ROSE LANE PROJECT

Line 4 - St Johns/Fessenden

PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

6,890
riders will benefit*

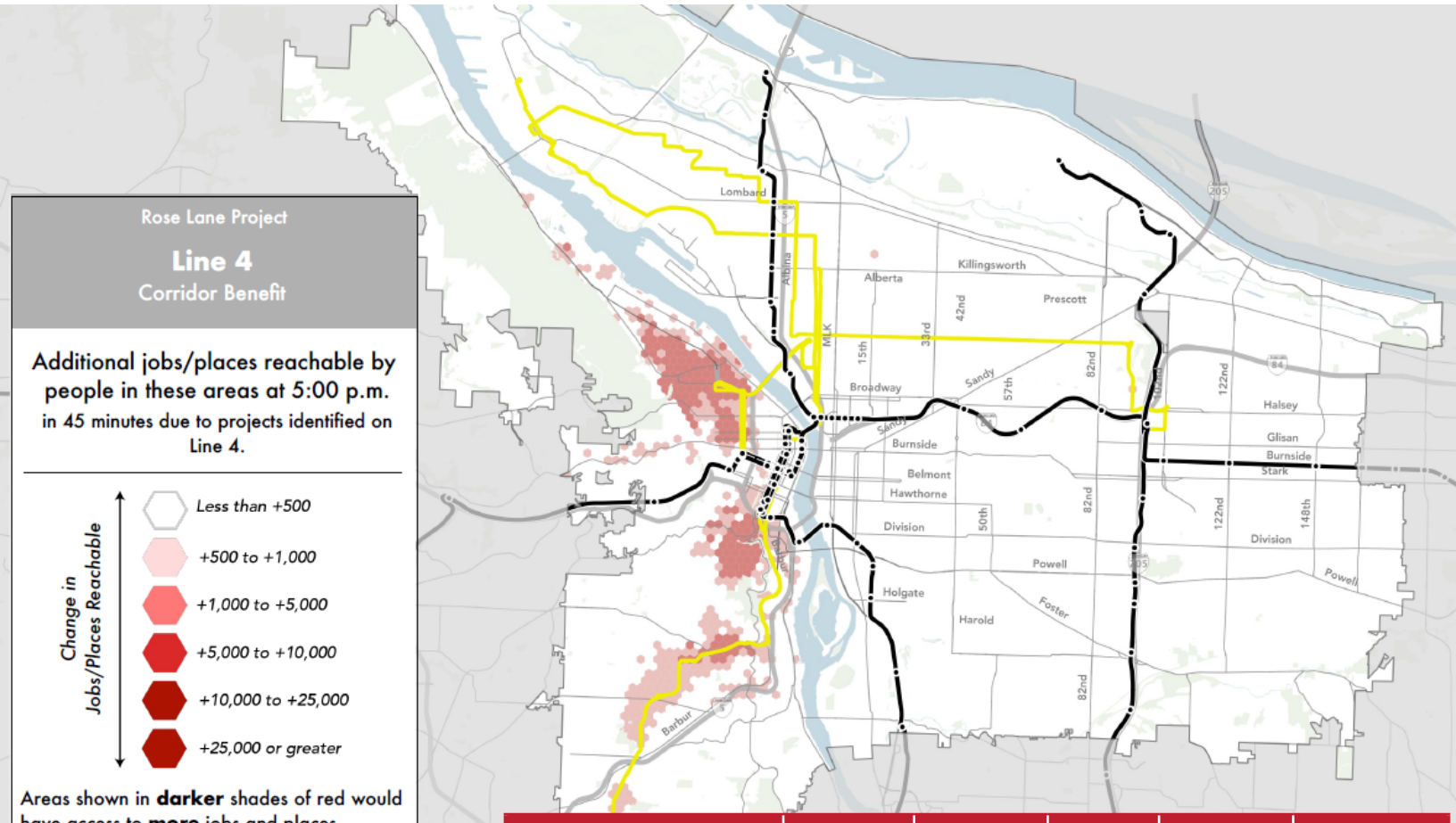
**Fall 2019 weekday ridership data for the full line, not just the portion with Rose Lane projects.*

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
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	Black Residents	People of Color	White Residents	Households in Poverty
	+90	+80	+80	+100	+90

ROSE LANE PROJECTS

N Richmond Ave & N Lombard St

Project type: Bus only protected left turn

Transit lines benefitting: 4, 44

Status: Proposed

N Williams Ave at N Wheeler Ave

Project type: Signal upgrades

Transit lines benefitting: 4, 44

Status: Completed

NW 5th/6th Ave (W Burnside St to NW Irving St)

Project type: Signal upgrades and Line 17 re-route

Transit lines benefitting: 2, 4, 8, 9, 17, 35, 44

Status: Completed

N Vancouver Ave (NE Fremont St to NE Ivy St)

Project type: Add delineators between bike lane and travel lane to prevent early merging into bus lane

Transit lines benefitting: 4, 24, 44

Status: Proposed

N Williams Ave approaching NE Russell & NE Fremont St

Project type: Transit spot improvements

Transit lines benefitting: 4, 44

Status: To be considered through deeper community engagement

These projects have the potential to address significant bus delay approaching these key intersections. PBOT is planning to hold transit-focused workshops with community members in the Albina area in 2021 to better understand needs, priorities and potential trade-offs in this area before advancing design further.

NW Everett St (NW Broadway to Steel Bridge)

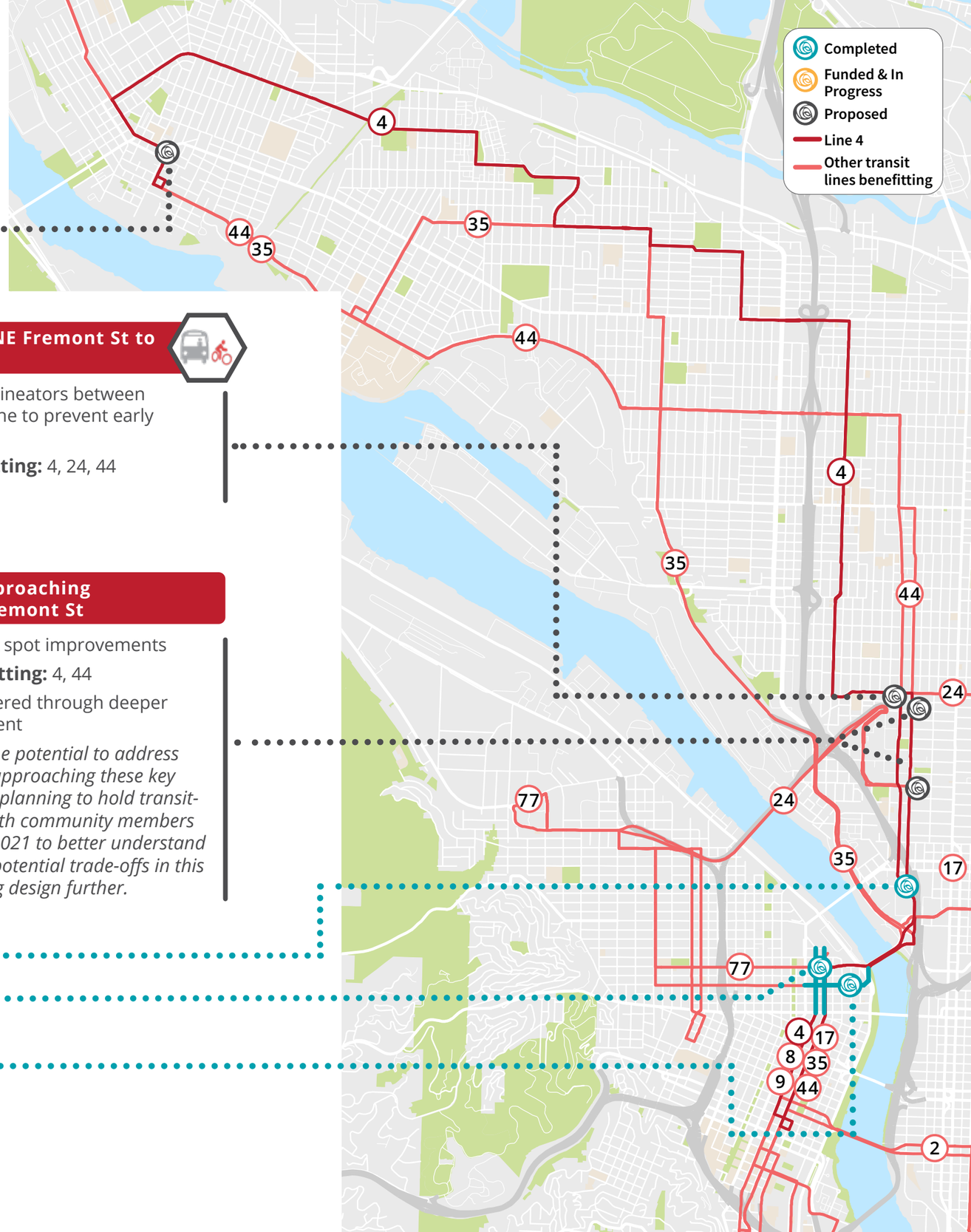
Project name: NW Everett Bus Lane Project

Project type: Bus-and-turn lane*, eastbound

Transit lines benefitting: 4, 8, 35, 44, 77

Status: Completed

Bus-and-turn lane on NW Everett.



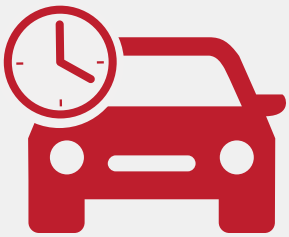
**Business Access and Transit (BAT) lanes, also called Bus-and-turn or shared transit/right-turn lanes, are primarily for transit use. Only transit may continue through the intersection every block. Other drivers can enter the lane mid-block to access a business driveway, on-street parking or to turn 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 proposed Rose Lane improvements on other modes will be considered along with the potential transit benefit of each improvement.

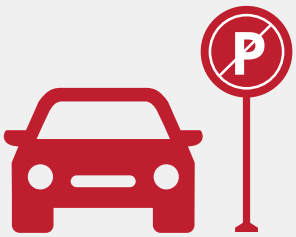
Bike facilities

The proposed project on N Vancouver between N Fremont and N Ivy is expected to improve the safety and comfort of cyclists traveling through this area by providing a buffer between the bus-and-bike lane and general travel lane. Possible designs for further consideration on N Williams approaching N Fremont could also create a more comfortable, safer connection for people biking. As we further consult the community further about projects along the N Williams and Vancouver corridor, we will continue to evaluate potential impacts to bike facilities.



Traffic travel time & diversion

The proposed improvements along the Line 4 are not expected to have significant impacts on drivers or traffic diversion.



Parking removal

The proposed project on N Vancouver between N Fremont and N Ivy may include the restoration of parking spots by repurposing the minimally used forced left-turn lane approaching N Cook.

NEXT STEPS

Albina area residents have historically been asked to make trade-offs to benefit the 'greater good' of the region, while often not realizing those benefits for themselves. Over the past generation, this neighborhood has experienced rapid demographic change, displacement, and gentrification. PBOT is committed to consulting the community, elevating Black voices and delivering a project that addresses community priorities.

We plan to hold transit-focused workshops with community members in the Albina area in 2021 to better understand these priorities and trade-offs before advancing design further. This will include exploring non-infrastructure related concerns related to fare-enforcement, personal safety and discrimination in the right-of-way, adequate street lighting, and other experiential considerations that Portlanders of Color (and especially Black Portlanders) have elevated during prior public engagement.