

ROSE LANE PROJECT

Line 15 - Belmont/NW 23rd



PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

8,340
riders will
benefit*



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

2.5 to 4.5
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
19
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**
+330

**Black
Residents**
+80

**People
of Color**
+210

**White
Residents**
+380

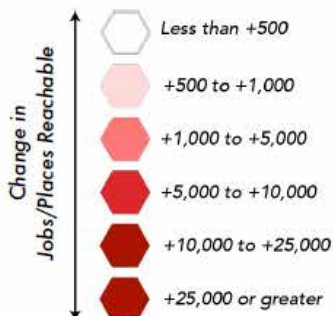
**Households
in Poverty**
+210

Rose Lane Project

Line 15 (Belmont St)

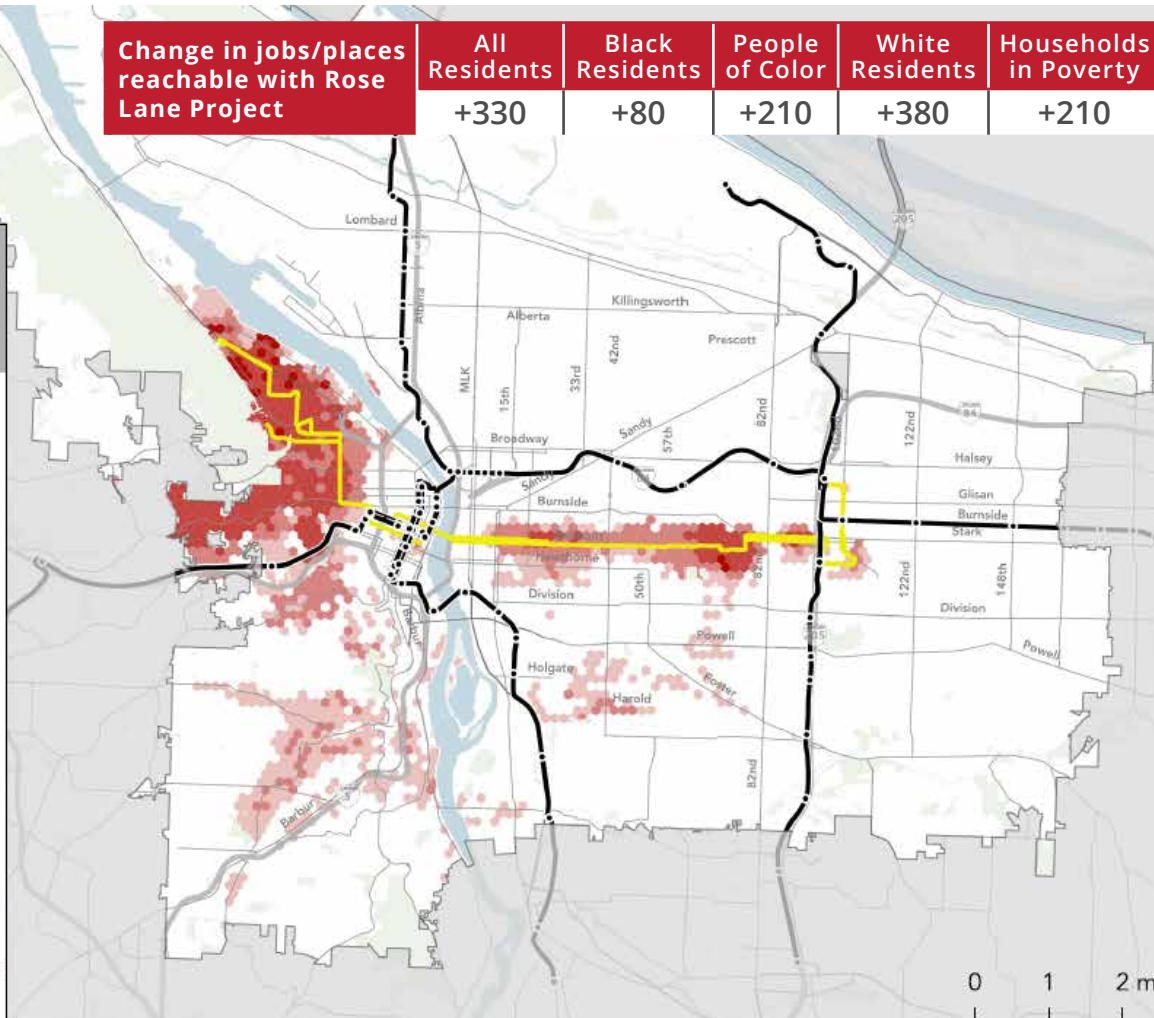
Corridor Benefit

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



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

Bus lines that benefit from Rose Lanes
projects on Belmont St.



ROSE LANE PROJECTS

A

NW Vaughn St
(NW 24th Ave to 23rd Ave)

Project type: Extend right turn pocket
Transit lines benefitting: 15, 77
Status: Funded & In Progress

B

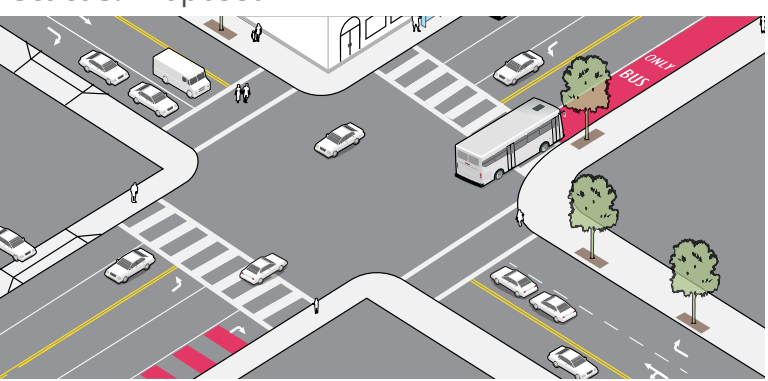
W Burnside St &
NW 23rd Ave

Project type: Signal upgrades
Transit lines benefitting: 15, 20
Status: Funded & In Progress

C

W Burnside St (NW 23rd
Ave to 15th Ave)

Project type: Bus-and-turn lane*, eastbound
Transit lines benefitting: 15, 20
Status: Proposed

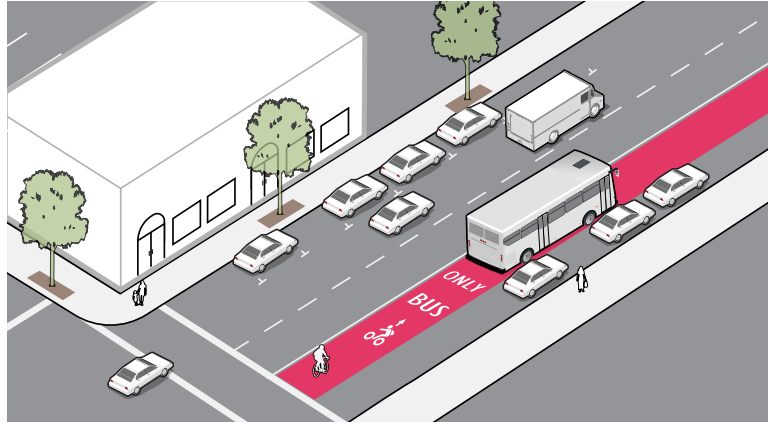
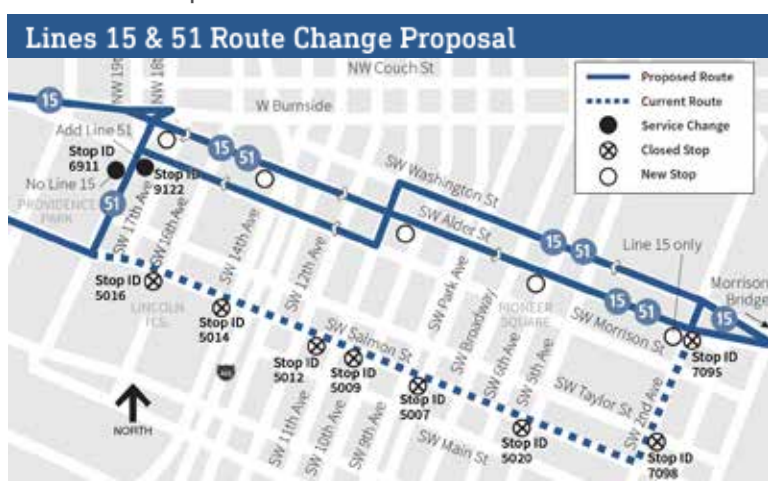


Example of a bus-and-turn lane.

D

SW Alder St (SW 18th
Ave to 2nd Ave)

Project type: Re-route lines 15 and 51 eastbound to Alder; bus-and-bike lane from 4th Ave to 2nd Ave
Transit lines benefitting: 15, 51
Status: Proposed

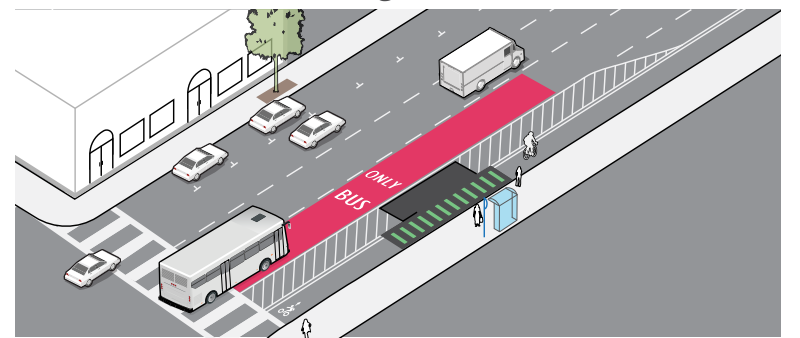


Example of a bus and bike lane.

E

SE Morrison St (SE 12th
Ave to SE Grand Ave)

Project type: Full-time bus-and-turn lane* and modular transit platforms
Transit lines benefitting: 15
Status: Funded & In Progress



Example of a bus and turn lane with modular platform.

F

SE Belmont St (MLK Jr. Blvd
to SE 12th Ave)

Project type: Bike behind bus with modular transit platforms
Transit lines benefitting: 15
Status: Funded & In Progress

G

SE Morrison St
(SE 14th Ave to SE 12th Ave)

Project type: Transit priority and bike improvement
Transit lines benefitting: 15
Status: Proposed

H

SE Morrison St at SE 20th Ave

Project type: Create right turn except bus lane, possible stop relocation
Transit lines benefitting: 15
Status: Proposed

I

SE Belmont St at SE 30th Ave

Project type: Add left turn pockets eastbound and westbound
Transit lines benefitting: 15
Status: Proposed

J

SE Washington St at
SE 82nd Ave

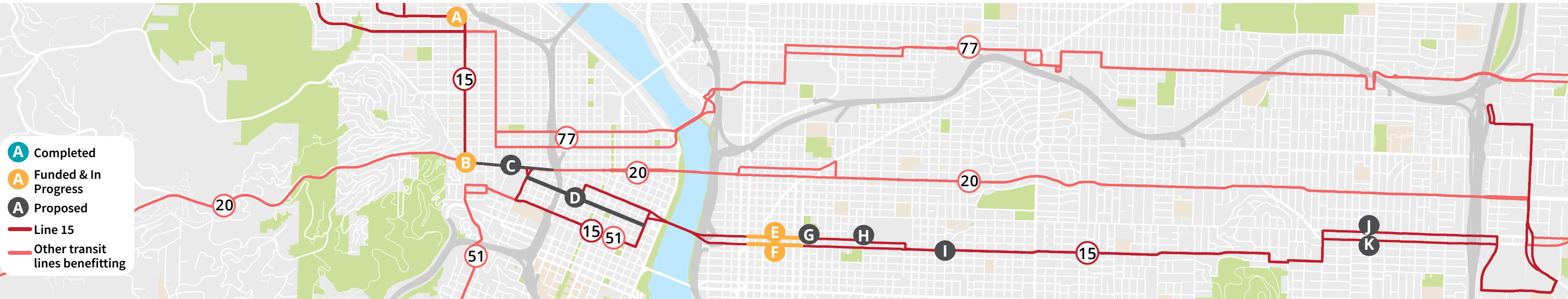
Project type: Extend eastbound left turn pocket to SE 81st Ave to improve efficiency of existing bus-and-turn* lane
Transit lines benefitting: 15
Status: Proposed

K

SE Stark St at SE 82nd Ave

Project type: Expand hours of pro-time bus-and-turn lane
Transit lines benefitting: 15
Status: Proposed

*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.



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.



Pedestrian facilities

The SW Alder re-route proposal may include bus stop curb extensions.



Bike facilities

Proposed projects along the Line 15 seek to resolve conflicts for bikes that exist today and improve bike access where possible (e.g. on SW Alder between SW 4th and 2nd Ave).



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. As we evaluate the performance of the Rose Lane pilots, we may make needed refinements in the future.



Parking removal

Some of the proposed projects along the Line 15 would require parking space to be repurposed or restricted during 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. We will also continue to partner with TriMet on outreach related to the proposed service re-route on SW Alder. [Learn more about the proposed route changes to the Line 15.](#)