

# ROSE LANE PROJECT

## NE Couch

Benefitting Lines: 12, 19, 20



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

### RIDER BENEFITS

**25,000**  
riders  
will benefit\*



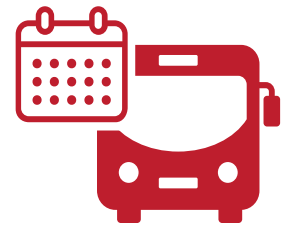
\*Fall 2019 weekday ridership data for three bus lines (12, 19, 20), not just the portions with Rose Lane projects.

**0.5 to 1.5**  
minutes saved  
during the peak hour



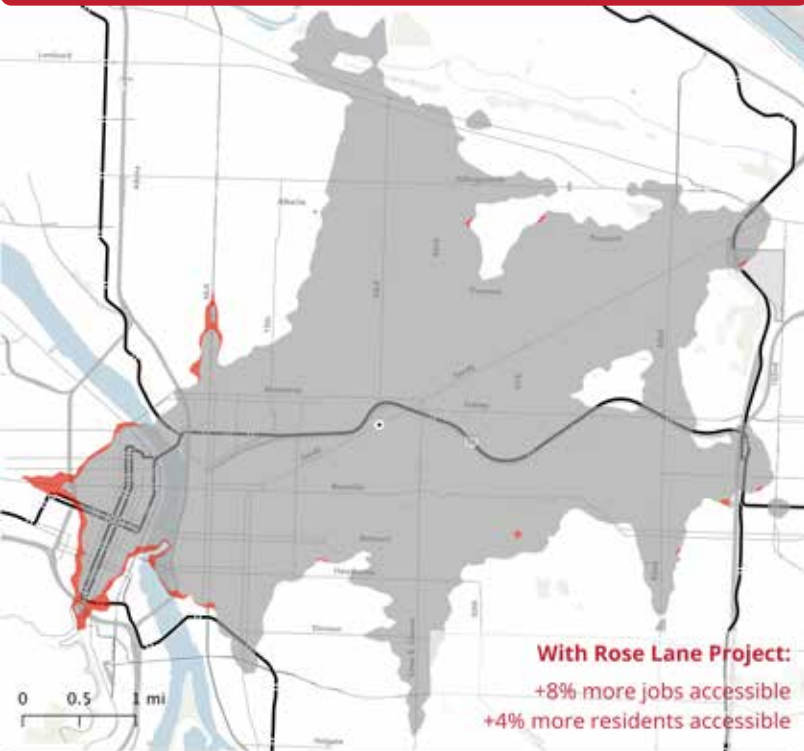
\*This is an estimated range of travel time savings from end to end of the project area.

Up to  
**4**  
hours saved  
per rider per year

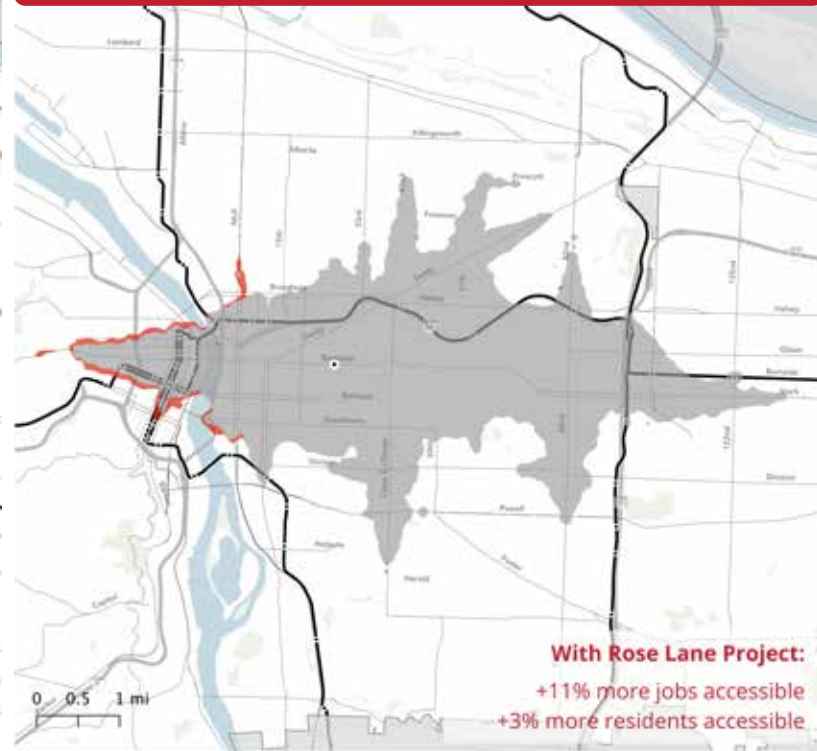


\*Assumes rider takes five trips per week for 52 weeks.

Where could you travel in **30 minutes** from  
**E Burnside & 28th** at 7:30am?



Where could you travel in **30 minutes** from  
**NE Sandy Blvd & 33rd** at 7:30am?



Reachable by transit in 30 minutes today

Reachable by transit in 30 minutes with  
Rose Lane Project

# ROSE LANE PROJECTS

The recommended design would implement bus-and-turn lane westbound through reallocation of a general-purpose travel lane, helping the bus move faster during congested times. People driving would use the bus-and-turn lane to turn into driveways and intersections along the street. In the proposed concept, bicycles will also be allowed to use the bus-and-turn lane from 12th Avenue to 6th Avenue, improving connections to the protected bike facility starting at 6th. Once implemented, we will evaluate benefits to transit and impacts to the surrounding network from this pilot project and make any necessary modifications.

Parallel Rose Lane improvements, implemented through the Central City in Motion project (view Line 12 and Line 20 info sheets to learn more), will benefit bus riders heading eastbound on these lines. The segment of NE Couch west of Grand will be considered in the context of the Earthquake Ready Burnside Bridge Project underway by Multnomah County in collaboration with PBOT.

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

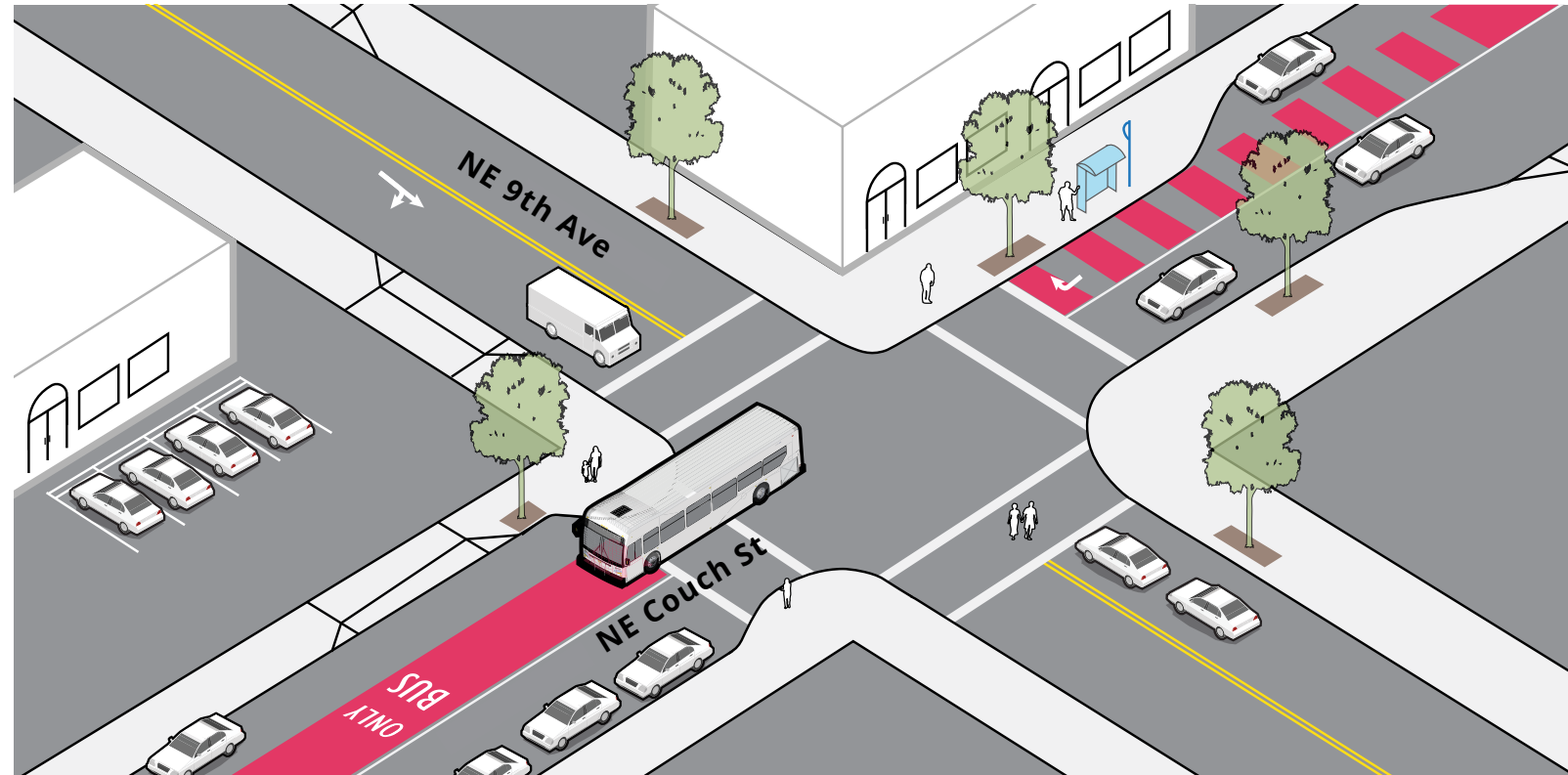


**Project type:** Bus-and-turn lane\*, westbound, with bicycles allowed between NE 12th Ave and NE 6th Ave

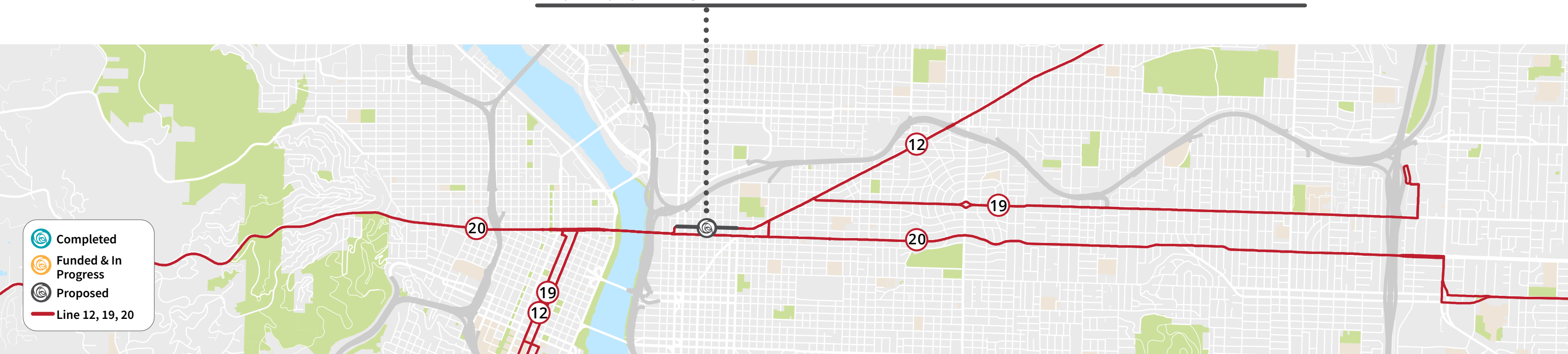
**Transit lines benefitting:** 12, 19, 20

**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.*



Proposed project along NE Couch St between NE 12th Ave and NE 12th Ave.



# 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.



## Bike facilities

NE Couch St currently provides a separated bicycle facility from 6th to the west, but 7th Ave will soon become a major bikeway with the upcoming opening of the Earl Blumenauer Bridge across Sullivan's Gulch. The proposed project would create a shared bus/bike lane, improving connections to these facilities.



## 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

In 2021, we expect to consult the community as we continue refining the design of this proposed project.