

What rush hour?

Moving transit through traffic using dedicated lanes



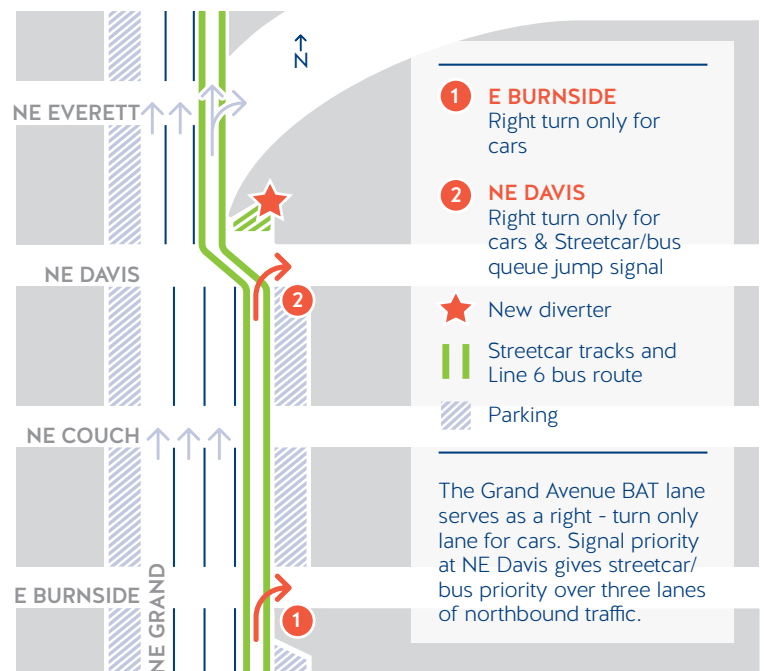
As Portland has grown, so has the number of vehicles on our roads. More traffic congestion doesn't just slow down cars and trucks—it slows down buses, trains and streetcars, particularly on high traffic corridors. This makes transit less attractive as an alternative to driving, reduces transit ridership and ultimately makes congestion worse for everyone.

Because Portland doesn't have the physical space to add lanes to existing streets, the City has started introducing transit-only lanes on our streets. These dedicated lanes help buses, trains and streetcars stay on time and move people through traffic more quickly.

Portland's Successful Case Study

Analysis of a recently-installed transit-only lane—a “Business Access and Transit” (BAT) lane on a small section of SE and NE Grand Avenue near I-84 created for Portland Streetcar and TriMet Line 6 bus in spring 2019—show the promise of transit-only lanes as the City of Portland gets ready to implement more.

The lane allows right turns only for cars and trucks while allowing streetcars and buses to travel more freely on Grand Avenue.



Faster travel times

Grand Avenue from SE Stark to NE Hoyt

Cutting Through Gridlock



25%

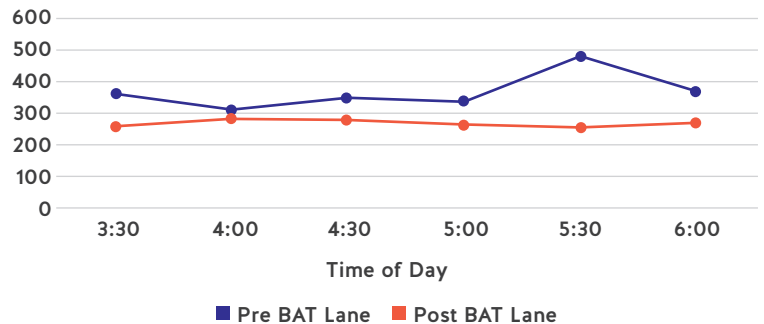
Reduction in travel time during afternoon peak



47%

Reduction in travel time at 5:30 PM

Portland Streetcar B Loop Travel Time (seconds)



Who Rides Streetcar?

26% of riders

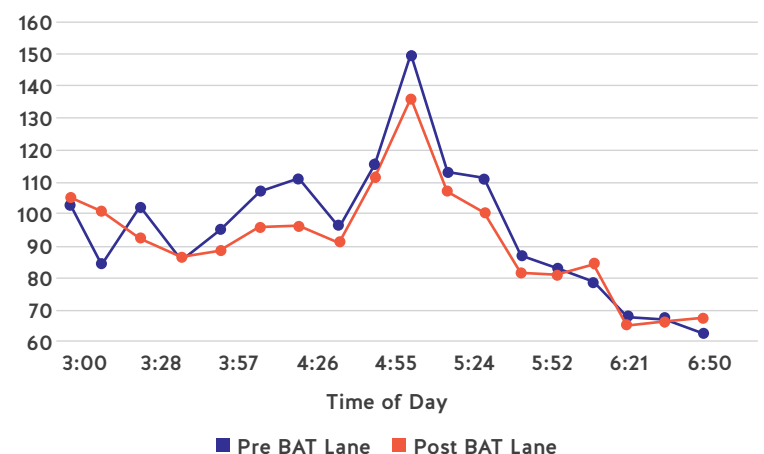
use honored citizen fare, who include seniors, people with low-incomes, and people with disabilities.

11% of riders

reported English was not their native language

Portland Streetcar will continue to monitor travel times on this BAT lane segment in preparation for continuing improvements to the transit priority lanes on Grand Avenue and MLK Blvd.

TriMet Line 6 Bus Travel Time (seconds)



Red Transit Lanes

The City of Portland is starting to use red paint to clearly show transit priority in targeted locations that get buses and streetcars around recurring congestion. Beginning in late 2019, these red transit lanes will start moving more people through the central city more efficiently.

