

ROSE LANE PROJECT

Line 20 - Burnside/Stark



PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

11,400
riders
will benefit*



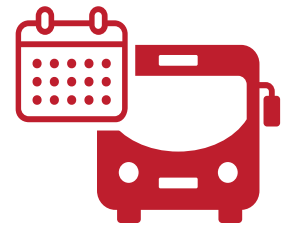
*Fall 2019 weekday ridership data for the full line, not just the portion with Rose Lane projects.

5 to 7
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
30
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**
+790

**Black
Residents**
+460

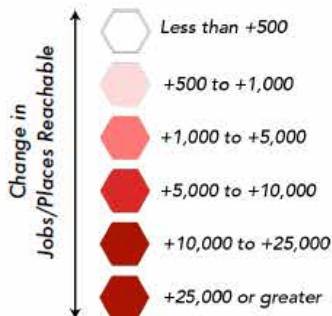
**People
of Color**
+620

**White
Residents**
+860

**Households
in Poverty**
+730

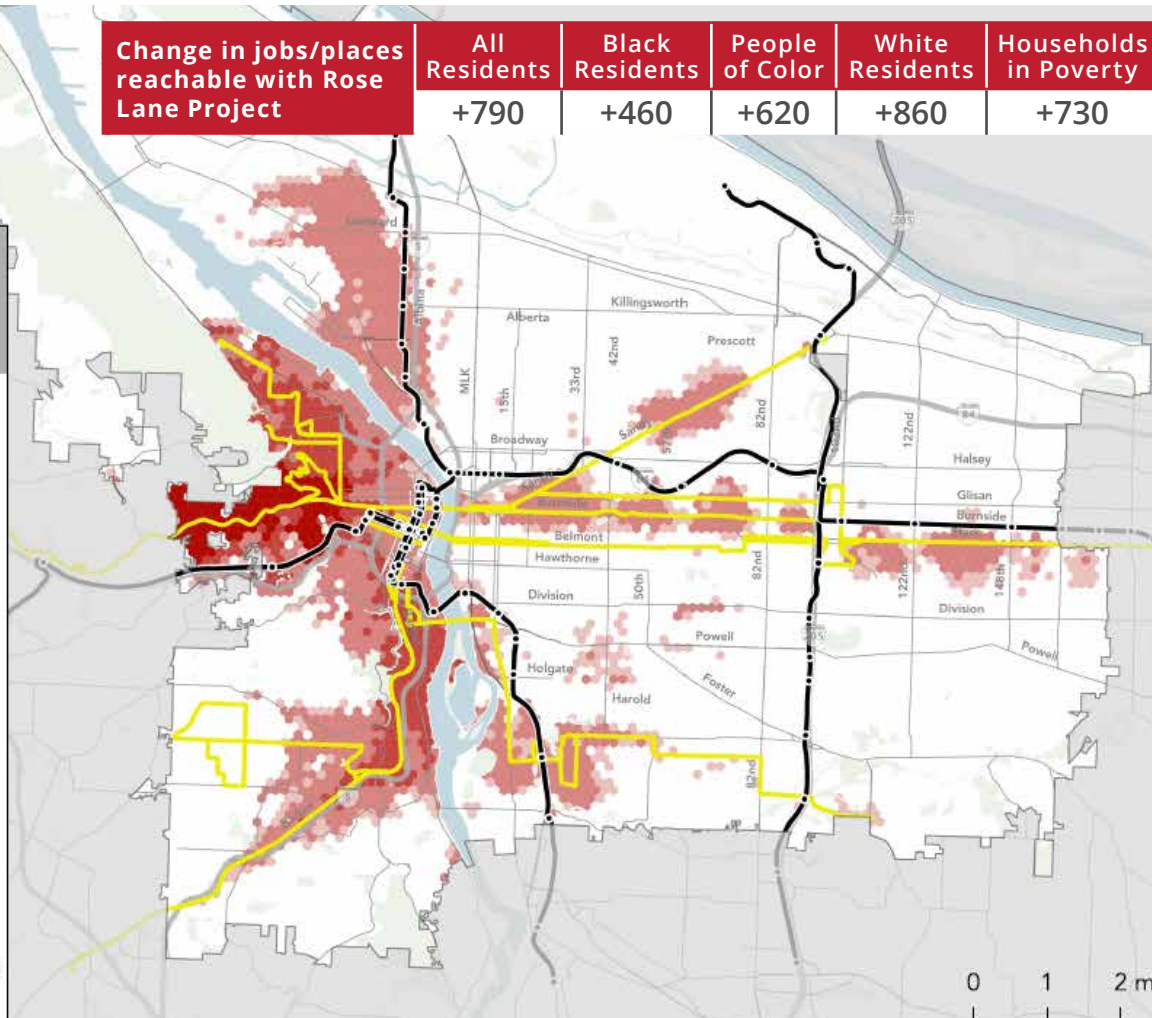
Rose Lane Project
Line 20 (Burnside St)
Corridor Benefit

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



ROSE LANE PROJECTS

A

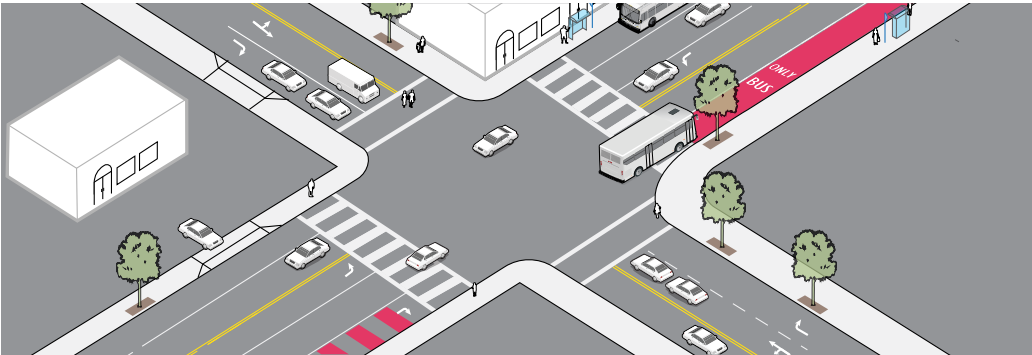
W Burnside St & 23rd Ave

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

B

W Burnside St (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.

C

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

**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.*

D

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



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

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

G

E Burnside St at 20th Ave, 28th Ave, & Gilham Ave

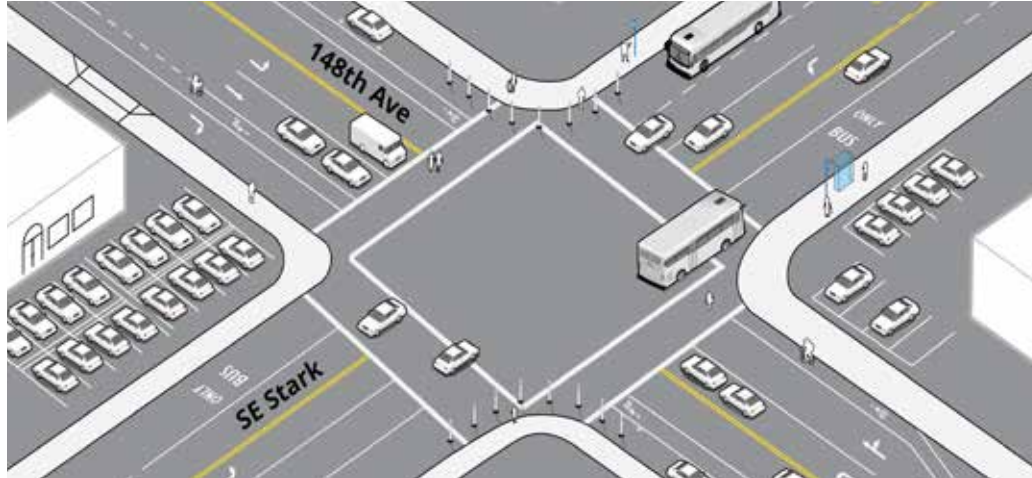
Project type: Right turn except bus lanes westbound approaching each intersection
Transit lines benefitting: 20
Status: Proposed

H

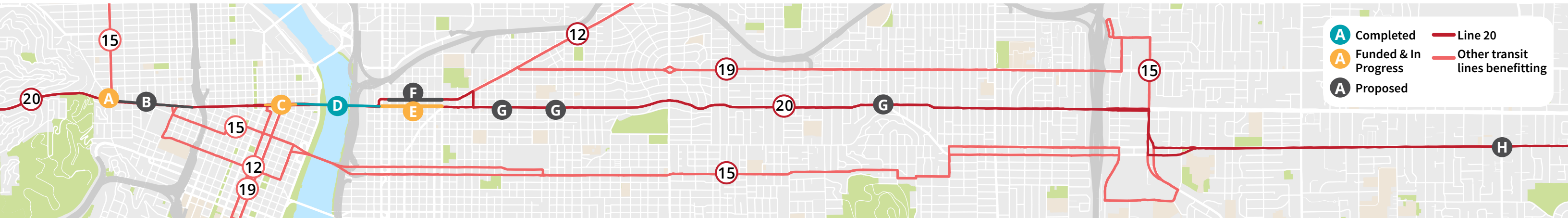
SE Stark St at SE 148th Ave

Project type: Right turn except bus lane, both directions
Transit lines benefitting: 20
Status: Proposed

We will monitor performance of this pilot project and make any needed refinements as part of the Safer Outer Stark project.



Proposed project at SE Stark and 148th



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

Many of the projects proposed along the Line 20 will also include benefits for pedestrians. The Safer Outer Stark project will provide safe crossings and improve comfort and visibility.



Bike facilities

Many of these projects will also benefit cyclists. For example, the E Burnside Bus/Bike Project will make it safer to bike from downtown to the Central Eastside. The proposed project on NE Couch will also accommodate bikes between 12th and 6th. 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

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 20 would require parking space to be repurposed. More information will be shared in future outreach as designs are refined.

NEXT STEPS

- We will consult the community as we continue refining the design of these proposed projects.
- We expect to construct the [E Burnside Bus/Bike Lane project](#) in 2021.
- We plan to pilot the Rose Lane improvement on SE Stark and 148th, monitor performance and make any needed refinements to the design through the Safer Outer Stark project. Learn more about the [Safer Outer Stark project](#) [here](#).