

# ROSE LANE PROJECT

## Line 14 - Hawthorne



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

### RIDER BENEFITS

**6,030**

riders will benefit\*



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

**1 to 2.5**

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

**8**

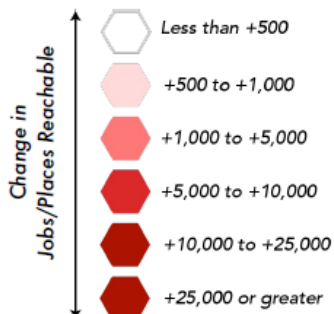
hour saved per rider per year



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

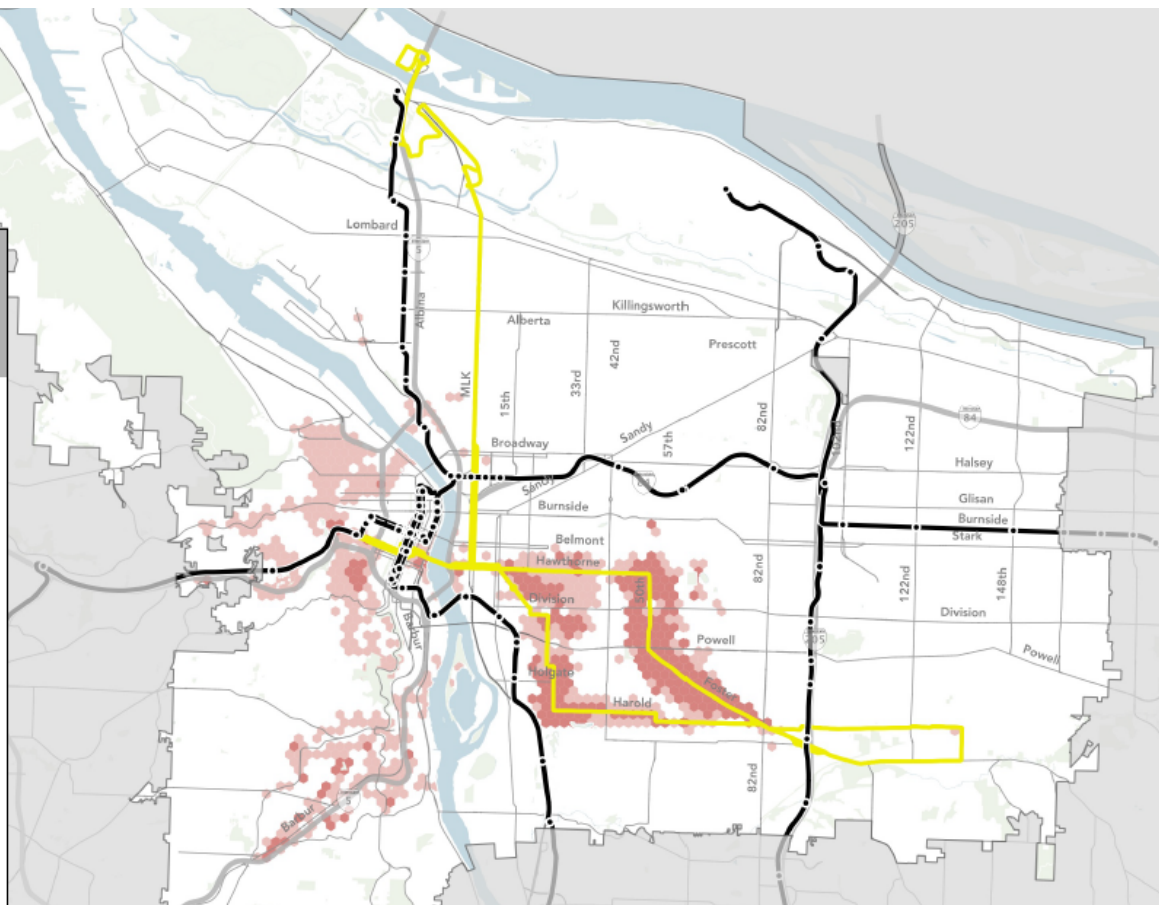
#### Rose Lane Project Line 14 (Hawthorne Blvd) Corridor Benefit

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



Change in jobs/places reachable with Rose Lane Project

All Residents

+150

Black Residents

+40

People of Color

+110

White Residents

+170

Households in Poverty

+140



# ROSE LANE PROJECTS

**SW Madison St**  
(SW 5th Ave to SW 1st Ave)



**Project name:** SW Madison Bus and Bike Lane Project  
**Project type:** Bus-and-bike lane, eastbound  
**Transit lines benefitting:** 2, 6, 10, 14, 30  
**Status:** Completed



Bus-and-bike lane on SW Madison at SW 3rd Ave.

**SE Hawthorne Blvd & SE Madison St (SE Grand Ave to SE 12th Ave)\***



**Project name:** Hawthorne and Madison Multimodal Improvement Project  
**Project type:** Bus and bike lane improvements\*\*, pedestrian crossing improvements  
**Transit lines benefitting:** 2, 10, 14  
**Status:** Funded & In Progress

*\*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.*



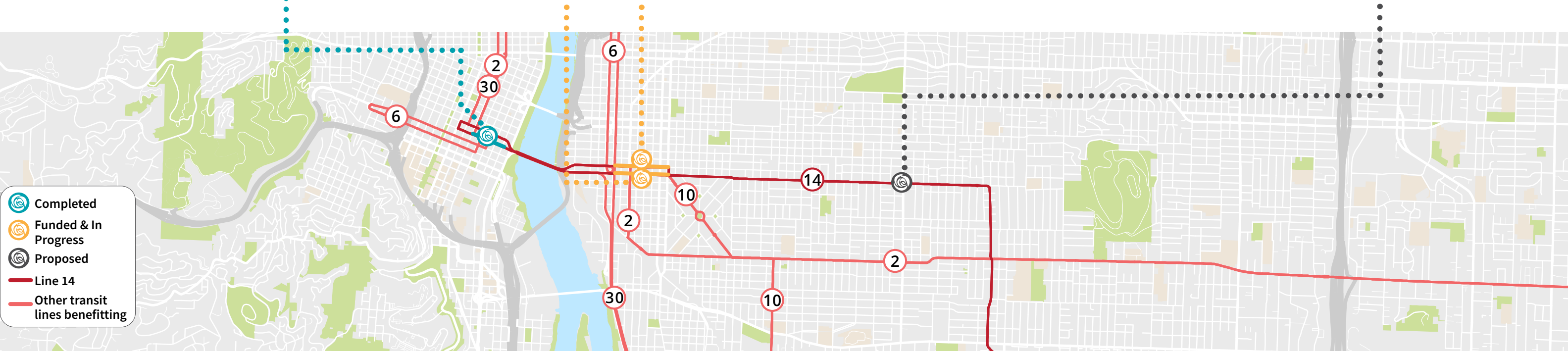
Bus-and-turn lanes coming to SE Madison will be similar to the lanes recently added to SE MLK and SE Grand.

**SE Hawthorne Blvd**  
approaching Cesar Chavez



**Project type:** Right turn except bus lanes in both directions  
**Transit lines benefitting:** 14  
**Status:** Proposed

*This project is being evaluated through the [Hawthorne Pave and Paint project](#). More information on the alternatives considered in this area are available in the Hawthorne Pave and Paint [alternatives report](#). Final recommendation expected by early 2021.*



# POTENTIAL IMPACTS & CONSIDERATIONS FOR OTHER MODES

There are potential trade-offs to consider when implementing transit priority improvements. SE Hawthorne Boulevard serves many multi-modal functions. Portland's [Transportation System Plan](#) classifies SE Hawthorne Boulevard as a Civic Main Street, a Major Transit Priority Street, a Major City Walkway, and a District Collector for traffic. West of SE 12th Avenue, SE Hawthorne is classified as a Major City Bikeway, and east of 12th Avenue, it is classified as a City Bikeway. Therefore, according to policy, west of SE 12th Avenue, the street should put a high emphasis on pedestrian, bicycle, and transit mobility, and a medium emphasis on automobile traffic mobility. East of 12th Avenue, the street should put a high emphasis on pedestrian and transit mobility and a medium emphasis on bicycle and automobile traffic mobility. 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.



## Pedestrian infrastructure & safety

High visibility crosswalks at signalized intersections between SE Grand and 12th Avenues will make street crossings safer for pedestrians. The proposed project at Cesar Chavez would happen in conjunction with other elements of the Hawthorne Pave and Paint, including substantial improvements to pedestrian crossings along the Hawthorne corridor.



## Bike facilities

Protected bike lanes will be added to SE Hawthorne Boulevard between SE Grand and SE 12th avenues as part of the funded and in progress project in that location. The Hawthorne Pave and Paint process is evaluating various opportunities to improve access for bicyclists between 24th and 50th Avenues. Bus-bicycle user safety on projects along this line will be evaluated through a partnership between PBOT and the Kiewit Center for Infrastructure and Transportation Research at Oregon State University. Findings from this project will be used to inform future Rose Lane intersection designs.



## Traffic travel time & diversion

Traffic impacts for SE Hawthorne and SE Madison have been evaluated as part of the project from SE Grand to 12th avenues and are within acceptable limits. Project elements include restricting turns at some intersections to prevent cut-through traffic on adjacent streets. The different alternatives within the Hawthorne Pave and Paint project have differing impacts on travel time and diversion. Implementation of this project would mean cars cannot use the outer lane for through movement. The specific impacts of this on travel time and diversion are still under evaluation.



## Parking removal

Some parking and loading zones are impacted by these projects. Both projects will remove parking adjacent to intersections and driveways to improve sightlines and safety. In addition, on SE Hawthorne and Madison between SE Grand and SE 12th avenues, parking will be removed to accommodate bus and bike lane improvements. PBOT will continue to evaluate and monitor for these impacts before and after the project is installed.

## NEXT STEPS

- The Central City in Motion project team is currently reviewing draft plans for the funded and in progress projects on SE Hawthorne and SE Madison between Grand and 12th. Construction is expected in 2021.
- The Hawthorne Pave and Paint team expects to make a recommendation on the final alternative in late 2020 or early 2021. Paving is anticipated to begin in the summer of 2021.