# ROSE LANE PROJECT

Line 75 - Cesar Chavez/Lombard



# RIDER BENEFITS



not just the portion with Rose Lane projects.



# Up to 1 minute saved

in the PM peak due to this proposed improvement

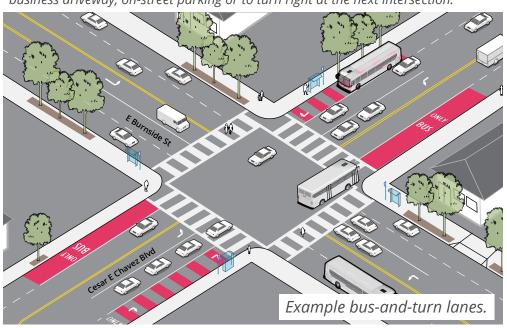
#### **NE Cesar E Chavez Blvd (SE Stark to I-84)**

**Project type:** Bus-and-turn lanes\* both directions, stop optimization, and improvements to Coe Circle operations

**Transit lines benefitting:** 66, 75

**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.



What could this look like for someone commuting home from a job at Fred Mever at W Burnside and NW 20th to a residence at NE 42nd and Prescott? This person could save around 6 minutes from the Rose Lane improvements along that portion of the Line 20 and Line 75. Travel time today: 59 minutes With Rose Lanes: 53 minutes



66

Completed



Funded & In **Progress** 



Proposed



Other transit lines benefitting

# 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 will be able to use the BAT lane to bypass motor vehicle congestion.



#### Traffic travel time & diversion

Drivers on Cesar Chavez approaching the Glisan traffic circle in the outside lanes already have to turn right onto Glisan, while buses can use the outside lanes to travel through the intersection. The proposed project would extend this traffic pattern further north and south, making the outside lanes "right turn except bus" at every intersection. 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**

There is no expected parking removal associated with this project.

## **NEXT STEPS**

We expect to consult the community as we continue refining the design of this proposed project as funding becomes available.