the lane shuffling by those driving personal vehicles. During heavy traffic times single passenger cars frequently duck into and out of lanes in effort to speed up. This behavior is not only shown to slow traffic overall, but it creates opportunity for a lot of bad interactions between cyclists and drivers. Many of the proposed Rose Lane corridors will reduce passenger cars to a single lane thus reducing this behavior.
I am already noticing that the 35 at the Rose Quarter TC is much more reliable as a result of the re-striping on NW Everett. I'm excited that more transit riders can experience increased reliability. Beyond my own commute, the City and all of its citizens will greatly benefit from promoting - in bright red paint - that it is prioritizing bus transit, increasing ridership as a result, and therefore lessening the strain on our entire transportation network.
I would be a lot more worried about my family member who bikes to/from work.
I like clear rules, and car drivers seem to respect Rose Lanes far more than they do lanes that simply have the "Bus Only" label. That's helpful when I'm cycling.
travel time and bus ridership level to even out between leader follower
I take the 19 Woodstock and transfer to the streetcar for my commute, so there won't be much affect for me, aside from some spot locations. The real bear for the 19 is the Ross Island Bridge approach, which may someday get some attention? Ideally it would go across the Tillicum.
More reliable access to downtown. Could possibly get rid of my car. Would love to reduce the number of vehicles overall for air quality. Ahem, electric busses please.
Improve my commute time

Increasing transit frequency (buses) and more reliable travel times make the choice to drive or transit much easier. My wife currently has a 10 min driving commute on MLK, and wants to take the bus. But due to large scheduled headways (10 mins+) and unreliable service, her wait time alone is often 2x longer than total drive time. She will not take transit until that is remedied (we are coming from a large east coast city where headways were substantially shorter, 4 mins in many cases). MLK bus headways should be max 5-6 mins during rush hour given the significance of the arterial.
I use the 20 almost every day and it would help decrease my time spent commuting.
Helps move us toward our climate goals--couldn't be more important!
It would allow me to save money on uber, if the bus was more frequent it makes waiting at bus stops less unsafe. The harassment I get while waiting for bus makes taking the bus intolerable. (men honking at me, passerbys making comments, men waiting for the same bus... it's awful..)
I ride the #6 every day both ways - The Rose Lane Project will hopefully deliver more consistent arrival times and cause less traffic on MLK (I drive at times too)
It would make a more reliable commute when determining times to get to specific spots in the city.
Removing considerable amount of parking from our small business
I anticipate an enormous increase in side-street traffic, on top of what I've already experienced as a result of the constriction of SE Division St and the automobile diversions on SE Clinton and SE Lincoln. By pushing through traffic onto neighborhood streets, you have made my life noisier, more polluted and less safe--all without actually improving traffic flow for anybody. You are ruining my quality of life, and making it much harder for me to feel proud about my city.
The bus lines down mlk , sandy , and ne 82nd ave are closest to me. These streets seem like great candidates for rose lanes, and I believe transit times will improve and pollution will decrease.
It would make transporting my young children to childcare more time-consuming
I both take transit and drive. I might see both benefits and negative impacts. I would like to see transit have a faster trip to downtown to make driving less of an option, but driving should still be a viable choice with the project for days when I have to go outside downtown.
I love public transit but it takes way too long on this city (e.g. takes me a full hour to go 6 miles from Peninsula Park to SE; takes 1 hour 20 minutes to get to my physical therapist in Beaverton compared to 20 minutes by car). Transit will never be able to compete with the private car as long as we require people to spend three or four times longer than it would take in the car.
Better options for my commute
I'd be very happy to see our streets covered in red paint. I'd enjoy using transit more than I already do.
it would significantly increase my commute
Better bus travel and more bike options
Hopefully speed up my bus commute
I take the bus daily and know that transit priority lanes and signals would significantly reduce my commute times and bus reliability. If combined with more frequent bus service, Trimet would be poised to become a much more attractive transit option for everyone.
I would travel more places with my sister who cannot drive or bike if buses moved better through city.

<p>It would significantly increase my commute time and make me even more resistant to supporting public transit measures in the future. I wish the city would be reasonable about the impacts to cars and focus on making public transit safer. As it stands now, I'm too fearful of the crime, needles, open drug use, and tent encampments around and on our public transit. I was once a very frequent Max and Streetcar rider but things have gotten so bad I'm doubtful I'll ever ride again. Biking is also incredibly unsafe and miserable in the rain so will never be an option.</p>
<p>Increased congestion in adjacent neighborhood streets</p>
<p>Decreasing travel lanes for commercial/private automobiles will compound traffic issues across the board. I am for dedicated bus lanes but removing overall throughput is short sighted. We need to replace street parking with BRT lanes instead of removing total throughput.</p>
<p>I'm not concerned about the trade offs. Take the lanes and free the buses! Rose Lanes would make my life better by providing faster travel times.</p>
<p>It would make it more likely that I would utilize the bus over spending money on a ride share. It would also expand the areas I am willing to travel to. I don't have a car and no longer drive. I use my bike sometimes.</p>
<p>It will help me get more frequent transit.</p>
<p>Will likely create additional auto traffic congestion and reduce street parking availability. As I am retired, it will create a nuisance for me. This project will only benefit those commuting to work close in.</p>
<p>Improve transit I use.</p>
<p>It would speed up my commute times to and from work.</p>
<p>I am extremely concerned about the affect on our small business, a craft brewery. We have no onsite parking at all. Like not even a driveway to load and unload raw materials. By placing a Rose directly in front of our building, it potentially will complicate our production flow and impact the loading and unloading of our kegs. Not only that but it will complicate an already frustrating parking situation. The reality is that as much as we want people to take the bus, many, many people will continue to not do so. Taking away the little parking we have, could be devastating to us given the strip of Burnside we are on has very few other businesses to walk to.</p>
<p>I would be more likely to take transit. And it would improve my pride of place - this is one step Portland can take to work back toward being a leader in sustainable transportation.</p>
<p>Don't know</p>
<p>I commute daily on the #12 between NE Portland and Tigard, and could save significant time, especially on the PM commute if the projects on SW 4th, Burnside and Sandy are implemented. I'm so excited!</p>
<p>Currently as a bus rider I get frustrated with my large bus getting stuck at intersections due to so many cars clogging up lanes at particular bottlenecks. Other than getting me to and from work faster, allowing me more time with my family and more pay, this also shows to me that Portland sees bus riders as valuable people who are worthy of priority over those who choose to drive and pollute. Even as a symbolic gesture, it is a huge gesture that shows this city care about me, my time, and my safety.</p>
<p>I live and commute on the Hawthorne Blvd corridor, and have been hoping for some sort of road diet/right of way reconfiguration for a long time. Right now, it takes just a little longer to get to my office via transit than by driving, and I often find myself opting to drive. However, if transit became the faster option, I would be more likely to ride the bus.</p>
<p>Unless the 99, 70 or 35 or the orange line is impacted, it will not affect me.</p>
<p>Dedicated bus lanes will likely increase my ridership if it decreases the time it takes to be on transit</p>

I would use the bus more often if it worked better. I would enjoy the city more and feel safer biking with my kids if fewer people drove.
It would increase my and my partner's travel by car. I would not take the bus much more than I do now because the bus stops are not near enough to my home. I'd rather bike or drive my car. My partner needs to drive because he works at a school construction site that does not have public transit options and he carries a large number of heavy tools back and forth.
Not much as my transit trips are relatively short and on frequent service routes.
Prioritizing bus movement would increase the likelihood of me choosing transit for regular commutes.
Things move slowly enough, and are already congested enough. This won't make it better, it will make it worse!
I am extremely concerned about the potential impacts to bicycle infrastructure. Any changes to roadway designs need to consider bicycle traffic. Separate roadway space should be provided for bikes and buses and designs should minimize conflicts at bus stops.
As a rideshare driver, this would make the already overwhelming traffic worse. Every single street I drive on, I am sitting behind a bus, with multiple cars in front and behind me, this completely blocks traffic as it is and this plan sounds like it would not benefit car and truck traffic at all. Semi truck should have specific routes they have to follow, and large semi truck should not be allowed in congested areas at all; large loads should be processed outside of metropolitan areas, and products should be loaded onto smaller trucks for final delivery. Also, why does the city of por5refuse to consider underground solutions, many cities have subways and underground expressways through much more difficult terrain, and underwater. We just don't have enough space to continue crowding more people in. Many trades people have to drive their vehicles to bring tools, supplies with them, so the idea that you should prioritize public transportation is not 100% realistic. As well, developers should be taxed for road degradation and the money should go to repair our incredibly deteriorated roads! Many developers probably don't even visit the city they are developing, they might just click a mouse and commence building, never even realizing the impact of so much constru4traffic on the roads.
I have three little kid. One has asthma. They will go to school in inner NE and cars are the biggest danger to their life and health. Anything to reduce single occupancy vehicle usage AND emissions is good. I walk or take the bus every day and would take it more often if it were more frequent and reliable.
As a daily transit user, prioritizing bus movement through the central city will speed up my commute saving me time. Less time commuting equals more quality moments in life.
I would stop driving. I currently rarely take the bus because I regularly experience 30+ minute delays due to downtown congestion standing in the cold at the bus stop while my two kids are melting down. A fully implemented bus lane network would be the single best improvement to my quality of life I can think of.
I live in an area that is highly impacted by visitor traffic. Most people come to the area for dinner. I don't see these people using public transit to make this trip. Small businesses in the area will be affected as most people want to visit many locations and not just one area of town. Others needing to use roads for work, kid trips or medical appointments will be impacted with less roads to navigate on. The city can't keep taking without giving more in return.
I take the bus when the weather's rough for biking, or if I'm on foot and don't want to drive. Because I cycle a lot I'm constantly navigating heavy traffic. Anything to lessen it is very, very good for me.
Would help me get around town faster and make me more likely to take the bus on a regular basis.
It would probably make my trips by transit faster.

some improvements would tangibly improve my experience riding transit.
Should help with delays during peak hours getting to and from downtown.
I take the bus regularly and notice certain routes (the 2 and 14 especially) can be really delayed. I think the recent changes downtown are likely to have helped those lines but still find these to be fairly inconsistent. I live in inner SE and am not sure how much of an impact this will have on other areas, and how much the different street designs and traffic patterns will result in benefit to underserved communities. I based my responses to this survey on my personal transit experiences rather than fully understanding the city context. I believe the pilot project approach is wise so that we can ensure prioritization for full improvements to maximize equitable access and reduced travel times for those with the longest commutes.
It would highly impact my daily activities as a disabled person who needs safe, reliable and comfortable transportation. Trimet has never and will never afford that for me. I've sustained injuries riding Trimet. Now that I'm disabled, it is not convenient for me and would increase my commute time by 4 hours.
It would make it possible for me to take transit to drop my daughters off at school instead of driving, and it might make it feasible for me to take transit to work (currently takes twice as long as driving/biking).
If it works the way planned it will improve transit times and reduce travel time
I hope it will make it easier to ride the bus
With the exception of the Holgate viaduct and the area around Milwaukie/Powell/11th/12th rail crossing, it mostly won't. Even for my daily transit commuting high school student, it mostly won't because they do not travel to/through downtown.
It might speed my commute and affect my recommendation to others as to which mode to use.
I don't understand why any Rose Lanes that are bus only, not bus + bike, are being installed. Biking is even more environmentally friendly than transit, and is lower cost. Not everyone can bike, but we want to encourage those who can to do so. If someday we actually have enough bike traffic to slow down buses then maybe we reconsider, but that will be a very good problem to have. In the meantime, please make sure rose lanes like NW Everett allow bikes as well.
I live close to the 6 bus and would love to have it sail past solo drivers in cars that are clogging up the streets. I think we need to do everything we can to make choosing the bus the easiest and most obvious choice. I believe this project is one step in that direction.
More reliable and faster transit would help reduce the reliance on private motor vehicle, thus mitigating climate change emissions and congestion, and improving safety.
It would make an already difficult city to navigate, an even more difficult and slow city to navigate.
The reduction of car lanes would likely make things safer for me as a pedestrian.
Would improve travel times on Hawthorne into downtown.
This would help me get around the city on a daily basis, and is a crucial first step to prioritizing public transit over private motor vehicles - which Portland must do if the city is serious about climate change mitigation. This type of project gives me more faith in PBOT. I enthusiastically support the Rose Lane Project.
Overwhelmingly positive for myself and my family.
Only improvements, I don't generally drive.
Better trip times and a more reliable commute
It would help me get my child to and from daycare in time to for us to spend more time together as a family in the evening.

Probably not much.
I rely on the bicycle for most travel in town. The Rose Lane project would make transit a more attractive alternative for when I am tired or there is poor weather. My wife and children, who ride transit more often, would benefit from the improvements.
My students won't be late to school because their bus won't be late.
I will be much more likely to commute by bus when conditions are unsafe to bike when the bus is speedy and dependable. I will also be much more likely to use the bus for non-commute trips.
I travel from SE to NW daily and this route is continuously under some sort of road work or closure as it is. this project will 1: not cost what you all are saying it will and 2: will cause considerably more trouble on the roads. these measures are aimed at forcing people off the road and it is blindingly obvious.
As it stands, I can't use the #20 bus to get to work in the morning because it consistently arrives upwards of 10-15 minutes late, frequently with a second #20 bus immediately behind it. If it had a dedicated lane and wasn't constantly fighting downtown gridlock traffic, I would actually be able to commute to work via public transit and that would be wonderful.
I'm concerned of the impacts to the bicycle lanes and facilities on N Vancouver and N Williams. For those of us who have advocated for bicycle facilities in this corridor through many fraught public engagements, any degradation of these facilities will not be looked upon kindly. The whole point of moving to the left side was to avoid "bus dancing". If the facility becomes shared between busses and bikes, you'll return to the time of folks passing the bus in the motor vehicle travel lane. Please do not consider that approach.
As a daily TriMet commuter, the Rose Lane Project would make my commute quicker and more reliable. I am particularly looking forward to a bus-only lane on the Burnside Bridge, as I often take the 20 during rush hour and it can be very frustrating when the bus sits in traffic among all the cars, even though people riding the bus are making the more traffic-friendly and sustainable choice.
I live near the Tacoma Rose Lane. We would have reduced parking in the neighborhood, but that is a small price to pay for increased transit access
The Rose Lane project would greatly improve my commute and my trip to drop off and pick up my toddler at daycare. I often spend 20 minutes stuck in traffic to go three blocks on Couch on the 20 in the morning, or inching along on the 15 eastbound in the evening. The reliability and speed increases would likely save me 30 minutes per day. That is just a really massive improvement in any given year.
I am dependent on transit and biking/walking, and would love to be able to confidently trust in a public transportation system that is reliable, frequent, and efficient (faster than driving). My travel is always impacted negatively by people driving cars--we need to switch our city priorities so that they align with moving people first and not increasing flow or parking for privately owned vehicles or ride-hailing. It's time for Portland to realize that this is a large metro area and destination, and we've been catering to drivers for too long. We need public infrastructure city-wide in every neighborhood that supports access to housing and jobs, allows economic growth through equitable access, and walks the talk of safety and climate resiliency.
Hopefully it would make getting around the city faster and easier.
Please consider public safety on transit first. It is at a crisis point. I am often now afraid to walk and wait at transit stops by myself due to threatening interactions.
It might improve travel time for some bus rides that I take

I would be able to work downtown again; currently the delays West->East over Burnside and Morrison bridges mean I do not wish to work downtown, primarily because of unreliability of travel times over the bridges/buses that stack in traffic.
it wont buses are dirty and overcrowded, I don't like standing like a sardine to ride the max, it seems like nobody washes anything. I will continue to avoid mass transit, bikes are unsafe on the road and shouldn't be allowed on any street with traffic speeds over 20, I have no interest in being run over.
I would be much more likely to choose public transit if it was not stuck in traffic.
The Sandy Rte has often taken me 90 minutes to go from downtown to NE 75th Ave in the evenings, sometimes as many as 4 nights a week - a trip of only 7 miles. I stopped taking the bus 3 years ago and drive to Laurelhurst, parking the the neighborhood and taking the MAX from Hollywood. The Sandy buses are always crowded, take forever to drop off and pick up passengeres, the stops are too close together which causes much longer travel times, and are often stacked up with 3 buses right behind each other and are generally a miserable experience.
If successful, it would make me want to ride the bus more often. I try to bike as often as possible, but in conditions where that doesn't feel safe I would like to take the bus more. However, I've found evening bus service so unreliable that I end up driving my personal vehicle instead. If that were to change I'd use the bus system significantly more often.
It wouldn't. My neighborhood is barely serviced by TriMet and the Roselanes would not provided any benefit
Not worried
The slowness of busses is why I choose to not ride them. This project will directly result in me taking the bus more frequently and driving less.
Line 99 is such a fast ride when I can catch around 6 a.m., but during peak hours we sit onTacoma Street for almost an hour. It's maddening to not move and inch for 10 minutes at a time. Sellwood is growing fast, but Line 99 also serves people in Milwaukie and Clackamas County who can't afford to live in Portland. Also, lots of OHSU students and employees ride it.
I am super pumped about more frequent, more reliable transit
It would make it easier for me to bus to downtown on either Division or Powell. It may also make it easier to bus from my home near Powell to the max line to the airport.
It will make getting around the city a nightmare. It will increase congestion by removing arterials, and return us to the days of smog alerts and fines by the Federal Government due to increased vehicle use in the suburbs. It will kill retail in the downtown/inner core and incentivise relocation of jobs to the suburbs. It is a phenomenally terrible initiative.
It will reduce my access to a resource that I have been funding, and I'm really not happy about it.
Additional cut-thru traffic on side streets to avoid auto congestion will make riding bicycle on greenways more dangerous.
if buses become a better/faster choice that personal car or at least equivalent that would make me take it more often.

It will further discourage me from owning my home within the city limits and contributing my expertise and education to work in a city that does not respect anyone who doesn't live on the same side of the river as their workplace. I have to cross a downtown bridge, either by car or bus, everyday for work and again on evenings or weekends when I spend my entertainment dollars. I sat in traffic stuck on the Hawthorne feeder on-ramp for 1 hour and 50 minutes because there was a rose lane being installed and painted during the morning rush hour, without any prior warning or communication - even though my place of business is only about 100 yards from this intersection, with no traffic signage, detour, or flagging assistance. I've seen what these will do to working citizen traffic first hand and I'm disgusted by the implication that this will improve travel time for any mode of transportation in this city.

If ODOT will get on board with the Powell portion of the project, it would significantly reduce my commute time to work when I choose to take the bus.

Doesn't look like it would at this point since all the focus is in the white rich city core and not creating a solid fast option or alternative transportation opportunities for those of us y'all forgotten about.

Although the 99 has potential to cut my commute time by 20 minutes or more, I never take it because it's always stuck in heavy traffic when I need to go to OHSU (via the tram). Instead, I take the Orange Line or 70. If the 99 could bypass traffic on Tacoma, many more people would likely take it as many OHSU employees live in Sellwood.

I would take 14 more if not stuck in traffic. But no room for restricted lane (no room for buses in a lane now. Excited to see possible solutions

It might make my commute by 19 bus a bit shorter which would be nice.

I'd rather take the bus. I also work until after the bus stops running. People are moving here in droves. Even if more people take public transit, without a plan to move non mass transit at a better clip, install covered bus shelters for the 9 months of rain and make all bus routes run more frequently and later I fail to see the investment strategy.

It would make my commute to work slightly faster.

Speed up my bus trips. Hopefully increase congestion for cars so that driving will be the more difficult choice.

I would use transit more often.

Reduce 99 Bus delays on SE Tacoma.

make bus 99 more viable and make more bus service across Sellwood Bridge more feasible. Reducing Sellwood neighborhood cut through traffic getting to and from Sellwood Bridge should be prioritized if this is implemented.

Overall traffic safety improvements. I'm primarily a bike rider and find that the dedicated bus lanes that have already been implemented have made my commutes feel much safer. It would also help me during times when I do need to take the bus in reducing commute time.

Driving to work is only 22 to 30 mins. On the bus it's a 10min bike or drive to the transit center, a 40 min bus ride, and a 5min walk. After work, my 8 bus from OHSU to downtown is stuck behind SOV traffic approaching the i405 on ramp. Making the right most lane bus only where northbound terwilliger branches out would make it soooo much better. Making Harrison outer lanes bus bike only would make it better to bus and bike. Making the 12's route on the East side of Portland have bus only lanes will also speed up the entire 12 (I'm in tigard to ohsu for work). Where Barbur forks to Barbur and Naito, the outer northbound lane is never use. Please make it bus only. It will make biking better too. I don't bike on Hawthorne but I have friends there. I don't like driving downtown or close in E but it's still faster than transit which is a bummer. Please improve that too

It's a waste of tax dollars! Fix i-5 first.

Money taxing
I would be able to get around town, to and from work, much more efficiently. Less worrying about way to avoid getting stuck in traffic.
I am what you would consider "low income" and have to drive to work because I can't afford to live near my job and transit from where I live in Oregon City (with my 3 roommates) to my work in Portland is not adequate, even with this project. That being said, increasing congestion levels by implementing these lanes will negatively affect my commute and waste more of my time. Additionally, forcing cars to sit in more traffic will create more pollution that if cars were to flow freely. Doing anything that will cause more cars to sit in traffic is negative to my health and the environment. I know people want to think that forcing cars to sit in traffic will help climate change, but this just isn't true. Cars create more emissions when they idle.
The Rose Land Project would enable me to get to where I want to go via Transit faster and more reliably. Increased transit capacity is crucial for the City of Portland to grow sustainably given the city's growing population. Additionally, the Rose Lanes will help reduce greenhouse emissions, which is a major cause of the climate crisis we face. If Portland wants to continue to lead in measures of environmental sustainability and high quality of life indicators, the Rose Lane project is a necessary component. If anything, this project should have occurred several years ago.
Increasing the timeliness of the buses crossing the hawthorn bridge into SW would help me catch my next bus. Too many times I've been delayed on going SW and miss my connection by 30 sections/1 minutes. I may also start taking a more direct route home if congestion is addressed going north from Grand and Hawthorn. At the moment it's more time effective for me to take a longer route.
It would make my commute much easier, faster, and more reliable on the 75 bus.
Make riding the bus a much better option for me versus biking.
It seems like the Hawthorne portion of the project would potentially decrease my work commute, which would make me more likely to use the bus.
I hope that the 12 will become reliable enough that I can use it weekday evenings again. At this point I have switched from using the 12 to taking the 71 to the max because you just can't count on the 12 coming reasonably on time.
If bus and train connections were more reliable I would drive less. I would like that a lot.
I take the 14, the 15, and the 75 frequently. During rush hour, the 14 and 15 are often stuck in traffic behind single occupancy vehicles — 40 people in a bus are delayed for a couple of people in huge, greenhouse gas emitting cars. It's insane and I'm glad that PBOT is trying some new ideas out.
I live three blocks from the East end of the Burnside route. I currently bike on Burnside west to commute downtown. Now I ride in the door zone for a mile until the Ankeny/Couch Greenway, when the Rose Lane is installed I would only be concerned with buses/right turns. Assuming bikes can use the bus lane. If bike can not use the bus lane then I ABSOLUTELY AGAINST. At 44 feet curb to curb there is not room on East Burnside for protected bike facilities and a Rose Lane, so it would need to be a shared lane or don't do it.
It would make our government be responsive to the needs of our community. I'm glad it would make the bus fast too.
I will make my commute faster and more reliable!
Living car-free for the past decade has improved my life but the quality of bus service has not improved in kind. More reliable and frequent buses, please!

<p>Wouldn't much. I might better connections to friends' places and neighborhood restaurants/bars. The 9 is unaffected and the 2 is getting its own upgrades. I saw y'all marked the 2 down for rose lanes until way out east though (for vision, not pilot). Does that mean no parking on division? Or it becomes one way? I just can't really picture how 2 lanes of parking and 2 lanes of car traffic (from like 50th in toward river) accommodates 2 bus lanes. Curious about that.</p>
<p>I think the Rose Lane project would affect my personal transportation very little. I think the improvements to the Rose Quarter / Steel Bridge area is the only one that would directly affect my bus route (35), and there are other bottlenecks on that route. Regardless, overall the Rose Lane Project will affect my life in a very positive way! This work is desperately needed and cannot happen soon enough. Thank you for putting this plan together and for putting forth timelines that are surprisingly quick! (Aka no 3 year studies).</p>
<p>It would make it much faster for me to get around the city. The pilot locations are on transit corridors I use regularly.</p>
<p>It would make daily trips on the 77 significantly faster.</p>
<p>It could mean the difference between driving/biking across town or taking the bus. I want to take the bus more but it's often difficult given how slow it is.</p>
<p>More viable option for bad biking weather. Shorter commute time for my wife. Potentially safer biking if it limits interaction with nonprofessional drivers and slows down personal vehicle traffic.</p>
<p>It would make air better to breath and move more people around more effectively.</p>
<p>I may need to slightly alter my bike route home.</p>
<p>Faster service, and a step toward a more sustainable future for our transportation modes and infrastructure.</p>
<p>I suspect it would decrease my commute time marginally when I take the bus, which is great. I'm not sure what affect it would have when I decide to commute via bike, since it's unclear what exactly you have planned for NE Sandy, which is where I bike. But honestly, it can't get much worse, so hey, ヽ(ツ)_/^-.</p>
<p>My and my husband's 5 mile commute to downtown would shorten significantly on the bus closest to our house (#12). Bus is about twice the time to drive. Late at night with no traffic drive is 14 minutes, bus (with walking) is 38. Coming home during rush hour is 25-35 minutes driving, 55-70 on bus. We have two young children and commute time figured significantly into my decision to reduce my work schedule to part time, impacting our family earnings and long term savings.</p>
<p>This would make my life much better! Please, please move forward with this as rapidly as possible.</p>
<p>Line 6 has become close to useless for me during rush hour. Happy to see that!</p>
<p>By decreasing wait time in traffic I would consider riding transit more often than riding in my single occupancy car.</p>
<p>You're neglecting my part of town, so it won't. I'll continue to drive for my daily commute unless you make significant changes to service in East Portland.</p>
<p>I hope it allows for fewer cars meaning safer bicycle travel and more people taking transit meaning less pollution</p>
<p>as a salesperson i'm dependent upon my car on a regular basis, i'm concerned that overall traffic will slow down for auto users. Please remove streetside parking and reclaim that space before reducing overall lanes of auto traffic.</p>

It would make traveling to a recurring medical appointment on NE 72nd and Sandy after work downtown faster and more reliable (I'm always doing mental math about how many minutes my appointment is costing me and whether taking a Lyft would be a cheaper opportunity cost than being late on the bus by X minutes). It may also come with some safer bike infrastructure on more direct routes, which would be greatly appreciated.
It would make my commute so much faster and reliable!
quicker commute on bus into/out of downtown for commute during rush hour
I would be much more likely to take transit if transit times decreased. I also would benefit from better air quality that will result from better transit.
It would make it easier to live without a car in portland
I think it'd encourage me to use transit more often.
First and foremost it would allow me to get to and from work in a much more timely and reliable manner. As someone who also commutes by bike, getting more people out of cars and onto buses will make me feel safer on a bike. I often use the bus for recreation and shopping on weekends and anything that increases frequency on weekends, if this does that, will also be a huge benefit of convenience.
Might make me more likely to start taking the bus a bit more regularly again instead of walking to work (which is a bit faster)
Would make daycare and school pickups with my kids easier. I could get home earlier during PM peak.
It would help me get around more reliably. I hate driving and want better alternatives.
I would take transit more if bus lanes were more prevalent because the bus would be more reliable.
Mostly bike, so bike improvements would be nice. I sometimes take the bus and some of the slow spots are on the list so would improve that. NE Couch west bound in the morning is such a drag on a bus, speeding that up would be nice.
Make it much easier to get out of downtown at rush hour.
Reliable transport to/from work and school
It would make me more likely to consider transit if the bus was more likely to be on time and efficient. I tend to walk or bike, but when that's not possible (for example, right now I'm injured and need to take the bus more often than usual) I'm constantly disappointed in Trimet's performance. I want to know the bus will be there for me when I need it and to not have to dread the experience.
It will likely improve my daily commute
I bike to work and generally only drive during weekends or after rush hour. It might positively affect me if I can use the bus lanes as a bike. Even if that's not an option, fewer cars attempting to cross my path to park would be a relief.
I think it will make the bus lines I take more reliable, and will get people in my circle talking about how much more convenient it's become to take the bus.
Not a lot, actually, because I live and work on the streetcar line. But I think it's a great idea.
Overall, a ton of positive benefit. I recently road in the rose lane eastbound on the Burnside bridge and it was fantastic. Want that expanded everywhere.
It's like a dream come true. I've been advocating for Bus only Lanes for like 4 years. It will support reductions in GHG emissions.

I don't own a car. As such, there are parts of the city I never really go. Faster travel times would enable me to see more of my city! Oh and also the Hawthorne/Belmont improvements would directly benefit my commute.
It would increase congestion in my neighborhood, reducing my quality of life and increasing my commute times.
I use the bus so I'd benefit from improved transit times and I support bus-only lanes. The less cars on the road the better.
It would restore 99 bus as a viable commuting option
The idiots who sit in their down town cubicles continue to let people in east county down. There is zero chance I would be likely to take the damn bus if I have a family and need to be a bazillion places all at the same time. What this will do is create more havoc in the box of fun variables that the city has created, a few but not all, road diets, car sharing, escooters, and piss poor policing efforts as it pertains to traffic.
Transit would be a more viable commute option during rush hour.
Just getting to where I need to faster would make me more likely to use the bus and more appreciative of the Trimet system.
Would be more likely to take the bus if I could get places faster
Would take the Holgate bus more, save time commuting.
It would improve my daily commute and errand running. I would take the bus more often. I would be able to convince my friends and family to take transit more often. It would improve congestion and encourage transit use across the city. Quite frankly, this proposal absolutely rules.
It would make my commute more reliable. I often take the 6 or the 15 from the east side to downtown, where I catch the 8. The 8 can be slow and unreliable, and outside of rush hour not necessarily frequent-- being able to plan a trip to make that connection rather than being uncertain about having a long transfer or a short transfer would be great. I also use the busses to get around town a lot, and look forward to an increase in dedication.
My commutes by bus would be substantially more predictable. As it is I can't say whether my trip home will be 25 minutes or 45. While I'm certain a lot has to do with the general slowness of the 8 up to Marquam Hill, having reliable crosstown busses would make it easier to plan trips that make quick connections.
Minor improvement only for my community until the city takes control of transit and safety along SE 82nd and SE Powell.
more transit riders should reduce traffic--somewhat--and hopefully get car drivers to relax a bit and not drive so dangerously
It would greatly expand the area that I am capable of traveling on a regular day!
It would make streets in my neighborhood and where I work safer by removing car travel lanes. It would mean I would consider taking the bus more often. It would improve air quality.
It doesn't. 25% improvement (6 mins faster) is not enough of a improvement to make a difference in my commute. In order to make traffic like it was in 2005, commute times would need to be reduced by 3/4.
It would make me appreciate public transit even more for Portland.
Make my commute better when I take trimet
Faster and more reliable buses means I have more time with my family. I prefer to take buses over streetcar or max because they feel safer (operator in the space).
It would make my commute trip more reliable and less frustrating.

I would consider taking the bus more often
I would absolutely love it. I take the 4 or 44 to work and they are often stuck behind single occupancy cars. I would love to be able to breeze past them since there are soooooo many more people crammed onto the bus. I would also love it because it would make the bus a more attractive option to more people which would help get cars off the road which would improve congestion and our air quality.
I hope it would speed up travel times for the 15, the 14, the 20, the 12, and many other buses operating on the inner east side that I use. I would hope it would allow for more frequent service on many (or all!) of those lines, and for improved bike and pedestrian facilities for me to use in those areas, both for my daily work commute and for regular errands/patronizing local businesses.
I would feel better knowing that people who ride the bus aren't sitting in traffic. The few times I have had that experience it has been infuriating.
It would decrease the time taken to travel on public transit and also increase reliability. Would further incentivize me to take the bus.
Make it quicker to get around by transit, but possibly increase "cut through" traffic in my neighborhood.
I do a lot of traversing around the city for work, and anything that makes transit faster and more reliable will save me time -- and make transit a better option than calling a Lyft.

Is there anything else you would like to share with the Rose Lane project team?

So I have shared to your reps at PBOT public meetings/ [illegible] - I urge you to do the "dry-runs" first, as this is a bad idea to reduce drive lanes in high traffic arterials.

Please, pay little to no attention to people who value storing property in the ROW more than using streets to move people. There can't be really good transit if we defer to every driver who thinks their rights are being violated. Free parking is not a right. Parking at any price is not a right.

Any delay for cars + trucks will create more congestion + emissions. I may not be possible to build a way out of congestion. However by taking away auto lanes can surely build more into more congestion. The same is true with buses stopping in travel lanes at curb extensions - I compounds congestion. An environmental impact statement needs to be required for each proposed place where traffic lanes would be removed or where buses stop in travel lanes (An objective environmental impact statement + not one that is slanted for a predetermined outcome). As for equity: One bus does as much damage to streets and roads as 1200 cars on 82nd Avenue where Trimet makes 223 daily trips - that equals the same amount of damage to the roadway as 267,600 daily cars - many times the actual number of cars that daily use 82ns Avenue. True equity requires that transit passenger pay for this through increased fares, + pay for the Rose Lane Project in it's entirety!

Please look at areas past E 82nd Ave

When constructing and "Advancing equity and racial justice, think about how, who, what, How can we help those from economic disadvantaged marginalized communities who benefits from this project? What will you put in place to ensure communities of color get the benefits of rose lane project. PBOT needs to argue against trimet's proposed fare hike.

As I told KPTV at the last open house, I'm ecstatic and think the project is long overdue. I also told KOIN, somewhat glibly, I think all of the lines under consideration for treatment should move forward. I recognize that's not practical, however, it was just a quick reaction. I suspect when the TV stations saw my grey (Silver) hair, they thought I might be opposed to the project. For the record, I'm a 35-year resident of Portland, father of three young adults who live in the metro region, and a strong proponent of all forms of public and active transportation. See PNWPhotoWalks.com for bio, etc.

I ride the yellow line 3-4 days a week. Schedule seems to vary daily. Hate that. But I love that it's pretty frequent and provides good access to the couv (where I work) as well as downtown. Different than rose lane issue, but to the positive. Last thing ... out of towners may be baffled by transit and bike lane signage. Photo has to do better w clear signage and protocols.

Please, for the love of Christ, stop trying to nanny state everyone.

Go further. This is a good start but we need to see dedicated transit lines in East Portland and spot treatments in SW Portland with dedicated lanes on Barbur. Allow bikes access to the Rose Lanes where space is tight such as SE Belmont and Holgate. Work with partners at ODOT to rapidly secure Intergovernmental Agreements to allow Rose Lanes on inner Powell, 82nd Ave, and Lombard. Quick action is needed and called for.

Please just make this citywide, no need for a pilot, just do it already!!!!

I am uncomfortable with the idea, but it might work!?

Great project! Full support the focus on equity outcomes.

A big thank you. In order to live up to our values of sustainability and equity, we need to prioritize public transportation in our city!

Do not worry about parking. This is a transit project.
This is something we must do to make transit are preferred option for people like me who drive be use it is currently treated as the preferred option. Also, removing single family zoning so more people can share this infrastructure and people who own homes have options for splitting their homes up so they can stay in place instead of having rising taxes force them to sell.
Love seeing all the red lanes popping up! I'm excited to see how more designated bus lanes improve our traffic congestion.
These changes will not change the people who already drive everyday to work because they have to. It will just make drivers more frustrated and less patient when driving causing only more problems.
I hope this plan is implemented to its fullest with as little concession to cars as possible.
I don't get why you need to have the lane FOREVER. Even carpool lanes on I5 are only enforced certain hours. There's no reason you must have a dedicated lane, say, on NE Broadway at 11pm.
After these, more!
Focus on worst bottleneck locations for transit and aquire ROW if needed to retain safe active transportation facilities and access to transit
Signal priority to keep buses at from cars and reduce conflicts with all other modes.
Consider Westside some time
Please dear god remember the masses of us workers who depend on transit and are too poor for cars and ubers. We need agencies that take robust and full throated action. Signed, A worker, at their grocery store job in NE
Thank you for making this happen. Above all else increase frequency. Along the inner eastside allow bikes and bus to both have access to the Rose Lanes (e.g. Stark, Belmont, and mid-Holgate). I hope to see the project rapidly expanded. Increase access to opportunity within the urban core for residents of East Portland both along 82nd Ave and further east. Transit must be a compelling option if we are to mitigate economic displacement, reach climate goals, and create a more welcoming city.
Get ride share (Uber, Lyft) off the streets and congestion will reduce. The idea of bikes sharing a lane with buses is frightening. Trimet handles it's own accidents (Pdx Police Bureau does not take those reports) There is no transparency for Trimet accidents; driver disciplinary actions; driver safety records. There needs to be an oversight committee for Trimet operators Measures need to be implemented to reduce cut through traffic. This will increase the number of car drivers in a hurry cutting through local streets in unsafe ways. This is extremely dangerous in the dark months and it will be unconscionable to not address.
This is a really great idea, please don't let knee jerk reactions to parking removal block moving forward.
Please do this asap. Ignore the people who wrongly think their car travel will be hurt.
I support most anything to get individual cars off surface streets and off of greenways. Prioritizing non-individual car travel is crucial. Kick cars out of the central city. Expand and speed up public transit options. Become a no-fare city. We're surrounded by increasing and expanding wealth-- tax and harness it to provide equitable services. More bike lanes. More bus lanes. Fewer cars. Let's go.
Thank you for doing this project! When I lived in Seoul, Korea, there was a major transportation change to implement bus-only lanes, and it greatly improved bus reliability and safety.

<p>People who drive everywhere will never willingly give up their "right" to drive and park wherever they want. Even though drivers will complain, it's the city's job to be more farsighted and design the system to be people-centric rather than car-centric.</p>
<p>I hope that the increase speed of the buses also results in a higher frequency in the schedule, since the buses can complete a loop more quickly. Generally, any time there is congestion and buses have to complete with cars, PBOT should move decisively so that buses get to flow freely. It's the epitome of equity, efficiency, and climate stewardship, all in one stroke.</p>
<p>Please don't do this.</p>
<p>Incentivize carless travel. Charge more for parking and dedicate certain streets to foot traffic and public transit.</p>
<p>Drivers will scream at you, but maximising the amount of bus lanes delivered is important to making transit work in Portland.</p>
<p>Make sure to make bike facilities and pedestrian infrastructure more important than traffic delays or parking.. The more inconvenient and expensive it is to drive, the less people will do it. Simple economics. I drive less when it's convenient and quick. I drive more when it's cheaper and more convenient. Make it less convenient for me to drive, please.</p>
<p>Need to implement bus priority lights at intersections to increase benefit of advancing buses and avoiding conflict with all other modes</p>
<p>I would really like to know more about how bicycling routes and bicycling infrastructure might be impacted. We must be careful to not hurt cycling access in the name of transit!</p>
<p>I don't think you should bother to put bike lanes on burnside. Prioritize a bus lane. Bike can use ankeny or Davis/Everett greenways. The main throughstreets should be bus priority .</p>
<p>Please implement this project faster.</p>
<p>If you want people to use transit regularly you have to improve the places where they wait for buses. It is completely miserable to wait for buses in the wind and rain in downtown Portland. Your shelters are the poorest design imaginable- probably deliberately, but they discourage passengers as well as the homeless.</p>
<p>Please don't cave to cars and/or parking.</p>
<p>So this is a BIG concession of a valuable public resource that the City is making to TriMet, and I feel like the City is justified in asking for something in return. Though I'm not sure exactly how to structure the ask, I would love to see the City put some pressure on TriMet to reduce fare enforcement activities, which can't possibly run more contrary to our equity and justice goals.</p>
<p>Please think of the bike lanes and the safety of altering them. It is already scary to ride in this city due to angry cars. It is nerve racking to think about riding even closer to buses in the bus lanes and even more angry drivers because they are experiencing more traffic delays.</p>
<p>I think it's going to be hard to get people out of their cars so changes that create big car traffic delays probably won't be a big benefit to the city overall. But I am all in favor of trying to make it easier for more people to use transit.</p>
<p>"People of color will experience average commute times that are comparable to average commute times for white people." This is a very odd statement. What does race have to do with bus commuting?</p>
<p>I highly support this project, and would like to see it go even further to help reduce single-occupancy vehicle use in the City.</p>

This proposal is a good start, but we need to do more and do it faster. There is a climate emergency and we need to act like it! Transit must be more reliable, frequent, and accessible as soon as possible.
The evaluation process and criteria are not easy to decipher (vague). I predict serious push back from auto drivers and business owners. Also property owners who will lose parking or will have a harder time getting into driveways. Also not enough information is provided about pedestrian infrastructure impacts.
PDX should have express buses running between the transportation centers, such as Chicago and Washington D.C. have. Also, more buses running in general would be better than altering the streets.
There are approximately 4 magnet school on and around E Burnside. Many parents have children in multiple schools (elementary and middle or high school) and it's unrealistic to expect everyone to be able to bike or ride transit to get their kids to and from schools on time. I worry that the impact on the schools and parents in these areas aren't being considered. Additionally - E Burnside and 16th St. is very unsafe already, while also being a Safe Streets path to get across Burnside for students and parents. If there is no light or crosswalk added I am afraid a child, my child, may be hit by a car.
PBOT should work in partnership with ODOT and neighboring cities/counties to use the red lanes interim approval from FHWA to enable consistent design treatment and use region-wide.
Do it, enforce it, and ignore drivers' complaints for 6 months to a year, at which time you analyze the effects.
I would love it if there were enough support for these types of improvements that we could skip the pilot phase and instead make more durable, long-term improvements. It seems like support is provisional every time there is a project that would actually shift modal options towards the City's goals which is why we are constantly using pilots to gain enough traction for bike, bus, and ped improvements. For once going all-in on a project that really moves the needle would be great, I think Council could get behind this in a much more aggressive form and the proposal should reflect that. The only thing controversial about this project is that by not doing these projects we will continue to encourage SOV usage above all else.
It's a great start. I'd love to see a message around 'public streets for public benefit'.
1. Keep an eye on how removing parking would impact small neighborhood businesses. Let's be sensitive to their needs. 2. Keep in mind that close-in congestion points have big impacts on folks who live farther out but must travel through those areas. Make sure the equity considerations are not based solely on where the improvements are made, but look at the larger picture of overall travel time. This includes folks traveling from surrounding communities outside Portland.
Thanks for the work you're doing. I think this is a great project. I also think the idea of pursuing this as a quick-build pilot that can be installed quickly and modified as needed is a great approach.
I would like the City Council to stop being so naive about whether people especially parents can realistically use transit options and where jobs are
I support this
I enjoy the iHop cards in order to pay for the bus.
Thank you for your time and effort to improve access to public transportation.
Is this another palm greasing like the poorly thought out division transit project
Please don't do this. The city is become hard enough to navigate. Lived here for 36 years and this city is becoming a mess.
I'm glad you are doing this.

Thank you! Well done.
Great idea, riding the bus is such a time sucker, often 2X as long to get somewhere! If these lanes cut times, I feel the bus will be more of a viable option than fighting the huge influx into and out of the city. I do think you are dropping the ball on the park and ride issue... how do outer residents GET TO THE BUS LINES? They drive since the stops are so spread out in outer areas. Please recognize this issue!!!!
I really do not understand the "equity" thing. There are people of color that drive as well as white people. Have you done surveys? I mean an actual look see and cataloging the number of the people driving vehicles, number of passengers, their potential ethnicity, approximate age, etc. Also, I see plenty of white people walking, riding bikes, and using Max. Perhaps a study on that as well I really don't get it. The insertion of race into commute times seems way over the top. Also, this seems to be an example of making things so inconvenient for car drivers of all ethnicities that area businesses will suffer a great deal. I foresee the closing of many businesses. Then everyone is going to wonder why the businesses and jobs went away. Ridership decreases and we end up with an expensive infrastructure supporting a lot less than what was intended.
If I were a better person I would make my transportation choices based on public good. I suspect there are not many of those folks around so the only way to get people to give up their SOVs is to make public transportation a) cheaper, and b) faster. Rose Lanes will help deliver folks faster and more reliably but something needs to be done to address fares. Right now it costs me \$5/day to go downtown. I can drive my Prius there for less. I should pay significantly more gas tax and be able to climb on the bus for free. Now that would get me to give up my car!
Please push through and do it as fast as possible!
I absolutely support the prioritization of mass transit over personal automobiles. Keep it up!
This feels like one last way to screw minority communities. The city has already allowed gentrification and predatory rental companies to oust my community. Now this is another slap in the face, but it is to be expected from a city with a historically racist, passive-aggressive, and biased viewpoint. This proposal feels like one more attempt to maintain oppression and white supremacy in this city. Liberal and progressive MY ASS
Do the outer East side first you cowards.
Stop spending money on creating more congestion and fix the roads we have now. All you are doing is putting more traffic in the residential side streets.
The idea is nice...but ultimately traffic congestion will not change.
It seems so odd to think this will improve air quality, when cars will be sitting for longer and longer and polluting more and more. There are many people who travel to the downtown area for work and you're driving out the very people who support the system with taxes, investing in businesses for lunch, shopping, etc!
Embrace equity - go fareless!
This is the West Coast we drive. Unless you plan to have busses run every 3 min as they do in the large cities on the East coast you have a losing project period
I support the goal of making transportation more equitable. However, I think this can better be done by working towards bigger goals, such as no-cost public transit and lowering housing costs so as to minimize gentrification.

I would like to see drastic changes in our transportation system so that pedestrians (#1), public transportation (#2), and bicycles/scooters/etc (#3) are given priority. I'd like to see many more streets be Rose Lanes.

East Portland. Unlike other portions of the city, when you're out waiting for the bus in East Portland, there is no cover from the wind, rain, or sun. No trees, no awnings, no buildings to huddle near, you're just out in the open. More reliable and frequent bus service would help address that. It's these small factors and considerations that seem to get overlooked sometimes.

I hope you will respectfully push through NIMBY resistance to this. Portland needs to demonstrate how bus rapid transit is a solution to traffic. This will help people see--but only if wholeheartedly implemented.

Please present a bigger picture of what we want Portland to look like in terms of transportation. Car dominated travel is a disaster for city living, but other modes will never increase until we admit that we can no longer rely on such inefficient use of space and resources. The message that we can't build new roads is weak and does not acknowledge the real problems that result from car dominance. Be more forward and visionary. People cling to their cars because they can't imagine any other way to get around. It is your job to provide that vision. No one is going to change their behavior if they think the problem is that "other" people move here and make the streets congested. Car dependency is an addiction we as a city have to own up to, but we also have to see how we can quit and still have a good life.

Increase weekend and evening service along with increased commuter hours service. Those of us who can't drive want to engage in our communities on weekends, too, but often stay home instead because transit is too unpredictable outside of peak hours.

I think the idea is good, if it can be worked out. I give Trimet buses the right of way, but many drivers don't. If they did, this might not be necessary.

I cannot believe this ridiculous project is being sold as one of serving the underserved black community and improving the environment. It is too late on both fronts. The "you're not woke if you don't support this project" rhetoric is pretty gross.

Looks good!

Though it is not project, keep pushing congestion pricing of freeways. Use the money to fund transit, specifically north south lines along NE 122nd, 148th, 162nd and 182nd

Why are you avoiding/ignoring Powell Blvd?

Stop the war on cars. Those of us with families that commute to work and school need to drive personal cars. You have ruined vision, Colgate, Belmont, and front ave and created massive traffic jams. you will be remembered as the Robert Moses of portland.

This seems poorly planned.

please continue to pray this beyond the pilot stage and make sure their are voices of commonly underrepresented groups making decisions, not just answering surveys. Decisions need to be made by those that don't commonly have a voice in these matters. I am excited to see the work being done by Office of Community & Civic Life to broaden participation and hope every city agency and bureau does the same.

<p>Concentrate on ability to hybrid commute: drive to "park and ride" and transit from there. If it's easy to get to fast transit, I'd do it. I live outside these areas, and don't exactly buy "improvement in some areas helps transit everywhere". I mean, it's true to some extent, but if I want to go somewhere outside of the "fast bus" zones, the time spent on both ends of the travel will convince me to use a car instead.</p>
<p>Please consider the trade-offs of this project. Portland is a growing city with not enough space on the roads or highways to accommodate this change. Unless the state of Oregon plans to provide companies (including daycare facilities) with incentives to build close to public transportation or to provide their employees with free bus passes to use public transportation this will continually be an issue.</p>
<p>I get the need from a transit perspective however there needs to be a holistic look at traffic impact for those of us who do not have transit as an option.</p>
<p>Pretty convenient that this is a proposal from Trimet. Seems like people are trying to create their own job security in a day where uber and lyft are beating your ridership.</p>
<p>I rode Trimet for 11 years. I believe that Trimet has already been provided with a lot of money and resources, and Trimet has demonstrated that they will squander those resources on transportation that is slow and unreliable, provides inadequate coverage, and quite frankly treats passengers like dirt. Throwing more money and resources at Trimet is not the answer. Instead, the agency should be defunded entirely and replaced with public transportation that actually works.</p>
<p>Please stop acting like we can driving cars more difficult to get rid of them. I am a very liberal person who believes in climate change but these projects just don't work. They make traffic much worse and people still won't get rid of their cars.</p>
<p>This sounds great on paper, but when you get to the actual street level, you are putting pedestrians and bikers more at risk. Also, traffic will cut through into neighborhoods and will continue to endanger us there as well. There are currently NO SIDEWALKS in some of the Rose Lane areas. This is just an accident waiting to happen!</p>
<p>Again, I think there needs to be more campaign and training around mutual respect so that we can yield to buses but not be put in compromising position when a bus is pulling out.</p>
<p>dumbest idea ever</p>
<p>STOP. This is not a good idea. It will be a traffic nightmare. Our other infrastructures cannot handle/do not have the capacity to manage the overflow this will cause. Spend time improving our current bridges first. PLEASE.</p>
<p>Seems like a justification to spend more tax dollars on a someones pet project instead of fixing our existing roads to make them easier and more fluid to travel on which would reduce emissions. Also a project that in 10 years will get dumped.</p>
<p>Do NOT do it please!!!!!!!!!!!!!!!!!!!!!!</p>

Another waste of money --- I will not vote to give another red (rose) cent to this city ---- bike lanes, re configuring streets which have made things worse not better and removing parking. You state that mass transit will be more frequent and will eliminate greenhouse effects? Really? seems like more buses running more frequently will cause more pollution. This is another waste of money --- don't force us to take public transport ---- it is not sustainable nor is it feasible for those who need their cars to get to work, use their cars during their work, run errands, go to appointments, and go shopping. You will also impact small businesses with no parking... In one day I work two jobs, go to appointments and run errands as well as carry items I need for my job in my car --- that's efficiency. If I had to take public transport, I would only be able to do one thing per day -- that's inefficiency to the highest degree. This is a city that is composed of not just young people who like to ride their bikes in rain, sleet and snow but also those of us who are past being able to ride bikes or those ridiculous e-scooters, and walk miles to work. Understand that not everyone in the city of Portland is young ---some of us are much older with physical limitations --- walking with several bags of heavy groceries for twenty minutes in the rain, sleet and snow is not feasible. So far the city's message to the public is is get rid of cars and get rid of elderly citizens. That's shameful. Planning for equitable transportation is not concentrating on the young able bodied individuals who only have one job and carry a small purse with them to work. This is the wrong picture -- the jobs I have, I have a lot of stuff I also need with me for my job --- impossible to do that taking public transport. You state equitable access -- really? How equitable is it when you only plan for the young able-bodied who can ride bikes or e-scooters? How equitable is it when you don't consider the fact that some of us, in order to make ends meet, have more than one job? I have four part-time job. Not because I want to, but because I need to keep the lights on in my house. I dream of one full-time job that covers my mortgage, property taxes, rising cost of utilities and food. Stop hiding behind the mask of providing equitable transportation --- you are actually trying to drum up business for the inefficient and mismanaged TriMet system --- which by the way is subsidized by taxes --- I know, I have to pay them each year even when I don't use their services. This plan is not equitable, definitely not equity minded, definitely WILL NOT decrease greenhouse effects, or provide safety. It will however, increase profits for a mismanaged, poorly run Trimet system, increase congestion, provide unsafe side streets, decrease parking available for small businesses and hence patronage of small businesses, increase property taxes, be a severe waste of money, and increase accidents -- pedestrian, car and bike. Rather spend the money on upgrading the cost of the Burnside Bridge so car registration fees do not go up to an obscene amount. Rather spend that money on providing better lighting and forcing bicyclists to have lights on their bikes and themselves -- especially on dark, rainy nights. Bicyclists and pedestrians at night need to not wear dark clothing --- they should have light sources on their bodies. The streets are poorly lit which is a hazard --- especially on dark, rainy evenings. That would be an improvement --- not those ridiculous rose lanes. There is nothing rosy about your proposals.

You're on the right track! The more transit can be prioritized the better. Cars have had dominance for far too long with enormous adverse effects.

I notice a lot of drivers ignoring the bus lanes downtown (SW 5th & 6th Aves) and driving in them or turning across them. How would these dedicated lanes stay dedicated?

Please stop ruining the city.

DONT DO IT

As a life long Portland resident and Oregonian, please do not do this to our streets.

This is the right thing to do. Do not compromise the efficacy of the pilots or the permanent installations and undermine the outcomes. Your priority is improved mobility for the masses, not private vehicle storage in the public right-of-way or shaving a few seconds off a private vehicle commute for a resident of Happy Valley. And, THANK YOU!!!

I moved here from Prague, Czech Republic where we did not even own a car - transit was frequent, reliable and cheap. I live in SE PDX and work in SE PDX and since moving here 2 years ago we have acquired 2 cars!! Because dogs are not allowed on transit (so ridiculous), we need at least one car to transport our dog to parks, appointments, etc. and we need two cars because my husband and I cannot reliably get where we need to go or get our son where he needs to be without them. I have also been passed by the bus, stuck in the rain with a 5 year old when the bus is late or doesn't show up or have had to transfer because some routes alternate stops throughout the day. Overall I am so terribly disappointed in Portland's transit. It is neither affordable nor efficient which leads people like me who didn't even want a car in the first place to own two!

I would like Safe Routes to schools involved and the impact that this will have on child-aged pedestrians and cyclists in the areas where Rose Lanes will be placed with consideration to non-boundary schools that take students from ALL neighborhoods, that already have lengthy and challenging commutes. School safety/student pedestrian safety FIRST.

Thanks for all of the hard work!

I'm already really impressed with the improved transit times across the Burnside bridge due to the bus lane. I really hope this is permanent. Also Trimet should really consider spreading some stops out more than 2 blocks especially on the 15 traveling West across Morrison.

BAD IDEA

First, I'd like to say, thank you for taking some important steps. I do wish more could be done, as the frequency of public transit affects its relevance for most people. I think 8 times an hour (or more) should be the minimum, not just during peak hours. When a bus is known to arrive every 7-8 minutes, or every 5 minutes, one stops having to plan transit times. Taking public transit is then perceived as having the convenience of driving or rideshare. And ridership will most likely increase. The other issue is fares. I would like to see Portland attempt what is now being attempted in Kansas City. Fare free transit. Give people a real alternative – high frequency and fare free – and SOV travel will decrease. It's worked in other cities, and in other countries, and it can work in Portland. Thank you City of Portland for making this happen. Keep projects like this coming!

Improve Vehicle access and movement

Many of the issues I have with public transportation I don't see addressed by increasing the frequency of transit arrivals or the other proposals. Transit can often be delayed, either for unknown reasons or road/vehicle repairs, for from half an hour to hours, making it an unreliable choice at times compared to walking or driving or Lyft. I have also had issues with the bus not stopping to pick up riders, specifically the 72 line at 15th and Alberta. Even when the connecting 8 bus honked at the driver to stop for the connection the driver would pass, making my trip 40 minutes longer, and no one else on the bus would make their connection either. Increasing the frequency and availability will not resolve issues of being unable to board or use transportation due to the driver. Furthermore, until the buses are more spacious and cleaner, it is often a burden to use them for shopping errands. The previous issues are daily occurrences, however, I have also been sexually assaulted on the bus, and when I reported to TriMet I was told there was nothing that could be done and I needed to report to the police. I did not know the person's name and did not remember the bus number, and I felt I had limited resources to report by the time I got to work and asked for additional help in this unfamiliar situation. The information for what people need to do when they are sexually assaulted on the bus needs to be posted prominently in the bus and other transit to increase rider safety and resources.

Let's get this done!!

Instead of a MAX going down Barbur Blvd just make a dedicated express bus line. This gives more options to people.

This is RIDICULOUS!!! Wake up and plan to move vehicles!! WASTING our TAXPAYER MONEY.

Integrating last mile travel with our transit is super important, especially if stops will be consolidated. Please add more bike/scooter infrastructure (like protected lanes) that connects to transit hubs and stations. More bike parking is needed at bus stops and stations so it's easy to ride your bike and then take the bus or MAX.

Yes. This is too little, too late. I want to see bus lanes everywhere. Let's take some of those streets that were road-dieted out east, and put bus lanes there. Barbur Boulevard needs a bus lane. Let's drop MAX projects, and start focusing on buses. Everywhere. 82nd Avenue - bus lanes. 122nd Avenue, bus lanes. Powell, bus lanes. Division, bus lanes. And not just bus lanes, but newer, and more reliable buses. Bus stop improvements. Sidewalks within a half mile of each and every bus stop. Signal priority. NextBus displays at all shelters. Shelters at a minimum of 50% of bus stops.

Bike lanes are not very useful in areas too far out from the city center for people to commute to their jobs by bicycle.

I depend on my car to get around and that will not change. There is not much bicycle traffic out here (near 122nd). There is increased pedestrian traffic. Improved lighting would be a big safety help.

I think this is such a great project and I love that you are thinking big here with so many great routes. If implemented as in the plan it would be a huge step forward for Portland on so many fronts: climate, air quality, equity, and freedom.

Instead of making buses move faster, consider making them an actual option for a car-free lifestyle by providing useful service all the time, rather than just when white commuters are unwilling to pay for parking downtown want to ride transit. A bus home from a night on the town is much cheaper than a cab. A bus home on the weekend would make it more likely to be ridden than taking a car... Currently Portland transit is garbage compared to other cities and geared completely toward white people living in the suburbs and working downtown. If there were actual weekend and evening and *gasp* night options, people would consider not owning a car.

Just help the flow of traffic overall, don't worry about buses specifically.

This isn't a survey, it's a sales presentation

I really hope that it works as well as it is intended.

I predominately take Trimet, however, I do occasionally drive. When I do drive, it is so I can make errands quicker and easier. Putting public transit first takes away people's ability to do this efficiently. Let me know how to move heavy furniture on a bus during rush hour.

The "evaluating potential outcomes" document, page 6e identifies potential travel time savings of only a few minutes. It seems dedicating entire lanes to bus transit should provide greater time savings.

It is ridiculous to keep making it harder and harder to park and drive in Portland. As a physician I need to use my car to get to the hospital and surgery locations in reasonable amounts of time

I think it is a step in the right direction. BUT, there was NEVER the need to increase the population density of Portland which caused this congestion in the first place. The self serving city council, except for Commissioner Chloe Eudaly, has repeatedly ignored Portland Residences' wishes to stop increasing the population density of Portland. Only the developers are benefiting, not the people of Portland.

More priority bus lanes so people get out of their cars!

Bad idea.

Stop

Beyond improvements in bus travel, I think the Rose Lane Project has the potential to make the city better in other ways. I live near SE Cesar Chavez Blvd., and with fast car travel lanes directly adjacent to the sidewalk, the street is unpleasant to walk along, worrying to cross, and prohibitively dangerous to bike on. Devoting the outer lanes to bus travel would move private cars farther from pedestrians, make crossings more predictable, and potentially allow bikes to share the bus lane, offering an alternative to the poorly-paved zigzag bike route on 41st/42nd/43rd. I also think PBOT should be talking more about the potential of the Rose Lanes to improve emergency vehicle times, especially on important and congested routes like MLK/Grand and SE Powell (pending jurisdictional transfer from ODOT).

I would like this to be implemented as broadly and quickly as possible. Transit only lanes are the only way to achieve our regional mode share and climate goals.

Get rid of the extra fare inspectors

I UNDERSTAND THE OBJECTIVE TO GET PEOPLE TO TAKE PUBLIC TRANSIT BUT MOST WHO CAN TO - MANY MUST DRIVE THEIR PERSONAL CAR PUBLIC TRANSIT IS OFTEN UNSAFE WITH INCIDENTS OCCURRING ON THE MAX & BUSSES EVERYDAY - FARE SHOULD BE MANDATORY COLLECTED ON MAX WHICH WOULD HELP INCREASE THE SAFETY ON THE MAX I HAVE TRAVELLED WORLD WIDE AND CAN NOT RECALL A SINGLE CITY THAT I WAS IN WHERE PUBLIC TRANSPORTATION WAS ON THE HONOR SYSTEM AND THERE WILL BE MORE POLLUTION FROM CARS IDLING

There is no transit within 1 mile of my work and no sidewalks to safely walk from the end of the bus lines. I work within the city of Portland.
Are you Really interested in public feedback, or is this survey a sham? Sounds like the decision has been already made. The survey was very Poorly written and primarily a propaganda tool for the project.
Don't punish motorists.
The biggest thing I see missed in all of this discussion is the lack of express routes for trains and buses. I understand we don't have the track for MAX to run express trains, but there should be a way to incorporate express bus routes in the system. I would walk further to a stop to catch an express bus that skips multiple drop points and gets downtown faster due to not stopping.
Where are the designated freight routes? How would you like commerce to flow? What are the back up freight routes when there are closures for emergencies or construction closures? EV's use the rose lanes? Or as more people switch over to EV's they still have to ride the bus too?
Transfer points should be outside of the downtown core. Use trains only in downtown.
Trimet shouldn't be buying new diesel buses at all! Buses have a very long life, and this will extend our use of fossil fuels, and is not in support of our public policy (Portland plan to get off fossil fuel by 20xx.)!!!
There are a number of different areas that allow parking in driving lanes- Examples- SE Madison right before Hawthorne bridge. E Burnside between 20th and Cesar Chavez. Those should be removed to allow for better public transit and driving.
Safety of the commute is a big concern. Please keep thinking of creative ways to ensure safety. Another issue is the state of the fleet. Buses and trains are often filthy. Even if they are safe, the dirt and smell discourage people from riding and give an impression that public transportation is unsafe and the fleet uncared for.
Cars will always be a part of the City and leaders need to realize not everyone who works in Portland lives in Portland. These people still need to a fast and reliable way to get to work and for now, that would be personal transportation.
the public needs to have input, not just quasi input...
My biggest concerns are the effects in these communities with regard to displaced car parking, particularly in Northeast due to very narrow streets and a general lack of parking as-is. We hope people will convert to using the bus, but it will take time, and some will not be able to or may not realize it's in their best interest to. Additionally, many people will still own their personal vehicle even if it does not move as often. So we will still have to deal with all these cars, just on much smaller streets.
I hope you will never have personal cars and i hope you will always take a bus, instead of personal car
Yea, you're fucking stupid.
Re "impacts on pedestrian infrastructure" --- TRANSIT USERS ARE PEDESTRIANS!! If this project speeds up transit *vehicles* at the expense of allowing users to access transit, that's a failure! As an example, imagine a signal change that speeds up buses but also increases ped crossing wait times. This kind of change should be avoided because it could actually increase trip time & decrease travel time reliability for the transit user who is approaching the stop.
The proposed lanes/roads/routes have been bought and paid for by taxpayers. They do NOT BELONG TO TRI-MET. You cannot just 'give them away'. This is unconstitutional.

Less vehicle focus, let's focus on free fare and green solutions instead of what us best for car drivers.
Thank you for your leadership in transforming the transit experience in Portland. Even though I don't ride transit often, this is a critical investment for a growing city committed to racial justice, safe streets and fighting climate change.
Stop the war on cars
Do you actually listen to critical feedback or do you just cherry-pick what you want to hear to justify your opinions?
Fuck you and your shit projects. I see empty buses or one person on a 30ft bus everyday. How about focusing on eliminating crime instead of toting the criminals and druggies from one place to another.
Trying to remove vehicles from our roads is not a solution. These projects make it difficult for the majority of the city's population and commerce to move efficiently through the city.
I honestly don't know how you would do this to Albina and hope you won't. This is a vital artery to our neighborhood.
This is great, but please build another bridge to Vancouver for the driving commuters. They slow down everything.
The traffic is crazy enough, the bike Lanes already take more roads and there aren't as many bike riders, not the trimet isn't going to get more people riding, but it will make traffic worse. This is not cool at all. Stop this madness Portland!
This does not seem supportive of preserving our neighborhoods
The city of Portland has for years given condescending lip service to issues of equity and carbon emissions. This is the beginning of what it looks like to walk our talk. The city needs to find the political will and courage to implement transformational change NOW if my child is to have any chance of a habitable planet in her adulthood. Thank you for taking this courageous step.
Please make our transportation system more effective and safe for walkers, cyclist and transit users. A safe, convenient, integrated system for non-car travelers (including kids and elderly and everyone in between) will get more folks out of their cars and improve the experience for most everyday trips for all. Separated priority lanes for buses, bikers and walkers would be optimal. Aim high!
What are the expected effects on capital movement for goods to stores ? If car travel times decrease, how will new drivers be discouraged from commuting to work? How are survey questions vetted? What are the datasets used for the "data-drive" decision?
Quit trying to cater to the homeless or those that want everything for nothing and work on supporting the tax paying workers.
What a waste of money to only annoy the people of Portland. PBOT has such a negative reputation due to the changes called "improvements." Removing Street parking and travel lanes make portland a very inaccessible place to live.
This is a very bad idea. Handicapable people will have worse times. Also for you to make it about people's skin color is racist in every way.
This is the least of the worries of Portland. Go back to basics and common sense. Let the police do their jobs and enforce the laws as they should quit making up projects to employ people that the city cant afford unless they tax everything.
This is not a good idea. Please don't do it.

A city that statistically has more commuters with personal vehicles spending money and time on cutting lanes to make public transportation more accessible are not listening to the people. More people that work in Portland, live outside of Portland. Including myself. You have commuters from Salem coming to work here because you have astronomical rates for housing. The problem is not the lack of public transportation.
I think the 77 line should be more highly studied. If it were more reliable, I think it could become a highly used, high frequency line- it's just so unreliable and infrequent now that people tend to avoid it. I think designating it (more than .7 miles of it) as a Rose Lane would be a helpful start to eventually upgrading it to a high frequency line.
I would love to say how much of a waste of time, energy, and effort. Needless to say all the wasted money that could go to cleanup after the lazy homeless folks and dope heads that run downtown Portland.
Just stop the pet projects.
We would love this (and even more investments in other types of mass transit) for our SE Hawthorne neighborhood!
Thank you for your excellent work thus far.
People don't use public transportation because they don't know how! They won't use it if they are intimidated or afraid they won't get where they need to go. Any initiative to increase the use of public transit must include some really basic info on how to become a rider: where to find transit maps, how to buy tickets, how to use the tickets, how to plan a trip. If you've ever used public transportation in another city, you'll know that the rules for riding are really different from place to place. So many tourists come to Portland—29 million last year! Every city that wants strong public transit options should provide an IKEA-like simplified guide to riding.
Public health, air quality, and ease and affordability of public transit are very important to me.
Thank you!
You tried this back in the 70's with the transit mall then you got rid of it and now your trying to bring it back? Your a special kind of stupid aren't you?
It's v rainy here. More built-out bus stops to comfortably sit and stay out of the rain would be a life-changer. (Not having good outside furniture just because we want to be hostile to houseless people is pretty cruel and useless).
This is a waste of time and money. Fix Trimet monetary problems, improve safety on buses, Max, bus stops, and transit stations before you delve into this. The question regarding 'people of color' is ridiculous. Everyone is stuck in traffic.
Quit wasting the time and money of the citizens of the city of Portland. This is an absolute disaster!
No
Stop project NOW
Why your minds are already made up This is kinda a joke
It's a stupid idea conceived by absolute idiots. Quit ruining our city!
Don't move forward with the Rose Lane projects. Remove all existing dedicated bus lanes from the city street system, especially those downtown.
more roads for normal traffic. bikes can stay on the side walks. if traffic moves faster, buses will move faster

Your project is idiotic. Please cease and desist.
Start using smaller buses.
There should be a priority to improve speeds across the entire network like 5 years ago. But better late than never.
I start work at 3am some days, so I can't ride the bus to work. I'd be more likely to ride because of extended hours, not faster commute times. Trimet already has a lot of people mad around town for various reasons and I don't think this is going to win over any of the "haters". I can't imagine that the amount of money going into this project could speed up bus times that much, a lot of what takes buses longer is all of the stops even when there is no traffic.
This is a bad idea, kill it now
Despite being potentially personally affected in a positive way, I don't think Capitol Highway is a good choice for the pilot project. SW Bertha to Barbur is mostly one-lane, and a lot of the delays on the 44 are on Barbur Boulevard [gets backed up going into downtown by the lane going to the Ross Island Bridge, gets backed up going into Hillsdale by the lane going to the Capitol Highway ramp. Also, no one in my neighborhood (who doesn't already use Trimet) will consider taking Trimet without the 44 being much more frequent.
Y'all are doing a great job, and I really appreciate what you're doing for our city
Make public transportation safe and more people will ride. Also, ENFORCE the rules already in place.
Stop acting like by taking away lanes and lowering speed limits everywhere and also making a safer route for pedestrians and bikers than where there makes no sense. Ridership has steadily been decreasing and by bottlenecking everything around the city will not make people ride transit. Those folks already do and people don't want to sit in a bus next to people. They like their cars it will never change. Every bit of data shows people are more reliant on their own modes of transportation than ever and trying to force this in people is wrong and shameful
N/A
Typical stupid Portland
It is important to also find ways to help traffic to flow more smoothly. You must also be honest of the secondary impacts that lane removals have on other streets when trucks and cars avoid the lane removals and congestion. What has happened to Columbia Street and Second Avenue is a prime example but it has happened all over Portland when lane removal happens.
There are many people who (myself included) who can't use public transit to get to and from work. I feel like this plan does not take us into consideration at all. I feel like it needs to be done in conjunction with a way to address the bottle necks and obstacles for cars in the downtown area.
How horrible that you continue to make this city harder to navigate for all citizens and also continue trying to navigate everything for people of color. We own cars just like white people. For such a diverse city you sure like to point out race

Portland's love of bike lanes, trains and buses seems to ignore that not all people can make a solid living in PDX. Driving out of town may be a necessity. The idea that we all want to live in a ghetto utopia that we can never leave makes me feel like a cow in a free-range tax farm. The tax-payer is a massive shareholder in this city, paying for a lot of pet projects that will NEVER benefit them. I have watched roads and infrastructure crumble, but if it is a bike lane you better believe it will get fixed! I watched SE 26th get repaved every other year because of the bike-loud crowd, but the regular tax payer without such a fetish gets to be late to pick up their kid from daycare, school or not be home to make dinner. PBOT is an F minus.

It's a terrible idea and a new solution to our already congested roadways is needed. Decreasing the amount of car lanes for bus specific isn't going to encourage more use of public transportation but just add to the already congestive traffic in our city.

At Monday's open house, I spoke with April about my excitement for the new AM Peak bus lane on N Vancouver Ave between Beech and Fremont, as well as concerns over the existing bus lane between Fremont and Ivy, approaching a busy stop shared by the 4, 24, and 44. Not only is this a busy bus/bike corridor and part of my daily bike/bus commute, but the two blocks from Fremont to Cook are also extremely busy with cars moving from Fremont to Cook to access the Fremont Bridge at Kerby Ave. As such, there are frequent conflicts between bikes, buses, and cars, caused by this heavy car traffic. Cars frequently back up into the bus lane and block this important bus stop in the AM peak, so a red bus lane may be particularly effective at combating this specific issue. Conflicts between merging cars and through bikes also present safety issues. As a traffic engineer, my suggestion to April was to look at reconfiguring this two block stretch from Fremont to Cook in order to provide a better bus lane, protected bike facilities, as well as fewer conflicts for cars. With through traffic to NE Cook disallowed at N Williams, the SB left turn lane on Vancouver Ave at Cook St is under-utilized, as it only serves traffic effectively making a U-turn to return north on Williams, and as such, could likely be eliminated, freeing up this width for other uses. The current bus/right-turn lane could now become a red bus-only lane with separate phasing to allow buses to jump ahead of queues at Cook. Instead of having a through and left lane, they could be repurposed for through and right turning traffic, respectively, providing separate phases for right turning traffic so as to not conflict with through bikes and buses. Such an arrangement could be designed to prioritize through buses and bikes while separating right-turning cars and preventing conflicts between the cars and buses/bikes. Please feel free to follow up with me at jr98664@gmail.com if you have any questions.

STOP IT!!

Personally, I would appreciate improving the existing transit to make it more reliable and frequent in departure/arrival times, easier to pay (hop scanners on train vs station) and safe (from panhandling and mentally unstable passengers).

Yes. You all are insane and need to be voted out.

west burnside needs an evaluating of skyline to nw 24th avenue

It sounds like a terrible idea.

Not sure how this will help anything but make people's commute even worse that it is. Thank you for really opening up your ears and listening to what problems this city is facing.

Please stop this, really bad idea

Shutting down perfectly good lanes causes even more congestion for drivers. This leads to road rage, longer commute times and less visitors to the city. My wife and I both quit visiting Portland unless absolutely necessary due to the trimet and bicycles taking over the roads.
Even though many motorists are likely against the Rose Lane Project because they do not want to lose a travel lane for their private car and do not want to lose car parking, please keep implementing the Rose Lane Project.
We should be even more bold about reducing driving in the city.
Not everybody can take transit! We don't live anywhere near a bus stop. Husband is wheelchair bound and I have to pick him up and kids in two different schools. Transit is not an option but this will just make traffic worse.
Stop wasting tax dollars!
How did you manage to shoehorn diversity, equity, and inclusion into this nonsense? I'm in traffic the same as the white people are.
This plan has me very worried and I'll be watching carefully as it is implemented. It seems like it will increase congestion on thoroughfares through the East side - which are already becoming congested due to density.
Make fewer people move to Portland every year.
All you are doing is increasing congestion and hurting the working people of Portland.
You can't remove infrastructure for cars and expect to fix traffic. you need to build new roads or use eminent domain to expand what you have. It's very clear the council does not understand civil engineering or normal life cycles urban area's.
Trimet is unsafe and user unfriendly.
Get a real job.
This survey is exceedingly biased/leading and not neutral as it should be.
Yeah, you should shut it down now. TriMet is a cancer and your false utopian plan to expand public transit will only waste money, eliminate much needed roadways and parking. Why don't you people go out and get a real job?
Traffic is already a serious problem in Portland and reducing lanes on primary roadways will only make it worse. I don't think this will prompt most people to take public transit. Instead, it will simply create more congestion and more air pollution from all the cars sitting on the roads that are ALREADY congested but will now be down a lane. I believe there are other ways to address this problem such as traffic reconfiguration, incentives for electric vehicles, spot fixes, public transit incentives, safety measures, etc.
Public transportation is completely unsafe in unsanitary. Many people who write it do not feel public transportation is some sort of alternative preference as it's painted out to be but rather as a last resort or only option.
Thanks for your work!
Interested in how the rose lanes align with the future streetcar corridors.
Please paint the town red
Please consider making transit free. I think it would increase ridership - now it is cheaper to drive & park downtown than to buy bus tickets for my family of 4.
It's a great idea, do all of them.

Stop taking away travel lanes for auto traffic. The impact on the majority in order to benefit a small minority is counter-productive to cleaner air and providing services for the people who actually pay for this city to run.

Thanks for your good work on this project!

ROSE LANE PROJECT OPEN HOUSE EVALUATING POTENTIAL BENEFITS St. Johns to Pioneer Square
How would you get there: Line 16 or Line 44. Today: 62 minutes. With Rose Lanes: 52 minutes (19% faster). It takes less than 20 minutes driving and less than 10 minutes to park. Why would I want to lug anything home on trymet for a shopping trip?

Please, please consider Fareless Transit. It's almost 2020, people of color are much more disproportionately affected by fares and fare enforcement, and there are studies to prove it. If that's your actual goal, there's a clear path to getting there.

Approaching downtown from Hillsdale/ John's Landing there are really only three streets available, and that commute is worse every year. We carpool for efficiency, why not allow us some relief in the future?

This idea makes commute more difficult

I'm extremely supportive of this project combined with bigger projects such as the downtown subway. Changes big and small will be needed to make our transit system world class.

Go FULL SPEED on this! Great work.

Do it!

Do it. Make sure there's big enforcement. The "transit/busway" in downtown is a failure because it has car lanes (PBOT was too scared to take it away), poor enforcement for the cars, and is too wide for people on foot.

Even though I live on the west side of town, prioritizing North and East side projects is essential to increasing access to all parts of the city to the most people. Separately, ease of access from the South Waterfront to SW Portland is not great at this time. Attention needs to be paid to commute times to the many people who work in the South Waterfront area, who live in SW Portland. Going through downtown is an extended delay. Access to the new Barbur Max line will also be essential.

Listen to the people and realize this isn't a good thing.

The project can be a significant opportunity to improve the biking infrastructure along these routes. Sandy, Belmont, Burnside, Hawthorne, MLK, Cesar Chavez, and MLK have plenty of right-of-way to create bike lanes by removing parking and re-appropriating travel lanes. Protected bike lanes will complement transit by increasing the area served by transit + bike. In cases where right-of-way is constrained, bikes and e-scooters should be allowed to use the rose lanes. Additionally, the bike parking facilities at transit stops is seriously lacking. Many bus stops don't even have bike staples, even when they are located on commercial corridors. We need to provide people secure bike parking that isn't a light post or stop sign. This can be done very cheaply.

Actually listen to the citizens.

I answered this survey how it impacts my own travels, but I also value and would like PBOT to prioritize projects that will most benefit low income folks and communities of color. I know making changes downtown will help the whole system and I am curious to see how they trickle out. Thank you for moving quickly on this; we need to make radical changes as quickly as possible.

It is of utmost importance that POC and people of lower SES unilaterally benefit from Rose Lane project(s).

I like the vision a lot.
Get this moving as soon as possible please!! :)
there are too many freaking stops on pdx bus routes. sometimes 2 blocks apart. it's ridiculous and leads to slower lines
Please expedite these projects, people of color who can't afford cars can't wait any longer.
I'd love to see the trade off burden fall heavily on car ownership. Removing parking and single occupancy vehicles lanes is important in order to achieve climate goals, save lives and make transportation more equitable.
you are going to do what you want to do and I am sure this input does not really matter to you. I will let you know that if you make my life any harder with regards to navigating downtown, the less likely I will come down to spend money there. I live in a car dependent area (which is actually defined) and ride transit as much as possible to save money on parking downtown, but it is just not always feasible due to constraints/
Replace as many single occupancy vehicle trips as possible! Our City is meant to be experienced! Not observed as it passes by someone's wind shield.
I have lived in the Portland area since the 1970s. I used to take Trimet for nearly 2 decades. Once I had children I had to stop because travel time took too long. I would have had to get into work later and then have to pay for child care. Maybe once the kids are driving I can go back to taking the bus/max.
No.
The bigger the pilot study the better. Portland needs more areas that don't allow access to cars. Cars are awful. Transit is great. Please plan accordingly.
It is extremely annoying that the city is taking the position that all cars and drivers are evil. Public transit is filthy and dangerous in this city and no one has any motivation to do anything about it. Until then you won't be getting anyone else out of cars. Simply making it more annoying to drive just results in more road rage issues. I've been seeing a lot more of that.
I am very happy to see the focus on underserved communities, and promoting not just equal access but equal value from the services provided. I'd be happiest to have zero marginal cost public transit, but I also strongly believe in incremental progress. And this seems like a great way to increase confidence and reliance on the Trimet system. I think the recent increase in fare enforcement was a huge step backwards, and I'm happy to see positive progress.
Although improvements to transit are needed, the proposed routes that are close-in are far too many: Drivers will try to avoid those major streets and use residential side streets instead.
I hope that you actual do modify if you find things are not working. I see PBOT projects do just what they like in the name of "good" but seem to create more problems than fix, creating more and not less animosity between members of the public and the City. Everytime PBOT doesn't listen to input and decides what is best for the public without explaining themselves, public trust is eroded.
I-5 in the SW corridor is a public transportation user's worst nightmare. The WES is largely unaccesable unless you drive and the route is infrequent enough to make it basically useless. The 96 is a great option but it can swing between very quick and taking forever. We're not getting a MAX anytime soon so coming up with a way to include an HOV lane or ROSE lane would be a *huge* plus to a bus that is always packed with folks during commute times.

I think that this is necessary, but that ultimately there needs to be more incentive to take public transport, especially in congested areas. Increased parking outside of these areas and more consistent public transportation into congested areas (perhaps with financial incentives) would help clear up places like downtown and I5 traffic.
No Rose Lane from 25th-39th on Belmont St!
This also make more pollution with cars sitting in traffic longer spewing exhaust into the air. This is a bad idea all around. Not very thought out for this city. Advise to rethink this.
Keep up the good work! I fully support this exciting project.
Get it done, y'all. This is a good idea.
Thank you for taking best practices from other tested cities to present this progressive & effective vision!
This to me is a means to force increased public mass transit usage. Although you think it is a good idea, the general public is not going to willingly give up the their independence and freedom of convenient movement afforded in private/personal vehicles. Its ingrained in our society. I believe that you will only force the redirection of personal and business traffic onto streets incapable of the loads. If anything, you should move mass transit off the main arteries and on to less traveled secondary arteries and improve the movement along those streets for them. A few buses along secondary streets would be closer to the riders, and preferable to hundreds of cars and trucks that would completely choke them very much outraging home owners and small business.
This is a bad plan. It's punitive to the majority of Portland residents who pay taxes to maintain roads and infrastructure that support the lifestyle they choose.
Stop!!!!!!
Air quality and bicyclists' safety are my primary concerns. I support any efforts to reduce the illusion caused by motor vehicles — especially diesel buses!
This may not be the right place to share, but I ask that you please pass this on to the appropriate team. My employer subsidizes my transit pass and cost is not a concern for me personally, but there is no reason that TriMet (with a \$1.5B annual budget) cannot do what Kansas City and other cities across the country are doing. I would also like to add that TriMet fare enforcers unfairly (and with clear bias) target minority groups and houseless folks. https://usa.streetsblog.org/2019/12/09/kansas-city-moves-ahead-with-free-buses/
This is unrealistic ..businesses will be shut down only the people that live close in and work in these areas will benefit . Unless they drive . Do you expect people that live in these areas to get rid of cars !?! car access is the main method of transportation for my clientele. This will ruin my life and many others on this street and all the other streets . Keep ruining Portland
It is highly unlikely this will meaningfully reduce auto usage in the Portland region, due to distances people travel and the connections required.
Make transport free
No, thank you!
Nice work so far! Make quantitative evaluations multiplying travel time savings by the number of bus riders benefiting from the measure - that will add up to thousands of hours quickly!

I think that anyone who works in the Portland area but lives in Washington state (or anyone who hasn't taken a driving test since changes have been made) should be required to take a class on driving in Oregon, esp. in relation to pedestrian and bicycling behavior!
you need to properly address the impacts of this project. The generally attitude ive experienced with PBOT is that, because of Climate change, it's not important to mitigate the effects of this change on average portlanders.. This plan is an insult to hard working middle class that will not spend even more time commuting..
Improve traffic flow not bottle neck it. You already give Max the right of way causing delays to motor vehicles and buses this will not improve but hurt traffic.
Most people drive. Drivers pay most of the taxes. Let's not lose sight of this. Traffic flow for drivers should not be dismissed, rather prioritized.
I am willing to see it move forward as a "Pilot" only if we see it isn't a full benefit...it would be removed....so many pilot programs are permanent vs. being a pilot
Please Stop with taking traffic lanes away and expecting people to still get to and from work. A one size fits all does not work for everyone. Stop wasting the tax payers money on these pie in the sky projects.
actually speak with the average non-ultra left Portlander. I'm so tired of plans like this coming out that ignore the average person working and living in the Portland metro area. I know you don't like to hear this but: People are not going to give up their private vehicles to ride a bus that takes double the time, regardless of traffic. I've taken the bus downtown many times on the weekend with no traffic and it still takes DOUBLE the time of driving. This plan just makes it worse for drivers with only a small improvement to bus riders. If you want to actually help climate change make drivers pay more, provide incentives for zero emission vehicles - encourage more remote working for Portland companies. In a discussion with my office mates, not a single person said this plan would change their commuting habits to "taking public transit"
Your question of color might possibly be the most irrelevant and miss guided question I have seen on any form. Stop looking for a contrast and just create an equal program.
quit making it worse for drivers we are paying for it all
Bad idea.Makes driving too confusing.Why are bus riders more important than car drivers ?
This is a bad idea done on the backs of and at the expensive of motorists in this city.
I think it is time to measure the traffic volume on every bike lane. Change all bus pads at main street intersections to cement to avoid bus weight damage to crosswalk intersections. Publicly disclose non use bike lanes And volumes based on time
How about actually speaking with citizens who aren't public transit fanatics? We were told Foster was going down to one lane each way for "Safety" then, on the night of the ribbon cutting someone died crossing the street. Today, your proposing making traffic much, much worse in the hopes that everyone feels enough daily pain to be forced onto a bus... IT'S NOT GOING TO WORK. People will pay more to drive, will deal with increase commute time to AVOID getting on a bus. perhaps you should focus on WHY rather than make the situation much worse under the vail of "Climate Change". Us non-bus riders pay taxes too. This proposal is beyond insulting when even basic city services are being dropped for pet projects such as this.
Yes yes yes this is long overdue.

A huge waste of time
NA
Having more light rail and express services would be greatly helpful
Excited to see this transpire. I've lived in some of those other cities that have this implemented and it makes me proud to see a focus on public transportation!
It's important to have park and ride locations. Not everyone lives in or near the city center. To decrease congestion in the city center, we need parking outside of it connected to transit. This plan will have no impact if people can't get to the rose lanes from where they live. Add park and rides and cut down on driving and traffic in the city center and lower emissions.
I would use the bus for more than work commuting if it wasn't so awfully slow
I strongly believe in this project and its vision. A major mistake the United States has made (among many others) is the lack of investment in public transportation and infrastructure that supports it.
My adult children who have used public transport on a daily basis actually moved from the area because of the poor safety factors. Unless safety issues are addressed, other changes to infrastructure are wasted taxpayer funds.
Please consider adding parking capacity at existing park and rides. The cost is substantially lower than adding new Max lines or buses or bus routes and can help solve the livability issues caused by congestion.
If Tri Met wants to speed travel times for riders make it easier, less lite rail, so they don't have to transfer! We all know they get more federal \$\$\$\$ by making riders transfer.....bus rider counts go up! Portland is slowly moving to its goal of making the city a 10 MPH commute/drive.
Please work on improving ways that we can keep our city CLEAN and tidy. Improve crosswalks and housing for our homeless. Fill our potholes and leave our streets alone!
Create less congestion by avoiding the roads, I would suggest overhead trolleys, trains,city hopper overhead trains, so much easier and safer. Elevate!
use funds more wisely and beneficial to all
If you want more people to use public transportation, try bringing back fareless square.
The benefit for a few outweigh the disastrous traffic effects for many. Technically you are trying to force people that drive vehicles to either have longer commutes or take a bus which they do not want to do and creates more issues than good
doesn't address the safety issues of using public transit. what are the plans around making it safe to access and ride Tri-met?
Another self-serving notion from PBOT and Tri Met that does NOT warrant public support. This is not in the true public interest in my opinion.

The other barrier to ridership is frequency. If buses only come every 20-30 minutes, riders are on average waiting half that time. That's a huge factor in my decisions to bike (I could be half way there by now!). I'd really like to see some holistic treatment of pedestrians and bikes with the lane treatments. If you're treating areas where there are no bike lanes, either build some protected (curbs are nice) bike lanes with it or be very clear that bikes are allowed to use the lanes. The SW Madison treatment works very well for me, even if it is just plastic wands and not real protection. Any place where boarding and exiting transit riders and bicycle users come into contact should be carefully considered to mitigate issues to both populations. The south water front has great islands that separate the two flows. Any place where the infrastructure allows and doesn't handle this gracefully now (and gets touched with a rose land) should spend some money on that exchange. It'll drive better ridership.

Go back to California where you came from. This is Oregon and it rains and gets cold and dark. Waiting for an unreliable system (lets talk about Max and how with it fucking freezes it DOESN'T RUN!) When it snows your "Bus Routes" only create problems and unreliability and the BEST PBOT can say is, Just stay at home. How ridiculous!

The bus lines in portland are really the best of any US city. If we want the bus to run even better please stop with removing lanes for underutilized, redundant bike-only lanes (several of them on the west side). Let bus drivers and/or parking enforcement ticket uber/lyft drivers who stop traffic (its unsafe, not just selfish) Also stop putting excessively-large curb extensions in the way of the bus. These projects are out of control - the 15 bus can't legally turn from Northbound NW 18th to Westbound Burnside !!! Needs to be fixed. Keep pedestrians, bicycles, and buses apart -- don't jam them into the same place, especially not an intersection. wide streets keep bicyclists safe and everyone in view of drivers. Lastly, giving lanes to developers all of the city all at the same time is also part of the problem. Their buildings should be setback from the curb far enough to accomodate their equipment and the workers should use public transportation to get to the jobsite.

The authors of this survey severely lack the skills for survey development. This survey is poorly written.

A significant number of people are red/green color blind. How could you have chosen exactly the worst colors to designate transportation corridors?

It's not the right approach.

Keep making it harder to people to come downtown to work and shop, keep making it easier for homeless people downtown and see what you have in the near future. You're creating a massive problem.

Stop, this does not mutually benefit everyone equally.

people will always drive. you just slow down everyone with your changes. stop decreasing the size of roads with your building miss steps, bike lanes, bump outs. buses cant pass each other in se pdx now. i can never rely on mass transit

Why even ask because you've clearly already decided based on the structure of this fake outreach?

Focus on safety and enforcement. Cite cyclists, drivers, pedestrians who are using mobile devices while biking, driving, walking. Focus on air quality by incentivizing electric vehicles both public and private. Embrace the Tom McCall ethos and tell Californians to leave.

I hope the Rose Lane project team will be cautious when going forward with any plans and be willing to reverse them if the programs don't work well. Based on what I have read here, I don't believe the upheaval and cost will necessarily benefit enough people in a meaningful enough way to be worth it. I also have concerns for our local businesses. Unfortunately, it's not possible to simply get rid of congestion, and this project cannot magically do it. Instead, why not focus on more environmentally friendly buses (electric), more realistic travel times (have timetables reflect that trips will take longer instead of running "late"), and lower fares to help people who have a harder time affording the transit they depend on.

Reconsider and think about ways to improve traffic for people who don't take public transit. Unless you have a security guard on the streetcars 24/7 I wouldn't give up my car to solely rely on transit.

I don't think this will make more people ride the bus or max, and will therefore create more traffic and not take any drivers off the road. I think the main issue is safety, the max in particular has a lot of safety issues with unpredictable homeless people, especially after 7.

If we had a mayor who cared he would fire everyone and removed this messed up legacy with a jackhammer. Your degrees and qualifications came from a Cracker Jack box. We the working class hate everything you stand for.

The public has very little trust in PBOT to make effective change, particularly with larger scale projects. Larger the scale the worse things seem to get.

DONT DO IT!!! LISTEN TO THE ONES THAT ACTUALLY PAY YOUR SALARY

If you are able to fit both transit and bicycle infrastructure on Burnside you should. Specially because Davis-Everett is very windy and increases delay for bicyclists and the Ankeny greenway which is just a block off Burnside disappears after 40th street. If you are unable to fit bicycle infrastructure then you should give the bus priority. The bus seems to benefit more people than the bicycle and can be used by people that live on outer Portland an area that is hard to reach by bicycle. The bus also helps people that are too old, too young or otherwise unable to ride a bicycle.

I would love to bus to work, but it takes me 20 minutes to drive and over and 90 minutes to change buses 3 times to get to work. East portland needs to be considered in this plan

I am not opposed to having dedicated lanes for mass transit but if this is done by reducing car lanes to one this will likely lead to increased congestion and redirection of car traffic into neighborhoods leading to potential endangerment of pedestrian safety. The majority of the pilot areas proposed are on 2 lane roads. At this point, I cannot support this planned as proposed. If PBOT decides to proceed with a pilot study, I would recommend that they look at overall traffic flow and not just the increase in mass transit ridership. In addition, I would recommend that trimet look closely at express buses and stop reduction for some routes. If the plan is to increase ridership for longer distance travel, these changes would likely be more impactful.

Keep fares low if you want to attract riders of all ages and incomes. The current fares deter me from choosing bus service over driving my automobile.

I am very concerned about the potential loss of parking in our main street type business districts. Businesses contribute a huge amount to Portland's General fund and need to be considered as an important part of the City's assets rather than as liabilities. Equity considerations are way more broad than they sometimes seem to be thought about. If indeed there will be 300,000 people over 65 in the City by 2030 how do the transit services and the ability to drive and park affect them? Perhaps parking places and garages for cars and bikes are not as unreasonable a choice as some seem to think. And don't forget about adding lighting on the eastside. Currently nighttime is very dangerous to be walking, biking or shopping on the east side of the river where Vision Zero is truly Zero Vision.

I think PBOT too often gets bogged down in pilots and inconsistent experiments, which seems to confuse and frustrate drivers (at least, that's my most empathetic reading of the erratic driving I see) and doesn't show how much the given pilot can accomplish. I think PBOT should go big on transit lanes--they're WAY OVERDUE. We need them yesterday, last decade. There also needs to be more consideration of how enforcement will realistically work. I'd be in favor of on-bus camera enforcement where the bus driver can press a button to send in a pic of the offending vehicle (I believe the Bay Area has this). I think 82nd should be high on the list, but understand that collaborating with ODOT might mean it takes longer. I strongly support Burnside I live off Burnside and ride the 20 all the time). Within that corridor, the bridgeheads and couplet need the most attention. Personally, I'd love to see transit lanes on I-5 instead of the SW Corridor MAX, but it's probably late in the game for that opinion. Also, I dislike the name "Rose Lane." I think the name needs to be more intuitive, not use a homophone for ROWs, not sound like a plausible street name, and not evoke Rose Wilder Lane, noted libertarian.

Please tell ODOT to adopt the bus-on-shoulder legislation that the state of Washington has for certain segments of freeways.

keep up the good work.

Build on this work in support of fareless public transit funded by removing the subsidies to privately parked vehicles in the public right of way.

Communicate with communities of color about current plans

Really focus on increasing bicycle access/routes when redesigning lanes/intersections. I like the bus/bike lane on Madison and use it frequently even though it does scare me a little bit.

TriMet used to have a student transit fare, it would be great to make the cost of taking public transportation more affordable. \$100/mo. is almost double what I spend on gas in a month, so economically (time and money) it doesn't make sense for me to take the bus or MAX.

Transit lanes are vital, but PBOT has a history of tunnelvision and often does more harm than good to transit and private vehicle users (MAX yellow line NOPO benefited no one in NOPO and is why I started driving my car in and out of NOPO).

faster buses mean more people riding hopefully. More bus only lanes!

Go hard on committing to more space and dedicated lanes for all transit modes. We devote so much road space to personal cars and that desperately needs to change. We need dedicated turn lanes for buses. One of the largest sources of delay on my route is turning left onto westbound Burnside because of queuing vehicles. At least 3 minutes of delay but sometimes 7 or more.

More public transit, more bikes, more per, less cars.

Please consider the impact of this on large families and families of small children.

Yes! An environmental impact statement MUST accompany any proposed project!!!

The reason I support this most is the racial equity piece. I chose the stops that would most directly impact me, but I think this is most important to implement for the far-flung neighborhoods where people of color are facing disparate commute times.
please add the surrounding suburbs to this project
I like the concept but am apprehensive about how it will work in a city where parking is already so tight. The tradeoffs seem to lessen commutes by less than 10 minutes on average, so is it worth it?
I attended open house and not a single person could speak to the fact that Sandy, Burnside, Belmont and Hawthorne projects are too close together for the inner SE to adapt without severe impacts to local businesses. And no one had any facts re the number of out of town & WA drivers using these roads to avoid highways...they are NOT going to get on the busses so all you are doing is making things worse. Driving these commuters onto residential side streets to avoid the now congested roads with bus lanes. I see a high likelihood of very negative impacts for inner SE. which PBOT didnt even care enough to research
I think this is great! The data is very interesting, and I'm excited to see a commitment towards a more efficient future!
wasn't aware that there was a commute time difference between people of color and white people.
not a good idea. look to design heavy rail system.
The switch from cars is inevitable so your thinking is forward looking.
please provide more specifics, exactly what changes are proposed in each location. I took public transportation to work for many years but it no longer pencils out (time v. cost), but the biggest delays in my experience came when navigating the Rose Quarter TC and the Downtown TC.
The term "traffic justice" sounds like a joke and is likely going to alienate people. "Traffic equity" and "traffic fairness" seem to work. "Traffic justice" sounds more punitive and retributive.
It would be nice, once this has (hopefully) proven successful, to pilot the program in the Hillsboro area. Traffic on that side of the metro is often serious and transit suffers as a result. Just an idea for making sure that all the communities who benefit from Trimet can also reap benefits of Rose Lane Improvements.
I really hope that there has been active outreach and solicited input from people with disabilities and other pedestrians/potential riders.
Making transit faster and more reliable is a great goal and seems likely to increase ridership (and satisfaction of ridership). But people who can otherwise choose other options over transit (e.g., vehicle owners with the means to support solo daily car commutes) will not choose TriMet over driving or other alternatives (e.g., Lyft) if TriMet rides are not safe. I avoid transit where access isn't screened (via fare check), because of the unsafe behaviors I witness. If those running TriMet don't enforce the rules they claim are expectations of riders (e.g., don't disturb those around you, be respectful, etc.), people will happily pay for a Lyft or drive themselves over being stuck on a MAX with people yelling and cursing and threatening those around them (which happens every day on the MAX).
I love this work. We need to get out of our cars!

This is a good start, but ultimately will still have problems since people are still needing to compete for the same very limited amount of space (i.e., a LOT of one lane streets). We need to be willing to spend money on developing an underground option, such as underground lightrail, underground tunnels for buses, etc. This will make public transit faster (since buses aren't having to compete for space on the small roads with cars), and make people more willing to take public transit since there will be options where it is faster than driving. The only thing that gets me taking public transit right now is that it's expensive to drive to work, and I don't want to pay to park at work every day (even then though, am willing to somedays since public transit is such a hassle - I've got to catch the exact right bus at the right time, or it will take me forever to get home)

Will the metrics and numbers be live on some website so that the data is transparent for the public?

I think it's a great idea.

Cheaper, faster and more reliable public transit also increases access to affordable housing, fitness centers, and grocery stores as well as medical facilities, especially for lower-income folks. This increased access is also important for lower-middle class folks as well. All of these things are extremely important given that Portland is doing nothing to combat the cost of rentals and housing in PDX.

A lot more consideration should be given to aiding people with disabilities, including invisible disabilities.

I am slightly concerned that too many spot improvements that affect the flow of traffic will lead to more accidents because of inattentive drivers not following directions properly, but what can you do about that.

Decreasing the travel time by 5 minutes for potential routes is important but does it make a difference?

The Williams/Vancouver corridor was fine until PBOT took away one traffic lane and dedicated it to bicycles. Why not simply move the bike traffic to Rodney. Every driver who is trying to avoid I-5 going north jumps over to Williams or MLK and completely slows everything down. One afternoon it took the bus 20 minutes to go six blocks! There are lots of small businesses along Williams Avenue that would be adversely affected by the removal of parking. Also, why does the city allow massive apartment buildings to be constructed with minimal to no parking available? I do not drive or ride a bike, my sole means of transportation is the bus.

Focus benefits on underserved communities

It seems like you are just making the cars and trucks more miserable of a commute than fixing the problem

People will still drive their cars. I bike to work and walk a lot but still need my car sometimes. others will not get out of their car so traffic and air quality could be even worse.

I disagree with using the color RED. I think it should be yellow. A yellow curb excludes a car from parking. A yellow lane can exclude a car from driving. Or diagonal striping. But, red should be reserved for Emergency notices to the public. FIRE lane curbs are painted red, not yellow. Using red to get the public's attention may be effective for now, but it will backfire by the public not reacting to "Emergency red." Red will lose it's very vital meaning.

Keep up the good work. I have a car and look forward to the day I can put it in a museum. Thank you

I hope you can implement this plan. I always worry about the opposition with deep pockets that will want people still in their cars using fossil fuels. I've heard of stories of the Koch brothers defeating more transit lines because they want people to use their cars.

Again I would like to see data on the current usage of transit and what efforts the city is making to create smooth transitions from one mode to another , ie, street car to bust to light rail, etc. Finally Portland needs to start enforcing traffic rules, for cars, trucks, bikes and pedestrians. Mark cross walks, and separate bike lanes from traffic lanes with curbing, such as is done in the Netherlands
no
STOP IT! Quit messing with cars.
Thank you for the opportunity to contribute to this survey!
Portland is nearly inaccessible during commute times, the congestion is terrible (worse than Chicago, where I am from).
Portland is a bike-friendly community and even though I didn't rank bike infrastructure very high on my list of importance for trade-offs I still feel that it should be protected.
Thank you!
Thank you for doing this! I would like to use my personal vehicle much less and the Rose Lanes will help me do so.
I chose somewhat support only because I think we should just be implementing these anyway. The pilot could be helpful in identifying preferred designs though.
I just got back from Japan where the quality, speed and reliability of the public transportation made me a convert. But TriMet has got to do something about the quality of the riding experience. Rarely do I take any form of TriMet conveyance without being accosted by panhandlers, rowdy teens, intoxicated passengers, panhandlers, etc. The last time I took Max, there were human feces in the car.
FIX the damn roads and stop with your stupid pet projects. I will be looking for a candidate for Mayor that is not a moron and willing to fix the issues this city has.
people should be rewarded for taking public transport. right now they are punished in cost and time. let's reverse this.
Thank you for this smart, sensible project that is moving our city in the right direction towards sustainable, efficient, and healthy transportation options and breaking the toxic stranglehold of the single-occupancy vehicle on our population.
you are already using the same bus routes that currently exist. More often is always better but often bus drivers arrive early and then two buses are together instead of spaced out so the same number of riders are still trying to get onto one bus. More stops out past 82nd would encourage more riders from mid county. You are only considering close in riders or riders of color and not poor whites as well or those who are mid county or further and still need to ride. Many riders from further out drive in close because they have poor service and longer rides, stops are to far apart and therefore create more traffic to get closer to downtown to get better rider service.
When we lived in Stuttgart there were time of day price breaks in non commuter hours which I assume helped even out the flow. This would have to be done by Trimet but perhaps this could also be considered as a recommendation from your study.
encourage bus travel by making bus stops more pleasant - add more trash receptacles.

Bus-only lanes (even red ones!) have been well established in other parts of the world for decades. I'm excited for the Rose Lane project (and love the name!), and I recognize the need for pilot projects to gather data and convince everyone else this is the way to go, but I also wish the City and its partners were taking on projects like this much more aggressively. While we've had this massive influx of people and jobs (and housing struggling to catch up), serious transportation improvements have been long overdue. Everything intersects with transportation. It's not just about getting from a to b, but directly effects quality of life, housing (and housing costs), public health and safety, jobs, the environment, pollution and climate change, and equity. Portland once felt like a US-leader for so many transportation and so many quality of life metrics, but while we've rested on our laurels for the last decade, we've given up much of that past progress to an overwhelming glut of cars. Purely as a personal anecdote, although I know others with similar experiences, I used to be a full-time bike commuter, covering at least ~6 miles every day to and from work. I stopped biking around 2012 after nearly getting hit by drivers with rapidly increasing frequency. Today, I find myself occasionally even skipping short walking trips because of the same driver behavior and street conditions. This is appalling!

What about people who live in SE and have to commute to Hillsboro for work, and need their car at work each day? Anything included to help with through traffic from SE to outer west side via POV?

if the pilot goes forward on burnside, i don't think bikes should be allowed to share the bus lane.

Yes, hey, think about trying to increase ridership in the west hills. Doesn't that fall in with the goal of more ridership? Increase the frequency and access to the 51 and 63. Please leave the areas with highest density, and no parking solutions alone! It really lends to agoraphobia!! Portland needs less division. Stop shaming people that drive. Thank you

Please look at European Cities for solutions. I.e. Zurich, Switzerland, Amsterdam, Netherlands, Berlin, Germany

Please listen to the transportation engineers over the politics. It's an engineering discipline and the general public isn't good with those.

Thank you!

GO, ROSE LANE TEAM! We've got to act because of the climate threat. I like pilot projects that introduce transit improvements in stages; otherwise the car addicts would explode in protest. Can you find some celebrities to ride TriMet and extol the virtues of public transit and the Rose Lane Project? The public is a sucker for that. Also, look for experts who will point out the weight-loss and other health benefits benefits of walking to-from transit stops. Compare us with Parisians. Portland could be Paris West. Let's get some panache going! TriMet, you are fabulous! Signed, a transit user and advocate.

I think you are wasting taxpayer money.

Good work.

Good job! Glad these changes are coming to Portland. Have seen these specialized lanes used in Europe and they provide good traffic flow and alternatives to single person in autos commuting.

Have you considered making 5th/6th entirely for 3 groups: a) busses; b) bikes & other types of small wheeled vehicles of which there are a great many; c) pedestrians (by chair or feet). Then make other N/S streets just cars/ trucks. You'd have to implement a similar plan for E/W streets. Also, your entire thrust of transit improvements is based on working folk. You have no way to measure what the difference is for students/ retired folk.

Buses are about freedom. Bus service speed and reliability means more freedom to go where you want and do what you want. You will never have fast, reliable bus service if the bus is stuck in traffic.

In addition to the Rose Lane project, I believe it is ESSENTIAL to eliminate a significant number of bus stops. The, often absurd, stops on EVERY block are the main impediment to making travel times faster.

All of these plans cost me more tax money and I derive no benefit.

This project is an example of toxic aspirational zoning! I think it punishes the vast majority of Portland residents who prefer to drive their own cars to get around.

Good idea. Make it easier to bus and harder to park and drive.

I do not see enough clear measurable goals. Is PBOT planning on measuring air quality with this project? Survey the public for their feelings in a large way? I would like to see a clear goal like reducing delay by 30% for all projects. That way we can clearly evaluate the tradeoffs of doing full car-free lanes vs signal improvements and the public can support PBOT in taking the most aggressive approaches. I am afraid without clear goals these projects will get watered down and not meet the vision that was set out. I also am confused by the tradeoffs list that was presented. Is PBOT going to remove crosswalks? I think these improvements will benefit pedestrian and bicycles as long as we can be thoughtful and inclusive of those modes. We have ambitious goals for removing cars in Portland, and don't think much time should be spent trying to mitigate impacts to them. If traffic gets worse tell them to take the bus! I would not own a car if public transport was even half as fast as driving (is 3x now) which would be a considerable cost savings to me. PBOT should do whatever it needs to get this project rolling on time. Road projects, particularly controversial ones about lane changes, can get hamstrung in endless public meetings and delayed by years. This is a key time for PBOT to evaluate their processes and see how they can get changes on the ground quickly. It's a climate emergency!

Yes! I am a working single parent and I make above the rate for subsidized rates but not by much. The working poor/ single parent homes under a certain rate should be subsidized. I support public transportation and would utilize it more but it is almost cost prohibitive. I am not interested in giving up my car entirely at this point but I would like to ride transit more. If it was more reasonable priced and had designated lanes (to avoid car congestion) I believe ridership would go up tremendously.

This is so important!! Thank you for pursuing this vision. Transportation justice is Climate justice. We have got to break the back of car culture, and the only way to do it is to make transit faster, more reliable, and more pleasant.

Go for it. ASAP!

I would like to know more about the impact on pedestrian infrastructure & safety, I don't understand what this project would do to crosswalks & curb-extensions?

Make giant corporations (like Nike, Amazon, etc) pay their fair share in taxes, and use that money to pay for fareless transit. It's absurd that I'm subsidizing them with my tax dollars while overpaying for public transit because I want to help the environment, and they're the ones making this planet uninhabitable to begin with.

I think the pilot project is a great idea and I'm always happy when we try new things to help us push forward mass transit. I desperately want better options and want to be able to get rid of my car.

This looks OK for downtown but not for Sandy Blvd, 102nd, 122nd, or any other roads in outer eastside. Possibly OK for just a few blocks near the river. Will never use public transit to go downtown again until the homeless problem is eliminated.

Confusing how to respond to ranking questions. Should explain how on first occurrence.
The is a tussel between installing more bike lane and Rose Lanes, but the greatest tussel will be with motorists in some of these corridor. Most pilots to date have been in "easy" location where the lane seem most available. How could you do that all the way from Central City to NW 24th!??
None of these projects has ever balanced itself out and needs continual injections of tax payer money. I already must pay all of my own gas and auto costs and the taxes to maintain the roads I use. Making me pay the costs to aid others who compete with me in the market place is unjust.
Dedicating lanes of traffic only to buses is a mistake and an underutilization of our limited road surfaces. It would be a better idea to have street parking become bus lanes during morning and afternoon drive times, but letting cars park there during the day, for example. How does Rose Lane Vision conflict with Vision Zero? It appears they're in direct conflict with each other. As buses drive faster and pedestrian infrastructure in minimized, more pedestrians will be injured and killed as a result of this new conflicting "vision". Share Bike/Bus Zones are a terrible idea that will slow buses down to the speed of the slowest bicycle commuters, not to mention the increased collisions between buses and bikes that will result in increased injuries and deaths. Assuming that slightly faster public transit times will lead to doubling the number of people riding public transit instead of driving is a pipe dream and not supported by any data evidence. I imagine that there will be a small increase in public transit users -- people who become very frustrated with the new, much slower commutes for automobile drivers. However, anyone commuting by car more than 3 to 4 miles will not give up commuting by car. The result will be near gridlock of automobiles during AM and PM drive times that will dramatically increase commute times and air pollution will skyrocket, both negatively effecting Portland liveability.
Oh gods, do I. Listen, I know this is government work but can you not hurry it along? Why is it going to take a full year to put up signs and paint the streets? Ridiculous. Just frelling get on it and do it - we are way, way past needing this!
Work with TriMet to use the same color paint and markings at intersections with MAX tracks to direct auto drivers to not drive down the tracks - see MLK just south of Interstate/Lloyd where this has been done for Streetcar tracks heading south over I-84.
It seems like many of these questions/points PBOT brings up in on the survey and in the open house are things that can be answered by clear empirical evidence - not public opinion (besides the fact that PBOT has a track record of doing what it's going to do, regardless of public opinion). So why not spend the resources on education/promotion rather than public opinion?
Look at how we can tie this in with ped and bike saftey improvements as well. If we can get a double win that would be great. Calculate numbers about the HOURS a day these projects will save entire lines, the 25K+ total ridership on the burnside line multiplied by time saved in a single day, would be very impressive. At the moment we have made driving SOO much easier than transit, if we can make transit faster and easier, and driving a little harder we can tip the scales. Reliability is also VERY important to me, as I have to be on time for work and picking my daughter up from daycare.
Do you know that there are major delays taking the 16 bus to St Johns in the evenings? Traffic backs up getting on the St Johns bridge, buses included, making for long delays. Also, the 75 buses have such a long route that they bunch up and then have long waiting times. Many people of color use the 75 and I'm amazed and dismayed you don't include this route in improvement plans. Also, please consider express routes from downtown to St Johns. The 16 is almost express and this is great. Please expand this service.

<p>Hooray for quick-build! Testing actual performance is part of the public process. Also, please do not underestimate the systemwide benefits of dedicated lanes in the central city. Also also, when weighing the relative benefit to people of color and white people, please do not forget to consider the race and ethnicity of people driving. Even if the project helps white bus riders more than it helps bus riders of color, the fact that it helps bus riders at some cost to auto drivers is a significant benefit to people of color.</p>
<p>I am excited for this project! I am especially supportive of any parking removal that may be necessary to make more space for transit and bikes. People who drive exclusively will be annoyed, but at least some of them will (as I do currently if I'm thinking about going downtown) say, "Parking in that area sucks! Guess I'm better off leaving the car at home."</p>
<p>Please make 82nd, and Powell happen. Also, push for more service in East county so that investments there do make sense. But majorly just prioritize buses, bikes, people, over freaking cars.</p>
<p>It makes more sense to disallow parking on busy streets during busy drive time (like on Burnside). Buses only during that time?</p>
<p>Please prioritize transit and bicycling infrastructure over parking. Parking is a privelege, not a right.</p>
<p>This is a great project, and sorely needed. Let's not let the standard myths about parking needs or the entitlement of drivers who've had it too easy for way too long derail any part of this.</p>
<p>I think that reducing fare costs, even just down to \$2/ride, would highly incentivize use of TriMet for those who are new to the city, as well as for those who are lifelong drivers. While transit time is important, I think cost of use is another huge factor for why many do not use public transit and opt for what seems a quicker, if not cheaper, alternative in their car.</p>
<p>Please be brave and make this happen - even though some people won't like it at first! It could be one of the most transformative and positive projects ever for our city. I am so happy you are working on this.</p>
<p>Think about what education will look like to enforce this project.</p>
<p>If you can make the #4 even more frequent and more reliable, that might be an option. As it is it's so crowded I won't be likely to take it even if it's faster - it's too uncomfortable. I really appreciate you doing this. I've been wanting to see improvements to my bus line for a long time. I gave up riding the bus because it takes so long. I want my bus commute back. I don't think this pilot project will do it but I really really want you to succeed and expand. Thank you.</p>
<p>no</p>
<p>I get that we're the rose city, and that rose-colored lane markings effectively convey "keep out" to drivers, but I wish the name were more explicit about the nature of the project, like "transit lane." Rose is pretty weak sauce</p>
<p>wait until after the next city council election for new direction</p>
<p>I would like to know if any of these bus lanes will also allow bicycles, and particularly how the bus lane will work on Williams & Vancouver. I would rather share a 12 foot lane with buses than be in an unprotected 6 foot bike lane sandwiched between parked cars and a general vehicle lane.</p>
<p>Thanks for doing this QUICKLY. Hate Portland bureaucracy's habit of talking about projects for years and then abandoning them. Love the speedy execution.</p>
<p>Confused by the line "People who use public transit will experience decreased transportation costs in both time and money." The "time" aspect is intuitive but it's really unclear how the rose lanes will decrease direct transportation costs, since this plan does not indicate any plans to decrease fares.</p>

Please use red paint in more places! Red is easy to understand and would help with clarity an awareness.
Replace heavy bus lines with MAX or streetcar. Trolley buses would be a good option also.
Just do it already
Thanks so much for all your work on this!
By speeding auto travel, you simultaneously could improve transit. Minor: use half the paint by stripes rater than solid.
More sidewalks, better lighting, speed enforcement would be a great place to start. The SW could use some love for sure. Affordable housing with free parking and on transit lines are my priorities for this City
I am somewhat unsupportive of the pilot approach to the Rose Lane project because I think it should be implemented without the chance of removal, which is suggested by a pilot approach.
The posters that stated decreased times were not impressive in the results the showed. 2 or 3 minutes isnt a big deal. This us about setting up a long term infrastructure for moving around the city. That is what should be focused on when promoting this. Drivers will not like it unless they realize that their commute will get tougher and the bus will become the best choice - and, oh, by the way, the bus is faster now!
If you vote to remove lanes of traffic from Sandy Boulevard, I will vote to remove you!
Umm, nope!
Please have PBOT or its contractor source the paint in a least-toxic formulation.
Anything to speed streetcar travel would be appreciated.
Thank you for doing this!!
I think this is great, both the concept and the analysis of impact. I'm very impressed and hopeful. We need to do our share to decrease our city's transit affect on climate. This is a good start.
Please take the local neighbor views in to consideration. Not just the bike people.
Let's get started!
I appreciate the need to experiment and run pilots to learn what works and what does not. However, my only concern is that the City is not moving fast enough with implementing rose lanes, and not delivering them to enough places with automobile congestion problems. Thank you Chloe Eudaly!!!
Need continued, well-planned and executed public education about letting go of car use and embracing public transportation. Attitudes are very much stuck in a car mentality in Portland; please put more resources into PR campaigns about the need for less car use and more reliance on public transportation. As a senior citizen with limited mobility I find public rudeness on busses and trains to be inexcusable. Educate riders about common courtesy towards elders and people with limited mobility. Provide "ride monitors" to educate regular riders? Or empower drivers to ask prople to move? it can't be that hard to be considerate but it is a shift from being in your own vehicle.
This will increase bicycle accidents and probable deaths, not to mention scooters. How about stronger reinforcement of laws for helmets with people who use scooters?
Seems the survey is really only interested in getting pro input and only from transit riders.
Why did Trimet do away with the text to find out when the next bus was coming? I am old enough to remember the days of calling 238-RIDE to get help from a real person planning a route via Trimet. I would like Portland to retain the legacy of user-friendly progressive helpful transit, such as bringing back fareless square

As a biker/pedestrian who goes around downtown daily, I encounter most of my hair-raising moments from drivers who don't get, understand, or observe lane restrictions, be they for bike or bus. I prefer to take the lane and share the road with everybody, not hierarchically parse it out. That's divisive, it doesn't work, and this project will fail in its goals as presented.

Don't give in to community push-back to "compromise" or otherwise water down the proposed improvements; prioritizing buses (and bikes!) is vital to the long-term survival of the city and the planet; the city cannot continue to grow and thrive if we are all stuck in traffic, and the climate emergency means we can't keep expanding our roads and driving more. Bottom line, we need to give people viable options to driving, and can't let a few boomers afraid of change stop us from doing what needs to be done.

I was part of Portland Bus Lane Project while it was still active, and I wholeheartedly believe in transit priority. You need to ignore people complaining about losing parking, especially about losing FREE parking. Everything moves better when stress are not clogged with vehicles being stored, and the public should not have to pay for the storage of private vehicles.

let's do it!

IDIOTS!!

This is great and we should do it! Up with riders!

Let's be bold. Let's show strong leadership and not kowtow to the almighty motor vehicle.

Very excited you're considering this! I think it's a great idea.

I'm concerned that pedestrian safety might be impacted. Vision Zero is important to me and to the city. I try to walk to shopping and entertainment whenever possible. Please insure that pedestrian safety is the number one priority when considering street changes.

What sort of sense does it make to remove important traffic lanes that would then have infrequent use while the remaining ones become impossibly clogged? If buses are being slowed by traffic, add more buses.

Don't do this. Portlanders are done with these idiotic changes. Do something about the homeless population. I take the bus or max at least five days a week and this is the stupidest thing I've heard of. Just cause some take the bus does not mean these changes would make others.

I really want this to happen! Dedicated bus lanes are cheap and would make a huge difference!

I'm worried that once the 4 and 6 are sped up, gentrification will follow. Please work with Metro to ensure that people can keep their homes and neighborhoods and not get pushed farther out of town.

There's a lot of complicated interagency stuff in here. It doesn't all have to be so complicated, I know some takes money. And some of these ideas are in the plan but kind of burred or marginalized and could be easily implemented on our own without requiring tons of studies or cooperation. 1. The street cars need to have more frequent cars. 2. The original stops were on the wrong end of the block causing them to be backed up by any cars that were there. 3. There are WAY too many street car and max stops through downtown, just abandon half of them. 4. Create express lines on max (downtown to Beaverton and Hillsboro for example) that use the opposing tracks to bypass local trains. 5. I think looking at specific bus lines runs the risk of not seeing the forest from the trees. We're taking our original system and trying to improve it but it may be systemically flawed. I don't have a great suggestion for how to do that but food for thought, and one example - My major hurdle for getting from my home in North Portland on Interstate, to my office on the inner east side at Stark and MLK. Should be easy, lots of transit in BOTH locations. In order to get there I HAVE to transfer or walk nearly a mile, it's a bad walk and a terrible place to bike and there's no parking (yes I hate my office for locating there but this is my next point planning). A big hurdle is crossing I84 for anyone going North South via bike or foot. And if I take public transit, the best North South lines Yellow, and 35, cross but don't connect with the street car... 6. Development patterns drive transportation patterns, and vice versa to some degree - planning, zoning, and development initiatives would be wise to bring into the fold. Back to my office on the inner east side. Thank zoning for opening up industrial to be office when it doesn't yet have the infrastructure to support it and simultaneously pushing out (through the new found value in the real estate) the few manufacturing and industrial jobs we had in inner Portland. Likewise the approach to zoning in Portland that biases density and development to major corridors ends up overly burdening those corridors (See Division between 11th and 48th) making driving or riding a bus on that road a nightmare at rush hour. next part of development patterns is implementing well intentioned but ill conceived multifamily housing requirements which results in getting less housing that's more expensive when we need more, pushing people further out of the inner core placing a greater burden on transit. And my last rant on planning and zoning is incentivising new development that results in the destruction of affordable inner city housing in walkable neighborhoods. Did we get more housing units? Perhaps. But could they have been built somewhere that didn't require tearing down existing housing that housed lower income folks? Probably. Not sure how to get the incentives to run the right way exactly but zoning is a huge part of it - if the property is legal to redevelop into 100 market rate units suddenly it's worth way more to tear down. Doesn't mean it's the right thing to do for the city or really provides a net benefit. I know it's a bit out of your purview for the Rose Lane Project, but this is the very problem - you tell PBOT and Tri-Met to go solve the transportation problem, but it's inextricably linked to development. We can be doing all of the "right things" but if our underlying assumptions about how the world works are incorrect we will solve nothing.

It's depressing how shoddy PBOT's analysis is and I feel embarrassed as an analytical professional that this is deemed acceptable. Analysis requires an open examination of the facts without determining outcomes in advance, clearly that's not going on here.

I think putting transit at a higher priority than cars is vital to addressing the climate emergency.

Push hard now! Share the obvious benefits to the doubters. Go further!

Expect lots of complaints from auto users!

too complicated

Most of the "improvements" that have been piloted so far appear to negatively impact drivers or commuters who try to park & use transit. (e.g. Gateway now has much less street parking thanks to "improvements" & increased accidents & congestion on 102nd)

Don't forget that a vast majority of people still choose to drive and will NEVER chose to rely on public transportation because it's not a viable option for them. Let's work on lowering commute times for all vehicles, not just busses.

Please make buses safer and require everyone to pay there fair share. I know two people who recently bought cars because of the disturbing events n the bus. Also , we in inner southeast are experiencing increased people parking on our street to bike and take the bus downtown. You are making us missable.

Not everyone in Portland wants to take a bus or bike. They also can drive Or it cheaper to dive or they have to because of kids and family reasons. A lot of people who take the bus also have a car - those that can afford the two are effected the most. Don't punish that population. You can't remove a street or lane of traffic, build \$1.5K a month micro studios And expect people to be okay with it. People who live in the PNW have cars for a reason so let them use a car but just help provide options.

Let's do it! A pilot project is fine if politically necessary, but dedicated bus lanes obviously work, so I'd prefer to just make everything permanent from the get-go.

as someone who relies on mass transit and cycling infrastructure i am happy to see projects like these taking place in the city.

This is such a tiny step during a climate crisis. Please think bigger. Make transit free of charge (you could start with bringing back Fareless Square and youth pass). Create separate protected bike lanes. Eliminate street parking. Stop widening freeways and start removing them from the urban area. Etc etc. Too much fuss here over a baby step.

How are you going to pay for this? Have you thought about maintenance costs in the future? The red that I have seen in other cities fades and cracks quickly. How often will the paint be updated to look fresh?

Disagree strongly with this approach but don't think it will matter. Eudaly will do what she wants regardless of the survey

There are many other issues with buses that I believe prevent ridership. The cost is way too high and should be subsidized instead of continuing to subsidize driving/freeways/etc. The danger for pedestrians and especially bikers is extremely high (a reason I no longer bike). The bus itself is painfully loud with the horrible beeping noises they make every, single stop. I used to take the buses literally everywhere and they've just become so expensive and unpleasant to ride.

I used to ride the orange/yellow line fairly regularly until ridership increased. I used to be able to drive to the stop and then ride, but now the parking lot is almost always full—I've had to leave in a time panic and find an alternative. The stop near my house is a 20-25 walk, and so i only ride it now when time is not an issue.

Red signals emergency, danger, fire and should be used sparingly. Our city should not be painted in garish hues. Consider using TriMet blue. sparingly - stripes perhaps. Please don't make our city look like a Christmas cartoon. You need to consider people who need to get around in cars and trucks. Your goal to make everyone use the bus is not equitable. People use vehicles for conducting work, for transporting goods, purchases, children, elderly, pets. This project will disproportionately hurt these folks. Not cool, Portland. Not cool.

Great Work! Super stoked about this project. I don't think negatively impacting other transportation solutions like biking is a good strategy for consideration with Rose lane designations. In terms of road safety, bike/bus interactions are gnarly and should be systemically separated

This is EAst side focused. What about the West side and West .suburbs ec.
I love your ideas and commend everyone involved.
Two major comments: 1) The existing BAT treatments for streetcar and bus are being flagrantly ignored/violated by auto drivers currently. Case in point: SW 10th/11th on the streetcar line. Autos routinely ignore the "turn-only" signs and use the streetcar lane to proceed straight. This causes streetcar backups. 1) One thing that appears to be missing here: STREETCAR-only red lanes, and streetcar signal priority! Here's where I think these are most critical: --On NE Broadway eastbound, between Broadway Bridge and NE 7th. The left lane here is a huge problem here during PM rush hour, and streetcars sit for ages, while the right lanes have barely any cars in them. --NE Weidler/Broadway, westbound, between NE 7th and Broadway bridge. --On the Broadway bridge, both east and westbound (rush-hour). --NE/SE MLK and NE/SE Grand--both directions, all day. Again, both red lanes and signal-priority (queue jump) for streetcars & buses.
none
remove the damn car parking! we got 10 years to solve climate change.
Probably outside of this project's scope, but time coordination between streetcar and buses at the OMSI station is desperately needed. As is more frequent streetcar service. That transfer is the only way for me to get between home and work without having to walk 3/4 of a mile.
I would love to take the bus but it stops way to frequently for it to be economical. From downtown to 122nd it's almost an hour, or 25 minutes by car. The travel time would have to decrease significantly to get me to use it. The only way I see that working is by reducing the number of stops and getting the bus to actually drive instead of stopping 47 times before it gets to downtown. A bus/bike lane only is great but it only solves a small portion of the problem.
How will negative impacts be monitored and measured?
THANK YOU for bringing this to Portland. I am so proud of this city.
Even with these improvements, I will likely not ride transit until trimet makes a concerted effort to improve safety on transit. I have been personally assaulted and harassed on transit multiple times and only ride transit when I absolutely have to because it is currently unsafe.
I think this is a good start to what needs to be a serious doubling down on alternate modes of transportation. But its only one piece if Portland truly wants to keep the city livable for all of its citizens. More routes, more frequency, less cost (or free), and no more fare police all need to work in conjunction with the city to create smart and safe ways to travel that aren't jumping in a car.
This is a great list of projects. Do them all, and then do some more!
Thank you for welcoming customer input!
Be bold. Use exclusive ROW wherever possible. Don't be afraid of car culture backlash. People will support the changes if they actually speed up bus service, but that will only happen if you design the best system for buses and stop worrying about impacts on cars.
We should not try to make car commuting as bad or worse than transit, We should make transit better. Enforce bus right of ways. Do not give them a lane to themselves.
Trying to turn this into a racial issue is really stretching things. I'm mixed race and I'm not buying it.
keep up the great work

TriMet will become a reliable transportation options when buses run every 5 or so minutes. removing some peak time congestion is an important but irrelevant benefit if the bus only comes every 15 minutes
Quit making blind spots so people are hit on the streets we all have to travel.
You absolutely need to do this! - it is WAY WAY overdue! The SOV drivers need to experience the burden of waiting in the traffic they are causing, not the transit riders who are trying to do something about it. PLEASE PLEASE DO THIS, NOW!!!
1. Thoroughly evaluate unintended consequences of traffic diverting into local streets due to reduced auto capacity. 2. Direct impact to businesses in respect to customer parking and loading activities. 3. Evaluate demographic and other available data sources to determine if lower income areas in far east and north Portland will be better served with improved transit service. Determine their actual travel markets to/from employment area, particularly employment areas that provide improved transit access to middle wage or higher job opportunities.
nope
Having been to a number of the PBOT community meetings (none regarding Rose Lane, yet) I'm constantly amazed at how vocal the NIMBY crowd can be. At times, as someone with progressive feelings regarding urban traffic planning, it can be intimidating to remind these folks that it's ALL of our backyard, not just theirs. It has been my experience that PBOT folks facing the public do a good job of staying on message, even when it may seem they're drowned out by a handful of people bemoaning the loss of a couple parking spots. I would have the folks on the Rose Lane project know that there are many like me who recognize those are not "their" parking spots in the first place and that the greater good dictates projects like Rose Lane realize benefits for everyone using transit. Keep up the good work.
Figure out bike and pedestrian safety in conjunction with this project!! Don't let it be a trade off!
I hope that you will very carefully consider the impact that these lanes will have on cyclists. Can you make all the Rose Lanes compatible with bike travel, like the lanes on SW Madison? That would be extremely helpful to cyclists, especially if bus drivers are trained to respect cyclists.
Consolidating stops would make a huge difference in traffic. It was annoying at first when they did it on the 19, but once I got used to it, it was fine. I lived near 20th and Division for 5 years, and it would considerably help the Division bus, especially in the close-in area. I suspect this isn't done because people want more convenience in a commercial area, but that is exactly where the traffic is worst. Please try this before making changes to infrastructure. It likely won't do the whole job, but it would be good to know how much it does.
Stop this!
This is a terrible plan, proposed by venal dunderheads who are more concerned with cheap and easy "solutions" that look good on a resume than they are with actually fixing our city's congestion woes. The only good thing about this plan is that it will be equally cheap and easy to reverse in two or three years when the appalling scale of its failure is evident to every voter on the east side.
In Paris, France bicycles and scooters are allowed in bus lanes. On unsafe bike corridors like sandy or ne 82nd ave, this would would make a lot of sense.
Please reconsider. This plan has many flaws and I hope you listen to ALL respondents
Good work!
This is a very expensive solution looking for a problem. Wasting taxpayer dollars, again.

Ensure safe bike travel
I wish we could include more service in outer east Portland and connections to N/NE.
This plan is a dream come true for me as a commuter. I have been hoping for something like this for years, please make it happen! If it does, we can do buses just as well as Seattle, if not better, and continue to keep people moving in an ever denser city.
I'm so ready for dedicated transit lanes!
You will never increase ridership by removing lanes and trying to annoy drivers into giving up and taking the bus. Until we have safe accessible public transit and the city gets serious about enforcing lawlessness, people will still drive. Women and people with young children especially. I know I will.
To meet climate goals increase telecommuting for city employees. Create incentives for employers to allow staff to telecommute to reduce traffic and air pollution.
Decreasing travel lanes for commercial/private automobiles will compound traffic issues across the board. I am for dedicated bus lanes but removing overall throughput is short sighted. We need to replace street parking with BRT lanes instead of removing total throughput.
Push this forward. Let's see the results and if they are anywhere near as good as hoped for, then roll it out at large. I see the positives far outweighing the negatives.
Please consider adding Lombard to the project.
Your survey and materials read like a propaganda leaflet. Your conclusions and solutions are vague and you haven't looked at any alternatives to dedicated bus lanes. Putting more park and rides extending farther into Portland than there are now is a better method to encourage people to take the bus to work. Otherwise, you are creating a social engineering program where you'll make things so miserable for the driving public in terms of traffic congestion and lack of parking that they'll be forced to use transit. Also, scooters are just a fad. They are not safe and maybe you'll realize that after a few more fatalities and lawsuits. Finally, multi-modal also includes cars.
I'm fully supportive of anything that improves the quality and options for transit in Portland.
Given successes elsewhere, implement ASAP and as widely as possible, with an eye toward expanding further and making permanent as quickly as you can. Thank you for doing this!
I realize there are jurisdictional issues with ODOT and Multnomah County, but PBOT should push forward with trying to get Rose Lanes on Barbur, Powell, 82nd, and the Hawthorne Bridge now!
I fully endorse this project and look forward to seeing the good it will do over time.
I fully support using existing traffic lanes and ESPECIALLY existing on street parking spaces as transit priority lanes.
Car culture is not going to disappear because we want it to, but increasing the reliability and availability of transit has the potential to relieve some of the pressure on neighborhoods used as places for non residents to park or to shortcut their commute. Please look beyond the existing options. Why not a commuter ferry from the base of the Sellwood bridge where one once operated?
In addition to dedicated bus lanes, the best way to increase racial and economic equity in transit is to go fare-free.
Thank you so much! You already have strong policy support to eliminate parking; don't be sheepish about. Stop asking us about it in these quizzes. You've won that battle. Let's move on to a better world. Also: why don't you ever ask me about the impacts from undercharging for parking? Those are devastating. Where was the survey when the city spent \$25M on a parking garage rehab?

Public transit is not an option for many people (see comments above), so these people will not switch to the bus either way. Additional incentives are needed to motivate the people who CAN switch to the bus. Simply making car traffic worse will not be sufficient - people will still drive.

Consider the on longish segments only where there are 12-15 buses/hr.direction Strongly consider site specific improvements - queue bypass lanes, signal priority, etc., - to get around intersection bottlenecks Please complete careful analyses to parking/loading space availability, traffic impacts so that the public can have more confidence in their implementation. Please keep bicycles out of the lanes and only provide protected bike lanes adjacent to them.

I do not believe that a pilot project is necessary. We know from the evidence in Seattle that these types of investments will increase the speed and reliability of bus transit, and we know that will lead to increases in ridership and lower VMT. These improvements should be made permanent. I am slightly concerned about the impacts on bicycle travel lanes. As a bike commuter interactions with buses are one of the most stressful moments in my commute. If it is possible to combine these improvements with increased separation and protection for bike lanes that would be great.

You can't punish drivers to the point where they'll give up and ride the damn bus. It's not going to happen.

Currently my commute takes 20 minutes by bike, 25 minutes by car, and 45 minutes by bus. I have no incentive to ride the bus unless travel times can be dramatically reduced.

We need to rapidly decrease the amount of miles driven by cars in order to protect our climate. No freeway expansions, up with riders!!

Don't pilot this - just do it. Uber and Lyft increased traffic and accidents without a "pilot". SOV alternatives like bus lanes should be given at least as much of a chance to succeed as Uber was.

In order for MAX service to be appealing to me again (I used to be a daily rider) the Steel Bridge crossing need to be enhanced so we don't experience delays as well as the incredibly slow crossing.

Please please don't compromise on this project to preserve street parking or lanes for private vehicles. A connected, uninterrupted bus lane on all the paths proposed is absolutely vital to increasing transit usage. Aside from reinforcing the prioritization of private cars over transit and causing delays, buses in mixed traffic are dangerous. Recently my toddler narrowly avoided serious injury as he was thrown into the seat in front of him when a driver cut off the bus. This happened on the 15 on the route of the proposed pilot and if the bus lane is interrupted by street parking there is no reason it won't happen again. Also if implemented this project will vastly increase the speed at which drivers are able to complete their routes, enabling much better than the 15 minute headways outlined here. Do not use the success of this project as an excuse to cut buses from the route and maintain the schedule- increase frequency instead.

How is safety being addressed? There have been stabbings and people being beat up on public transportation. How will you ensure the users not only feel safe but are safe after forcing them to use public transit? Price of public transportation is a issue. It's currently the same or cheaper to drive and I save on time. Time is money. What's outlined doesn't seem to get the message across that a user will save money or time. Portland has so many issues to deal with, this one is not a priority for me at this time. Focus on the homeless issue first.

I LOVE IT. I'm a youth, I grew up bus dependent, and now I'm a climate organizer. I think we have to begin a managed decline of car infrastructure and personal vehicle ownership, just as we have to reduce consumption and the fossil fuel economy more broadly. The best way to do that is to change the built environment -- make it easier to use alternatives, and quite honestly, make it harder to drive. This is bold, visionary, and couldn't come soon enough. Thank you.

Please don't worry about removing parking -- if more people are taking the bus because it's actually convenient, we won't need so much parking!

Keep our eyes on the big-picture vision of really elevating the usefulness, comfort and convenience of transit for everybody! This could be a much more civilized, safe and pleasant city if we move toward building around people first, and treating private autos like the guests they should be in a city.

No.

Build all of the dedicated lanes as soon as possible. This project will help achieve many city goals, and is an excellent way to pursue climate action by getting more people out of the cars and onto transit.

Any pilot projects should thoroughly consider how they are/are not applicable to bus routes with the highest need in outer parts of Portland, where more low-income people rely on transit, so that recommendations from the pilot project will be applicable to these areas.

You have no forethought to the future impacts. You have people with no experience in transportation let alone a college degree. Your commissioner doesn't listen to the people.

This project sounds amazing and I hope it doesn't lose any ambition as it is carried out! I would love to see a fill bus only lane on Sandy. Recent construction at 28th showed that traffic in only one lane is sufficient.

I think you will have to work with Portland Police to enforce the rose lanes. Without enforcement this won't work. Also under demographics it only allows me to select one. I am Latino my father is Mexican and my mom is European. This should have been multiple choice as most ethnicity / race demographics are. Also white isn't a ethnicity but Latino is. Also several questions that say check all that apply only allow one selection.

Making the Holgate viaduct a better experience for walkers and bicyclists would encourage more people from the east end to walk to the Orange Line stop at 17th/Holgate, making more effective use of a large transit investment the region has already made. The "almost all routes lead to downtown" orientation of Tri-Met means that these improvements might make things better for (usually white, usually male) work commuters, but does little for making transit a better option for people with jobs outside of downtown, for people running errands, for kids attending schools, for people. Ensuring that, for example, the eastside north-south routes (the 70, the 71, etc.) are able to progress quickly and frequently would help make the transit grid actually function as a useful grid. Also, using existing high ridership as a metric for selection introduces a bias against existing routes that people decline to ride precisely because they are too slow to traverse their routes.

Please do rush hour only bus lanes as many cities do. And we please start expanding the rail and bus system; faster existing bus lines do limited good for people not close to bus/rail stops or who live in hilly areas where it is hard to get to stops...and those with service that is so infrequent as to be not a viable option

Don't lose sight of the fact that there is also a 25% mode share goal for bicycles for the same horizon year as for transit. This project must solve for both.

I'm a transit lover and have been taking transit from Portland to Hillsboro daily since before Max went West. I'm all for improving it, but don't do so at the expense of an even more climate-friendly mode like biking. Let's encourage all forms of non-SOV transit. I have noticed that the NW Everett green lane is minimally utilized, at least when I ride that way around 6pm. Would it be reasonable to make that a bus + bike + HOV lane? I wouldn't use the HOV component, but seems like a better way to use a scarce resource while still encouraging higher occupancy transit.

We MUST *dramatically* reduce the percentage of trips taken by car! Transit keeps sliding for obvious reasons (Uber/Lyft, cheap gas, infrastructure that's ENTIRELY auto-centric, terrible transit reliability, incredibly long waits, super slow trips, WAY too closely spaced stops, etc). The ONLY way to *immediately* entice thousands of people to switch from driving to taking the bus is to convert hundreds of lane-miles of traffic lanes to BUS-ONLY lanes overnight! Let's DO THIS!! NO MORE WAITING!! :)

I lived for several years in Vancouver, BC where bus ridership is very high and bus service is quite good and prioritized over individual drivers. I really hope Portland can take a few clues from Vancouver (and not only look to Seattle, even though they have done great things!). Floating bus islands are fairly common in Vancouver (or at least along the corridors where I rode a bike) and I found them to be simple to use. The designs were very basic and I never had any conflicts as either a cyclist or a pedestrian waiting to board the bus. The ones I have seen proposed for Portland look to be overdesigned and underestimate the impacts on cyclists by overestimating the number of people waiting to board the bus (and how/where they wait). I am really excited to see how design options for the Rose Lane can benefit transit riders AND cyclists. It would be a shame to have cyclists lose infrastructure and capacity as part of this initiative. I really hope that the "needs" and complaints of a few people and businesses around removal of parking is not given much consideration. I have frequently seen buses making strange manoeuvres in order to get into stops because of poorly parked cars. Changing where cars can park in relation to bus stops is important. Moving people from place to place is more important than storing privately owned cars, particularly on busy roads such as the ones selected for this pilot. I think time limited access to parking can be really effective when street design allows (e.g. bus/bike only 6-9am & 3-7pm, parking optional outside of those hours) and I would be excited to see more of this (when elimination of all street parking isn't presently feasible). I hope that along with this Rose Lane project, there can be some additional investment in bus stops and shelters. Even when a TriMet bus is considered "frequent", and I think that term should only be applied for every 7-12 minute peak departures, that is a long time to wait without a bench or shelter. High quality shelters with backs, sides, bench, proper lighting for safety, and electronic reader with bus arrival times, should be standard issue. When the bus is easy & obvious, more people will ride. Last but not least, and I know this is outside the scope of the Rose Lane project, while I think the changes to fares and the ability to buy monthly passes in aggregate is great, it would make a huge amount of sense for the whole system to go fareless. If Portland really wants to see a boost in ridership, let's divert funds away from projects that benefit single drivers and towards a system which benefits everyone. Increasing parking fees would be one great way to cover the gap in fare revenue.

Speed up the timetable.

Please stop slowing traffic down to try and force people out of their vehicles.

This is great! Glad to see the early adoption and looking forward to more. Would be glad to see parking removed on ones side of Hawthorne, or Belmont, for instance, in order to speed up bus time. I'm still worried about the #2 delays at SE 9th to 11th eastbound, and hope that solutions can be found there.

Every climate justice organization in the city supports this type of project. Thank you.
It was hard to prioritize routes because I want it all! Implement it without delay!
More frequent runs and less cost would make the most difference.
This project (or series of projects) is a great idea and should be pursued aggressively because of the potential benefits in terms of providing better transit access for people who rely on it, making it a more attractive option for those not already riding regularly, and thus helping the city to meet its climate goals, improve air quality and accommodate growth.
Can we get some kind of enforcement for people who violate the lane restrictions. I think SF or NYC the buses can take photos of cars in bus lanes and tickets are given.
we don't need more project teams, the assholes who were voted into their offices under the guise of fixing all this nonsense to begin with need to get off their asses and actually help this city get by. it's enough already.
I appreciate the work your team is doing to make actual important changes to the way trimet serves Portland instead of wasting money on more fare-checkers.
This seems like a push poll, designed to inform, not to gather information
Good luck, and please fight against any efforts by others to water this plan down.
I am confused by the Tacoma line (#13). Traffic snarls from Hwy 99E to the Bridge. Why not extend that line the whole way - linking the MAX station to the 6th Street light (right before the Sellwood bridge) via Rose Lane?
I encourage you to push this effort as far as it will go. Be bold and persistent. This project has so much potential. It can either succeed and be a model for more bold experiments, or fail, and be something that people point to in the future as a reason why we can't do big things anymore. We have a ticking clock. If we don't fundamentally reorder the way we live and move around our city, then this is all moot. I am excited about this project. COURAGE.
Please carry out all of these projects as quickly as is feasible! Don't wait--even a small improvement makes it seem more possible to get out of a car and onto transit. We don't need more cars on the road or more parking, we need to use our public right-of-way to move the public quickly and safely.
In the tradeoff question above, you should have separated car travel delay and traffic diversion.
Public safety crisis should be the city's number one priority.
I think this is a really important project and I'm excited to see Portland going in this direction
You MUST do this on the bridges, please! The 15 (frequent service line) can have 20-30 minute waits between buses going W->E during rush hour, with 4 buses in a row. And Burnside W-> has 3 different lines, but due to travel in right lane and cars waiting for pedestrian crossing at MLK, it can take them minutes to travel a few hundred feet. Bus only lanes please!!!!
when do we get driverless vehicles, why are super old falling apart smoking to death vehicles still allowed on the roads
Please design these in a way that does not negatively impact bicycle infrastructure.
Do Sandy Blvd 1st please
This is a waste of resources and time. It is as if you want to make this city worse than it is now. A "push poll" survey does not help you make your case. Clearly this is designed to reinforce your pre-established outcomes in favor of red lanes. These are not congestion relievers, they are congestion enhancers.

This is just another project that further drives home how little the city cares about the peninsula
I was not aware that skin color affected commute times in the city of portland.
Thanks for working on this, I've been wanting this project for years. Please fight the expansion of I5 in the rose quarter, that will have the opposite effect of the desired goals listed for this project.
Let's make transit faster and easier!
I am a 5th generation Portlander. An avid cyclist. I've used transit to commute. And I lived through the high smog days of the 90's and 2000's. Vehicles need routes. By removing materials, you're incentivising congestion on side streets. Idling cars will increase, not decrease smog. This will not disincentivise car travel. It will cause greater pollution. It swings the pendulum wayyyyyy too far.
This is a horrible idea.
Include more barriers on greenways in conjunction with rose lanes to prevent cut-thru traffic.
Making transit a better functioning system would go a long way to reducing the need for a personal vehicle.
The fact that you've already installed some of these lanes before your own timeline reports that you will even have pilot projects in place, is a gross overreach and misuse of the city's valuable resources. This plan further limits access to the city's multi-use arteries and bridges, which a significant amount of home-owning, tax-paying, hard-working Portland citizens are forced to use every day to travel to downtown businesses. It will negatively impact the livability of this city and further congest traffic for working class individuals by far more of a measure than it would possibly (but unlikely to) diminish traffic on our shared roadways.
Do this. Do it now. Do it yesterday. Learn from Everett, Massachusetts (https://www.citylab.com/transportation/2017/02/when-street-parking-becomes-a-pop-up-bus-lane/517404/) and deploy rapidly and iterate. Be even more ambitious; think mesh rather than hub-and-spoke. Please please please do not let this fall into the same trap that plagues every transit and cycling project in Portland, in which we are willing to make investments but only where they do not require re-allocating space currently dedicated to single-occupancy vehicle travel or parking, thereby taking these investments away from areas where people are or want to be (see: MAX routing in the median of I-84 and along the UP tracks; neighborhood greenways routed off of commercial strips and with minimal SOV diversion that required pulling teeth to get).
I'd take the max more if it didn't take as long or longer driving to downtown and back. Also if it ran at times I need it to run. It's kind of dumb that I can't take it to PDX to catch a 5am flight for instance. Also in all honesty when you all talk about communities of color it's clear you don't consider all communities of color. That you're only looking at it from your privileged position of what you think is proper. You think everyone can afford things like bikes, scooters, ubers, and even bus tickets. That's not true. This tunnel vision y'all have clearly exempts communities like ours and your lack of meaningful outreach is obvious. So just as a reminder, asians are real.
Currently, have to scream at vehicles to stay "All the way to the left!", & "No right turn!" along bus corridors, so I imagine it may get worse, ...
Don't lose bike or ped facilities. Take space from single occupancy vehicles and also keep those SOVs off neighborhood streets - prevent displacement.

Our first priority should be walking and biking and then transit, so I want to make sure that infrastructure improvements done for the Rose Lane project do not negatively affect bike and walking infrastructure. I know it is not within the scope of this project but we need more biking and walking infrastructure in this city (such as sidewalks, crosswalks, bike lanes, bike signals, street lighting, parking further from street corners for improved visibility, etc etc). And we also need more buses and new bus lines. My area (SE Portland: Brentwood-Darlington) is served by only one downtown bus line, the 19. If you go further north, you have bus lines running every few blocks from each other, such as 9, 10, 14, 17 but my neighborhood, Woodstock and Eastmoreland are underserved by downtown bus lines with just the one circuitous and slow 19 bus route. The ridership of the 19 is pretty high at peak times, based on my daily experience with it, and yet it reaches only a small portion of the residents in these neighborhoods because most live too far from bus stops so that driving becomes more convenient. Especially given that these areas have some of the highest concentrations of sidewalk-less and unpaved streets in Portland which make walking more difficult and dangerous. My suggestion is to add another line going through Eastmoreland and up Flavel and remove the loops from the 19 line. Increase frequency, connect more people to the Orange Max line and you will have more transit users from SE Portland.

Again I strongly encourage the team to look at their baseline assumption that people in Portland are mostly traveling to/from downtown for work.

Maybe just red stripe across the bus only lanes, use half the paint.

This is a wonderful vision. I hope to see this implemented soon!

This type of transit improvement project is long overdue, and should be give priority over personal vehicles.

Thank you for exploring this, I really hope it works out!!

It's a waste

No

These lanes could absolutely be more productive. I often like to carpool with my friends and family. I think having a certain HOV threshold (2+, 3+) during peak periods would incentivize people who would otherwise drive alone to carpool or use a carpool service. I know Vancouver has a really cool "Vanpool" service that will allow people who commute to the same area to use a transit van. Allowing HOVs/Carpools to also use the rose lanes would make them more productive and pull more cars out of the normal car lanes which would mitigate traffic and diversions onto side streets. PBOT should also consider allowing freight to use rose lanes in addition to HOVs or instead of. Products in stores become more expensive when freight has to sit longer hours in traffic, AND trucks produce the greatest amount of emissions. Get those trucks out of traffic and to the stores more efficiently to help traffic flow better and reduce the prices of goods in stores. This is a net benefit to everyone in the region, no matter their skin color/job wage.

Do it, expand the scope. Let's make transit accessible and reliable for all.

I feel safe on the buses, streetcar, max during traditional commuter hours. During none commute hours, I don't always feel safe.

Please carry out this project!

I think this is a very meaningful project and look forward to seeing these improvements in place soon.

I think this project is great and will have a net positive impact on ridership, but I would also like to see PBOT pushing for a decongestion charge on rideshare rides that occur during rush hour and for that money to be used to reduce or eliminate fares. Part of the reason we are seeing congestion that is impacting the bus is the rise of the rideshares.

Stop wasting time on fare enforcement. Put your money into things that actually matter.

ALWAYS add bike facilities, including skate board friendly surfaces, to all Rose Lane corridors. Even if it is just a shared bus/bike lane on narrow streets without room for separate facilities. Additionally, the green gritty surface around the Tilikum is not skateboard friendly. Make sure that this new red surface is. If there is any debate about the safety of Shared bus/bike lanes look at State Street in Madison Wisconsin that has had a mile of it on their main bus mall since the 80s without major conflict.

Thank you for undertaking this. I support it 100%.

Skip the pilot and start implementing.

Huge support for rose lanes. More efficiently using our existing lanes is low hanging fruit for us as a growing city. Really not sure if it'll get people out of their cars, though. I understand people make decisions at the margins but, still, I have doubts. My impression is that people in LA, Miami, Houston regularly put up with longer car commutes than in PDX. There's a limit to people's willingness to sit in traffic behind the wheel, but I think it's higher than some people who love transit expect. TriMet does a good job, but tbh transit isn't an attractive service for people used to cars: not the fastest, not always easy to get to, not the cleanest, not always a comfy temp, not always roomy, etc etc. I mean, for god's sake, someone defecated at my bus stop last week and left it there. That leaves an impression: this is a sad way to get around. If I weren't already a transit crusader, I probably wouldn't think transit service quality was attractive and I probably wouldn't ride transit. I say all this because I support Rose Lanes and any efforts to do the most important thing: make people's trips take less time, esp relative to driving. But I want to cast a bit of pessimism over whether more people will ride. We need other service improvements too. And we have to raise the price of driving ASAP. Good job, keep pushing, PBOT.

More Max lines and off the street

I really hope this succeeds. I appreciate your efforts and apologize in advance for all the nastygrams you'll probably get from the car / parking lobby.

Every project like this makes driving worse

This is absolutely the right thing to do, and as a daily transit user I am so incredibly excited about it! It's also being communicated incredibly well! Thank you. Keep fighting the good fight.

I really appreciate the work you do and the vision for this project.

I love bus only lanes and can't wait to see them implemented

I'm excited to see this implemented! I find lane/parking areas like E Burnside or inner SE Madison are unsafe and unsuccessful, so please don't add more of those. People don't need to park in lanes of major streets.

Not sure pilot is necessary other than for public opinion, this is a proven method worldwide and is years beyond due in Portland. Could just implement it as a matter-of-course on all new paving, major thoroughfares / frequent service lines.

Be bold, we've got 10 years to cut down on the worst aspects of climate change so do everything possible to get single occupancy vehicles off the road.

I don't think this is a bold enough vision, overall. I understand politics is a matter of incremental gains over time, but you're going to get bad press about this no matter what you do... if you're going to get bad press, it should be over something bold, and this is not bold.

Please do a pilot project on the #12 Sandy!

I hope there's some consideration of stop-consolidation. I know that there's some validity to the concerns about its potential impact on the disabled and other folks who can't walk as far to a bus stop, but stop consolidation along these corridors should at least be considered and studied, in a manner that encourages these groups to be brought into the discussion.

Don't be timid.

Was this survey made accessible in the multiple languages spoken in East Portland? This was the most verbose survey I've seen in a long time, and it makes me wonder if you took the extra effort to translate and promote this survey to those who are least served by city govt.

Consider how you can help bicycles in the process (such as if you're changing lanes consider removing parking and including a bike line)

we need to also maintain auto capacity so i'm hoping that parking will be removed from streets, i.e. removing parking on both sides of Hawthorne would provide Two Full Rose Lanes in each direction and also maintain current capacity during rush hour.

Re: Question about pilot approach, how will you know if people did/did not support because they want a permanent project now versus because they don't want it at all?

I think that this project sounds great and I am excited to see what comes of it. I love the concept of quickly testing changes with pilot projects. I hope that cycling improvements are considered when feasible as part of any road reconfigurations.

Don't be afraid to challenge the status quo. Climate change is real and we need to act NOW!

I strongly support this project and think it should be expanded even more. I support carless transit corridors. I also support free transit!

Many more bus stops should have covered shelters

Let's do it!

This is such a great idea and has potential to really change how Portlanders get around for the better. It is also REAL climate change mitigation action as transportation (cars and trucks) is Oregon's biggest source of greenhouse gas emissions. I can't wait!

Please consider Greely. Full buses that just sit in traffic.

Please provide more speed limit reductions. Fast traffic is so dangerous and has no place in our communities.

Fuck cars, remove parking, take lanes for transit, bikes, and peds. Cars have a fully built out system, no other mode does, including pedestrians.

<p>This project is incredibly important. Right now busses get stuck in or slowed by traffic which largely consists of personal cars with only a single occupant. Making the bus more fast, efficient, and cheaper than driving is the only way to get people out of their cars and onto public transit. Bus lanes are one part of this equation, and I feel strongly that removing parking and traffic lanes, or even making entire streets transit-only is a perfectly acceptable approach towards advancing Portland's climate and equity goals. Having fewer drivers on the road will, in turn, make our roads safer for pedestrians and cyclists, reduce congestion, improve air quality (especially in lower-income communities), and will help curb the effects of climate change. Note: I put N/A regarding trade-offs because I don't think impacts on parking or traffic are important to consider for this project. Portland needs to prioritize pedestrians, wheelchairs and other mobility aids, bicycles, and transit first.</p>
<p>Bikes should be allowed in the rose lanes. Combine them.</p>
<p>I'm concerned that Trimet's hiring of nine new fare enforcement officers represents an attempt to skew rider demographics in favor of affluent professionals who have the means to choose other forms of navigating the region. If it is in the city's or in Metro's power to take control of the agency, we should — without such control, any gains made with the Rose Lane project might well be lost to the agency's evident hostility to the region's residents who have few other choices besides public transit.</p>
<p>Provided that the parking lane is used for bus lanes, it's possible that this project might even speed up car traffic, as through traffic in the right lane won't have to wait for parallel parkers.</p>
<p>Thank you for your hard work, I am looking forward to seeing how this project improves our transit services in Portland!</p>
<p>Keep up the great work!</p>
<p>Thank you Chloe, Ted, Jo Anne and Warner. Rocking it!</p>
<p>I love this and want to see all of it and more come to life.</p>
<p>The problem isn't bus lane congestion. It's frequency of service and a lack of express buses. Stay off 82nd and Powell. The cars need to go somewhere.</p>
<p>The traffic signal @SE 6th on SE Tacoma needs to be green much longer to discourage cut-through traffic & increase pedestrian safety</p>
<p>I have zero confidence in your efforts and hope nothing but the worst for you and your commute times.</p>
<p>This can't happen fast enough. Low cost, high value changes to existing infrastructure. Strongly consider shared bike and bus lanes. Look at what other cities around the world have done to use shared transit lanes. We should use the red lanes form bus and bike.</p>
<p>Hopefully the Rose Lane project goes forth and multiplies quickly. This seems like a great idea!</p>
<p>Nothing for division?</p>
<p>Public transit should be free. Add that to improving service through initiatives like the Rose lanes, and we have a better chance of achieving our climate goals.</p>
<p>Thank you for this vision. Looking forward to implementation!</p>
<p>This whole thing is great, and I'm excited to see it roll out. This is one of the reasons I moved here, and I look forward to seeing the success here and using it to inspire people in my adopted hometown of Minneapolis-- really gonna be tweeting at my former electeds a ton from bus lanes and hoping to inspire them to move faster on people-centric cities.</p>
<p>Just make light rail work like a real city. Put it under/above ground.</p>

The benefit of bus lanes might be limited by the close spacing of stops. Portland should work with trimet to eliminate closely spaced stops that slow down buses
Love it-- this is one of the reasons I moved to Portland and I look forward to seeing what comes from it. If successful, many cities will be looking to Portland for inspiration. My adopted hometown of Minneapolis especially could use a kick in the pants, and I look forward to sending hometown electeds lots of tweets about PDX's success.
Don't just test it--implement this plan ASAP. We know this approach works to enhance transit travel which has so many benefits. We do not need to prioritize cars in Portland--car drivers are killing other roadway users, creating pollution and get disproportion priority to use the public right-of-way. Time for this to change.
I would be overjoyed to see my tax money funding transit projects that are efficient and equitable! MAX line construction spends a lot of money in one corridor, these projects spread better service across the region!
I'm especially excited about the Sandy and Burnside bus lanes!
Do better. This isn't good enough.
Please also try to improve bus line #96. Work with ODOT to help give #96 buses priority along the I-5 corridor.
I love traffic diversions
take a stronger stance at removing cars from downtown, especially where transit should be a priority.
It's really important that you do ALL these. They are cheap and easy and effective, and there's absolutely no practical or financial reason to not do them all.
Please let bike commuters know if they can share the bus lane, all are these supposed to be multimodal or just a few ?
Love, love, love it! Let's get this going ASAP!
I would urge y'all to not be too preoccupied with parking removal, because the benefits of improved transit service for many should far outweigh the availability of private car storage on public rights of way for individuals. Doing away with parking should also help improve facilities for people walking and people biking. We need to be doing everything we can to get people out of their cars, both for climate and public health/safety reasons, and this project has the potential to be a game-changer. In fact, I would urge your team to be bold, be aggressive, and aim for transformative change through this project rather than incremental improvements, because that's what it's going to take for us to reach our climate and our mode-share goals.
Encouraging some people not to drive will make space on the roads for others to drive, possibly increasing sprawl. We should make sure to reduce road space for private cars as part of this process. I trust PBOT to make things better for bicycles as they do road-reconfigurations. The pilot-project style will help us avoid making the worst mistakes

I'm not sure how you make commute times for people of color comparable to commute times for white people without solving the bigger problems of gentrification and displacement. That just seems like the wrong framing of the goal to me, because as long as people of color are more likely to live east of 82nd, it's hard to imagine them having comparable commute times to white people, who are more likely to live in the urban core. It seems to me that the stronger equity argument is that people of color are statistically more likely to rely on public transit to get around the city, while white people are statistically more likely to drive alone. So anything that prioritizes transit over cars is going to deliver more benefit to low-income residents and people of color than affluent residents and white people. Right? I also have a question: How many people would have to ditch their cars in favor of taking the bus for these pilot projects to be "congestion neutral" for drivers? From a communication perspective, I expect there to be a lot of backlash from people who drive to work and aren't interested in changing their behavior. But it seems that one way to win those people over -- or at least address their concerns -- is to explain that if X percent of drivers choose to become transit riders thanks to these changes, then the congestion on their route to work won't be any worse, even though there are fewer driving lanes. But what's X? And is that even a realistic goal for a project like this.