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380-2023

Communication

Request of Chris Reid to address Council regarding SW Capitol Hwy Rose Lane Project update

Placed on File

A brief description of Communication: Capitol Hwy Rose Lane Update

Agenda Items

380 Communications in [May 17-18, 2023 Council Agenda](#)
(<https://www.portland.gov/council/agenda/2023/5/17>)

Placed on File

Requested Agenda Type

Communications

Date and Time Information

Requested Council Date

May 17, 2023



May 17, 2023

Mayor Ted Wheeler
Commissioner Rene Gonzalez
Commissioner Mingus Maps
Commissioner Carmen Rubio
Commissioner Dan Ryan

Dear Portland City Council Members,

This packet contains information regarding my the testimony today as well as Capitol Hwy Rose Lane feedback from Hillsdale business owner and Hillsdale residents and customers:

1. Testimony Chris Reid, Managing Partner of Wardin Properties, Hillsdale Business & Professional Association Member.
2. Tina Donnalioia, owner of Hoot N Annie, "The Real Cost of The Rose Lane" Email.
3. Kellar Autumn, Hillsdale Resident, Rose Lane Feedback Email.
4. Richard Stein, owner Hillsdale Food Park, Rose Lane Feedback Email.
5. Meredith Bureau, OnPoint Credit Union Manager, "Road Rage Info" Email
6. HBPA Reply to PBOT's "*Status Update: PBOT releases the Initial Traffic Monitoring Data Report for the Southwest Capitol Highway Rose Lane project pilot*" Report

This information has been shared with the press.

Chris Reid, Managing Partner
Wardin Investment Co., LLC
Wardin & Son, LLC
Hillsdale Investors, LLC

HBPA Capitol Hwy Rose Lane Project Committee, Lead

Hillsdale Business & Professional Association
HillsdalePDX.com
[@HillsdalePDX](https://twitter.com/HillsdalePDX)

Cc: Director Chris Warner, PBOT
Sam Desue, Jr, TriMet General Manager

*HILLSDALE BUSINESS & PROFESSIONAL ASSOCIATION
PO Box 80885 – Portland, OR 97280
HBPA – "Promoting Business, Supporting Community"
www.HillsdalePDX.com*

CHRIS REID
WARDIN INVESTMENT CO., LLC, WARDIN & SON, LCC, HILLSDALE INVESTORS, LLC
HILLSDALE BUSINESS & PROFESSIONAL ASSOCIATION
PO BOX 80885
PORTLAND, OR 97280

Testimony for City Council Meeting 5/17/2023

Good morning.

My name is Chris Reid.

I am one of the owners and also manage 52 % of the commercial property in the Hillsdale Town Center.

I come today on behalf of Hillsdale business owners and residents to give you an update on the Capitol Highway Rose Lane project.

I have two points to make before the Council:

One: the Rose Lane is adversely impacting our small businesses and Hillsdale community.

Two: The Project has become a dangerous hazard and PBOT's goal of moving buses more quickly through Hillsdale is failing.

When the project was originally presented to us, we feared the lane would deter customers from crossing over to enter the south-side Hillsdale shopping center. This is exactly what has happened.

The south-side shopping center has 18 businesses. 15 of them, 83%, are small, locally owned shops. Of all those businesses, 33 % report a drop in sales since the lane was installed, reporting a decline as much as 18%.

With TriMet's recently announced service changes to their route network in SW Portland, fewer households are close enough to walk to a bus stop. Further, with the lack of safe family friendly bicycle infrastructure and our steep terrain, few people are riding bicycles. SW Portland is becoming more car dependent with no reasonable alternatives. It makes no sense to constrain a key transportation arterial for a very small benefit in bus ridership.

My family has owned & operated the shopping center for over 60 years and we take pride in renting to local businesses. Paloma Clothing has been there for 48 years! Our tenants are LIKE family to us and to watch them SUFFERING is painful. This is why I am speaking out today.

The Rose Lane is devastating their businesses. ..

Our original concerns regarding the project have come true, and several **new issues have arisen**. We did not foresee the dangerous hazards the Rose Lane has caused for both pedestrians and drivers.

1. Recent PBOT traffic counts document the major decrease in traffic through Hillsdale due to the rose lane installation.
2. Increased greenhouse gas generation violates a key city goal.

3. Increased frustration in drivers getting to and through Hillsdale resulting in increased accidents & road rage
4. Use of the Rose Lane as a “raceway”, making it dangerous for drives and especially for unsuspecting pedestrians who have increased anxiety about the safety of crossing Capitol Hwy
5. Significant negative impact on neighborhood streets
6. Greater negative impact on Hillsdale businesses than anticipated.

Local Streets Affected by the Rose Lane Installation:

Traffic Count evidence shows three neighborhood streets have so far been negatively affected by the installation of the Rose Lane Capitol Hwy Project:

SW Burlingame Terrace has experienced a 47% increase in Westbound traffic and a 2 MPH speed increase. This is a curved street with many small children in the street most days.

SW Cheltenham has also experienced a 167% increase in PM peak periods.

SW Burlingame Avenue has experienced a 56% reduction in northbound traffic due to the congestion caused by the Rose Lane Project at Capitol Highway. Burlingame residents cannot access the Hillsdale Commercial Area without driving about ¾ miles around to come into the commercial area from Bertha Court. This increases VMT and greenhouse gas generation.

Increased PM Peak Congestion:

We also did not foresee the current level of eastbound congestion in the PM peak hours.

A typical example of this pictured below -

A 0.2 miles stretch of SW Capitol Hwy shown below, west of Hillsdale commercial area, has a regular travel time of 1 minute.

5/23/2023 at 4pm: Eastbound on Capitol Hwy

It took 4 traffic signals, almost 7 minutes total, to go the same 0.2 miles stretch.

1min:44sec each cycle x 4 cycles = 6 minutes 56 seconds ... almost 7 minutes



One of three TriMet bus lines that use this portion of Capitol Hwy, and its greenhouse emissions, was behind me experiencing a greater than 7 minute delay of traffic caused by the Rose Lane.

Any transit time saved using the Rose Lane in Hillsdale is lost in the time it takes for the bus to get to Hillsdale in peak traffic.

We thank Commissioner Mapps and team for their review and actions to improve the performance of the Rose Lane on SW Capitol Hwy:

1. Fast tracking signal upgrades
2. Develop and distribute educational materials.
3. continue to gather relevant transportation data.
4. Determine The key transit ridership metric of what PBOT is trying to accomplish by this effort.

As part of the signal upgrades, we were told that PBOT was to install cameras to help monitor the Rose Lane thru Hillsdale. If this true, Video Cameras hopefully with allow PBOT to see the race-way use of the Rose Lane, however the cameras nor statics can record the frustration/confusion/anger drivers experience when dealing with long line of backed up traffic, the concerns and hesitation drivers feel when they need to use the right lane to access businesses, as well as the frustration for cars exiting the parking lot trying to merge into or cross over the single lane of consolidated cars.

We look forward to a thorough analysis of the traffic safety issues we feel the Rose Lane has created.

In the last three months of 2022, one hour PM peak traffic decreased by 330 vehicles or 14% on Capitol Hwy at Sunset. PBOT predicted a total 15% diverted traffic when traffic volumes resumed pre pandemic (2019) levels. We currently are well below pre-pandemic levels of traffic and already seeing serious diversion. This has a major negative impact on the businesses of Hillsdale.

As PBOT has stated, the goal of the lane was to shave 2 minutes off bus travel through Hillsdale during peak traffic times. What has happened instead is that by restricting automobile travel to one lane, traffic is backing up so far that buses are delayed getting into their dedicated lane by more time than the lane is supposed to be saving – defeating the purpose of the lane.

The eastbound Rose Lane through Hillsdale is absolutely devastating for our local businesses.

The westbound Rose Lane is causing cars to divert from Hillsdale completely, equating to loss revenue opportunities and causing disruptive increase in residential traffic.

The goal of the Hillsdale Rose Lane is failing!

It's disheartening that tenants continue to experience difficulties due to the Rose Lane as well as pedestrians and automobile drivers experiencing dangerous situations... **all because of a plan that may work in other parts of Portland but does not in Hillsdale.**

The project is causing more harm than good, negatively impacting the Hillsdale community.

Aside from removing signage, nothing needs to be de-constructed, but rather paint removed and restriped.

Please reconsider the value of keeping the lane. We unequivocally ask you to remove the lane as quickly as possible. Save our businesses and stop the negative impact on Hillsdale residential streets and community.

Thank You

From: Hoot-n-Annie <hootnanniepdx@gmail.com>
Sent: Tuesday, May 9, 2023 2:05 PM
To: HBPA Hillsdale-PDX
Subject: The Real Cost of the Rose Lane Project!

I have been in business for 12 years. I have made it through the first critical few years of a new business and I have made it through a global pandemic and I will NOT let a bus-only lane derail all of my hard work and sacrifices. The Rose Lane in Hillsdale has taken away some of the blood supply that is vital to small businesses all through this corridor. It is confusing, dangerous, and pointless.

The Federal and city government have spent millions to help and support small businesses due to the impact of COVID and to assure that as many as possible could keep their doors open. This small but greatly impacting change to our area is on the verge of impacting business in such a negative way that this may be what closes some of our doors. If this is all about allocated funding that needed to be spent instead of actual factual improvements then we need to advocate for change within our government to allow projects to be reassessed PRIOR to their implementation and to utilize those funds for something that is ACTUALLY beneficial to our community as a whole. This includes residents, commuters, businesses, and out-of-state travelers to our city. Why was the impact to the businesses that the city fought hard to keep open not considered? Why was the safety of the students that hail from 3 schools within a block of this project not considered? Why was the roadway structure and access not considered in the specific neighborhood? Why was the bottleneck created for commuters including the entirety of the student body of all 3 schools not considered? Why were the wait times for TriMet and school buses not considered as they too waited in the bottleneck that starts way before the Rose Lane? Why was ANOTHER district not considered instead of disrupting the flow of this small but mighty neighborhood?

You have taken away or scared away enough of our customers. Customers we have not even met yet. There is no way you can measure that. In the meantime, we are left to scramble and find a way to make up for the loss of customers. Our efforts to promote ourselves and market our business are quashed when they realize they don't want the headache of traveling through this area, even if we provide what they are looking for. When we are slow, we cut staff. Those are jobs that are lost, money that is spent to increase business, and the stress of knowing that this is all for no good reason at all. And all you would have to do is cover up all that paint in the road and we could go back to...business as usual.

Tina Donnalioia, Owner
Hoot-n-Annie Resale Boutique

From: Valeurie Friedman <valeurie@gmail.com>
Sent: Thursday, April 27, 2023 12:27 PM
To: Wardin Properties
Subject: Fwd: Hillsdale Rose Lane feedback

FYI.

Begin forwarded message:

From: Kellar Autumn <kellarautumn@mac.com>
Subject: Fwd: Hillsdale Rose Lane feedback
Date: April 27, 2023 at 11:54:35 AM PDT
To: Valeurie Friedman <valeurie@gmail.com>

Just sent this...

Begin forwarded message:

From: Kellar Autumn <autumn@lclark.edu>
Subject: Re: Hillsdale Rose Lane feedback
Date: April 27, 2023 at 11:52:11 AM PDT
To: PBOTDirector@portlandoregon.gov, Rose Lane Project
<RoseLaneProject@portlandoregon.gov>
Cc: mappsoffice@portlandoregon.gov

Dear PBOT,

I had another close call with a motor vehicle collision at 11:15am today, at the corner of Capital and Cheltenham. This was the most serious of several near-misses I've had during my commute while trying to turn right at Capital and Sunset, and at Capital and Cheltenham. I was in heavy traffic in the left (passenger vehicle lane), signaling to turn right across the Rose Lane. As I initiated the turn, another car pulled out of traffic behind me and accelerated at high speed to make the same turn, nearly t-boning my vehicle. Only a quick reaction to my horn prevented a serious accident.

I am furious. Many community members, including me, have written to you about how dangerous the Rose Lane is, and you have done nothing but try to justify this misguided and ill-conceived project.

Consider how my correspondence with you documents that the City has been made aware multiple times of a dangerous traffic situation, and has failed to address the hazard. If someone is injured or killed, you are responsible morally--and legally.

Once again, I urge you to remove the Rose Lanes from Hillsdale as soon as possible before something truly awful happens.

Sincerely, Kellar Autumn

Kellar Autumn, Professor of Biology
Ken Pierce Fellow, [Bates Center for Entrepreneurship & Leadership](#)
Lewis & Clark College
0615 SW Palatine Hill Rd.
Portland, Oregon 97219-7899
autumn@lclark.edu
Zoom ID: 699 344 4946

On Oct 9, 2022, at 7:29 PM, Kellar Autumn <autumn@lclark.edu> wrote:

Hi Briana,

Answers inline below:

On Oct 6, 2022, at 11:24 AM, Rose Lane Project
<RoseLaneProject@portlandoregon.gov> wrote:

Hi Kellar,

Thanks for taking the time to email us and sending a photo of your observations. Can you share more about the near-collisions – where you are seeing them and what you’ve witnessed taking place?

The problems were with passenger vehicles trying to turn right at Capital and Sunset, and at Capital and Cheltenham. The Capital and Sunset intersection is especially problematic because there is not sufficient room to start a right turn because of the bus stop. Combined with heavy pedestrian traffic at the High School, the Rose Lane is a recipe for disaster.

We’ll be monitoring this project and traffic impacts in the months to come. You can read more about the project and our Monitoring & Mitigation plan on our [project website, here](#).

We’re investing in transit because it remains one of the most efficient, sustainable and equitable ways to move people around our growing city. The Rose Lane Project gives buses and streetcars a leg up, helping today’s transit riders enjoy a better journey and encouraging more people to get on board.

I disagree. No one I know wants these changes. What most Portland residents want are safe streets with enough capacity for passenger vehicles. Making driving more difficult and dangerous is not good policy.

The reason we've installed the bus-and-turn lane along SW Capitol Highway is it was identified as a critical corridor for keeping buses moving reliably to and through SW Portland. This project benefits bus riders who ride TriMet bus lines 39, 44, 45, 54, 55, 56, 61 and 64 to and through Hillsdale Town Center. Bus-and-turn lanes improve transit reliability and speed, helping bus riders during congested times.

The busses I've seen are mostly empty. My reasons for not using Trimet have nothing to do with reliability or speed. Lack of safety, cleanliness, and convenience--especially in the dark winter months--keep me away from Trimet.

Sincerely, Kellar

Kellar Autumn, Professor of Biology
Ken Pierce Fellow, [Bates Center for Entrepreneurship & Leadership](#)
Lewis & Clark College
0615 SW Palatine Hill Rd.
Portland, Oregon 97219-7899
autumn@lclark.edu
Zoom ID: 699 344 4946

Best,
Briana

.....
Briana Orr (she/her)
Capital Project Manager

Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 1331
Portland, OR 97204
RoseLaneProject@portlandoregon.gov
portland.gov/CapitolRL
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<image002.jpg>

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Dịch | अनुवादन तथा व्याख्या

口笔译服务 | Устный и письменный

перевод | Turjumaad iyo Fasiraad

Письмовий і усний переклад | Traducere și
interpretariat | Chiaku me Awewen Kapas

Translation and Interpretation: 503-823-5185

From: Kellar Autumn <autumn@lclark.edu>

Sent: Saturday, October 1, 2022 9:20 AM

To: Rose Lane Project

<RoseLaneProject@portlandoregon.gov>

Subject: Re: Hillsdale Rose Lane feedback

Here's a picture to go with my earlier message:

<image001.jpg>

On Oct 1, 2022, at 8:52 AM, Kellar
Autumn <autumn@lclark.edu> wrote:

Dear PBOT,

The new bus-only lanes on Capitol
Highway have caused congestion and
dangerous confusion on my commute
to and from work. What used to be a
smooth 10-12 minute drive is now a
traffic jam of aggravated drivers.

As I waited in stopped traffic between
Terwilliger and Sunset, two mostly
empty busses passed. Drivers seemed
baffled by the Rose Lane markings, and
I have already witnessed near-collisions.
I predict the problems will worsen
during the winter, and it's only a matter
of time before there is an accident.

I urge you to eliminate the misguided
and confusing Rose Lane in Hillsdale.

Sincerely, Kellar

Kellar Autumn, Professor of Biology
Ken Pierce Fellow, [Bates Center for
Entrepreneurship & Leadership](#)
Lewis & Clark College
0615 SW Palatine Hill Rd.
Portland, Oregon 97219-7899
autumn@lclark.edu

From: richard stein <steinrichardm@gmail.com>
Sent: Monday, April 10, 2023 8:54 AM
To: Wardin Properties <wardinproperties@gmail.com>
Subject: Various things

Hi Chris,



Some neighbors were telling me a couple of days ago that indeed the Rose Lane is causing problems. Because of the long traffic back-ups, they are skirting around the Hillsdale core. Also, they've noticed that the lane is causing back-ups onto Barbur Blvd — and the buses are getting stuck in that traffic before turning right onto their dedicated climbing lane. This is defeating the purpose of the Rose Lane! What a mess. To me this underscores the value in your pursuit of an alternative to the City's Rose Lane through Hillsdale — and this is coming from someone who has been a cautious supporter of the lane thus far.

Thanks for all you do to make Hillsdale a wonderful place to live and shop. :)
Richard

From: Meredith Bureau <meredith.bureau@onpointcu.com>
Sent: Friday, March 10, 2023 11:25 AM
To: wardinproperties@gmail.com
Subject: RE: [EXTERNAL] RE: Road Rage info

On Thursday, March 2nd at around 3:30pm, I heard a long horn honk and looked out my window. I saw a white sprinter van driving up Capitol Hwy toward Portland and an older red Saturn sedan weaving erratically behind the van. They stopped in traffic right outside my window and I watched the older male driving the sedan yelling in his car and reach over to his passenger seat to pull out a hand gun. He waved it around in his car while yelling and then pointed it at the van through his windshield. Traffic started moving again and he tried pulling up next to the van and put the gun against his closed side window like he was going to shoot, and then sped off around the van once the light at the intersection of Sunset and Capitol turned green.

I called the police immediately and relayed the situation to them. Unfortunately I was only able to get a partial license plate number, so hard to know if they were able to find the driver.

Meredith Bureau (*she/her*)
Branch Manager | OnPoint Community Credit Union
PO Box 3750 | Portland, OR | 97208
P: 503.228.7077  ext. 5876 | F: 503.452.5500 | 800.527.3932  | www.onpointcu.com
NMLS #747725

HillsdalePDXhbpa@gmail.com

From: hillsdalepdxhbpa@gmail.com
Sent: Friday, April 14, 2023 3:18 PM
To: 'Bertelsen, April'; 'Don Baack'
Cc: 'Rose Lane Project'; mayorwheeler@portlandoregon.gov; gonzalezoffice@portlandoregon.gov; mappsoffice@portlandoregon.gov; comm.rubio@portlandoregon.gov; CommissionerRyanOffice@portlandoregon.gov; katie.meyer@portlandoregon.gov; shannon.m.carney@portlandoregon.gov
Subject: RE: Courtesy Copy: Status Update: PBOT releases the Initial Traffic Monitoring Data Report for the Southwest Capitol Highway Rose Lane project pilot
Flag Status: Flagged

Corrected an oversight in the last paragraph.

Thanks,

Chris Braidwood-Reid
HBPA Treasurer

Hillsdale Business & Professional Association
HBPA – “Promoting Business, Supporting Community”
HillsdalePDX.com
@HillsdalePDX

From: hillsdalepdxhbpa@gmail.com <hillsdalepdxhbpa@gmail.com>
Sent: Friday, April 14, 2023 3:16 PM
To: 'Bertelsen, April' <April.Bertelsen@portlandoregon.gov>; 'Don Baack' <dhbaack@gmail.com>
Cc: 'Rose Lane Project' <RoseLaneProject@portlandoregon.gov>; mayorwheeler@portlandoregon.gov; gonzalezoffice@portlandoregon.gov; mappsoffice@portlandoregon.gov; comm.rubio@portlandoregon.gov; CommissionerRyanOffice@portlandoregon.gov; katie.meyer@portlandoregon.gov; shannon.m.carney@portlandoregon.gov
Subject: RE: Courtesy Copy: Status Update: PBOT releases the Initial Traffic Monitoring Data Report for the Southwest Capitol Highway Rose Lane project pilot
Importance: High

Dear April -

Thank you again for forwarding us the report [Initial Traffic Data Monitoring Report](#) and for forwarding our request to see the detailed transportation data, traffic counts, used for your report.

We noticed there is no mention of the project’s TriMet ridership goals and the progress toward those goals in the recent report. What are the key metrics that PBOT is seeking to accomplish? What is the base metric and what progress has been made toward those goals? We see a lot of expensive busy work but see no evidence of goals being accomplished other than a huge disruption of traffic in Hillsdale.

Pg 4, last sentence in paragraph 5: “While only time will tell what this means for travel activity, traffic volumes and transit ridership have been increasing”³

³ Between Fall 2021 and Fall 2022, transit ridership for the buses that serve SW Capitol Hwy increased 14.6 percent. TriMet. Ridership and Performance Statistics: Route Ridership Reports. <https://trimet.org/about/performance.htm#route>

Our more complete analysis of the TriMet lines going through Hillsdale shows TriMet Boardings for Fall of 2022 were just 39.6% of the 2019 Boardings for the same period. In addition, the ridership of the express buses servicing OHSU/VA are running at just 32.7% of 2019 levels of boardings. This suggests to us that a major change of work and transit use patterns of our SW residents is occurring both at OHSU/VA and downtown.

SW Portland is home to a major portion of office workers compared with the rest of the city. Many of these workers are working from home and are likely to continue to do so. Like it or not, SW Portland is car dependent. With the upcoming TriMet route reductions in SW Portland, it will become even more car dependent. Ask TriMet to tell you the number of SW houses are within 1/4-mile walking distance (as opposed to actual distance, a significant difference due to our lack of street connectivity) of a TriMet bus stop. We have asked but not been given an answer.

Recent bicycle usage surveys suggest that the general public is not embracing bicycles. Few SW residents feel safe riding the poor, disjointed, bicycle infrastructure currently in place over our hilly terrain and narrow streets.

In our view, SW Portland is going to continue to be dependent on automobiles for years to come. We are already seeing a large number of electric vehicles. More will come. Taking away vehicle infrastructure at a time when alternatives are neither available nor safe is poor transportation planning. People are not going to ride the bus if the bus is not reasonably available! Again, one size does not fit all situations!

Our Hillsdale businesses are built around car and pedestrian traffic. Taking away car traffic by obstructing the roads leading to Hillsdale for questionable transit improvements makes no sense to us and is harming the Hillsdale business community.

Page 5, under 'Key Takeaways from 3-Month Post-Project Monitoring', bullet #3: "While daily vehicle volumes on arterials were lower, all decreases are within expected seasonal fluctuations in daily volumes. "

PBOT originally forecasted 15% of the PM Peak to be diverted when traffic volumes reached pre pandemic levels. Per the data shown on page 9, this important PM peak volume for Hillsdale businesses has actually decreased by 33%! This during a period, PBOT has stated, that is well below pre covid levels. This diverted traffic has a major impact on the number of customers stopping in Hillsdale, and the traffic delay causes pm peak drivers to be in no mood to stop once they crest the hill.

The turning movements counts, pages 11 and 12 also demonstrate a significant decrease in traffic flowing through Hillsdale.

Page 9, 'Monitoring Locations and Data - Local Street Monitoring'

Traffic increases –

SW Burlingame Terrace and SW Cheltenham St have both experienced a 22% increase in local traffic volumes. A 22% increase is not an insignificant increase to the residents on these streets. This is during a period when PBOT says traffic normally decreases! While not part of the reported data, SW Burlingame Ave has effectively been blocked for traffic seeking to turn left onto Capitol Hwy during PM Peak hours.

SW Portland has been car dependent for decades. TriMet is in process to decrease transit availability to many w SW residents by the planned removal of lines #1 Vermont, which services Ida B. Wells High School, and line #39, sole transit service for many SW Portland neighborhoods. The New York Times April 10th Peter Coy article reports 5x more people (a

500% increase) are working from home than pre-covid counts, with work from home (W.F.H.) leveling out at 25% , which further decreases the demand for bus ridership.

Hillsdale is being subjected to the one size fits all policies and thinking. The following is a comment from a TriMet driver

The Capitol Hwy Rose Lane Project is working to address a non-problem. He insisted that there were other areas of town where the Rose Lanes made a big difference/improvement (where needed in his experience) but that Hillsdale Town Center wasn't one of them.

TriMet has reported their ridership through Hillsdale has declined more than other Portland areas due to the large number of W.F.H. actions of OHSU and VA employees.

Given the reduction of TriMet ridership, which was **NOT the original goal of the Rose Lane Project, and the uncertainty of traffic counts to reach pre-pandemic traffic counts, counts that originally justified the Rose Lane project, we respectfully request the Capitol Hwy Rose Lane Project be removed as soon as possible versus prolonging the negative impact the project has on Hillsdale residential and business areas.**

Thank you,

Chris Braidwood-Reid
HBPA Treasurer

Hillsdale Business & Professional Association
HBPA – “Promoting Business, Supporting Community”
HillsdalePDX.com
@HillsdalePDX

From: Bertelsen, April <April.Bertelsen@portlandoregon.gov>

Sent: Friday, April 7, 2023 10:25 AM

To: hillsdalepdxhbpa@gmail.com; Don Baack <dhbaack@gmail.com>

Cc: Rose Lane Project <RoseLaneProject@portlandoregon.gov>

Subject: FW: Courtesy Copy: Status Update: PBOT releases the Initial Traffic Monitoring Data Report for the Southwest Capitol Highway Rose Lane project pilot

Good morning Chris and Don,

I hope this finds you well.

I wanted to make sure you received the [Initial Traffic Data Monitoring Report](#) for the [SW Capitol Highway Rose Lane Project](#) pilot.

I know this report is of interest to you, the Hillsdale Business & Professional Association and others in Hillsdale. Please let us know if you have questions. This pilot project and the monitoring is a team effort.

The Initial Traffic Monitoring Data Report is posted on the PBOT project website. The email bulletin below was sent this week to the email subscriber list for the SW Capitol Highway Rose Lane Project.

Alas, as I was receiving the subscriber/recipient list, I was not able to confirm that your email addresses were included. So I am following up with this email.

If you have not already subscribed, I encourage you to with the following link. We send periodic project updates specific to the Southwest Capitol Highway Rose Lane project pilot.

Sign up for project updates

Get the latest updates for this project

All of this is also on the project website:

<https://www.portland.gov/transportation/pbot-projects/construction/sw-capitol-highway-rose-lane-project>

Best regards,

.....

April Bertelsen | Transit Modal Coordinator

Pronouns: She/Her

Portland Bureau of Transportation

1120 SW 5th Avenue, Suite 1331

Portland, OR 97204

Phone: 503.823.6177

april.bertelsen@portlandoregon.gov

www.portlandoregon.gov/transportation

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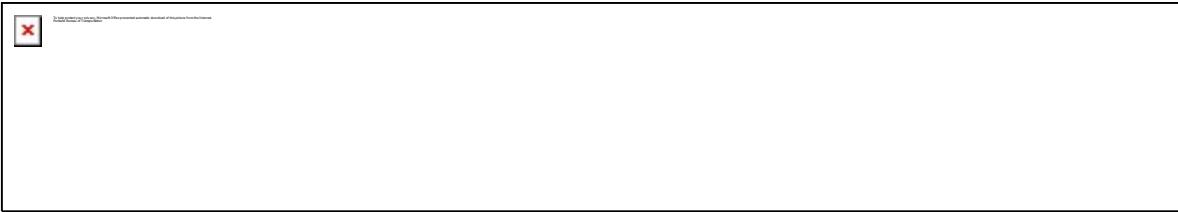
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Translation and Interpretation: 503-823-5185

From: Portland Bureau of Transportation <PBOT@public.govdelivery.com>

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Southwest Capitol Highway Rose Lane Project: PBOT releases Initial Traffic Monitoring Data Report



PBOT's "SW Capitol Highway Rose Lane Project: Initial Traffic Monitoring Data Report" documents three-month post-construction traffic monitoring data for the pilot project, which was designed to help buses bypass traffic congestion on SW Capitol Highway.

(April 6, 2023) The Portland Bureau of Transportation (PBOT) is pleased to share the [Initial Traffic Data Monitoring Report](#) for the [SW Capitol Highway Rose Lane Project](#) pilot. The report documents three-month post-construction traffic monitoring data for the project, along with key takeaways from the monitoring data. Another round of follow-up data collection will occur in late Spring 2023 with reporting in Summer 2023, after planned signal modifications to address traffic queueing are completed

[Read the Initial Traffic Data Monitoring Report here.](#)

In the SW Capitol Highway Rose Lane Project area, PBOT is monitoring traffic operations on major streets, at key intersections, and on local streets to understand

overall traffic patterns, flag early signs of unwanted behavior, observe any major changes or operational issues, and identify and implement mitigation responses as needed. Through traffic counts, field observations, and video, we are gathering data on speed, turning movement, volume, queuing at intersections, driveway activity, and other observed user behavior.

Community feedback is an integral part of our monitoring and mitigation approach. We welcome your input on our approach, our reporting and interpretation of the monitoring data, and any potential mitigation responses we may identify. We also welcome your thoughts on what should be included in the next traffic monitoring data report. If you'd like to leave a comment, please email us at RoseLaneProject@portlandoregon.gov.

For more information and future updates, [visit the SW Capitol Highway Rose Lane Project webpage here.](#)

About the project:

The [SW Capitol Highway Rose Lane Project](#) added Business Access and Transit (BAT) lanes in both east and west directions on SW Capitol Highway approaching SW Sunset Boulevard through reallocation of general purpose travel lanes. People driving may still use these lanes to turn into driveways and at the next intersection along the street.

The SW Capitol Highway Rose Lane Project has been a publicly proposed component of the citywide Rose Lane Project since its initial concept phase in 2019. The SW Capitol Highway Rose Lane Project pilot was installed in Fall 2022.

This project was designed to help buses bypass congestion on SW Capitol Highway, and it is expected to support bus speed and reliability as travel activity continues to grow into the future. The Capitol Highway Rose Lane Project benefits bus riders who ride TriMet lines 39, 44, 45, 54, 56, 61, and 64.

PBOT is working with TriMet to make transit more frequent on SW Capitol Highway in Hillsdale. TriMet's Forward Together service concept includes bus service changes and improvements so more people can get to more places more reliably. TriMet's annual service plan proposal for 2023–24 Transit Service Changes includes bus service increases and route changes in Southwest Portland, including bus lines that serve SW Capitol Hwy in Hillsdale. Riders could see the first service changes to TriMet's bus system as early as September 2023.

Learn more about TriMet's plans at the following links:

- [View TriMet's 2023 – 2024 Transit Service Changes here.](#)
- [See the TriMet Forward Together Service Concept here.](#)

PBOT Rose Lane Project Team
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