

ROSE LANE PROJECT

Line 73 - 122nd Ave



PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

4,390

riders
will benefit*



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

1 to 2

minutes saved
during the peak hour



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

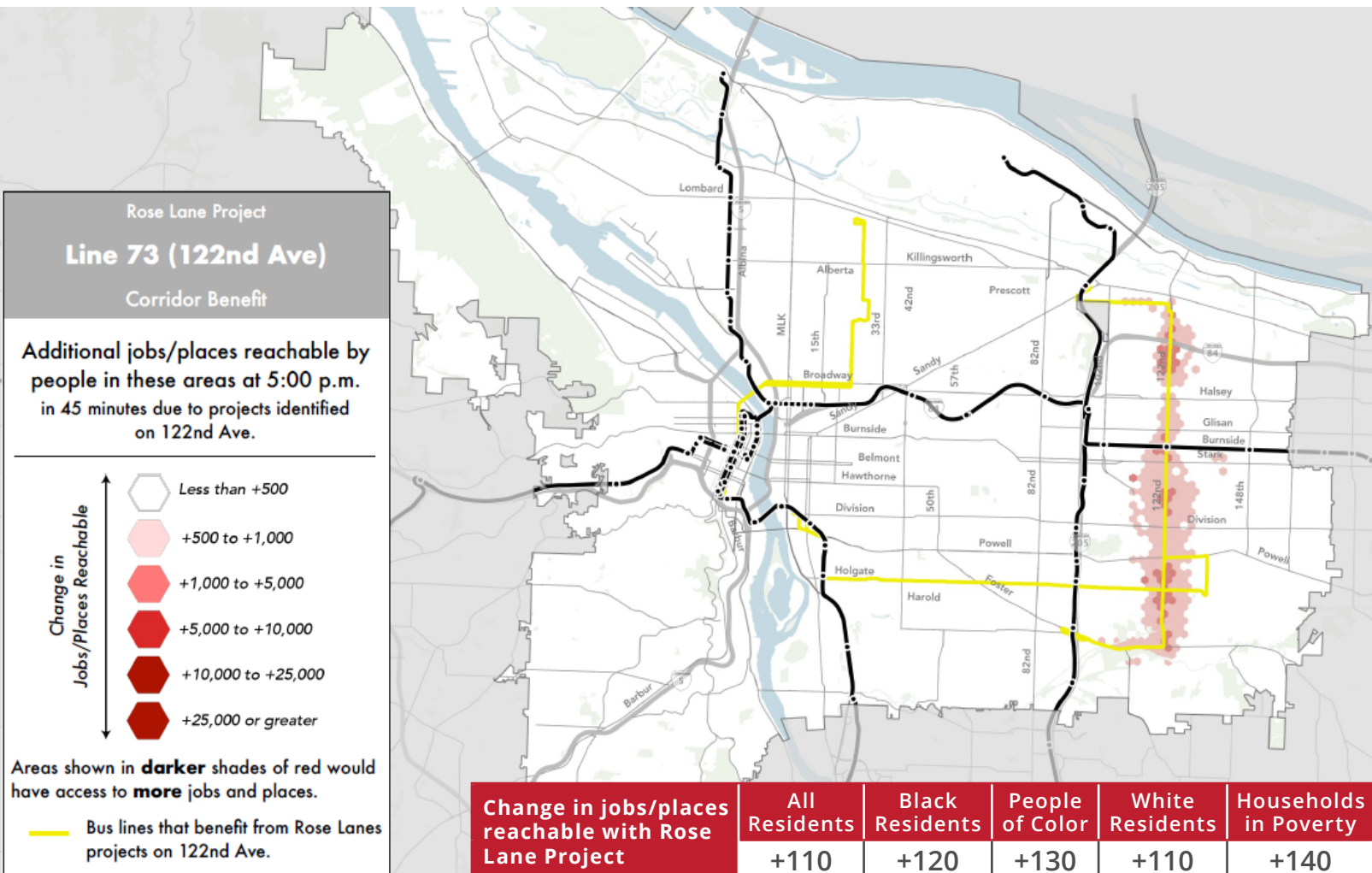
Up to

6

hours saved
per rider per year



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



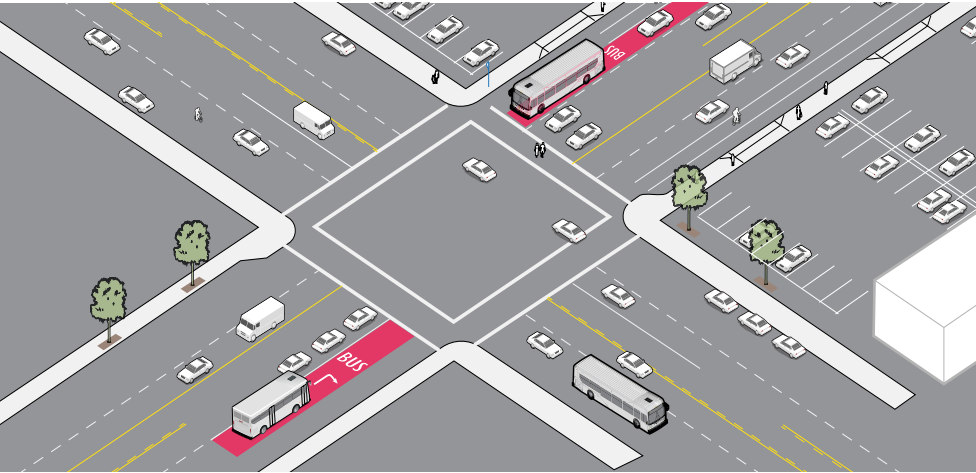
ROSE LANE PROJECTS

122nd Ave approaching E Burnside & SE Powell

Project type: Right turn except bus lanes with signal priority, along with bus stop and safety access improvements

Transit lines benefitting: 73

Status: Funded & In Progress through Fixing our Streets



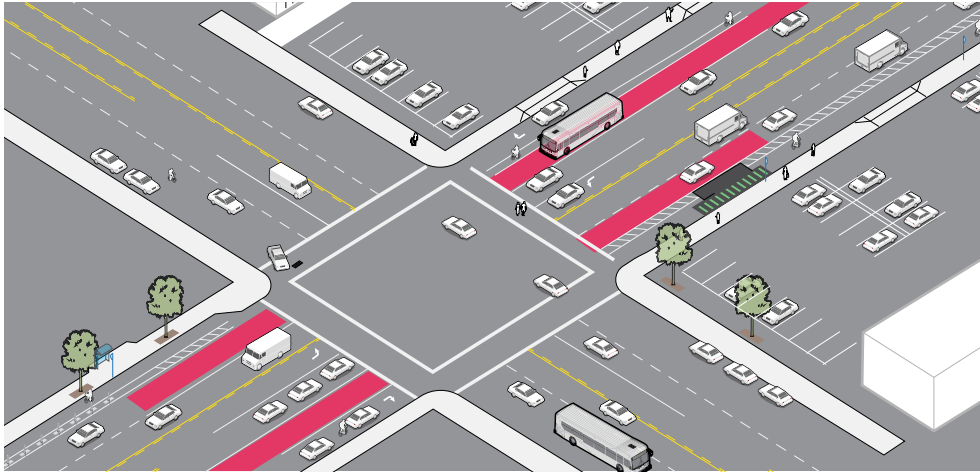
Example of right-turn except bus lanes. Exact design to be refined through further project development.

NE 122nd Ave approaching NE Halsey

Project type: Bus-only lane approaching Halsey, both directions, with separate right-turn pockets; relocating bus stop to far-side of intersection

Transit lines benefitting: 73

Status: Proposed



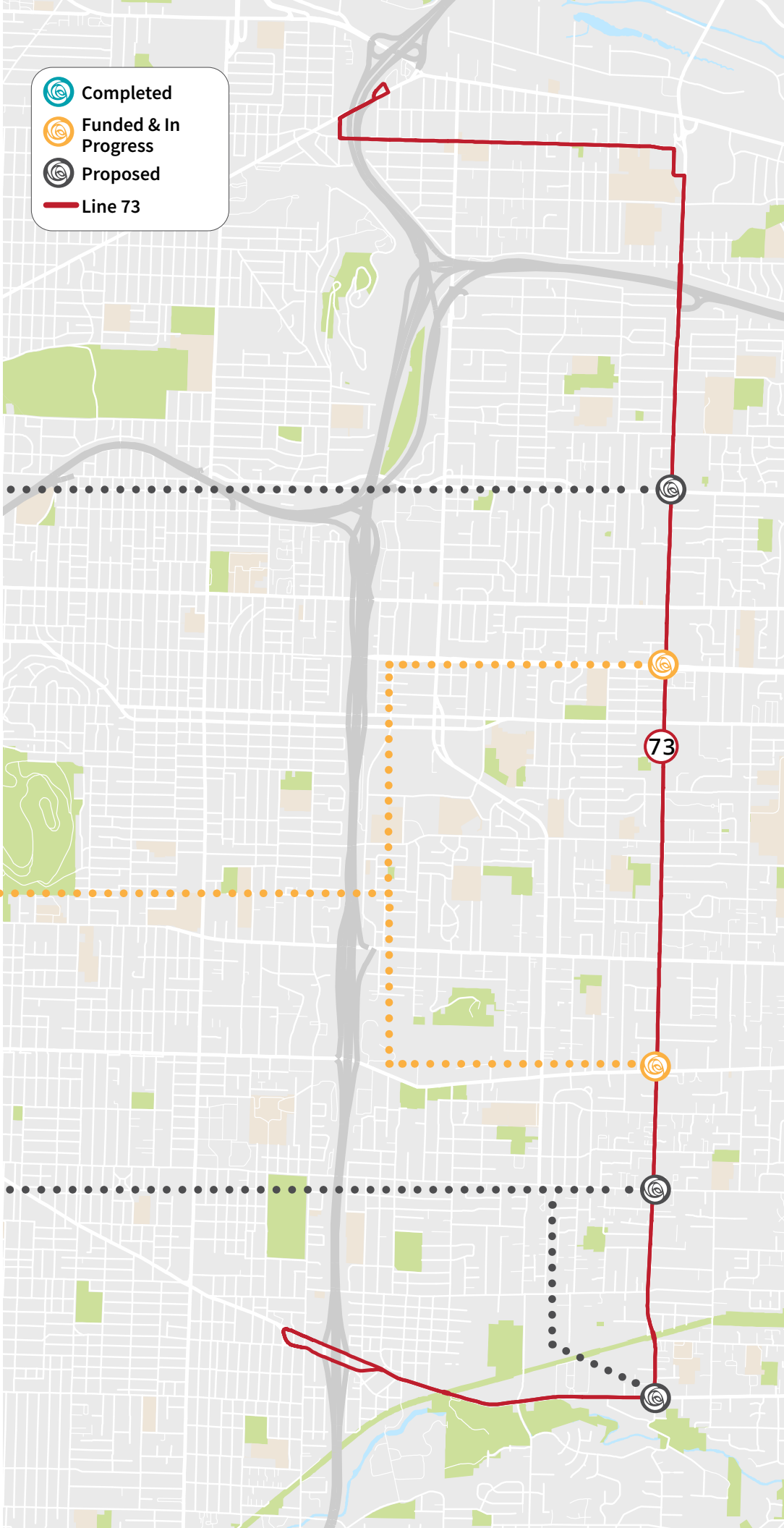
Proposed pilot design for bus-only lane with right-turn pockets approaching Halsey. Exact design to be refined through further project development.

SE 122nd Ave approaching SE Holgate

Project type: Right turn except bus lane (design to be refined through the 122nd Avenue planning process)

Transit lines benefitting: 73

Status: Proposed



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.



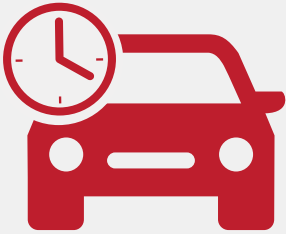
Pedestrian facilities

At NE Halsey, the proposed pilot project will require a reduction to the current curb extension to create separation for southbound cyclists. Throughout the corridor, the 122nd Avenue Plan includes improved pedestrian crossings.



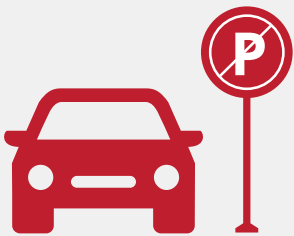
Bike facilities

In the proposed design at Halsey, bikes will share the right turn lane northbound (same as current conditions), while southbound, we are striving to create a five-foot bike lane. The project team is exploring further improvements to traffic signals and curb design in this area to improve bike passage. The 122nd Avenue Plan includes a buffered bike lane both directions along this corridor.



Traffic travel time & diversion

The proposed projects will somewhat reduce roadway motor vehicle capacity. In peak hours, this may increase delay for drivers at these intersections. The project team will pilot the improvements and monitor impacts, making refinements as needed.



Parking removal

There is no expected parking removal associated with the Rose Lane projects. The draft proposed 122nd Avenue Plan does include repurposing parking space elsewhere in the corridor for improved multi-modal movement.

NEXT STEPS

In 2021, we expect to consult the community as we continue refining the design of these proposed projects. The proposed Rose Lane pilot projects along the Line 73 complement a slate of recommendations in the 122nd Avenue Plan that focus on safe access to transit stops, transit priority at key intersections, and higher quality transit stops. From public engagement during the 122nd Avenue Plan and the East Portland Arterial Streets Strategy, we've heard a desire from East Portlanders for improved safety in the vein of better lighting, safer crossings, and safer feeling spaces for transit riders.