

ROSE LANE PROJECT

Line 12 - Barbur/ Sandy Blvd



PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

7,910
riders will
benefit*



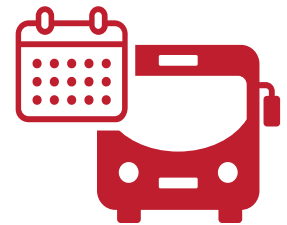
*Fall 2019 weekday ridership data for the full line, not just the portion with Rose Lane projects.

4 to 7.5
minutes saved
during the peak hour



*This is an estimated range of travel time savings from end to end of the bus line.

Up to
34
hours saved
per rider per year



*Assumes rider takes five trips per week for 52 weeks.

**Change in jobs/places
reachable with Rose
Lane Project**

**All
Residents
+820**

**Black
Residents
+460**

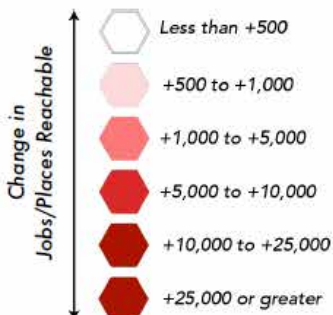
**People
of Color
+620**

**White
Residents
+901**

**Households
in Poverty
+730**

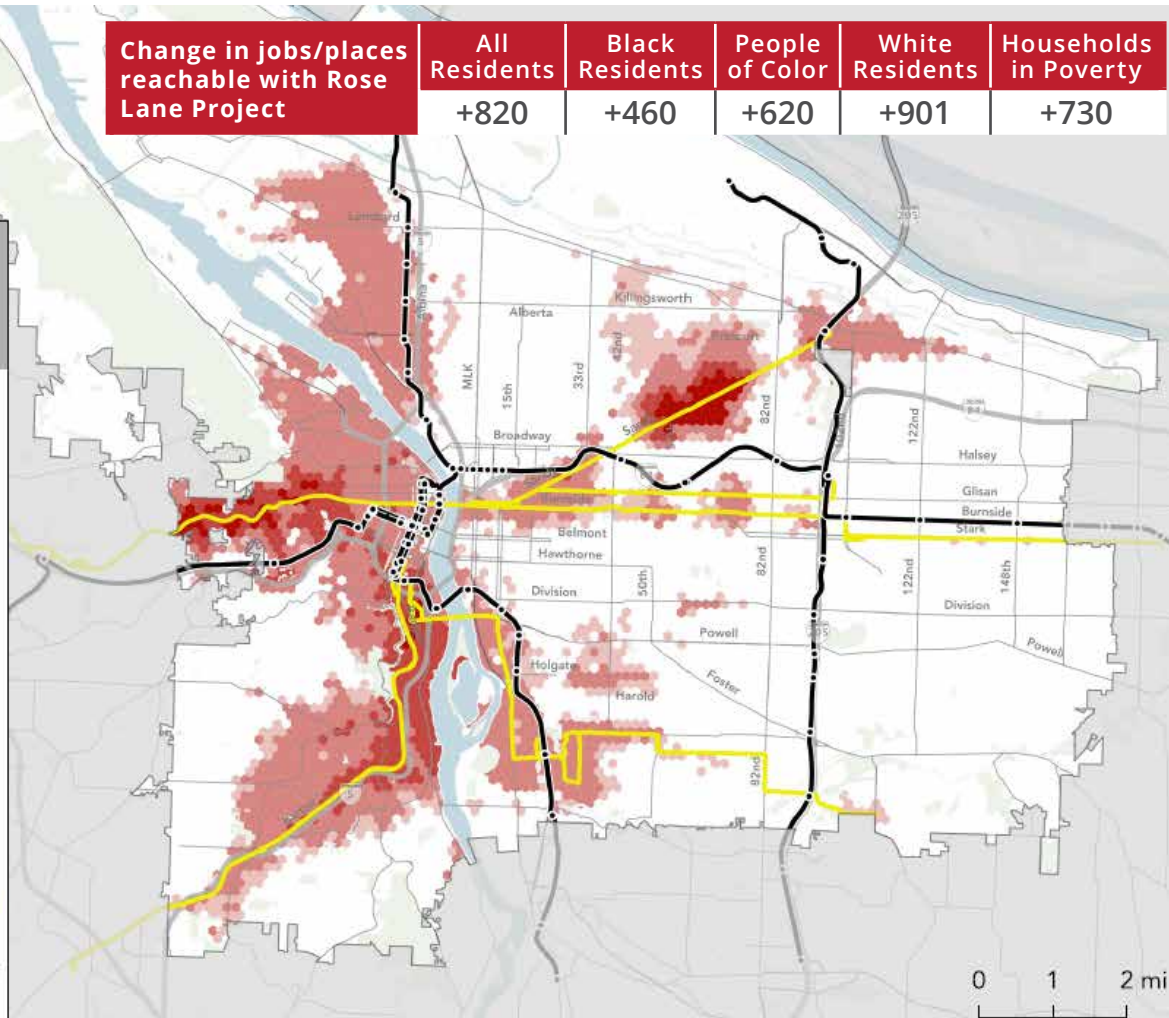
Rose Lane Project
Line 12 (Sandy Blvd)
Corridor Benefit

Additional jobs/places reachable by
people in these areas at 5:00 p.m.
in 45 minutes due to projects identified
on Sandy Blvd.



Areas shown in **darker** shades of red would
have access to **more** jobs and places.

Bus lines that benefit from Rose Lanes
projects on Sandy Blvd.



ROSE LANE PROJECTS

A

SW 4th Ave
(SW Grant to SW Mill)*

Project type: Bus-and-turn lane**, northbound
Transit lines benefitting: 9, 12, 17, 43, 44
Status: Funded & In Progress



Visualization of future improvement at SW 4th Ave.

B

W Burnside St
(W Broadway to W 3rd Ave)

Project type: Bus-and-turn lane**, eastbound
Transit lines benefitting: 12, 19, 20
Status: Funded & In Progress

C

Burnside Bridge (W 3rd Ave to
E Martin Luther King Jr. Ave)

Project type: Bus-only lane, eastbound
Transit lines benefitting: 12, 19, 20
Status: Completed



D

NE Couch St
(NE 12th Ave to NE Grand Ave)

Project type: Bus-and-turn lane**, westbound
Transit lines benefitting: 12, 19, 20
Status: Proposed

E

E Burnside St (Martin Luther
King Jr. Ave to 12th Ave)*

Project type: Bus-and-turn lane**, eastbound
Transit lines benefitting: 12, 19, 20
Status: Funded & In Progress



Visualization of future bus-and-turn lane on East Burnside.

F

NE Sandy Blvd at NE Irving
& NE Glisan

Project type: Convert outer lane to bus-and-turn
lane** approaching major intersections
Transit lines benefitting: 12
Status: Proposed

*This project will be analyzed before and after construction to evaluate user safety, especially with respect to conflicts between turning vehicles, buses, and bicyclists at signalized intersections.

**Business Access and Transit (BAT) lanes, also called Bus-and-turn or shared transit/ right-turn lanes, are primarily for transit use. Only transit may continue through the intersection every block. Other drivers can enter the lane mid-block to access a business driveway, on-street parking or to turn right at the next intersection.

G

NE Sandy Blvd at NE 37th
& NE Broadway

Project type: Convert outer lane to bus-and-turn
lane** approaching major intersections
Transit lines benefitting: 12
Status: Proposed



Example of bus-and-turn lanes.

H

NE Sandy Blvd at
NE 57th Ave/NE Alameda St

Project type: Reduce complexity of intersection and
signal cycle length by changing traffic circulation
Transit lines benefitting: 12
Status: Proposed

I

NE Sandy Blvd at NE Prescott
& NE Fremont

Project type: Convert outer lane to bus-and-
turn lane** approaching major intersections,
westbound at Prescott. Eastbound at Fremont.
Transit lines benefitting: 12
Status: Proposed

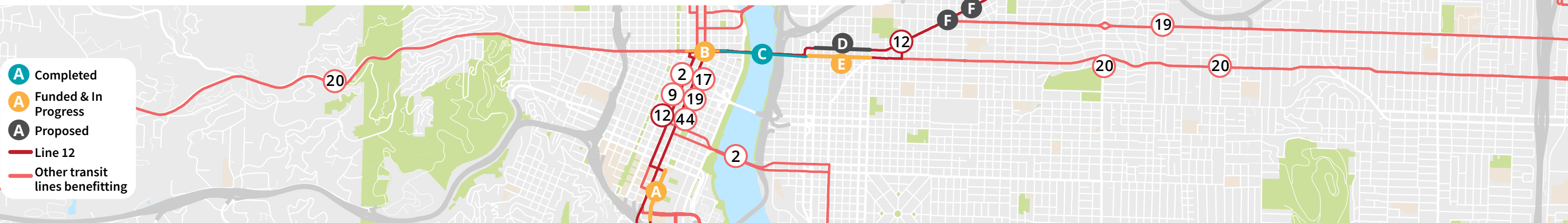
J

NE Sandy Blvd at
NE Prescott St

Project type: Right turn except bus, eastbound
Transit lines benefitting: 12
Status: Completed



Right turn except bus lane along NE Sandy approaching NE Prescott.



POTENTIAL IMPACTS & CONSIDERATIONS FOR OTHER MODES

There are potential trade-offs to consider when implementing transit priority improvements. The impact of Rose Lane improvements on other modes will be considered along with the potential transit benefit of each improvement.



Emergency vehicles

Emergency response vehicles can use transit priority lanes to bypass motor vehicle congestion.



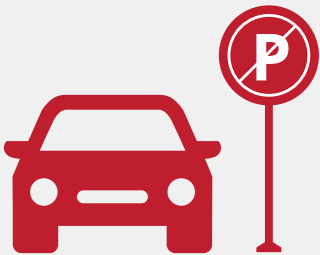
Bike facilities

The proposed projects along the Line 12 will not impact any existing bike facilities. The 57th/Alameda project will improve the neighborhood greenway. NE Couch St currently provides a separated bicycle facility from 6th to the west, but 7th Ave will soon become a major bikeway with the upcoming opening of the Earl Blumenauer Bridge across Sullivan's Gulch. The proposed project would create a shared bus/bike lane, improving connections to these facilities.



Traffic travel time & diversion

The proposed improvements along this corridor will likely cause some additional delay for drivers at peak times. These impacts are not expected to cause operational or safety impacts in the corridor.



Parking removal

Some of the proposed projects along the Line 12 may require parking space to be repurposed or restricted to certain hours. More information will be shared in future outreach as designs are refined.

NEXT STEPS

We expect to consult the community as we continue refining the design of these proposed projects as funding is available.