

ROSE LANE PROJECT

Line 6 - Martin Luther King Jr Blvd



PBOT
PORTLAND BUREAU OF TRANSPORTATION

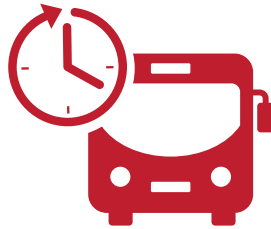
RIDER BENEFITS

6,380
riders will benefit*



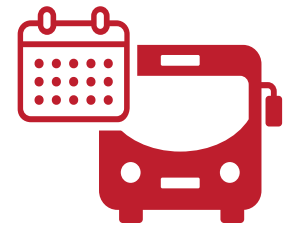
*Fall 2019 weekday ridership data for the full line, not just the portion with Rose Lane projects.

6 to 14
minutes saved during the peak hour



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

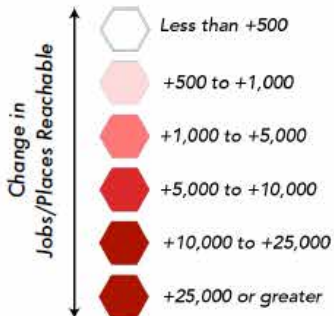
Up to **64**
hours saved per rider per year



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

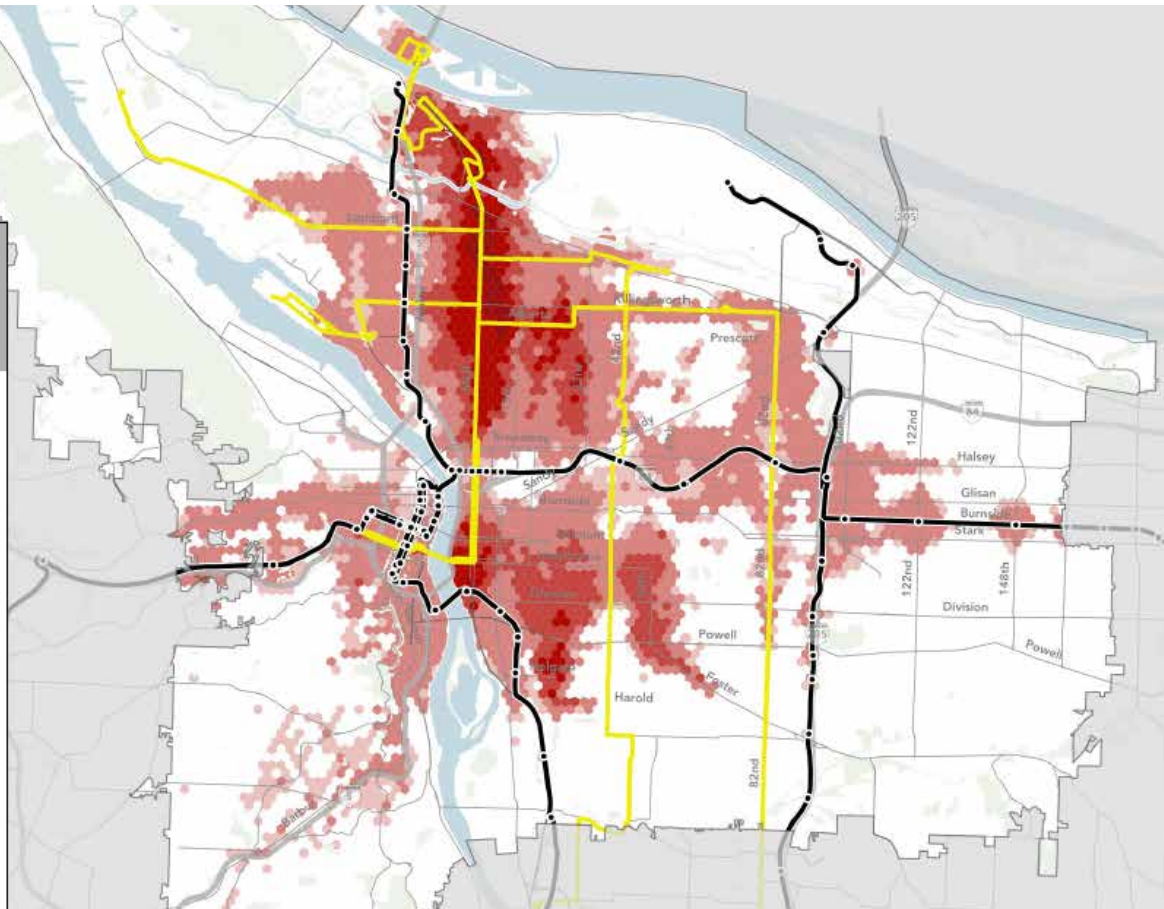
Rose Lane Project Line 6 (MLK Blvd) Corridor Benefit

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



Change in jobs/places reachable with Rose Lane Project	All Residents	Black Residents	People of Color	White Residents	Households in Poverty
	+1,860	+3,110	+1,760	+1,900	+1,750

ROSE LANE PROJECTS

N Whitaker Rd & N Hayden Meadows Dr

Project type: Add signal radar detection
Transit lines benefitting: 6
Status: Completed



NE/SE MLK Jr. Blvd & Grand Ave (SE Mill St and NE Broadway)

Project type: Bus-and-turn and Transit, Truck and Turn lanes*
Transit lines benefitting: 6, Streetcar A/B Loop
Status: Completed



Bus-and-turn lane on Martin Luther King Jr Blvd.

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
Transit lines benefitting: 2, 6, 10, 14, 30
Status: Completed



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

*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.

NE Vancouver Way at Marine Way

Project type: Extend left turn pocket approaching Marine Way and provide mid-block crossing to serve new bus stops
Transit lines benefitting: 6
Status: Funded & In Progress



N Whitaker Rd (N Schmeer Rd to I-5)

Project type: Bus-and-bike lane northbound, bike lane southbound
Transit lines benefitting: 6
Status: Funded & In Progress



NE MLK Jr. Blvd Safety and Access to Transit Project (NE Hancock to NE Lombard)

PBOT received a \$5 million grant through the Regional Flexible Fund Allocation (RFFA) process to fund safety, access and transit improvements on the northern stretch of NE MLK Jr. Boulevard. The grant application was developed in partnership with area stakeholders and the Soul District Businesses Association. The funding will be used to optimize and improve bus stops, pedestrian crossings and lighting. Through future engagement around this project, we will also explore opportunities for more Rose Lane-style projects in this stretch of the corridor to improve bus speed and reliability.

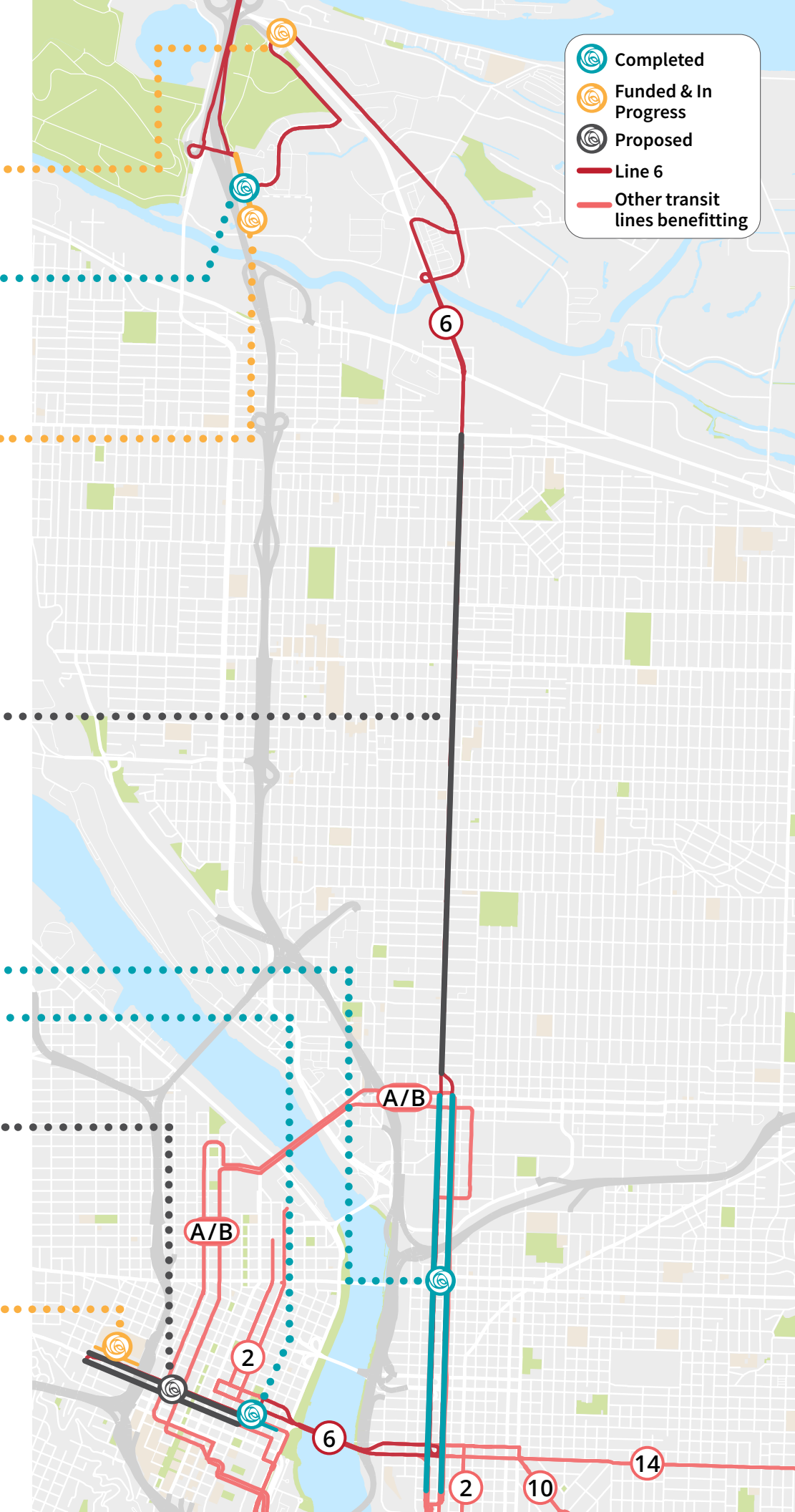
SW Columbia/Jefferson (19th Ave to 4th Ave)

Project type: Bus-and-turn lanes*
Transit lines benefitting: 6, 45, 55, 68
Status: Proposed



SW Jefferson St (14th to 18th Ave)

Project type: Improve reliability for buses turning left around Collins Circle
Transit lines benefitting: 6, 45, 55, 68
Status: Funded & In Progress



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.



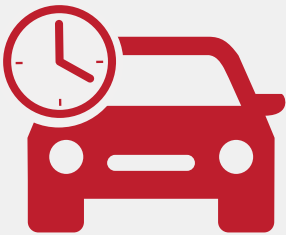
Pedestrian facilities

The Rose Lane projects implemented through Central City in Motion, including on MLK, Grand, Jefferson and Columbia will also involve improvements to pedestrian crossings. Further pedestrian improvements in the north MLK corridor will be delivered through the NE MLK Jr. Boulevard Safety and Access to Transit Project.



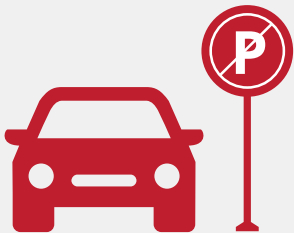
Bike facilities

The completed project on SW Madison and the in progress and proposed projects on SW Jefferson and SW Columbia seek to reduce conflicts and provide protection for people biking from general traffic.



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. Commercial trucks are expected to benefit from the transit, truck and turn lanes added in along MLK Jr Boulevard and Grand Ave in the Central East Side.



Parking removal

Some of the proposed projects along the Line 6 would require parking space to be repurposed. More information will be shared in future outreach as designs are refined.

NEXT STEPS

We anticipate conducting further outreach in 2021 to inform design of the proposed projects benefitting the Line 6, as well as to explore further opportunities to address bus delay at key intersections (e.g. NE Killingsworth, NE Prescott/Skidmore and NE Fremont). We also plan to hold transit-focused workshops with community members in the Albina area in 2021 to better understand priorities and trade-offs around transit priority projects. In addition to transit priority projects, these conversations will also explore non-infrastructure related concerns related to fare-enforcement, personal safety and discrimination in the right-of-way, adequate street lighting, and other considerations that Portlanders of Color (and especially Black Portlanders) have elevated during prior public engagement.

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.