Regional Transportation Plan

Sets the course for moving the region safely, efficiently and affordably for decades to come

Establishes priorities for federal, state and regional funding

Required at least every 4 years
Our shared vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

* Reflects 4/20 JPACT and 4/26 MPAC comments, and subsequent 4/28 TPAC recommendation to JPACT and 5/3 MTAC recommendation to MPAC
Safety, transit and freight strategies continue to be developed on parallel tracks and will be informed by the analysis findings and recommendations.
Regional Transit Strategy objectives

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update and consolidate the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.
Regional Transit Network

The Future of TRANSIT
TriMet service plans

Climate Smart Strategy
for the Portland metropolitan region
oregonmetro.gov/climatestrategy
2014

2014 REGIONAL TRANSPORTATION PLAN UPDATE
Regional Transit Vision

To make transit more frequent, convenient, accessible and affordable for everyone.
Make transit more frequent by...

- Implementing transit providers service plans
- Investing in capital improvements
- Implementing TriMet’s Coordinated Transportation Plan
- Coordinating with local and regional land use and transportation visions
Make transit more convenient by...

Implementing transit providers service plans
Investing in capital improvements
Investing in maintenance and bottlenecks
Improving connections
Implementing/coordinating the HOP
Fastpass
Investing in transit technology
Expanding policies to increase transit usage
Improving route and schedule information
Make transit more accessible by...

- Providing/coordinating safe walking and biking to transit
- Providing new transit connections
- Enhancing access to jobs and other daily needs
- Coordinating shared mobility and ridesourcing
- Coordinating transit-oriented development and Equitable Housing strategies
- Coordinating local and regional land use and transportation visions
Make transit more affordable by...

Implementing the low-income fare TriMet/Metro Task Force recommendation

Expanding transit payment options (e.g., fare capping on HOP Fastpass)
Building the Regional Transit Strategy
REGIONAL TRANSIT SPECTRUM

Mixed traffic
- Local buses
- Regional bus

Priority treatments
- Service Enhancement Plans/Master Plans
- Frequent Service bus
- Streetcar
- Corridor Based Bus Rapid Transit

Exclusive guideway
- Enhanced Transit Corridors
  - Bus Rapid Transit
  - Rapid Streetcar
  - Light Rail
  - Commuter Rail

Transit Capital Investments (HCT)
Ideas for building a regional transit vision...
Transit supportive elements

Shared Mobility

Programs, policies and plans

Technology

Access to transit
Transit System Expansion Policy

Updating the Transit System Expansion Policy:

Apply to projects seeking federal FTA Capital Investment Grant (CIG) funding (commuter rail, light rail, BRT, corridor-based BRT, streetcar...)

Simplify existing criteria

Ensure local support

Guide the decision-making process for transit capital project prioritization
Transit System Expansion Policy

**Assessment:**
- Mobility and ridership
- Land use supportive and market potential
- Cost effectiveness
- Equity benefit
- Environmental benefit

**Readiness:**
- Commitment/partnerships
- FTA competitiveness
What is Enhanced Transit?
Characteristics of Enhanced Transit

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

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

Dedicated Bus Lane

Business Access and Transit (BAT)
Pro-Time (Peak Period Only) Transit Lane

SE Madison morning peak hour

Intersection Queue Jump/Right Turn Except Bus Lane

NACTO “Queue Jump Lanes”
Stops and Stations

Bus Stop Consolidation

STOP-SpACING TRADEOFFS
2 APPROACHES

BRT

1 MILE

BRT

1/3-1/2 MILE

A majority of riders are willing to walk up to 1/2 mile for high capacity transit.

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

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

TriMet - Division Transit Project - Conceptual Design
A Model: 122™ Ave TriMet Partnership

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

Answer:
We need to do more to support transit in Portland.
Buses are getting stuck in traffic and trips take longer

Average Speed (mph)

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Percent Change:
- Line 75: -6.7%
- Line 72: -4.5%
- Line 4: -4.9%
- Line 14: -8.0%
- Line 15: -4.1%
Enhanced Transit Plan Goals (TGM grant)

• Increase transit ridership and improve experience of current riders.
• Support planned growth consistent with the 2035 Portland Comprehensive Plan.
• Define and identify “Enhanced Transit Corridors” in Portland.
• Establish a program with clear and objective operational performance measures and thresholds to define what success looks like.
• Guide prioritization of capital and operational investments to achieve success.
Initial Evaluation: Criteria and Measures

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

Legend
Each color represents a data quintile (20th percentile) break in the data. Quintiles are calculated from the universe of performance scores for all Enhanced Transit Corridors being considered.

Quintile breaks: 7 - 14, 15 - 17, 18 - 19, 20 - 24, 25 - 28

Low Score
Average
High Score

Notes
1. The Methodology Total Score reports an aggregated index score comprising transit performance, future growth, and equity indicators. Five percentile breaks were identified for each indicator, based on the indicator values for all ETC segments. Each ETC segment received a score between 1 and 5, depending on where the performance indicator fell within the percentile breaks. Scores for each indicator were then aggregated for each ETC segment to produce a Total Score.

2. A higher score indicates greater transit performance deficiency and a greater need for improvement based on future growth and equity considerations.
Recommended Corridors for Deeper Analysis with Toolbox

- Closer look with ETC Consultant Team (up to 3 corridors)
- Closer look through other upcoming plans/projects
Enhanced Transit Plan Next Steps

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

• More public outreach in fall 2017

• Return to Portland City Council with recommendations:
  1. Adopt a plan
  2. Establish an Enhanced Transit Program
TriMet’s 2018 RTP Project List

• Three different categories
  • 2018-2027 Financially Constrained
  • 2028-2040 Financially Constrained
  • 2028-2040 Strategic

• List of major capital projects
  • Does not include service enhancements that do not require capital investment
  • Does not include operating capital associated with service enhancement (e.g., fleet, facilities, infrastructure, IT, equipment, safety & security)
  • Working with OTC/ODOT to understand new process for new service funding and develop conceptual framework for those investments and add into the RTP
TriMet’s 2018 RTP Project List

• 2018-2027 Financially Constrained Projects
  • Southwest Corridor: Project Development
  • Southwest Corridor: Capital Construction
  • MAX Red Line Extension (new)
  • Division Transit Project: Project Development
  • Division Transit Project: Capital Construction
  • NE Sandy Blvd Enhanced Transit Project (new)
  • NE MLK Jr Blvd Enhanced Transit Project (new)
TriMet’s 2018 RTP Project List

• 2028-2040 Financially Constrained Projects
  • Portland to Vancouver Light Rail
  • Steel Bridge Bottleneck Improvements
  • TV Hwy Enhanced Transit Project
  • SW Beaverton-Hillsdale Hwy Enhanced Transit Project (new)
  • SE Hawthorne/Foster Enhanced Transit Project (new)
  • East Burnside/SE Stark Enhanced Transit Project (new)
  • 82nd Ave/Killingsworth Enhanced Transit Project (new)
TriMet’s 2018 RTP Project List

• 2028-2040 Strategic Projects
  • WES Double Tracking and Frequency Upgrades
  • SE Powell Blvd Transit Project (new)
  • SE Belmont Enhanced Transit Project (new)
  • Lombard/Cesar Chavez Enhanced Transit Project (new)
  • Columbia to Clackamas Enhanced Transit Project (new)
  • Central City Transit Capacity Project (new)
Other Transit projects on RTP Project List

- Projects submitted by other jurisdictions
  - 122nd Ave Transit Enhancements (2017-2028 FinCon)
  - North Hillsboro/Amberglen Streetcar (Strategic)
  - McLoughlin BRT (Strategic)
  - Forest Grove HCT Extension (Strategic)
  - Sunset Highway Express Service (Strategic)
  - I-205 Commuter Bus (Strategic)
  - Columbia to Clackamas Enhanced Transit Project (Strategic)
  - Transit Priority on future Frequent Service Routes in SEP (Strategic)
Questions/Discussion