



# High Capacity Transit Strategy Update

*We're working on a strategy for providing high quality transit service that gets you where you need to go quickly, conveniently and reliably.*



## What is the update? Why do this work now?

We are working on an update to the high capacity transit component of the Regional Transportation Plan (RTP) – the framework for guiding regional high capacity transit system investments. The High Capacity Transit (HCT) Strategy identifies and categorizes corridors where a higher quality of service would provide the most benefit to the highest number of people.

The first HCT Plan (2009) was developed and incorporated into the Regional Transit Strategy as part of the RTP in 2018. It identified projects currently underway, upcoming, and to be completed in the future based on many factors including how “ready” they were to begin construction. The 2018 RTP also classified enhanced transit corridors where “better bus” improvements increasing speed, frequency and reliability are needed to serve growing regional centers and employment areas – including those supporting bus rapid transit.

Division Transit – the region’s first bus rapid transit line – will open this September (2022) and will improve speed, reliability, capacity, and convenience for people riding on one of TriMet’s busiest corridors. Bus rapid transit offers great opportunities for expanding high quality service to other areas to support growing regional centers and educational and employment areas.

This HCT Strategy update will build off of previous work to address new policy questions around the future of high capacity transit in our region, re-envision the network with the addition of bus rapid transit and establish a “pipeline” of corridor investments that will help us develop the future high capacity transit system. It will look to a future regional network that is people-focused – connecting community members with where they need to go – serving transit-supportive equity focus areas, supporting affordable housing along its corridors, and completing an integrated regional transportation system.

## Update Timeline



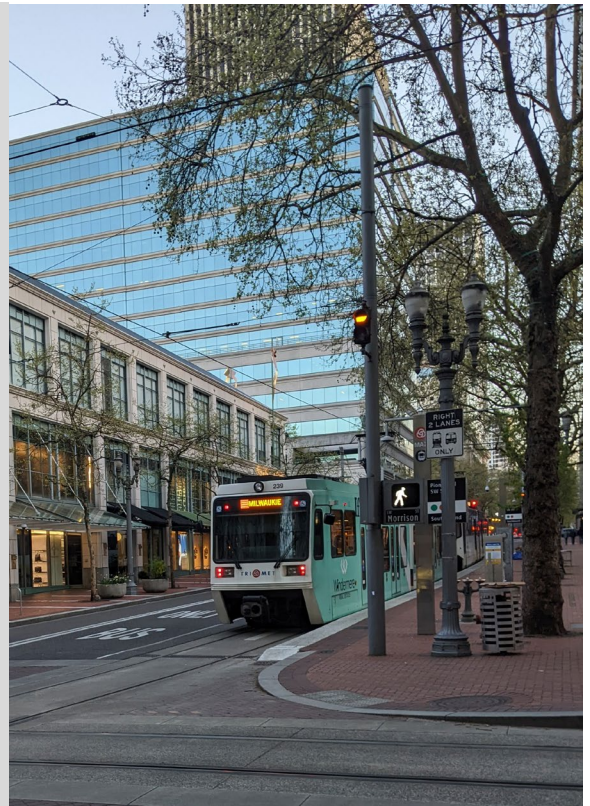
## Regional Transportation Plan Phases

## What is high capacity transit?

High capacity transit is public transportation that moves a lot of people quickly and often – think light or commuter rail or bus rapid transit. This type of transit makes fewer stops, travels at higher speeds, comes more frequently and uses larger vehicles to carry more people more efficiently than a typical local bus line.

Trains may run on a dedicated track or a track shared with other passenger or freight trains. Buses may run on a dedicated or a shared lane that includes improvements, such as a priority bus lanes that people driving cars can also use when turning, space at intersections and priority timing at traffic signals that allow buses to pass traffic.

The enhanced features for riders - boarding via multiple doors and/or stations with covered waiting areas and information about when the next train or bus will arrive - make high capacity transit more reliable, convenient and comfortable for people to use.



## How does high capacity transit support our regional goals?

High capacity transit is a key element of the 2040 Growth Concept – connecting people with hubs of commerce and supporting development in dense areas with a mix of housing and jobs to support healthy, equitable communities and a strong economy. By moving people efficiently and comfortably over long distances, it promotes the efficient use of land, public facilities and services and protects farms and forests. High capacity transit is also critical to implementing the Regional Transportation Plan investment priorities that support this blueprint for the future – equity, climate, safety and mobility.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable

alternative to driving. This makes our transportation system more equitable for people who rely on transit, including people with low incomes, people of color, people with disabilities, people who are older and single-parent families. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving both people and goods – supporting the health, safety, mobility, economy and quality of life of our region.

### Who will be involved?

Metro and TriMet will be working closely with Portland Streetcar, SMART, and C-TRAN; ODOT; the Southwest Washington Regional Transportation Council; Clackamas, Multnomah and Washington counties and the City of Portland.

TriMet is currently taking a deep look at whether existing bus service is best serving our community: [www.trimet.org/forward](http://www.trimet.org/forward).

SMART and Washington County will also soon begin work on their transit plans. The High Capacity Transit Strategy Update will be coordinated with these efforts.

We will also be working with community organizations and members, as well as mobility groups to shape our vision for high capacity transit in the region.

### How can I learn more?

This is a key policy area for the 2023 RTP Update. For information on the High Capacity Transit Strategy, visit: [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)