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342-2022

Communication

Requested Agenda Type

Communications

Request of Don Baack to address Council regarding opposition to the Rose Bus Project on Capitol Hwy

Placed on File

A brief description of Communication:

Opposition to Rose Bus Project on Capitol Hwy scheduled for "summer 22"

Agenda Items

342 Communications in [May 4, 2022 Council Agenda](#)

Placed on File

From: [Don Baack dh](#)
To: [Clerk General](#)
Subject: Testimony I intend to present on 5/4 9:30 am
Date: Monday, May 2, 2022 4:33:17 PM
Attachments: [2022 5 2 DB Rose Bus Testimony Draft .docx](#)

Please provide council and Mayor Wheeler a copy of my testimony prior to the meeting.

Attached file

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Don Baack dh
6495 SW Burlingame Place
Portland OR 97239

I am Don Baack speaking on behalf of the Hillsdale Business and Professional Association of which I am a member.

We request the Capitol Highway Rose Lane Project be shortened to a 6 month study and that implementation be delayed until 2025.

What is the Capitol Highway Rose Lane Project, and what are the benefits of this project? This project is a bus and turn lane project that runs from Barbur Boulevard west through the Hillsdale Commercial District to the start of the Beaverton Hillsdale Highway. **This project is not related or connected to any other Rose Lane Project.** PBOT expects no travel time savings from the project at this time. They believe that when travel returns to pre-pandemic levels bus travelers will receive a 1 to 2 minute time savings on their total bus trip.

The Rose Bus Project on Capitol Hwy will dedicate half the westbound travel lanes coming into Hillsdale from Barbur to buses only.

PBOT data shows the 2021 peak hour traffic on Capitol Hwy was 500 vehicles. PBOT also projects that 320 vehicles per peak hour will be diverted onto other streets under the proposed plan. **This represents 64% of the 2021 peak hour traffic!** This is significant for businesses in Hillsdale.

The purpose of the dedicated rose lane is to reduce bus delay. **Under present conditions, there is no bus delay.**

PBOT proposes the pilot project start immediately and last 3 to 5 years. If the anticipated impact on our small businesses occurs,

many who have suffered losses due to the Covid Pandemic will go out of business in a matter of months, We therefore seek to delay this project until 2025 for our income statements and balance sheets to recover before the start of the pilot project.

By 2025, TriMet ridership will have stabilized from the severe drop of the last 2 years and the actual bus delay, and ridership changes, if any, can be before and after the pilot study to see if a small change in travel time affects ridership.

By 2025, the traffic on Capitol Hwy and on our local streets will be back to a steady state so the impact on our narrow, curved local streets without sidewalks can be fairly addressed.

PBOT has not conducted nor discussed any financial analysis of the effect of the proposed pilot project with our business community, nor have they projected or discussed the likely impact of the traffic on our substandard neighborhood streets which will bear the brunt of the diverted traffic.

Finally, prior to the pilot project implementation, we request a committee comprised of individuals from local business, the Hillsdale community, bus riders, PBOT, and TriMet be empowered to determine the criteria for judging the success of the pilot project, and specifying the data collection and analysis to be performed. The same committee will assess the results of the pilot project at its conclusion, and recommending continuing or discontinuing the Rose Bus Project and mitigation steps to be taken.

In conclusion, we request the Capitol Highway Rose Lane Project be shortened to a 6 month study and that implementation be delayed until 2025.