

ROSE LANE PROJECT

SW Capitol Highway

Benefitting Lines: 39, 44, 45, 54, 55, 56, 61, 64, 92



PBOT
PORTLAND BUREAU OF TRANSPORTATION

RIDER BENEFITS

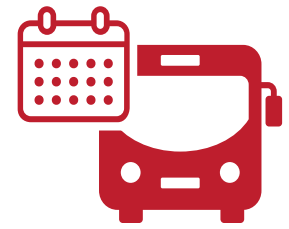
11,730
riders will benefit*



1 to 2
minutes saved during the peak hour



Up to **9**
hours saved per rider per year



*Fall 2019 weekday ridership data for nine bus lines (39, 44, 45, 54, 55, 56, 61, 64, 92), not just the portions with Rose Lane projects.

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

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

Change in jobs/places reachable with Rose Lane Project

All Residents	+50
Black Residents	+20
People of Color	+30
White Residents	+60
Households in Poverty	+40

Rose Lane Project
Capitol Hwy
Corridor Benefit

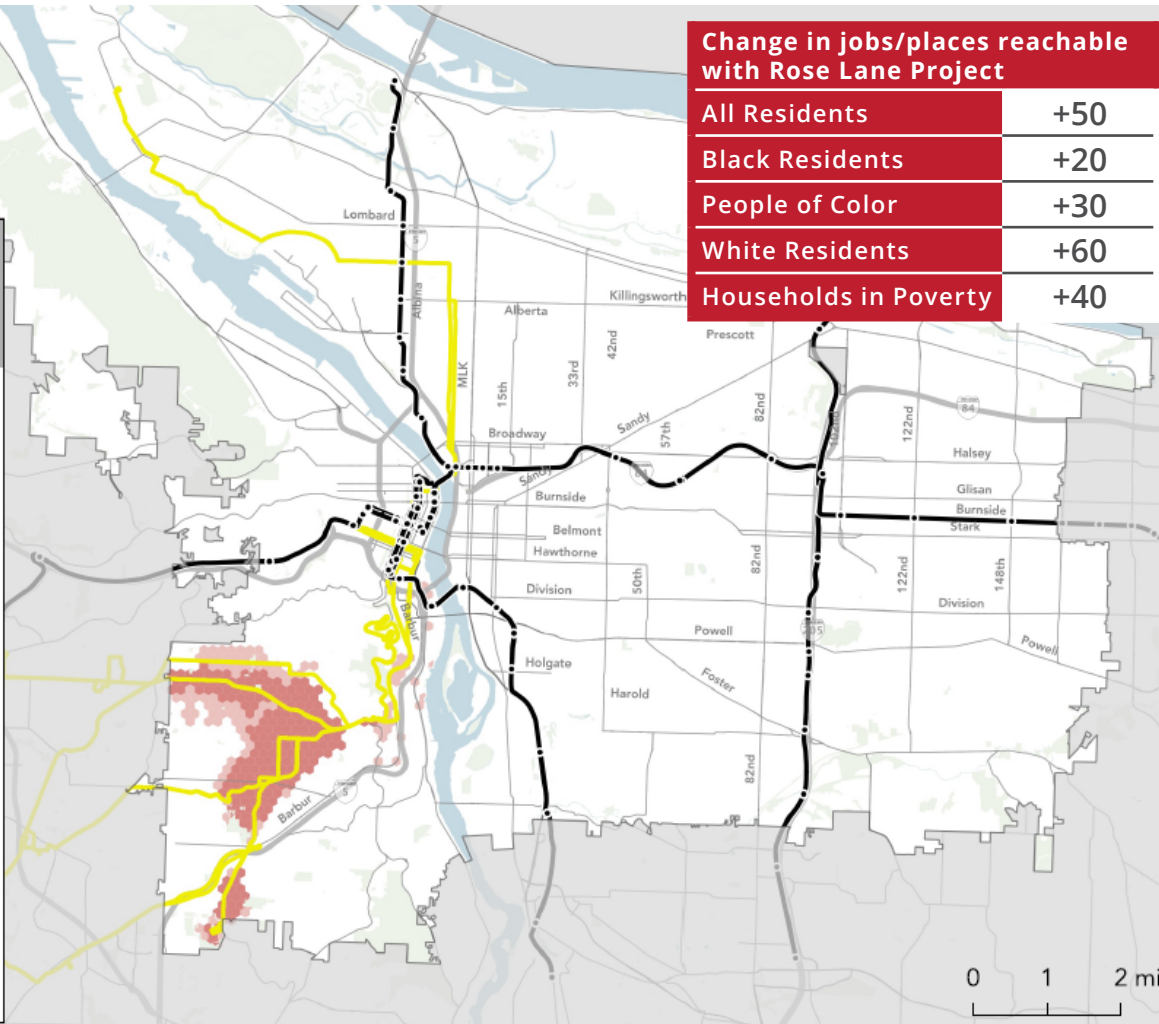
Additional jobs/places reachable by people in these areas at 5:00 p.m. in 45 minutes due to projects identified on Capitol Hwy.

Change in Jobs/Places Reachable

- Less than +500
- +500 to +1,000
- +1,000 to +5,000
- +5,000 to +10,000
- +10,000 to +25,000
- +25,000 or greater

Areas shown in **darker** shades of red would have access to **more** jobs and places.

Bus lines that benefit from Rose Lanes projects on Capitol Hwy.



ROSE LANE PROJECTS

The recommended design would implement bus-and-turn lanes in both the east and west direction on Capitol Highway through reallocation of general-purpose travel lanes, helping the bus move faster during congested times. People driving would use the BAT lane to turn into driveways and intersections along the street.

SW Capitol Hwy (Terwilliger - Bertha)

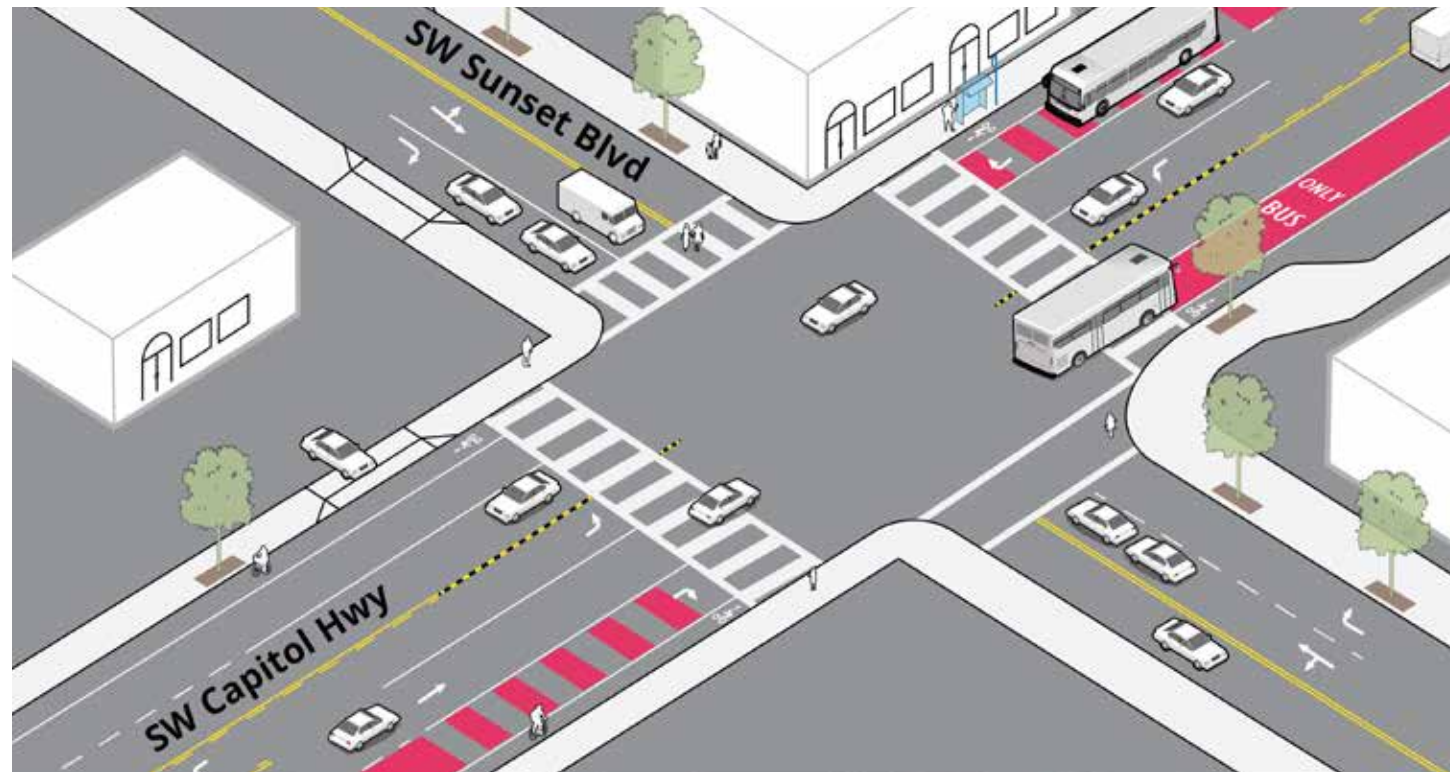


Project type: Convert outer lanes to bus-and-turn lanes* approaching Sunset from both east and west directions.

Transit lines benefitting: 39, 44, 45, 54, 55, 56, 61, 64, 92

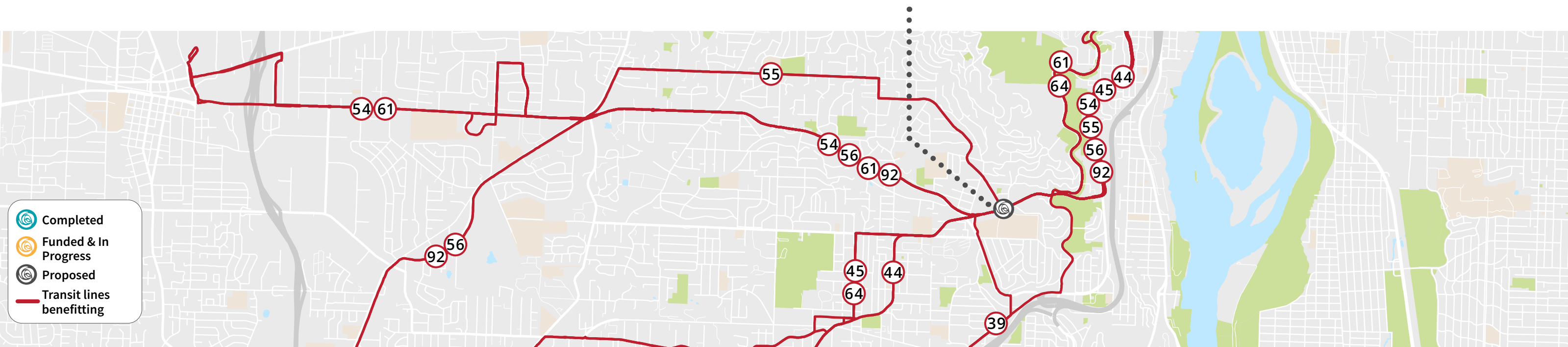
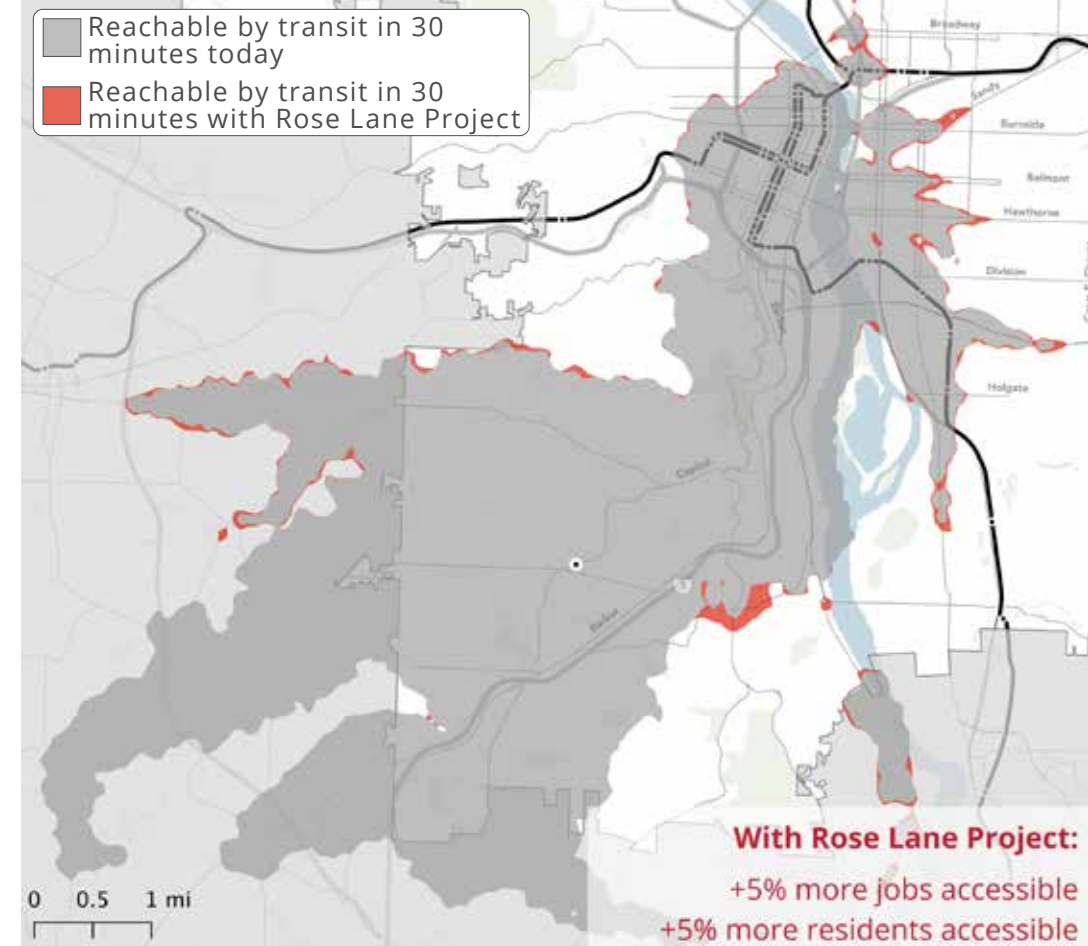
Status: Proposed

*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.



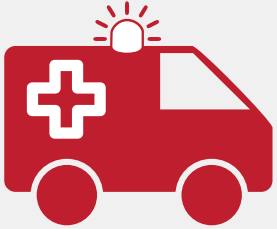
Proposed project at SW Capitol Hwy and SW Sunset.

Where could you travel in 45 minutes from Capitol Hwy & SW 35th at 7:30am?



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.



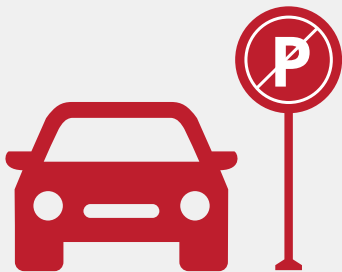
Pedestrian and Bike facilities

Where a bike lane or sidewalk is adjacent to a BAT lane, people bicycling, and walking will have more distance and more comfort from high-speed motor vehicle traffic.



Traffic travel time & diversion

Repurposing an existing lane to become a BAT lane will reduce roadway motor vehicle capacity. Outside of peak traffic hours, we expect to see only a small increase in delay for drivers. During peak travel times, drivers travelling through these segments can expect 20-90 seconds of added delay to their trips. This delay might feel like waiting through an additional 1-3 cycles at a traffic light.



Parking removal

There is no expected parking removal associated with this project.

NEXT STEPS

In 2021, we expect to consult the community as we continue refining the design of this proposed project. Previous versions of the proposed project were featured in part the [Enhanced Transit Corridors Plan](#) and in the Southwest in Motion Plan. These Council adopted plans support the continued analysis and exploration of the project concepts.