

ROSE LANE PROJECT

SW Capitol Highway

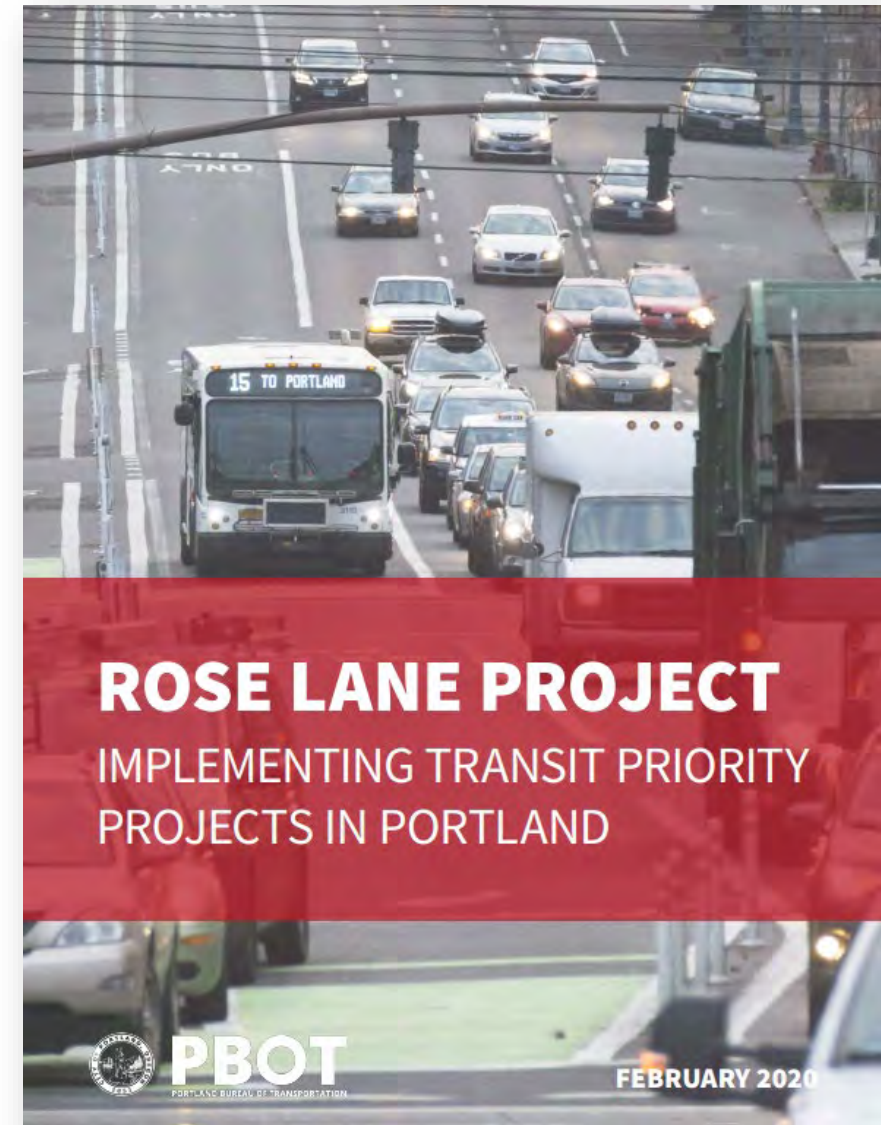




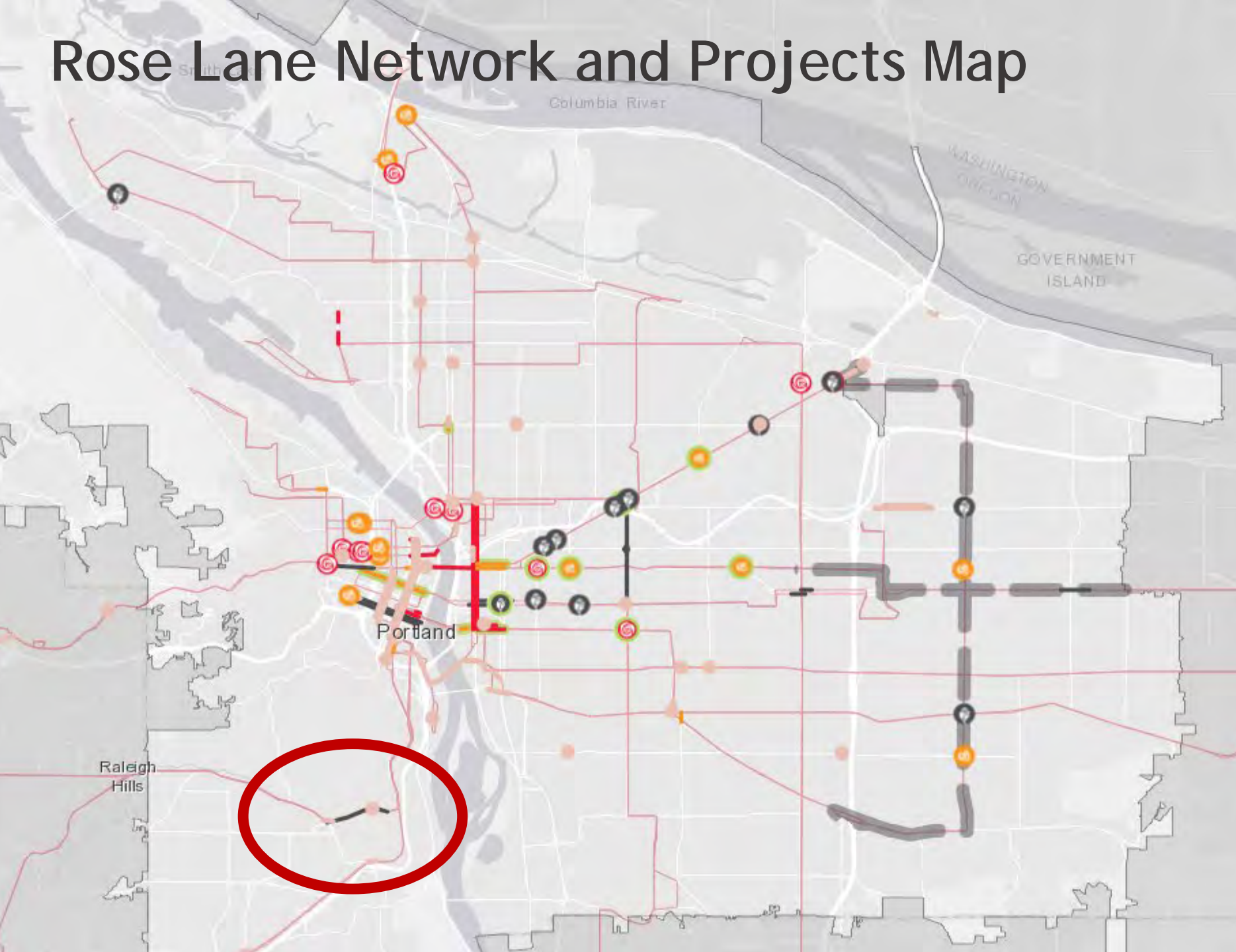
Project Overview

The Rose Lane Project

*Through the Rose Lane Project, the Portland Bureau of Transportation (PBOT) is giving buses and streetcars priority on the road, helping more Portlanders get **where they need to go more reliably and quickly.***



Rose Lane Network and Projects Map



Legend

All spot improvements

Status

- Built
- Built (recent update)
- Built pilot
- Built pilot (recent update)
- Design & construction
- Design & construction (recent update)
- Exploratory & planning
- Exploratory & planning (recent update)
- Historic transit priority
- Not recommended to advance

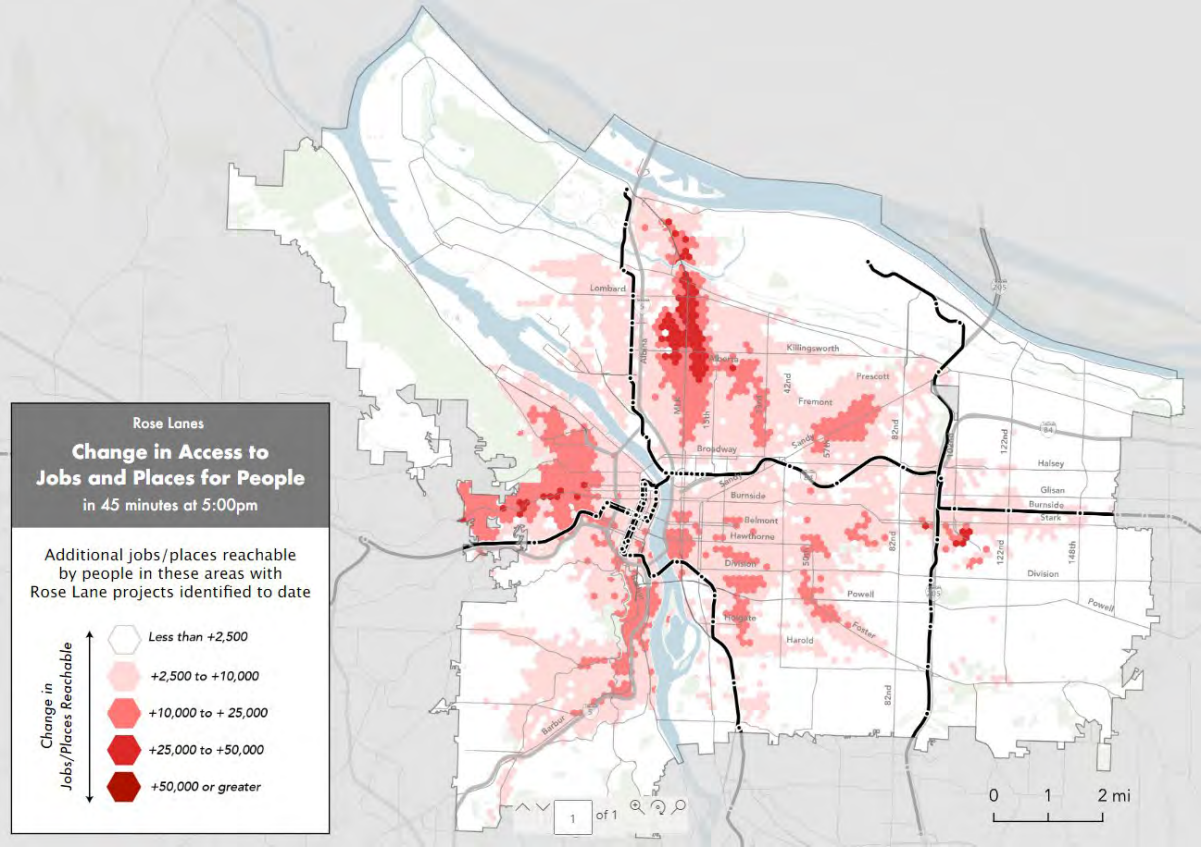
All corridor improvements

Status

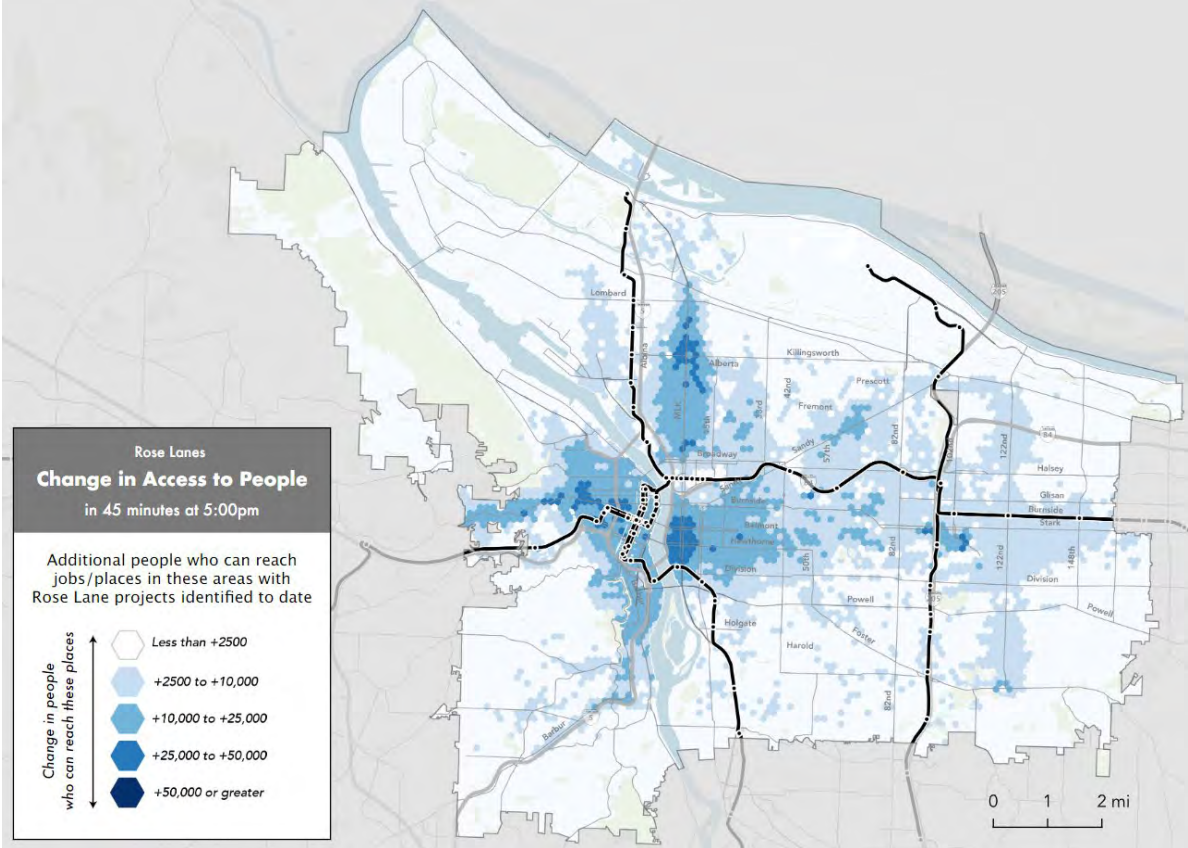
- Built
- Built pilot
- Design & construction
- Exploratory & planning
- Historic transit priority

Estimated access benefits

People in these areas can reach more jobs and places



Jobs and places in these areas become reachable by more people



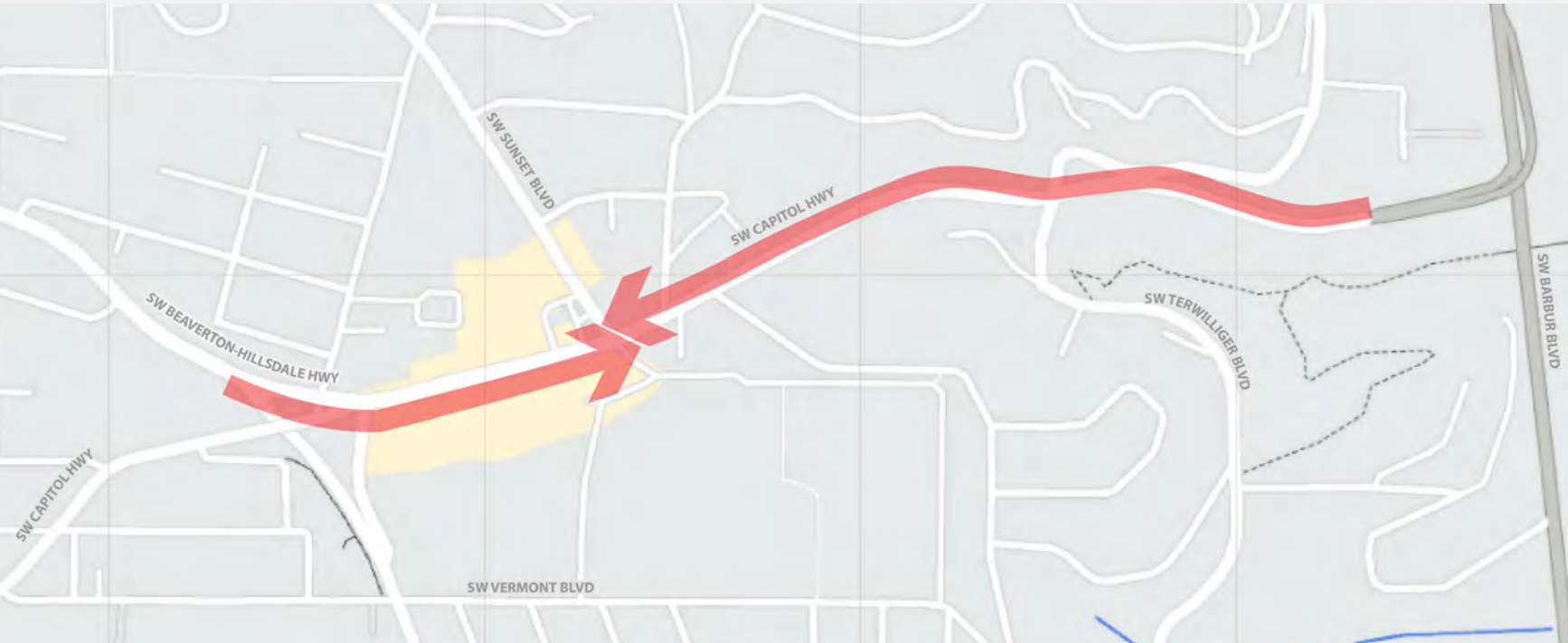
Why is transit priority needed in the Capitol Highway Corridor?

- Bus lines 39, 44, 45, 54, 55, 56, 61, 64 and 92 travel through this section of the Capitol Highway Corridor.
- More than **28 buses** travel through this corridor per hour in peak times in 2019.

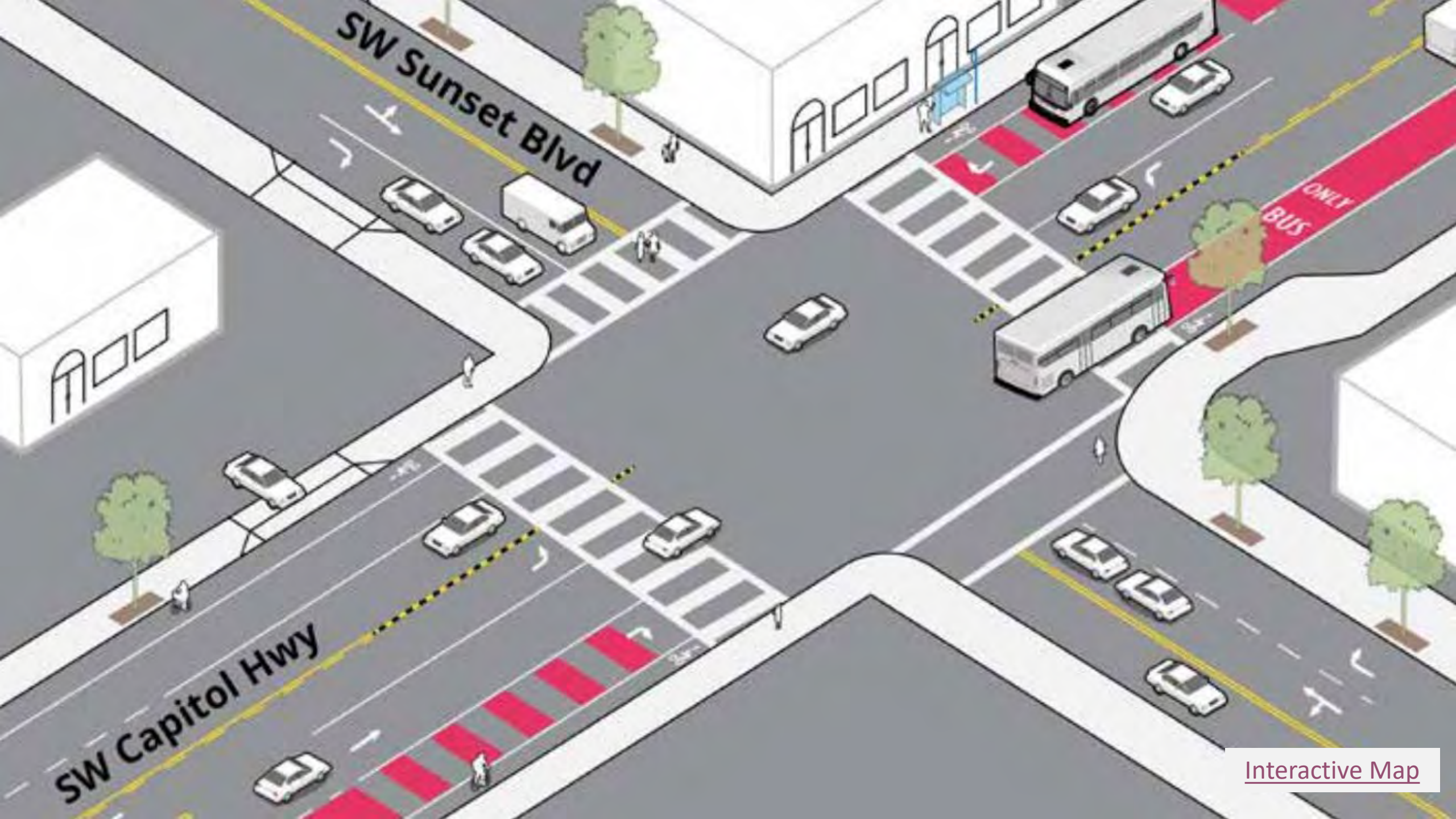
Before COVID-19:

- Combined, **11,730** riders rode these nine lines each day in 2019.
- During the most congested times, traffic could add up to **5 minutes** to your bus trip through this section.

Project Extents



The project would add bus-and-turn (BAT) lanes in both east and west directions on Capitol Highway through reallocation of general-purpose travel lanes, helping the **bus move faster** during congested times. People driving may still use the lane to turn into driveways and intersections.



Potential Transit Rider Benefits

11,730

riders will
benefit*



1 to 2

minutes saved
during the peak hour



Up to

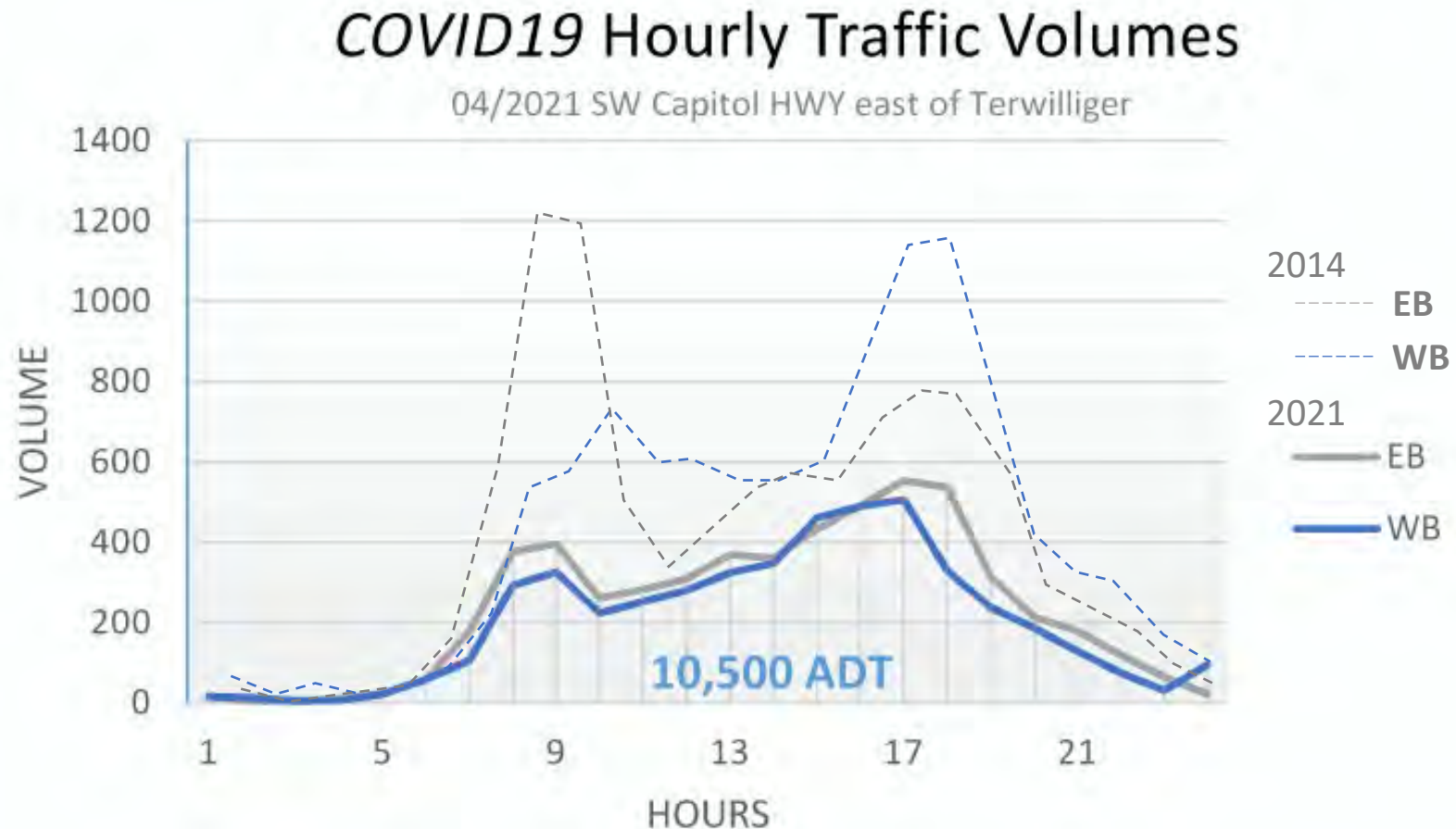
9

hours saved
per rider per year



Motor Vehicle Traffic is Down to 50%-80%

- Down to 50%-80% of previous conditions.
- All modeling of project impacts has been done with pre-COVID traffic data.
- Any traffic reduction as a result of COVID in the short and long term will translate into fewer impacts on other streets.



COVID-19 Impacts to Traffic:

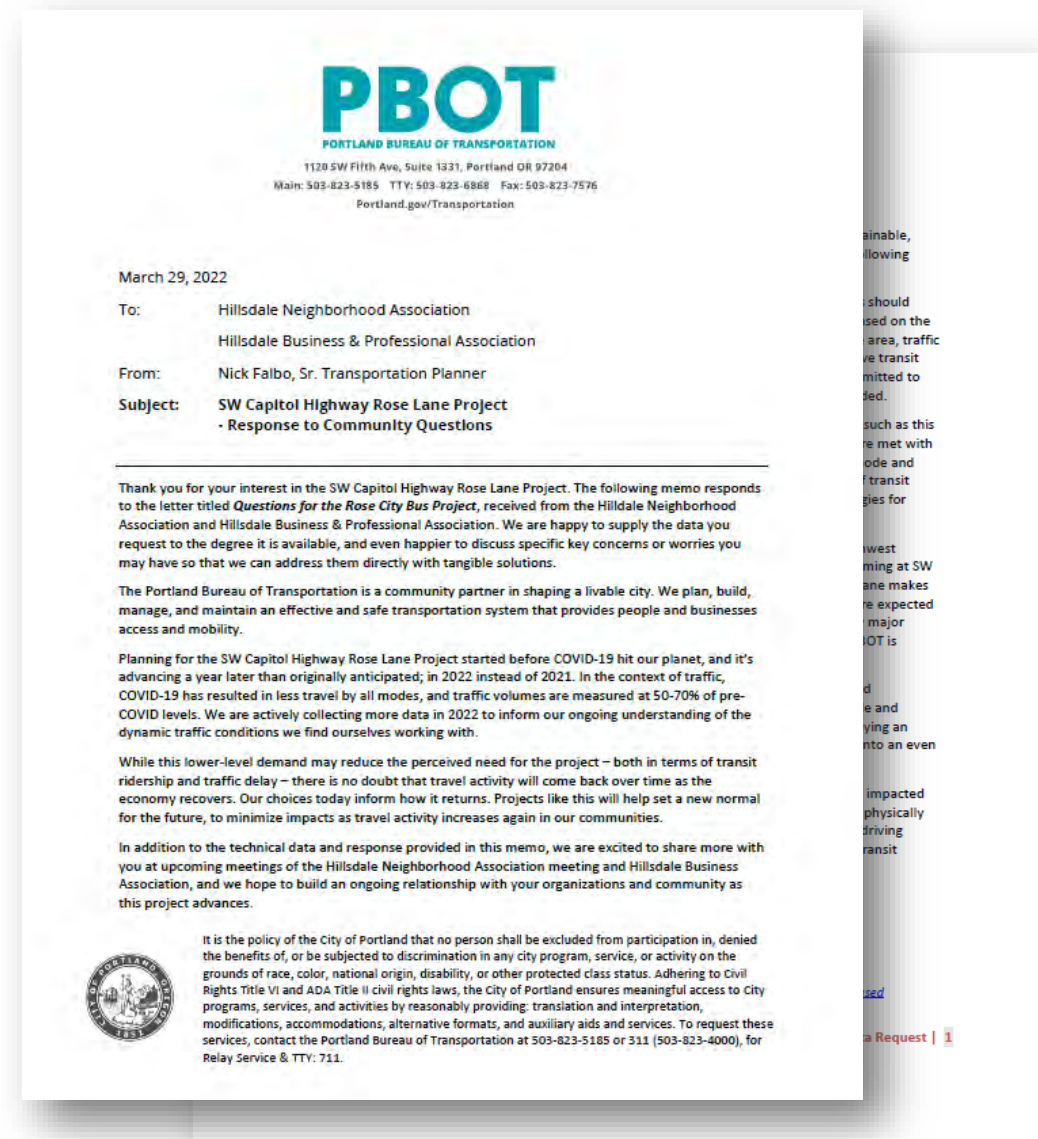
Travel activity will increase over time. Our choices today inform *how it comes back*. This is an opportunity to help set a new normal, to minimize impacts as travel activity increases in our communities.

Outreach Timeline to Date

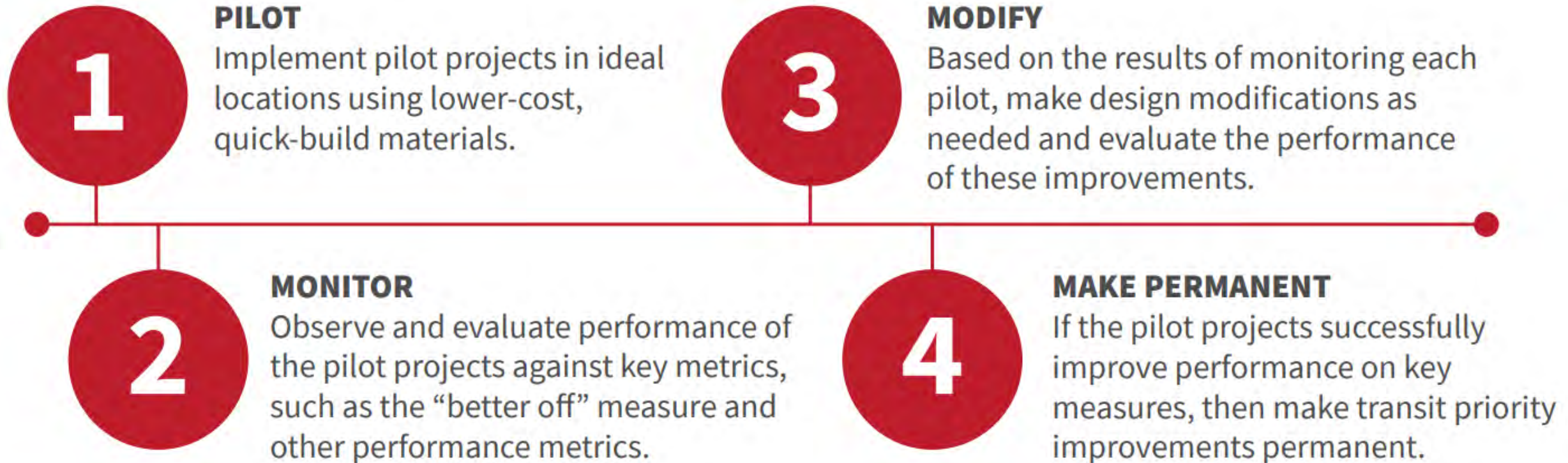
- 2019 Rose Lane Plan outreach
- December 2019 Southwest In Motion Project T-01
- February 2020 Rose Lane Plan adopted by City Council
- Winter 2020-21 Rose Lane Open House
- February 2021 SWNI Transportation Committee
- March 2021 SWNI Transportation Committee
- April 2021 Portland Bicycle Advisory Committee
- April 2021 Portland Pedestrian Advisory Committee
- March 2022 Active outreach to businesses and community
- March 2022 Southwest Community Group
- March 2022 SWNI Transportation Committee
- April 2022 Hillsdale Neighborhood Association
- *April 2022 Portland Bicycle Advisory Committee*
- *April 2022 Hillsdale Business & Professional Association*

Hillsdale Community Engagement

- On-the-ground business outreach March 2022
- “Questions for the Rose Bus Project” submitted by Hillsdale Community Organizations.
- PBOT response submitted March 29th with detailed responses and appendix.
- PBOT attendance at neighborhood and business association meetings in April
 - Comment on design
 - Inform implementation monitoring & mitigation plan



Implementation through a Four-Step Approach



Connect with Us

Learn more, and sign up for construction updates on our project website.

Project website:

www.portland.gov/capitolrl

Project team email:

RoseLaneProject@portlandoregon.gov



