

DELAY HILLSDALE ROSE LANE PROJECT FOR 3 YEARS PETITION

The Rose Bus Project will reduce traffic through Hillsdale which will affect our businesses.

It will also cause many cars to divert onto our local narrow streets that do not have sidewalks imperiling walkers.

Rose Lane Project Purpose: To improve speed and reliability of TriMet bus lines thru Hillsdale Town Center by making the right-hand lane a BUS ONLY and turn lane.

East bound – Capitol Hwy thru Hillsdale Town Center Bertha Ct to SW Sunset Blvd.

West Bound – Capitol Hwy between SW Barbur Blvd and SW Sunset Blvd.

Using pre-pandemic traffic counts, project will save an approximate 1 minute of travel time for the riders. At current traffic counts PBOT admits there will not be any time saved.

Hillsdale Rose lane project is based on a standard plan that does not work on Cap Hwy thru Hillsdale.

Concerns:

- 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**

- If the **anticipated negative 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
- PBOT studies have projected that much traffic will avoid this route during peak hour once pre-pandemic traffic resumes; **potential customers diverted from the commercial area.** Others **will wander through the local streets. PBOT does not monitor those streets, so has made no estimate of the traffic they will be required to handle. But their own figures demonstrate it will happen.**
- **Traffic signal at Terwilliger & Capitol Hwy.**
In their pre-pandemic traffic counts, PBOT found that peak hour traffic from the south turning onto westbound Capitol Highway was 100 vehicles per hour, which represents generally local community, and 200 vehicles per hour coming from the North, majority of which is from Portland's largest employer, OHSU. Terwilliger is a major exit from their campus. It also brings 3 TriMet Bus Routes. 61, 64, and 65 from their campus during evening rush hour. **Historically, these 300 cars have been able to merge into 2 lanes of traffic. With this project, they will now have to all fit into a single lane,** which the project expects to be stacked full when post-pandemic travel levels return. This will **cause gridlock at this intersection because there are no storage lanes to hold this traffic.** And was PBOT aware that several hundred new parking spaces have been approved for construction at the OHSU and VA hospitals that feed Terwilliger?

We ask for a three-year postponement of the Hillsdale Rose Lane Project:

- To give time for our business to recover from the covid recession
- To allow PBOT time to collect current data and re-access the Rose Lane project thru Hillsdale.
- 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 safely addressed.

Please join these four significant community organizations in SW Portland which have evaluated the proposed Rose Lane Project and have **asked that implementation be delayed for at least three years prior to a new study:**

The Hillsdale Business and Professional Association

The Hillsdale Neighborhood Association

Southwest Trails

Southwest Neighborhoods Incorporated