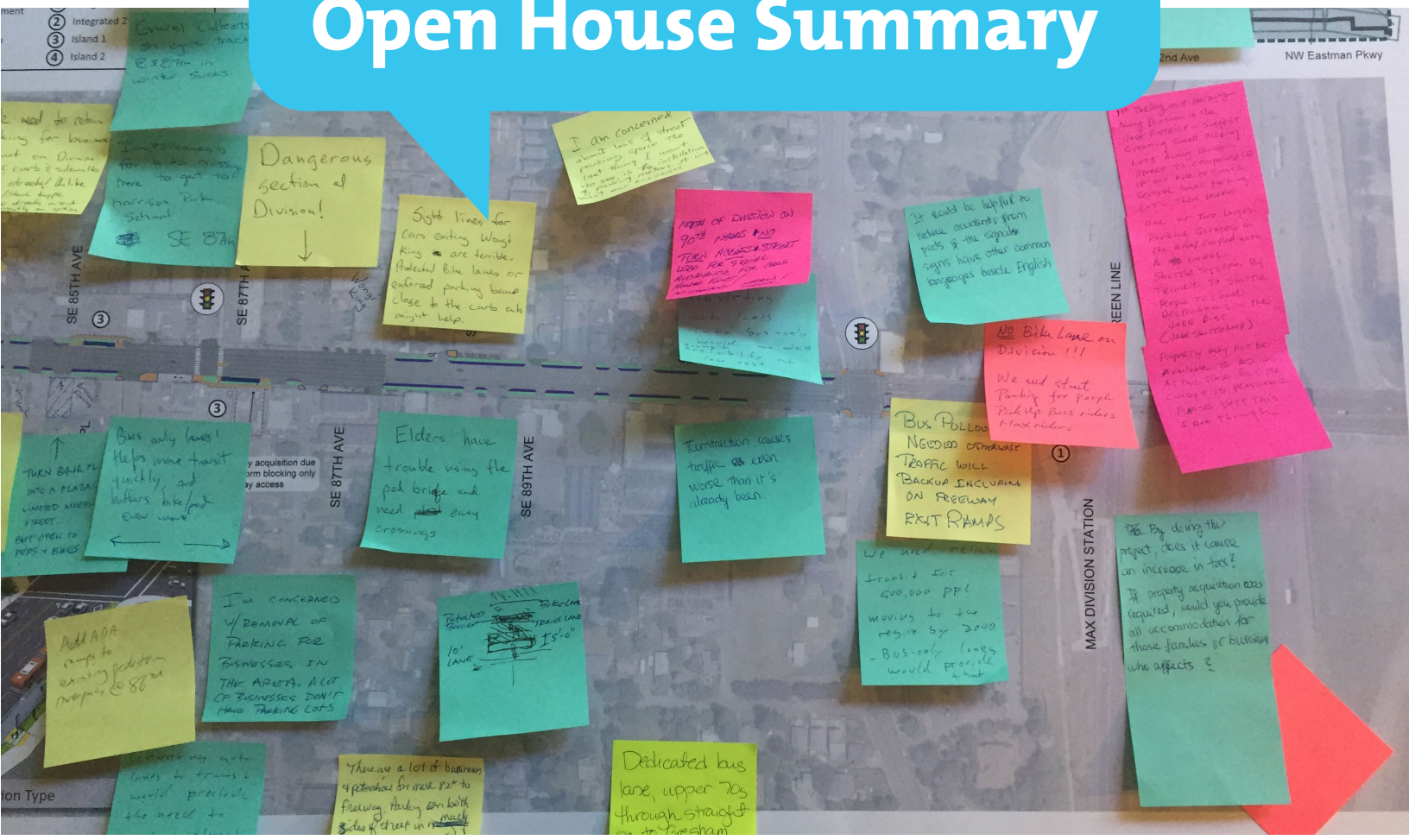


DIVISION TRANSIT PROJECT Summer 2017 Open House Summary



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8/18/2017

Executive Summary

With the design of the Division Transit Project at approximately 15 percent, project staff hosted an open house and an online open house in June 2017 to share the project's current status. Both versions of the open house provided the opportunity for the public to review:

- ▶ Project proposed route and station locations
- ▶ Considerations undertaken when proposing station locations and station types for each location
- ▶ Four station types
- ▶ Project schedule

The June 29 in-person open house had more than 150 attendees, resulting in 250 comments regarding the project. The online open house, which was optimized for mobile devices and featuring non-English language options, was active from June 22 through July 13, resulting in nearly 650 submissions related to the same project design information as the in-person open house.

The top six concerns stated in public comments were:

1. Dedicated bus lanes are necessary to enable better transit, slower auto speeds and buffered bike/pedestrian infrastructure
2. Stations should preserve trees where possible and include weather protection and seating
3. Station distances do not provide adequate access for seniors and people with disabilities
4. Careful design is needed to reduce pedestrian and bike conflicts, and buses should avoid stopping in bike lanes where possible
5. Inner Division constraints comes with many constraints and may cause bus to have trouble staying on schedule
6. Overall support for project design and consolidation of stops, prioritizing locations near destinations.

Each event provided valuable public feedback, which project staff will review as the design progresses to 30 percent. A description of open house promotion and formats, as well as a summary of the most common themes shared, follows.

Open House Promotion

The in-person and online open houses were promoted through various channels. Below is a list of how each event was shared with the public.

In-person Open House

Newspaper Advertisements

An invitation to the open house was advertised in community newspapers throughout the project corridor:

- ▶ Portland Tribune
- ▶ Portland Mercury
- ▶ Gresham Outlook
- ▶ The Skanner
- ▶ El Hispanic online (Spanish language)
- ▶ Chinese Times (Chinese language).

Postcards

Postcards announcing the open house were mailed to 5,200 residents and businesses along the corridor on June 16, 2017.

Website

TriMet maintained a project website at www.trimet.org/division that linked to the online open house and promoted the in-person open house.

Online Open House

Email Promotion

Two email invitations were sent on June 22, 2017 to subscribers of Line 4-Division and to subscribers of Division Transit Project. Emails were sent to more than 32,000 subscribers.

Facebook

TriMet advertised the online open house on the agency's Facebook page on June 22 and July 3, 2017. The post reached 14,721 followers and was shared 38 times.

Format

In-person Open House

The in-person open house allowed the public to review roll maps and speak to project staff to learn about the 81 stations along seven distinct segments in the 14-mile long corridor. Comments were collected on notes placed on roll maps representing the different segments. The segments included:

- ▶ Segment 1: Downtown Portland
- ▶ Segment 2: Inner Division
- ▶ Segment 3: Middle Division
- ▶ Segment 4: Jade District



*In-person Open House,
June 29, 2017.*

- ▶ Segment 5: Division Midway
- ▶ Segment 6: Outer Division
- ▶ Segment 7: Gresham

A comment form was also available with four questions for the public:

1. Station locations are chosen to achieve a considered balance of the goals. Please rank the goals that you think should be most important; a) Minimizing impacts to adjacent homes and businesses, b) faster, more predictable travel times for buses, c) minimizing walking distance to stations, or d) other (please specify).
2. Is there anything you would like to tell the project team about the station locations and the preliminary station designs?
3. Please indicate which segment(s) of the corridor your comments above most closely relate.
4. Which of the following are most important for station amenities? Please select three of the options below; a) Seating, b) weather protection (from rain, wind, sun), c) lighting, d) real-time bus arrival information, e) trash receptacles, f) bike racks, or g) other (please specify).

All open house materials were available in five languages: English, Spanish, Chinese, Vietnamese and Russian. Translators for each non-English language were present at the open house.

Project partner, the Portland Bureau of Transportation, was also present at the open house to talk about their Outer Division Multimodal Safety Project. Staff worked collectively to answer the public's questions.

Online Open House

The online open house was available on the project website trimet.org/division from June 22 to July 13, 2017. The online open house shared information about station locations, design considerations and station types by segment. The online comment form mirrored the in-person open house, and included an optional demographic survey at the end of the comment form.

Comment Form Results

In total, 649 online comment forms, 38 in-person comment forms, and 212 post-it note comments were collected. Of the 38 comments collected in-person, four comment forms were submitted in Chinese. Below is a summary of responses received throughout the comment period.

Station Location Priorities

The comment form asked respondents to rank the goals of the project from most important to least important—minimizing impacts to adjacent homes and businesses; faster, more predictable travel times for buses; and minimizing walking distance to stations. Respondents could also choose “other” and provide their own priority. Of the 687 respondents, 327 stated their number one priority of faster, more predictable travel times for buses. The second most important priority was minimizing impacts to adjacent home and businesses. Figure 1 shows the rest of the responses for this question.

Station Location Priorities

687 total respondents

■ 1st priority ■ 3rd priority
■ 2nd priority ■ 4th priority

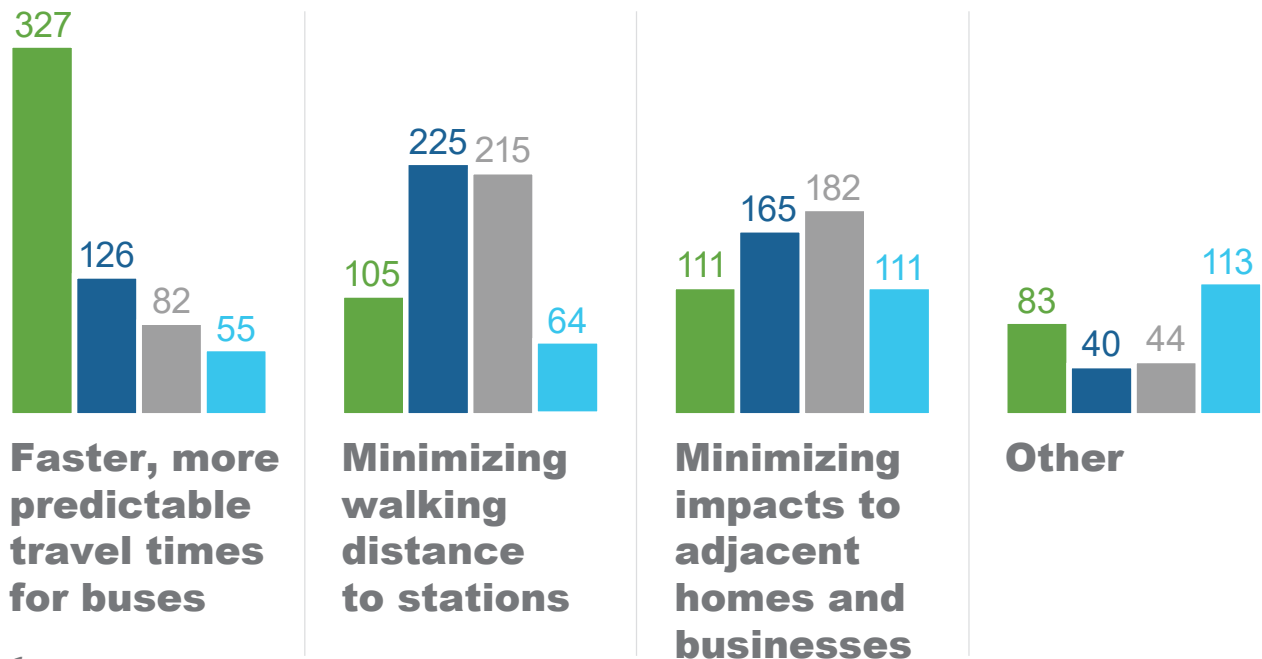


Figure 1

Priority of Station Amenities

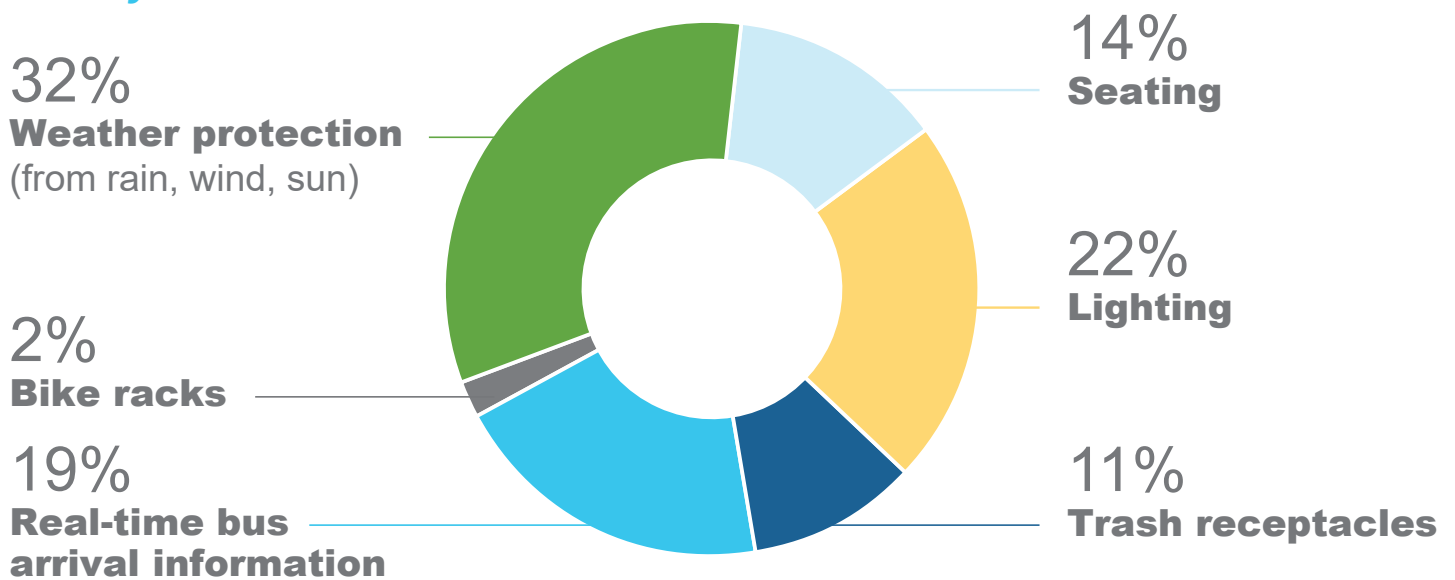


Figure 2

Priority of Station Amenities

More than 500 people stated that weather protection was one of the most important amenities to consider when planning station designs. Respondents were asked to pick up to three of the options. The second highest scoring amenity was seating. Figure 2 shows the rest of the responses for this question.

Open Comments

Respondents were asked if there were anything they would like to tell the project team about station design and location. From the online open house, 322 comments were collected. The in-person open house resulted in 212 post-it note comments collected, and 27 comment form comments. Below are some of the major themes and comments shared by respondents.

Over 95 comments were received regarding **specific station locations**.

- ▶ Stops at 11th/12th will have issues with freight traffic
- ▶ Elimination of 37th Avenue stop is needed over 34th stop
- ▶ Consider how students will access PCC from 82nd and Division
- ▶ Concerns about removal of stops on Line 4 in East Portland, including 96th, 119th and 145th
- ▶ Concerns about businesses at 84th and Division—important to community
- ▶ There is need for this service to go to Mt. Hood Community College
- ▶ Angeline Street does not seem to serve neighborhood

Nearly 90 comments were received regarding **pedestrian/ADA concerns and stop distances**.

- ▶ Station distances do not provide access for seniors and people with disabilities
- ▶ Island 2 design seems unsafe for pedestrians and cyclist conflicts
- ▶ Block spacing of six to eight blocks seems too far
- ▶ Crossing Division in East Portland is unsafe and difficult, making new stop spacing even more dangerous for riders
- ▶ Add a signal crosswalk onto the Interstate 205 ramp
- ▶ Pedestrian islands make crossing wide streets like Division safer

About 80 comments were received regarding **dedicated bus only lanes or bus pullouts**.

- ▶ Put bus only lanes across Hawthorne Bridge and use that bridge option
- ▶ No bus pullouts; faster bus travel if it stops in lane
- ▶ All stations need bus pullouts so transit does not obstruct other traffic and compound congestion
- ▶ Dedicated bus lanes equal real rapid transit
- ▶ Dedicated bus lanes to enable better transit, slower auto speeds and buffer bike/pedestrian

Nearly 85 comments were received regarding **bicyclist and their safety**.

- ▶ Cars passing the bus station and then turning right could “right-hook” cyclists in Island stations
- ▶ Careful design will be needed to reduce conflicts between pedestrians and cyclists in Island design options
- ▶ Bus should not stop in bike lane right-of-way, like in the Integrated design options
- ▶ Create protected bike lanes that have concrete curb or are at sidewalk level
- ▶ Separation between the bike lane and the bus stop is a good feature

Over 70 comments were received regarding **station amenities and bus features**.

- ▶ Consideration of businesses near stations— aesthetics, design, signage, etc.
- ▶ Prioritize green spaces and preserve trees near station for shade protection
- ▶ Preference for shelters with three walls to help protect from wind, snow, etc.

- ▶ Need for maximum seating space, with more than a few seats
- ▶ Add local and neighborhood characteristics to stations, including public art
- ▶ Consider electric buses, both for their environmental benefits and for their performance in winter weather

Nearly 45 comments were received regarding **support of design** or project.

- ▶ Support for stop consolidation efforts and prioritizing locations close to commercial districts and transfer locations
- ▶ Support for the island options, with special consideration for pedestrians and cycling conflicts
- ▶ Having stops at major intersections is helpful; it seems to alleviate traffic back up

Over 40 comments were received regarding **congestion, space constraints, or travel time**.

- ▶ 8th Avenue to Cesar Chavez is constrained and there may be difficulties with getting the bus to stay on schedule
- ▶ Concerns that bus stopping in lane will slow down traffic, cause backups and limit flow
- ▶ Freight train movements at 8th Avenue will fault the bus and get it off schedule
- ▶ Remove parking and give the bus its own lane on Division

In addition to these comments, 26 comments were received regarding the proposed stations being too close together and 26 comments were received regarding Tilikum Crossing and the 8th Avenue rail crossing.

Comment Breakdown by Segment

Comment Form

The comment form asked respondents to self-select which segments their comment most closely fit. Respondents could pick as many segments as they wished, including an option for all segments in the corridor. Figure 3 is a breakdown of which segment respondents self-selected for the in-person and online comment form.

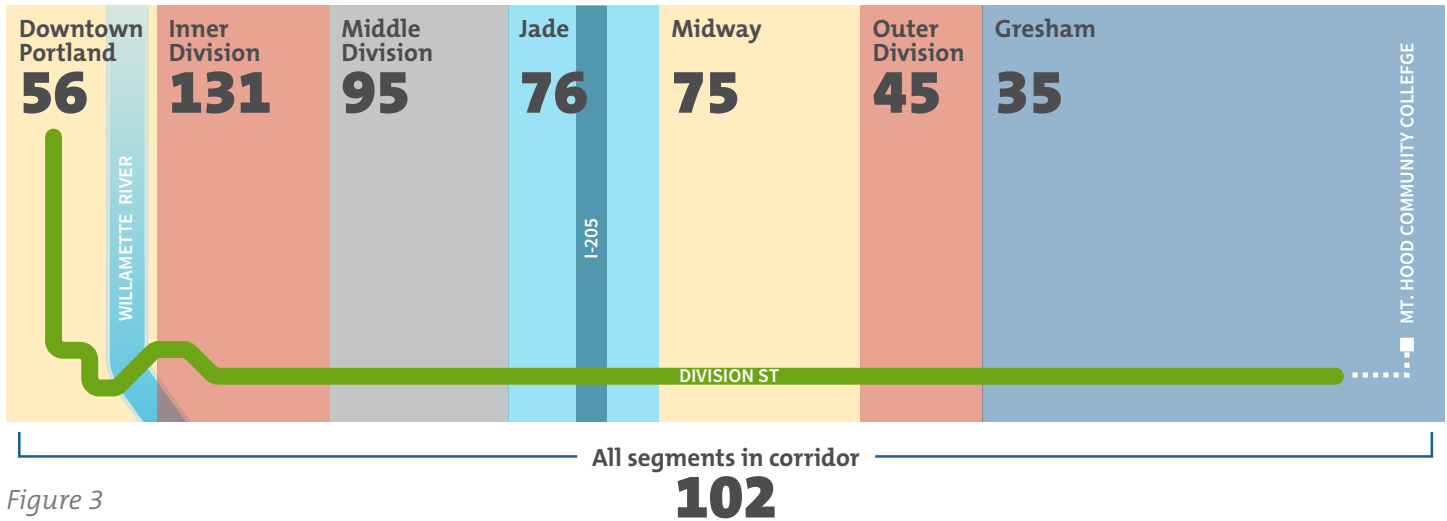


Figure 3

In-person Open House Post-its

At the open house, attendees were encouraged to leave comments regarding the preliminary station designs. Figure 4 is a breakdown of post-it notes by segment from the event.

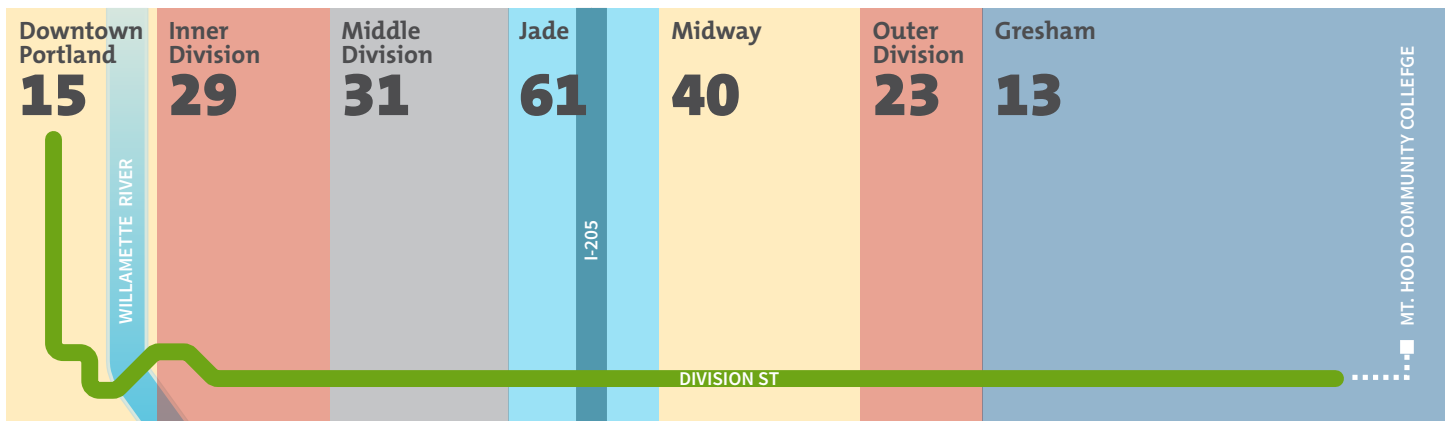


Figure 4

Appendix A

Responses to the question: Is there anything you would like to tell the project team about the station locations and the preliminary station designs?

- ▶ I am concerned about sidewalk access for pedestrians (especially disabled pedestrians and families with small children) as many of the sidewalks on inner Division are already quite narrow and densely travelled in the area from 26th to Cesar Chavez.
- ▶ For maximum impact, this really needs to extend to MHCC
- ▶ 34th and division is already a busy area with so much foot traffic. How will the station for that location be built with such limited space?
- ▶ I think the locations seem fine. How do these align with current bus stops to facilitate the transfer between buses.
- ▶ Conflict with bicyclists, both pedestrian and bus/auto seems to have a high potential.
- ▶ the design looks great, the same as in most major cities with articulated buss's removing all the parking will not make people very happy but it will definitely make for a much faster bus route.
- ▶ I like the Island 2 & Integrated 2 designs. Those two seem safer and prefer less extrusion into the street space. Also like BRT lite done right
- ▶ I have a hard time seeing how this will make travel any faster on SE Division between the river and Cesar Chavez unless the street is closed to private cars and might run into the same problems as the streetcar being unable to get through an intersection without blocking it. And so we sit. (And actually, I think the streetcar or long bus SHOULD block the intersection, but that cars should not.)
- ▶ There are more advantages to far sided stations than near sided. Follow the link: https://www.pacebus.com/guidelines/04c_stop_location_roadway_design.asp
- ▶ There are too many stations on inner Division, every 4 blocks, where the blocks are small and traffic is most congested vs Outer Division, every 6-8 blocks, where the blocks are long and the streets wide.
- ▶ Please do not narrow the existing lanes or reduce from 2 in each direction to 1 each. Division can already be a pain, and people will be ridiculously irate.
- ▶ No
- ▶ Too many stations in inner Southeast! These buses will not save East Portland riders time.
- ▶ Sometimes, well a lot of the time, transit is planned by those that don't have to rely on said transit services. It would be good if at least 2/3rds of the people planning actually had to rely on the services they are proposing instead of pulling something out of their butts.
- ▶ Integrate natural features where feasible and extend imagine in those thoughts. Opportunity to make sitting at a concrete station a little better.
- ▶ They're entirely too close together. You're making an expensive, flashy, and expensive local bus that will only serve drivers because it maintains their status quo completely. Try planning for people walking or on other devices and make this a usable service. It will be unfathomably slow and you will ruin any chance for the region to implement BRT Lite anywhere else.
- ▶ I'm concerned that the Integrated 1 station design is going to add congestion on already busy inner Division streets. Will the buses move more quickly than existing so that overall flow will be improved? What about signal light timing to prevent backups and limit flow? Maybe suggesting alternate car routes around the Division neighborhood to lessen car traffic? I'm just concerned that this is going to lead the current crunch situation from bad to worse.
- ▶ I would like to know estimated travel times (e.g., from Gresham to Downtown).
- ▶ I'm fully in support of fewer stations in the interest of reduced travel time.
- ▶ I'm not sure why it was taken off, but the last stop being Mt Hood would be so much better because you wouldn't have to transfer to ride a few stops on the 20.

- ▶ More information on “Improving travel times through Transit Signal Priority” would be helpful. I have been a TriMet rider for more than 15 years. I live very close to the Division Middle section and use the #4 line in addition to others. I remember how the ‘L’, ‘E’ and ‘X’ lines used to work on the #4 and #14 but that typically wasn’t a single lane of traffic.
- ▶ I see the traffic and congestion in that area now especially as the city diverts traffic and reduces the number of lanes. I just don’t understand how you are expecting this design using Division to work with the existing traffic levels.
- ▶ I have a hard time seeing how this will make travel any faster on SE Division between the river and Cesar Chavez unless the street is closed to private cars and might run into the same problems as the streetcar being unable to get through an intersection without blocking it. And so we sit. (And actually, I think the streetcar or long bus SHOULD block the intersection, but that cars should not.)
- ▶ I am very concerned about the safety for biking around some of these station designs. In particular, both island designs present the possibility for “right-hook” collisions near intersections. Cars passing the bus station and then turning right would not be able to see bicycles emerging from behind the station. This type of design would only work if right turns were prohibited at these intersections. Putting the station after the signal would make the design much safer. Or, having a separate right-turn signal with no right-turn-on-red allowed, and a separate bike signal, could allow for people biking to safely cross the intersection without a risk of right-hook collisions. The “Integrated 2” design also presents some risks for bike access, and would only effectively work in areas without significant volumes of bike traffic.
- ▶ Yes, make them disappear off inner Division. It’s already a traffic nightmare and this will make it worse.
- ▶ Lots. Bike treatments in nearly all station designs are ABSOLUTELY UNACCEPTABLE. It is absurd to have a planned, developed bus stop depend on occupying dedicated bike lane right-of-way. Both of the integrated designs create unsafe conditions for bicyclists and must be completely rethought. TriMet is creating an unsafe condition with these designs, and with it, also creating legal liability for itself. The station spacing (especially east of MAX Green Line) is just too close. It will slow down service, make any distinction with regular transit service nearly imperceptible, and be a key reason why public support for these treatments in the future will fail. Again -- fancy buses and urban design-y stops themselves do not innovative transit service make. When taken together, your station locations and designs do absolutely nothing to answer these key questions: WHY ARE WE DOING THIS TO BEGIN WITH? WHAT ARE WE TRYING TO ACHIEVE THAT CANT BE DONE WITH REGULAR BUS SERVICE? HOW IS THIS DIFFERENT? If this is meant to move more people, quicker, more conveniently, over longer distances, then that sure isn’t conveyed by stop designs that encroach on the sidewalk and occur every 4-6 blocks. What’s being conveyed is that we needed a gilded bus line and had extra money to spend (which we don’t). How is this service design not set up to fail? Look at congestion on Division -- do you really think that this design is going to somehow improve travel times? If not, and it’s about raising capacity, how would that not be accomplished with articulated buses along the existing corridor? Again, you need to clearly convey: WHY ARE YOU DOING THIS?
- ▶ Still not at all happy with choice of stop at 34th and Division. Too far a walk from my house. Would much prefer current location at 37th. Or previous location at 36th.
- ▶ The fewer stations the better. It still feels like there are too many stops along the alignment
- ▶ Will like to see bus station with shelter instead of open air.
- ▶ N/A
- ▶ Bus station should have shelter and not open air.
- ▶ There seems like there are too many stops on inner Division.
- ▶ Extend protected bike lane for entire length of Division.
- ▶ Needs a bus/bike/walk bridge over the UPRR tracks. Having to cross the tracks at-grade will result in slowdowns and unreliable service.
- ▶ Extend protected bike lane for entire length of Division.
- ▶ Needs a bus/bike/walk bridge over the UPRR tracks. Having to cross the tracks at-grade will result in slowdowns and unreliable service.
- ▶ Bus station with shelter instead of open air.
- ▶ Total cop-out from the Hogan Rd and Kane Rd loops to MHMC and MHCC. Total cop-out and disappointment. Also, you still haven’t stated that you will retrofit existing PSC rail overpass from OMSI station to accommodate both PSC and BRT. That is a must-do for this project to be at all worth the effort we have all put into this.

- ▶ Island 2 is a completely unnecessary; we want bus-only lanes on Outer Division, and that means there is no need for the bus to pull over to access a station, ever. There is a perfectly good lane for cars to pass to the left of the bus. Allow for right-turning vehicles to use the bus-only lane for short stretches to access their turn. If they need to wait behind a loading/unloading bus to access their turn, so be it. The bike box element of Island 2 is nice, however, and should be included where possible. Integrated 2 is pretty bad too. We should be beyond the point of such blatant bus-bike conflict. If there is no room for both a floating bus station and a bike lane, remove turning lanes/parking and narrow the travel lanes until there is. Having the bus pull over (instead of stopping in the entire lane) only encourages dangerous passing behaviors from cars waiting behind the bus. The bus should never have to leave its travel lane. While TriMet may have nixed bus-only lanes for this project, there is substantial grassroots support for them via the PBOT Outer Division Safety Action Plan. Converting the outermost motor vehicle lane to a bus-only lane (that also accommodates emergency vehicles and occasional right-turns) would have incredibly positive impacts on traffic safety along the corridor. At the very least you could incorporate the possibility of a bus-only lane into your project. Also, the Tilikum crossing route is a very bad idea on account of the at-grade crossing of the freight/Amtrak/MAX tracks and out-of-direction travel away from downtown (those wishing to access OHSU from the new #4 can always transfer to the Orange Line, Streetcar, #9 bus, etc). Please reconsider a Hawthorne Bridge route, accessed via 7th or 11th/12th. There has been much recent grassroots support for Hawthorne Bridge bus-only lanes (see: <https://portlandb.us/>) and this would greatly speed the bus's route to downtown, much more so than a winding Tilikum route that risks running into a train (or series of trains). It is also disappointing that the #4 SE will no longer connect with the #4 N route. While winding and slow, it is a no-transfer connection from the Vancouver/Williams/Mississippi District to the neighborhoods of Inner SE, which is helpful in bad weather and at night.
- ▶ Bus station should have shelter and not open air.
- ▶ Island 2 is a completely unnecessary; we want bus-only lanes on Outer Division, and that means there is no need for the bus to pull over to access a station, ever. There is a perfectly good lane for cars to pass to the left of the bus. Allow for right-turning vehicles to use the bus-only lane for short stretches to access their turn. If they need to wait behind a loading/unloading bus to access their turn, so be it. The bike box element of Island 2 is nice, however, and should be included where possible. Integrated 2 is pretty bad too. We should be beyond the point of such blatant bus-bike conflict. If there is no room for both a floating bus station and a bike lane, remove turning lanes/parking and narrow the travel lanes until there is. Having the bus pull over (instead of stopping in the entire lane) only encourages dangerous passing behaviors from cars waiting behind the bus. The bus should never have to leave its travel lane. While TriMet may have nixed bus-only lanes for this project, there is substantial grassroots support for them via the PBOT Outer Division Safety Action Plan. Converting the outermost motor vehicle lane to a bus-only lane (that also accommodates emergency vehicles and occasional right-turns) would have incredibly positive impacts on traffic safety along the corridor. At the very least you could incorporate the possibility of a bus-only lane into your project. Also, the Tilikum crossing route is a very bad idea on account of the at-grade crossing of the freight/Amtrak/MAX tracks and out-of-direction travel away from downtown (those wishing to access OHSU from the new #4 can always transfer to the Orange Line, Streetcar, #9 bus, etc). Please reconsider a Hawthorne Bridge route, accessed via 7th or 11th/12th. There has been much recent grassroots support for Hawthorne Bridge bus-only lanes (see: <https://portlandb.us/>) and this would greatly speed the bus's route to downtown, much more so than a winding Tilikum route that risks running into a train (or series of trains). It is also disappointing that the #4 SE will no longer connect with the #4 N route. While winding and slow, it is a no-transfer connection from the Vancouver/Williams/Mississippi District to the neighborhoods of Inner SE, which is helpful in bad weather and at night.
- ▶ Transit priority lanes! Make cars go elsewhere! Bus, bike, and pedestrian traffic only!
- ▶ Please take the safety of your riders into account. Don't build fancy new infrastructure and leave your riders to be threatened or intimidated by the drug addicted and mentally ill. This will be an issue on 82nd and my fear is it will be a ghost town as far as transit police.
- ▶ There seems like there are too many stops on inner Division.
- ▶ I'm confused; I thought bus 4 served division. Will this remove bus 4 line? And does this mean there will be no bus line on Powell from Gresham to Portland?
- ▶ This is a total cop-out for the Hogan Rd/Kane Rd, MHMC/MHCC loop end, total chicken-s--- cop-out and disappointment to our Gresham riders. Also, you still haven't committed to retrofitting the existing PSC rail overpass from OMSI station to accommodate both PSC and BRT. This is an absolute must-do if this whole project is going to retain a modicum of legitimacy after already bailing out of the Powell Blvd end. Unless you make best use of that rail overpass that already exists, you might as well flush the whole damn project, and all of everyone's hard work down the crapper with it.
- ▶ Floating bus stops where there are bike lanes involved.
- ▶ I think they look great and would be a seamless addition to the streetscape.

- ▶ na
- ▶ It looks pretty good. But i think it could give less priority to single occupancy vehicles.
- ▶ seems there are too many stops for Inner Division - combine 26th & 30th at 28th
- don't bog it down with stops where bus will be most crowded
- ▶ Consider putting the 51st Ave station at 50th instead, and potentially re-routing the 71 to optimize transfers. The solution chosen so far seems to inconvenience all 14 and 71 transfer users, better only to inconvenience half of them.
- ▶ combine 26th and 30th into a stop at 28th - too many stops where the buses will be most crowded
- ▶ place to sit
- ▶ I think it makes the most sense to pull the buses out of the traffic lane at stops whenever possible. The traffic on division is already bad and going to get worse as infill continues.
- ▶ PUT IN PUBLIC TOILETS THAT CAN DOUBLE FOR SHELTERS IN EMERGENCIES! PUT IN SHELTERS THAT ACTUALLY SHELTER US =>> Heaters in winter, A/C in summer, shades for sun, lights at night! FOR THOSE WHO HAVEN'T CELL PHONES: PUT IN SECURITY THAT WORKS! NO MORE MURDERS BECAUSE SOME OF US LOOK DIFFERENT!!! PUT IN PAY PHONES! PUT UP SCHEDULES AGAIN! Step up to the plate and be human, IF EVER YOU WERE.
- ▶ Pretty bottle necked up between 8th and 12th Division with all the signals and trains - max and Amtrak and freight trains coming through. Can see a lot of impatient drivers. Might as well close the road and sen them to Powell Blvd.
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- ▶ Pretty bottle necked up between 8th and 12th Division with all the signals and trains - max and Amtrak and freight trains coming through. Can see a lot of impatient drivers. Might as well close the road and sen them to Powell Blvd.
- ▶ They still seem too close together. 1 / 3rd of a mile? That's not rapid anything. That's just a bus.
- ▶ I am very concerned about the safety for biking around some of these station designs. In particular, both island designs present the possibility for "right-hook" collisions near intersections. Cars passing the bus station and then turning right would not be able to see bicycles emerging from behind the station. This type of design would only work if right turns were prohibited at these intersections. Putting the station after the signal would make the design much safer. Or, having a separate right-turn signal with no right-turn-on-red allowed, and a separate bike signal, could allow for people biking to safely cross the intersection without a risk of right-hook collisions. The "Integrated 2" design also presents some risks for bike access, and would only effectively work in areas without significant volumes of bike traffic.
- ▶ There are too many stations in Inner Division. You should eliminate the stations at Division & 30th, Division & 43rd, and Division & 76th (there isn't even significant commercial or residential development at either 43rd or 76th, so why even have these stations?). I know that there is ongoing negotiations with the neighborhood, but there is where TriMet needs to be aggressive. Also, I see why you want to use the Tilikum Crossing, but it would require crossing the LRT & freight tracks at 8th Ave. The frequency of freight trains has increased with the improving economy. Crossing these tracks will likely result in long delays for DTP when trains freight trains are coming through.
- ▶ Finally, Division St. at 11th Ave. is a parking lot when there is a freight train in the peaks. This is because cars fill up 11th Ave. between the tracks and Division St. and cars can't turn from Division onto 11th. causing blocked through traffic. Specifically, in the a.m. peak, the westbound left turn lane on Division overflows into the westbound through lane on Division, backing the street up to 20th. In the p.m. peak, the right lane on eastbound Division fills back and into the eastbound through lane because cars can't turn right due to the cars that are on 11th waiting at the tracks. How is DTP going to either relieve this traffic or get past it. Any time savings DTP gains from signal priority will be lost if there is a freight train, and people will be wondering why TriMet spent so much for a BRT Line that is slower than the existing Line 4-Div. Sincerely, A Resident of HAND
- ▶ Buses are awesome. Plants are awesome. Is there any way to incorporate bike lanes, bike paths while redoing?
- ▶ I have grave reservations about having this libe run on Division west of Chavez. That stretch is already so dense with apartments, businesses, pedestrians and cars, BRT will make it even more claustrophobic!
- ▶ nothing to add.

- ▶ no
- ▶ No
- ▶ What is the proximity to the MAX in Gresham?
- ▶ I'm all for this project, however without seriously considering road-widening or traffic restriction west of 39th, this plan risks making an already bad traffic situation on inner Division even worse.
- ▶ I love the new designs! I have no complaints and look forward to it be implemented.
- ▶ My concern is cars getting bunched up around stations and slowing down buses. It's frustrating to hop on the bus only for it to sit there while cars go around it or are stopped in front of it
- ▶ No
- ▶ 4 blocks between stations is too close together. Where are the bus lanes? This is a waste of money.
- ▶ Seem fine...just need less cars on division in SE. I drive because bus is too expensive and time costly for short trips. Adding 20 min walk and 20 min wait...to be stuck in same traffic... this area needs a max line... rapid bus fail....
- ▶ Plants and other aesthetic pieces.
- ▶ I live 1 block away from Division in Segment 2 and have seen a sharp increase in vehicular traffic on my street during rush hours as commuters try to avoid bottlenecks on SE Powell and perceived slowness / stoppage due to Tri Met buses "impeding" the flow of traffic (these words are from conversations I have had in person and online with commuters who use my neighborhood street as a cut-through). The installation of traffic diverters on my block have not necessarily forced commuters back to main arterials - many just drive through the diverter. Anyway, I hope the stop at 30th will have a signal installed as part of the project. Traffic signals seem to be the only thing many of the commuters I'm referring to actually obey.
- ▶ I would like to see a stop by the people bridge on Division and 138th, next to the DQ. I would also like to see that the long buses can have a green light on the back left side so cars know it is safe to pass, not just a yield red arrow
- ▶ I would like to see fewer stops-especially in the inner division segment-so the bus travels farther faster.
- ▶ Can't really tell the difference between 3 and 4
- ▶ How is this going to improve travel time whatsoever? One freight train and the schedule is toast. OF COURSE travel time will get slightly better when you make less stops and stop checking fares. Why not do that with all bus lines, like the 72? Instead of stopping every block on the 72, stop every 4 blocks and stop checking fares. At least there are no freight trains along that alignment
- ▶ Will there still be service on Powell from downtown Portland to Gresham and Gresham to downtown Portland? What about the #4 line that served Division... this plan looks to be the same route.
- ▶ Nothing else comes to mind.
- ▶ The separation between the bike lane and the bus stop is a good feature. Consider including a prominent "Bus Stop" sign visible for pedestrians from the next or previous stop.
- ▶ Please move the Eastwood station to the Gresham/Fairview Trail. That trail is a key bike/ped corridor for reaching Division in that area.
- ▶ Don't let the bridges across the Willamette have any effect on East Portland
- ▶ Keeping the stops near existing crossing will be very important
- ▶ I'm worried that the integrated station design and route down inner/middle division (SE 12 - SE 60th) won't actually improve wait/ride times. Its so congested already, and the integrated station design doesn't change that. Can you restrict on-street parking on Division and use the newly opened lane as bus-only? Although I know its not politically feasible, I'd love if Division was car-free like the bus mall downtown. There are so many arterial roads in that area (Powell, Hawthorne, Belmont) that there's options if that part of Division was bus-only.
- ▶ Everything looks good!

- ▶ I really don't travel that way often so input from others would be preferable.
- ▶ Get rid of the integrated solution. Preserving parking is pointless and should just be converted into dedicated bus lanes.
- ▶ You are putting the needs businesses and the able-bodied above the needs of individuals who depend on Trimet - elderly and disabled.
- ▶ I am concerned about the grade crossing at 8th. Will Brooklyn Yard operations cause the same kind of delays that we see regularly at 11th and 12th?
- ▶ I really, really don't understand the point of all this if Division remains one lane with cars able to use it too. There's NO WAY that I can conceive that this bus will be "rapid transit" or really any faster, even with fewer stops, if it's still subject to the whims of normal car traffic on Division. Can you PLEASE address this issue in any of your materials? Even though I really really want to believe it'll be awesome, and I love the idea of rapid transit, it's hard to believe right now that this isn't a massive waste of money.
- ▶ Since I go to 119th when I use the Division bus, and you've removed that stop, I no longer give an expired transfer what Trimet does with this project.
- ▶ Not enough station locations. Too far apart. This is not senior and disabled friendly.
- ▶ I think this is a great idea! Keep it up.
- ▶ In the examples of "integrated" stations, I predict problems with bicycle riders. They won't stop and wait behind the bus when the bus pulls into the station, instead they'll swing out into the traffic lane and cut cars off, or worse, up on the sidewalk and blow right through the crowd of people getting onto/off of the bus, running the risk of mowing down pedestrians.
- ▶ Division street is going to be a disaster for car travel. It will push more cars onto Clinton.
- ▶ I worry a little bit about the Island-style designs setting up conflicts between bikes and pedestrians, but I also realize that they are similar to stop designs in use around the western end of Tillikum Crossing, so maybe my worry is unfounded. For the Integrated station designs, I'm mostly concerned about the trend of cars pulling into oncoming lanes in order to pass stopped buses. I see crazy bus-passing behavior all the time as a bus rider and as a pedestrian, and I feel like we need to re-set driver expectations about what is acceptable behavior (not mentioning illegality, here, just social sanction). I suppose Inner Division is too congested for much of this, but I would expect to see it at other instances of Integrated stations.
- ▶ How are you going to manage traffic? It is currently backed up from 52 to 12th every day. The high school renovation will also increase traffic on Division. You've already put in bioswails and removed the turn outs for the buses further creating the traffic nightmare that is occurring right now. Not to mention there are 450+ new apartments being built between 50th and 52nd that will further add to the traffic on Division. This is the worse traffic design plan Portland has done to date and will not increase travel for TriMet riders or anyone else commuting.
- ▶ Bike lanes must absolutely be located between sidewalks and stations!
- ▶ The integrated design stations look like they might cause dangers around cars and bikes trying to illegally pass buses and with a 60' long bus this is even more dangerous as these people would possibly be blind to the bus operator and may be obscured from oncoming traffic. If the parking could be removed on some blocks for a bus to get out of the auto lane and then for there to be a priority signal or some other system to jump the bus back into the traffic lane without fighting traffic and bikes, it might be better for flow and safety, overall.
- ▶ For this route or others? I only see one route discussed here. In Beaverton we have whole sections of thousands of homes with no bus service. The excuse on Walker rd. is that the road isn't big enough for busses... yet there are schools on Walker that are served by school buses. The #20 is the only access for poor people to get to Winco and the Cedar Hills corridor, and only every other bus only goes through CH blvd. I counted 8 seniors waiting one day with mobility problems, and only 2 seats. Seniors were walking around the back side of the shelter to sit on the parking lot curb. If you miss a bus it's a long wait. I was told that another bench couldn't be put outside the shelter, but this is not true. I told the Trimet customer service agent that if I had to I'd try to get the Winco and Best Buy to go in together to putting up additional seating. The agent said that would be a good idea!
- ▶ Pave all sidewalks in East Portland. All of them.
- ▶ People can WALK a reasonable distance.. this is to be FASTER. STOP thinking inside the BOX..
- ▶ Good luck!

- ▶ N/A
- ▶ There will be a path and pedestrian crossing to Mt Tabor park at 64th so why are the stations 4 blocks away? Also 50th will have higher population density and grocery store as opposed to 51 st
- ▶ Absolutely don't make them any farther apart and if possible, make them closer. Do you realize many who take the bus have no other transportation and many are not avid walkers so please always have the front and foremost in planning. I am neither, but I care about riders who have no other transportation and have lived in places where public transportation does not consider those that have no other ride. thanks, Trimet does a good job, keep it up
- ▶ Yes, you forgot to include 37th stop as being removed, it's quite a walk to the other stops and another 80 unit complex is being built by that stop.
- ▶ I don't see any shelters in the tiny pictures. We need shelters. Also, what's wrong with using the sidewalks instead of building bigger, separate platforms, thereby taking up way more space & wasting way more money?
- ▶ Provide cover from rain and sun
- ▶ Please be more considerate of bicycle commuters. By either better accommodation on Division or directing cyclist to use adjacent/near by bike routes or Neighborhood Greenways.
- ▶ Sad to see the loss of street trees. Can your shelters have green roofs? The intersection at 12, 11, and 8th and Division is a bottleneck, it will impact your service without some major adjustments.
- ▶ Really sad and too bad that Powell was scrapped. This is a severe compromise, and frankly seems like a waste of taxpayer dollars.
- ▶ Less stops is more. If this is not a much faster solution it will be viewed as a failure guaranteed.
- ▶ I still can't believe it doesn't extend to MHCC and Legacy Mt Hood. I'm glad it is routed over Tillikum Crossing.
- ▶ It baffles me to think this is going to work. Have any of you all actually used Division when it is bumper to bumper?
- ▶ Whoops I did not know there was another place to write. It is best if you hired OLD retired bus drivers to design routes as to speed, and safety.
- ▶ I like the location for the station stops. It does add a bit of walking in some spots but I'm ok with that. Getting off the Hawthorne Bridge is a great idea.
- ▶ No stations should be removed. Removing stops will make it harder for the elderly and disabled to use the buses
- ▶ I would just suggest not putting so much money into the artistic pieces due to people lacking enough respect to not vandalize the items put out, but 2 ideals would be to place side walls on the platform in order to block the rain and cold air from the old and children in wheelchairs and strollers, the second would be to install time regulated plug in for those who may need to add a quick charge to their cell phones.
- ▶ Autos backing up behind a stopped bus., esp. at Division and 20th stop (The Seven Corner s intersection) & 11 th/ 12th & increased traffic since new apt bldg's from MLK to 11 th to turns toward Powell. Addl. cars are on Division as the hoped for +biking hasn't reduced car traffic on Div. Please consider impact to high use one lane sections. Take a look at how trash PU day for new apt bldg's impacts car and bus travel times. There is more auto traffic--we don't want autos short cutting thru side streets. Thank you.
- ▶ crossing the freight train tracks? seems like a bad idea
- ▶ Just that they all have plenty of shelters and seating of course.
- ▶ I don't like that the 37th and Division stop is being eliminated. That site already has built in weather protection in the adjacent building. 34th stop is too far from my house.
- ▶ No
- ▶ Please make Division Street a safe place to walk.
- ▶ More in number, and highly visible, "No Smoking in Bus Shelter" signs. Seriously. Then start enforcing it. Pests on a plant will eventually move on if they are constantly interrupted.
- ▶ Meh. Still s----- service on the west side while increasing service to areas that are already well served. This project is bulls---

- ▶ Make the bus great, remove parking! I'm worried about congestion and slowing on the inner division section, how can we get rid of cars so we have the bus every 3 minutes?
- ▶ Station locations should be designed with electric bus service in mind- certain stations should accommodate fast charging technology where appropriate.
- ▶ Islands 1 and 2 are the best
- ▶ I think the money should go for keeping riders and drivers safe. Our city is a giant mess, Division has become a mess. By you doing this project doesn't make my riding less stressful, most likely its just another idea to make the top few richer.
- ▶ Thank you for the stop consolidation efforts, and prioritizing locations close to commercial districts and transfer locations!
- ▶ Yes, there is. Build turnstiles & other security devices to stop fare evasion. Start keeping riders safe.
- ▶ They will not protect people from rain but then the ones you installed downtown don't either. Clearly rain is not on your agenda but why should I get soaked due to your lack of a real shelter vs the arty shelter
- ▶ Bike/bus conflict is stressful for drivers and for cyclist. anything that can help with that conflict is a win
- ▶ I live on 18th & Clinton, & really enjoy having the bus stops on 17th & Divison. It makes it easier to commute & plan out my time using TriMet tracker (because the bus often comes early I have to make sure to allow a few extra minutes). I hope these stops will remain unaffected in the future...
- ▶ Looks good!
- ▶ the routing of the express bus down an active and heavily used pedestrian space could be better improved and utilized by either a subway or below grade/cut and cover express bus option.
- ▶ Can the bike lane go around the bus in the integrsted 2 station type? Honestly, I think they will anyway.
- ▶ I hope the integrated station designs will be minimized. I feel having the bus occupy the entire lane for extended loading / unloading periods will induce other road users to make poor decisions.
- ▶ I live off of Powell so I can't walk to any these stations. Bike racks at the station are the only way I would be able to use this line.
- ▶ I think spacing could be more than just 4 blocks apart--how about 6? From experience, I can catch a bus I just barely missed at a stop just two blocks away if I run and there is a little traffic to help me out..it just seems too close and makes for too many stops
- ▶ good lighting and walkways from one station to the next is appreciated to allow access to multiple options when living in between stations.
- ▶ I'm ok with the stop removals, and would likely be ok with a few more removals to expedite travel in the corridor. Excessive stops are really just not necessary. Seattle to the north has provided more than enough evidence for this. They've proven that more buses on corridor with more frequency helps more than spacing stops as close together as Portland so regularly has. Give buses precedent and knock out a few stops. It'll work itself out very well.
- ▶ Everything looks fantastic so far in terms of design, but I'm concerned that some of the stations are located too close to each other especially in inner Division.
- ▶ Stations need to be spaced FARTHER apart. The bus is way, way, WAY too slow because it barely gets to any kind of a decent speed before it has to stop at a station just seconds down the road. I cannot *imagine* taking this bus all the way from Gresham to downtown. It would honestly feel like it takes an entire day! :)
- ▶ Division is the stupidest road to do this with. From 60th down to 11th, the street is 25mph. Not increasing this speed, coupled with the amount of pedestrian traffic, is insane.
- ▶ Extend the end of the route to Mount Hood Community College !!!!!!!!! Why must this college as a destination for Portlanders be repeatedly ignored, for over a generation now? The original MAX line did not extend there, nor has it been extended since 1986. The only other option is the #20. There is no reason why Tri-Met should not prioritize fast routes to MHCC. By not doing so, you leave students no choice but to drive. Because of that, many Portlanders who might seriously consider matriculating at MHCC choose not to. A shame, as MHCC has strong and unique programs (journalism and multimedia, and jazz music performance, to name just a couple).

- ▶ Consider median platforms and buses with doors on both sides (this is an option with new flyer buses) to serve a single platform in the center of the road. Applicable only where there is already a division between traffic traveling in opposite directions, or where the road is wide enough to add it. (I'm not too familiar with this area so I not know that this would be worth implementing anywhere)
- ▶ It all looks very efficient and designed with riders in mind.
- ▶ Some explanation of the name Jade district should be offered. I have concerns about how this label originated.
- ▶ It seems like it's already been decided. The distance between stops are too far. The average is just an average and a number of stations are further than a third of a mile. One section is 3/4 of a mile and many are nearly 1/2 mile. That's a long ways to walk in the rain or when it's dark. The potential to increase the number of pedestrians hit by cars may increase with the increased distance. We have disabled people and young children and the distance is too great. It's a problem for those shopping by bus. If you want to reduce the number of cars on the road, reducing bus stops isn't the answer. I take transit on Division, living just two blocks south of Division. The bus is easy, the times are predictable and the app is great for tracking when the bus will arrive. This whole thing is a terrible idea. The original survey was biased and poorly designed.
- ▶ Have shelters with maximum seating space and shelters that are as FUNCTIONAL as they are aesthetically pleasing. The pretty shelters at the Max stops, for example, don't protect sufficiently against the rain & wind.
- ▶ The stop at Division & 45th was a much better decision, which was the original stop on the plan, being exactly halfway between 50th & 39th. Revising that stop to 43rd makes it too close to the 39th stop, and both sides of 45th on Division have long stretches that seemed ideal for a station location. Not sure why that stop was revised to change it to 43rd. That said, I'm very excited to see the change from crossing the Hawthorne Bridge to using Tillikum Crossing! That will be a much better route for Division going in and out of downtown.
- ▶ Would like to have more information on what pedestrian and cycling improvements will be part of this project
- ▶ No
- ▶ no, but it would be nice if at some point the focus could shift to new bus design to make the ride more comfortable for passengers!
- ▶ My only question is with no park and ride lots, will residents be willing to walk several block to the nearest station to where they live? I often wonder how this is working with MAX since there is no station between S.E. 162
- ▶ Think longer term. How does this fit into long term city transit goals.
- ▶ It's sad that this isn't happening on Powell. Division is already a nightmare to drive on, and has no room for cars already.
- ▶ For the Integrated 2 pursue design options that separate the bicycle and bus modes. This will increase safety and reliability for both modes
- ▶ Easy access to the platforms and buses. Platform at same level as the bus.
- ▶ I prefer Island 1. Pedestrians would have only 1 street to cross to transfer to another bus or train safely. I think the visual of two tri-met stops across from each other on the same road would enable drivers to see in the I-1 stop this section of the road as having heavy pedestrian traffic demanding safe driving. Hopefully, drivers would slow down.
- ▶ this upsets me so much, first you remove line 33 which i was taking from the goodwill straight down mcglouglin to see my grandma off concord, now it takes me 2 bus and almost twice the time on weekends, now you want to remove the stop on 6th and hawthorne which i take every saturday morning up to 148th to take care of my granddaughters. i will have to take 2 buses and i won't get there on time for my son to leave for work
- ▶ I think the station spacing is still far too close, especially on the inner Division segment. This part of Division is very walkable and has a fine grid of local streets, meaning that the impact of wider stop spacing on people using those stops is less onerous than farther out in East Portland. Furthermore, there are usually plenty of people riding the bus through inner Division whose destination is not in that area, so the benefit to riders of wider stop spacing would be very high. Specifically, I would recommend at least removing the stops at 26th, 34th, and 53rd. I'm disappointed to see that in some places the buses will be pulling over into the bike lane. I would recommend looking into a design that has a raised bike lane between the shelter and the bus. Many cities around the world do this in constrained situations, and it is surprising how well it can work. It does mean people have to walk across the bike lane to board the bus, but with all-door boarding this should be able to happen pretty quickly. And the design can tell bicyclists to yield in those situations. I understand in some places even this would not fit, but please consider it. On outer Division I am concerned that the "Island 2" design maintains the intersections largely in the currently massive, pedestrian-

hostile state. This design is not only unsafe for people walking and biking, it also continues to encourage traffic on what should be a street more clearly prioritized for other modes. Finally, the design clearly adds to the cost of the project since it requires right-of-way acquisition and/or building expensive pull-outs and bike lanes around the station. Even at major intersections, it seems acceptable to force the outer lane of traffic to turn right. For example, Division & 122nd could have a modified "Island 1" design where the outer lanes are right-turn except bus. This would encourage drivers to either queue up in the inner lane (adding somewhat to congestion but at the benefit of transit and safety) or avoid the street altogether, switch modes, travel at a different time, etc (aka traffic evaporation). It would be a shame if this project results in an Outer Division that largely looks and feels the same, given that it is the most dangerous road in Portland. Finally, I am extremely disappointed at your decision to have this bus line cross the railroad tracks at-grade to go over the Tilikum Bridge. The most important thing for transit, even more important than speed, is reliability. Trains go through there at random times, sometimes very slowly, and sometimes they even block the tracks for long periods of time. There's no way to predict it. It does no good to make the rest of the line faster and more reliable, only to have complete uncertainty about whether you will arrive to work on time or 10 minutes late or 30 minutes late. I predict that you will actually lose some ridership to other lines or people will start driving in order to avoid this kind of uncertainty. Check your reliability data on the Line 70, which crosses the tracks every trip, to see how bad this situation will be. At least on the Hawthorne Bridge the lifts are pretty rare and never happen during peak travel times. I'm also concerned that you are imposing a pretty negative travel time impact on current Line 4 riders who will be forced to divert to South Waterfront rather than heading directly into downtown. I strongly urge you to use the existing line 4 alignment across the Hawthorne Bridge rather than using the Tilikum Bridge which was really built for the Line 9 and other lines south of the railroad tracks.

- ▶ The locations seem reasonable, and I'm excited that the number of stops will be reduced. However, I heard that Tri-Met may not invest in electric versions of the buses, which has me concerned. We are falling behind other cities -- please reconsider this!
- ▶ It looks like the team has done a good job designing and providing solutions for Division's varying width, lane count, and neighborhood needs. :)
- ▶ EVERY TRI-MET PERSON IN ANY MANAGEMENT POSITION SHOULD SPEND THE MONTH OF JANUARY IN A WHEELCHAIR TRAVELING EXCLUSIVELY BY PUBLIC TRANSPORTATION. NO EXCEPTIONS. THEN, AND ONLY THEN, START PLANNING IMPROVEMENTS.
- ▶ Having separate bike lines that do not have to "frog hop" in front of and around buses is most preferable. The lanes along Naito are great examples in separating bike and ped traffic and vehicles.
- ▶ none
- ▶ How and where will the route get from Division to the Tillicum Crossing Bridge? The maps don't show this clearly enough. How will it cross the UPRR? Will it need to cross the MAX Orange Line?
- ▶ Division was originally a larger arterial for cars. You could actually drive down it. It was modified recently with curb extensions, swales, removal of parking and bus turnouts. And Clinton was made impassable by cars. Now cars use the side streets as arterials making the neighborhoods more dangerous and noisy, impacting quality of life. These longer buses with fewer stations will compound the current mess and make it even worse. I work 5 miles away on the east side, but to take a bus, must go to downtown and back to east side, which doesn't make sense. I know you think cars are going away, but how many do you have? How do you get around? Ask your staff. With all the people pouring in there are more cars, not less. Portland planners are not changing things in thoughtful ways that benefit all. They are planning for residents who will stay forever young and able. Good luck with that
- ▶ my 0.5 block level-road walk to the #4 at 48th + Division is changing to a 3.5-block UPHILL walk. As an older commuter with hip issues, this is not a beneficial change for me. I see that I could also walk 5 blocks DOWNHILL to 43RD + Division. However the north-side sidewalk going west from 48th to 43rd is uneven in several places (mainly broken by tree roots) I have fallen TWICE between 48th and 47th getting tripped by the jutting slabs of broken concrete. Holding an umbrella while negotiating the broken sidewalk and carrying a work bag for 5 blocks in pouring rain might be overwhelming. Also 43rd and Division westbound is exposed to the east wind coming down from Mt Hood with pelting rain in winter and would really need a roofed shelter if folks are waiting for more than a minute or two. The east wind really barrels down Division in the winter and waiting for the bus is a good way to get a miserable soaking.
- ▶ Please have more than 2 or 3 places to sit at each stop
- ▶ I ride the bus to work 5 days a week from SE 162nd to the Hawthorne Bridge. Having the bus route swing south of this would add at least 15 minutes to my commute each day. I know you want to use the tillicum crossing, but the inner SE industrial district needs bus services too.

- ▶ Narrow streets and lots of pedestrians crossing willy nilly.
- ▶ Please - do NOT eliminate so many bus stops! Who do you think you're serving by making stops 1/3 mi apart?! I usually ride drive to a MAX park & ride station, but in bad weather (or when the MAX is down) I can't drive, and need to ride the bus. Walking so far in icy weather is very difficult and dangerous.
- ▶ No, they look excellent.
- ▶ I like the design very good.
- ▶ Regarding Segment 1, I think an argument could be made to continue using Hawthorne to cross the river as it would be a quicker route to downtown if bus-only lanes were put on the Hawthorne Bridge. I definitely think bus-only lanes on the bridge makes sense as we need to begin prioritizing mass transit over SOVs. The "Integrated 2" design should be used as little as possible as it's dangerous having buses crossing into bike lanes in order to get to pick up stations. I've had buses scare the crap out of me as they tried to get around me and there can also be awkward slowing of both bikes and buses as we try to figure out who is going where. Any kind of slowing on the buses or bikes part can make drivers impatient and then they try to do dangerous maneuvering around us. I would also like to request that the project include bus-only lanes by reallocating existing roadway space wherever possible (i.e. east of 82nd), both to improve bus speed and reliability, but also for safety reasons (bus only lane = one fewer regular travel lanes to cross, which is an issue for all modes) and for emergency access (especially in a situation where the emergency requiring addressing causes severe congestion, a bus-only lane would allow for emergency vehicles to travel without needing to cut through neighborhood streets, including on neighborhood greenways).
- ▶ PLEASE continue to use ONLY LOCAL ARTISTS in your construction. THAT should go without saying.....and THANKS SO MUCH for asking! :)
- ▶ The stations cause the buses to block traffic. If the busses can load and off load quickly, fine, but that's a long shot. If TrimMet is going to use the pictured stations in Inner and Middle, you might as well just ban all automobiles. Division is no longer a major thoroughfare. All this will do is shove more traffic onto neighboring residential streets. And parking! All those new businesses attract a lot of customers. With all the rain we get in Portland, few will want to come to Division and not have a place to park. If you are going to do this, a parking garage is going to be needed. Oh, then, of course, parking fees. Horrible idea. What idiot thought this up?
- ▶ See above answer.
- ▶ Make each station have unique characteristics and each segment thematic, creating a better sense of place along the line.
- ▶ I added "prioritizing green spaces" in question above because my neighbors and I really value these green spaces that are dispersed throughout the neighborhood. Areas of Portland that have been developed recently are losing trees and green space in city strips rapidly. If you have to remove green spaces (including bioswales) to meet your project objectives, please consider mitigating the loss elsewhere. I look forward to also seeing what art/cultural projects will be integrated into these new stops. More importantly, I am concerned that this project will not realize the intended rapid commute benefit because of continuous congestion on Division between approximately SE 12th and 60th. There is just a lot of traffic and pedestrians. Traffic is especially congested during the rush hours, which I am assuming is the most critical period to reduce commute times. The reduced number of bus stops and boarding times don't seem like they will make a large difference when considering the overall slow flow of traffic. Have the assessments on time saved considered the speed of traffic during rush hour in these areas? Have you considered adding another line that takes Hawthorne to 50th where there are two lanes on either side, and then turns on to Division, bypassing the slow moving traffic in that area on Division? Thanks for taking and considering these comments. It seems like a lot of folks have been working hard on this project -really driving towards the needs of the community, which we appreciate! Please keep in mind that this period of feedback is critical, and that these neighborhoods often feel like the comments are solicited but seem to rarely be listened to/change the course of these projects. I hope you seriously consider these comments and concerns, acknowledge them publicly and address them directly.
- ▶ Stations should at points where existing cross streets collect pedestrian and bicycle traffic from adjacent residential and commercial areas. There is a question as to whether Eastwood and Angeline do this effectively; e.g., nearby Birdsdales and Wallula are designated bicycle corridors and serve both the north and south sides of Division.
- ▶ At every decision point, I hope you choose the absolute lowest-cost option, because this project is going to be a complete failure inside SE 82nd. It will not reduce transit times during rush hour because there's no dedicated lane for the bus. Despite the boneheaded decision to proceed, let's waste as little money as possible.
- ▶ Please include as many bus only lanes as possible

- ▶ On the 2nd of 2 100 degree days, I decided to bus rather than bike to my destination. I took the 4. My stop, at SE 34th, has an unimpressive tree. I hear that the new stations are not going to include trees, and I think that is a huge mistake. I might have walked back home rather than wait for the bus had I not found a little shade. Global warming - we need more shade and more trees.
- ▶ As designed this project doesn't help transit speed and reliability improvements enough. It is the wrong improvement for this corridor, and the Tilikum Crossing bridge is simply too far south for the majority of transit routes between southeast Portland and downtown. What is needed is full grade separated transit, such as an elevated line above Powell, or a subway that serves Hawthorne and / or Division. Due to the amount of sprawl along Interstate 5, that corridor is far more suited to bus rapid transit than light rail, as there isn't little within walking distance of the stations and just as with the Green Line there probably never will be since the freeway and its interchanges make transit compatible development nearly impossible. Southwest corridor routes need to be able to fan out into the vast suburban sprawl, and that can't be done with light rail. Therefore, the finances used for the southwest corridor need to be invested where rail technology is best used: the dense and heavily congested southeast Portland corridors. Investment in the Southwest corridor should be bus improvements similar to these until that corridor is better able to support a light rail route to destinations that make this investment worthwhile.
- ▶ If it does not go all the way to 257th, so I can connect to the 80/81 bus, then it will be worthless, because I will have to make three transfers and it will not save me any time going to/from downtown Portland.
- ▶ Look fine, though I wish it included a BRT lane over Hawthorne Bridge and went that way instead of over Tilikum
- ▶ I don't understand, 5 years of designing and planning a 2 year construction job?
- ▶ I believe, based on ridership, the location at SE 145th & Division should be a consideration as it is at a traffic signal.
- ▶ Therefore I submit my own design: The "MAX x3.5 Subway" & "LOTI" transit mall loop shuttlebuses. On record at Metro & Portland City Hall. Trust me, MAXx3.5 beats Jim Howells design by far. [Personal information removed for privacy.]
- ▶ I love them. Build it today so that we are ready for tomorrow!
- ▶ Still need some help on Foster & Powell.
- ▶ It still seems like there are too many stops, the bus will not be very fast. I do like the protected bike lane treatments.
- ▶ Love the island designs - careful design will be needed to reduce conflicts between users of the bus and cyclists (basically need to design ways to slow cyclists when buses are boarding)
- ▶ From 11th to 50th, Division is a very narrow street, made narrower by recent changes that include bioswales. It's hard to imagine how any revisions are going to improve the situation and adding ultra long buses seems like an additional problem. And how does this relate to the current #4 route?
- ▶ I'm concerned about the station at SE11th/12th. With the considerable backup on Division caused by the freight train line nearby, I don't see how the new bus line won't be adversely affected in any less way than the 4 line is now. If that's the case this new bus line will not be reliable at the times people ride it the most (rush hour) due to the unpredictable nature of the freight schedule. I'm curious if there is anything being done to alleviate those concerns.
- ▶ bike lanes between sidewalk & platform probable recipe for disaster as bike riders do not like to stop or yield to anyone - they prefer to go around/keep moving overall allowance for motorized scooters & consideration on sidewalks/in bike lanes as they do not like to yield to anyone either
- ▶ I like them all.
- ▶ Often trash is littered around a few of the stops
- ▶ Having a bus that is 8 minutes faster (is that the current math?) by cutting stop locations is not a reasonable trade off. Making the bus stops farther away and more difficult to access does not help the people of East Portland. For instance, having a stop at 112th but not 119th does not mean just walking 7 extra blocks, but walking 7 extra blocks on an extremely busy street with no sidewalks over lumpy grass or out in the actual street. This does nothing to actually improve transit; you're just pushing the problem around without targeting the root causes! Increasing the number of stops and the frequency of buses with dedicated bus lanes, this seems like the solution. Then add through streets so traffic isn't so jammed on Division. While building sidewalks and other pedestrian-supporting infrastructure.
- ▶ The stations look really great. I hope the teams have looked into available parking around the stations for park and rides. I have lived in outer Gresham for 15 years and commute by car to downtown Portland for work 4 days a week. I would love to use

public transit for my commute. As of right now it is too long of a commute to an already long 10 hour shift. I am MOSTLY curious to how much time will be saved in the trip from the Gresham transit station to the downtown area with this project and will it really make public transit attractive to those of us who live in the outer areas? I will be first in line to ride if this is actually a good alternative to driving into Portland. My email is kijabeca@gmail.com if anyone wants to or has time to respond to me. Thank you.

- ▶ An express bus with limited stops on the route during rush hours? THIS WOULD BE AMAZING!!!!!! NO, IT WOULD BE TRIPLE AMAZING!!!!
- ▶ I am concerned about how I will get into N Portland. I used to take the #4 bus to get to the Q Center on N Mississippi Ave. from Cesar Chavez Blvd. How will I do that after this project is implemented?
- ▶ Please see above
- ▶ In information you can share about how this would impact existing car and bike lanes?
- ▶ It looks like you have created more stops between 39th and 20th, which I'm not sure are needed? Hopefully it doesn't slow bus times down too much.
- ▶ The Integrated 2 station design is potentially dangerous for cyclists. There could be conflict with buses and cars and the bicycle trying to pass the bus and crossing into travel lanes for cars.
- ▶ The locations seem appropriate, and the way that bike lanes are integrated and protect are very desirable. However, I don't understand what is the purpose of Island 2 style stations, when they seem more expensive and thus less likely to be built. Division in Midway is built like a freeway with 4 lanes, also has a center turn lane that is very rarely used; overall the road should become less wide for safety reasons. Why can't Division Midway be more like Inner Division? The speed limit is supposed to be 30 mph. Make one lane a bus only lane instead of widening for bus pull out, which could require property acquisition and will add cost, delay the project or make it less likely to happen at all.
- ▶ It's very important, and often forgotten, to maintain and add as much on-street parking on both sides of the street in between the stations. The first "Island" station option shows the highest potential to keep on-street parking in the same alignment as the bus platforms. On-street parking both supports pedestrian oriented storefront retail far better than parking on side streets or in parking lots, it slows traffic to safe speeds, and it protects pedestrians from traffic.
- ▶ How are you going to address fitting a longer bus on this narrow street with street parking? How are you going to address getting the bus quickly through the new development area of SE 38th - SE 20th with all it's new crosswalks? How are you going to modify existing bus stops to allow for passengers to enter the bus in multiple locations - it looks like the idea is to expand the bus stop so that it's the same length as the longer bus?
- ▶ Not sure how bikers would react to the diverted bike lanes around the islands. I feel most cyclists would stay straight in the travel lanes and go around the busses on their left side, rather than divert to the right and have to slow for pedestrians and bus users.
- ▶ Seems like station design won't matter much as soon as the westbound/inbound buses hit inner Division and are stuck in traffic with a single lane each direction. I get the longer buses, quicker boarding, bikes on bus stuff...but why spend the money and build this project if the travel time savings won't be realized? If the legislature does indeed come through this year or next with a funding package that includes a jurisdictional transfer of Powell from ODOT to the City of Portland, this planning process should be rebooted with an inner Powell option back on the table with significant stretches of bus-only lanes.
- ▶ as above, strongly prefer station design #1.
- ▶ Please have covered areas at stops for rain protection in the winter and sun in the summer. I really like the floating island bus stop so that buses aren't in conflict in the bike lane. For the new buses: Roll on versus the front rack is great. I would prefer not to put the bike on a hook like the MAX. it takes longer. Perhaps an area could be available to lean bikes standing up. The area above this could provide an area (some type of shelf) for large bags/ luggage would be welcome as well. Also need capacity for well more than two bikes as on today's buses.
- ▶ The station locations are reasonable.
- ▶ Please consider using a pedestrian crossing signal that resembles other traffic signals. The Rapid Flashing Beacons and Hawks are confusing and compliance is less than traffic signals. A simple, ped-activated signal that only faces traffic on one road (same as RFB or Hawk) that phases from green>yellow>red is not more expensive than the others and is much safer because it is almost universally understood what it means.
- ▶ I think Integrated 1 stations in inner SE with stopped buses holding up all traffic in one direction is going to cause gridlock.

- ▶ We need dedicated bus lanes. Please consider integrating future Powell LRT.
- ▶ The islands are fantastic, and if it were possible to have them along the entire route it would be great. I understand that there cost and space restrictions further in and believe that the integrated station designs are a good middle ground.
- ▶ I think the public will think the project is a failure without exclusive bus lanes to significantly reduce transit travel times on the corridor. What no one is saying aloud is that transit signal priority doesn't do anything under saturated, congested conditions.
- ▶ Include traffic lanes that are dedicated to buses versus shared lanes. This is the only way to ensure faster, more predictable travel times.
- ▶ I really like the "island" style handling of the bike lane. I wish this technique would be used more in other locations (e.g. inner hawthorne)
- ▶ The stretch between SE 51st and SE 43rd is to far between stations
- ▶ The cyclist and pedestrian conflicts are a concern where the bike lane goes between the island and the sidewalk. Can we put a bike box in front of busses and allow bikes to have a priority signal as well as the busses? These are both transit types we need to make more attractive and draw usage away from automobiles, having bike boxes and signal priority would be a great gesture to showing the city's commitment to enhancing active transportation.
- ▶ The Design of the Stops says: "Cars are the first and the best! We gave them a couple lanes plus a chicken lane! We made a place for a bus, and those silly bikes should get mired down by pedestrians because they aren't worthy anyway." Yeah, sorry. That's how I feel. IF you want people to take the bus and bike, build it right. This isn't right. For bikes: The bike lane infrastructure should be as straight as possible, and should not be physically limited by curbs. The bike infrastructure should realize that there are slow bike riders (like my kids or my grandma) and faster ones (yeah, like me) who might want to pop off the lane to pass a few slow ones. But if bikes are stuck going as slow as the slowest, and then waiting for pedestrians to mosey over to the bus ... it isn't serious. Treats them as play-toys rather than serious transit. Why waste a whole chicken lane on cars? Whatever mode you put in the center achieves the highest status of priority. If it's a BUS/ Transit H.O.V. street, put that in the center! or a bike track right in the center! If Tri-Met can't get its own dedicated lane (why not? It should) ... what if one lane was High Occupancy Vehicles or Car-Pool lane during peak times? Ok sure, let the cars use it. But make them be FULL. This looks like a freeway with some bus and bike stuff pasted on like sad band-aids.
- ▶ Thank you for restoring SE 30th as a stop. It is clear that you will be removing swales from locations along inner Division.
- ▶ Keep Division and Civic stop
- ▶ BRT in downtown should easily connect with MAX at Pioneer Square and not be place multiple blocks away.
- ▶ Don't destroy much of old Portland during this process. Please take extra steps, considerations, and precautions to maintain and integrate the fabric of the old city with the city we our building please.
- ▶ The design of the stations all look fine for the locations they are in
- ▶ My primary concern is the alignment change from the current #4 route to the Tilicum crossing. This would involve buses having to deal with a crossing very busy railway right of way that sees a good deal of freight train train traffic throughout the day. I used to live near the area and rode the #70 to work. and always feared hearing that train horn, which usually meant a 15 minute or longer delay. Multiple trains either back to back or travelling in opposite directions through the area are not uncommon either (I've actually submitted a suggestion for construction of a pedestrian overpass at the SE 12th Orange Line station) . While it is true that the Hawthorne bridge does experience lifts during the day, they are not as frequent as freight operations on the UP line that passes through the SE waterfront area. Frequent long delays due to trains would seriously disrupt service to the point there would be little improvement over current service.
- ▶ The only solution would be construction of an overpass connecting Tilikum way directly with SE Division, however that would be a costly proposition as well as difficult to implement without seriously impacting traffic and business in the area
- ▶ Other issues that I see compromising schedule performance include:
- ▶ Traffic along SE Division., particularly during the PM commute when the volume increases. During this time eastbound traffic can be backed up all the way to SE 20th, and sometimes even SE 12th. Even with signal timing changes I see this as a factor which could easily cause schedule slippage.
- ▶ The high volume of pedestrian traffic crossing Division between SE 28th and SE 39th. This further impedes traffic flow which in turn could result in schedule slippage.

- ▶ The left turn from Division to SE 8th. This will force buses to wait for a much longer red light than they currently do at this location. If there are any vehicles in the turn lane ahead of the bus (particularly long trucks) it could result in having to wait through another full light cycle.. before being able to make the turn.
- ▶ Finally there is the loss of service between Division and SE Grand at the foot of the Hawthorne bridge. This would be a major inconvenience for riders who work/shop in this area or make connections to/from the #6. to get to work or do business in North Portland as it would require longer walks or additional connections. thus making the commute take longer I ride the #4 enough to know that a fair number of people depend on service through this area.
- ▶ Before anything is set in stone I feel that planners should seriously reconsider keeping the present #4 route alignment between Downtown and SE 12th as the line will already face enough challenges to schedule performance like I outlined in points #1 and 2 above. Aligning the route so that it also has to deal with crossing a very busy freight rail right of way is pretty much shooting the entire project in the foot.
- ▶ Excellent design with important station location upgrades to enhance the riding, walking experience. The station locations also open new opportunities for commercial/retail success.
- ▶ It is 6-8 blocks between some of the stations, this seems unreasonably far for many people -- especially given how harrowing it is to walk as a pedestrian along Division! Removing stops isn't going to solve the delay problems related to traffic. Any serious bus rapid transit project would involve dedicated bus lanes. Inner division is trying to hard to be the one street for everything: commercial district with lots of pedestrian traffic, a primary bus route, and a primary car travel route, and offer copious amounts of free street parking. Cars should be banned from this dense commercial corridor in favor of bus transit and pedestrian safety. We could do something really amazing like SF did with Market St! Middle and Outer Division need to have traffic lanes reduced, replaced with dedicated bus lanes, and complemented with significant pedestrian safety improvements in order to make walking between stops reasonable.
- ▶ I'm looking at how far apart bus stops are the further east one goes, and I'm thinking that this is a benefit to the wealthier white people closer to the downtown area without a lot of consideration for the people that really need the transit. I have to walk nearly 1 mile to get to my bus stop at 104th. I'll now have to walk more than a mile. And, it is safer to cross Division at 104th than it is at 101st. You are making the system less useable in the more car dependent area of town, and I can't see where that is a good thing overall.
- ▶ I'm glad to see the inclusion of outer east Portland!
- ▶ see above. Be sure that buses do NOT have to re-enter travel lanes, regardless of station design. Folks in cars hate this, but reliable transit for 50 riders has priority over a half dozen SOVs stuck behind the bus.
- ▶ Island stops are MUCH preferred so that the bike lane is separated and safe. Much like in places like Chicago.
- ▶ The stations at Division and 30th and 34th are too close together and to adjacent stations. One of them should be removed. There is nothing much at 30th so I would suggest removing this one. I am concerned about the phrase "Typically accomplished by tapering travel and bike lanes without widening the street". Tapering standard width travel lanes is good, but bike lanes are generally already very narrow along most of Division and should not be tapered if at all possible.
- ▶ Seems like a lot of factors related to station function were considered. I hope that how stations look will also be considered. I'd like art & green growing things.
- ▶ Include trees at stations, especially at the Inner stations, where there are often street trees now. I have spoken to some staff with suggestions of how to do this.
- ▶ Keep them as near to signalized intersections as possible, not 1 to 1.5 blocks away. Either keep existing or plant new trees where they will shade the station platforms, and the adjacent sidewalk (And hopefully even the asphalt street)
- ▶ The island designs look fantastic and would be much better than TriMet's current design attitude of pushing cyclists into conflict with buses.
- ▶ I think a third of a mile is too close together, but I understand the need for it. I would personally be willing to walk up to 3/4 of a mile.
- ▶ I am so happy you are consolidating stops! It drives me crazy that there are stops every 2 blocks on most lines. thank you!

- ▶ These station removals will only be tolerable if the trips become faster and more reliable. That will only happen with transit prioritization measures including dedicated rights of way, in-lane stops, queue-jumping, etc. I'm very concerned that the station removals will not actually benefit commute-hour travel times and will further reduce ridership.
- ▶ There's been a lot of grumbling from my neighbors about this proposal. The big question I hear: WHY run an articulating bus down the congested stop and go area of inner SE Division? The development that's happened from SE 20th to 40th, including the stormwater improvements, have made parking a nightmare in the area, driving is tight, and there's lots of pedestrian and bike crossings. Big busses are not going to be appreciated. One street in Portland isn't going to do it all. Please move this proposal off the narrow sections of Division and give it to Powell, which has plenty of elbow room.
- ▶ It would be nice if the stations had public art similar to that of Eugene's Emerald Express (BRT).
- ▶ The bicycle lane bypass between the station and the sidewalk is an excellent design. However, the bus should be running in a protected transitway for its entire alignment. If there is no dedicated bus lane, this entire project is a waste of money and should be de-funded.
- ▶ Nope, looks fine by me.
- ▶ Good work.
- ▶ Having stops at major intersections is very helpful. Seems to alleviate some of the traffic back up and difficulty pulling away from stops.
- ▶ Consider using Clinton St from 50th west with no parking, very limited through car traffic, and separated bike lanes.
- ▶ I use the Division and 139th stop, I would be disappointed if it were to go away. Otherwise, it looks and sounds great.
- ▶ Proposed bus stops are too far apart in some areas. For example, there should be one at SE Division and SE 16th. Stops should be 1/4 mile apart as a desirable maximum, and 1/3 mile as an absolute maximum in special cases. You will lose more riders than you gain by any speedup. Your map wrongly shows an even spacing between stops. You should only go to 1/2 mile spacing if you can guarantee 10-minute service all day.
- ▶ I hate, let me repeat, hate that I will not be able to cross on the Hawthorne Bridge, or have my lifetime stops. I am getting older and you are making it even harder to use mass transit, if I wanted to give up driving,.
- ▶ I'm concerned about how the bus will route from the Division 11th stop to the OMSI/Tilikum; please pay close attention to this route - that area has messed up traffic patterns with the multi rail use. For the Westbound Division/76th station: it's unclear if the plan is to move that station to the far side of the intersection. If that is the plan then the building currently on the NW corner of 76th and Division will be severely impacted, particularly by the Integrated 2 station design (fully elevated sidewalk). If the plan is to keep the station in its current location then never mind:) Please consider some type of noise or sight barrier at stations that abut residential areas. The station designs look focused on efficiency but will impact folks nearby.
- ▶ I use the #1398 bus stop to get to work on time. If you get rid of it I'll have to walk longer to work, up hill. I have bad feet, so this would be bad for me. I see a LOT of ppl use this stop. Please don't close it.
- ▶ Keep the Angeline station
- ▶ Can you make them anymore attractive and less intrusive? They really don't seem to fit the character of the neighborhoods.
- ▶ Please don't get rid of too many stops past 122nd headed to Gresham. The stops from 12th-52nd are super close, whereas some of the ones on this side of town are further apart.
- ▶ do not do away with the stop at division and 143rd, as many people use it who are not able to walk without difficulty.
- ▶ DO NOT remove Division and SE 145th please. I have arthritis in both feet, and you would create a 12 BLOCK area without transport. It is essential for the older and disabled around there, including my mother and I.
- ▶ You need to understand that we really don't give a damn about better 'travel time improvement' if the buses SKIP US WHILE WE ARE STANDING THERE and take away stops we desperately need on these sometimes rural, unpaved roads. Want to add an express bus line at SE 145th and Division? Great! But do not mess with this stop. We need it, we depend on it, and that Fred Meyers is a crucial location for many of us in the area.

- ▶ Just saw notice at SE 125th & Division that says the stop will be removed. I work at Mult County Mid County Health Center, located at SE 127th and Division. We have many clients that come to us via public transportation, some of whom have more difficulty getting from a bus stop to the entrance to the building which is pretty far south of Division. Years ago, the #4 bus had a stop right next to the clinic. It was ideal for patients w/ mobility issues, but it was removed when the City put in a crosswalk. I wonder, if the stop at 125th is going away, can a new stop be created, perhaps next to the Postal Employees Credit Union (which has a huge parking lot and doesn't need much street parking)? Especially in the winter months, I worry about patients coming in bad weather, sometimes bringing babies in strollers, etc. and having to walk long distances to get to our entrance. Please reconsider your idea to remove the stop at 125th (which is closer to the clinic than the stop at 130th), or set up stop closer to the clinic again if possible. Thank you for your consideration of this matter!
- ▶ Have the bus route run between I-205 and Cleveland Park and Ride. Riders would transfer to MAX or other buses at I-205.
- ▶ We live on 119th. Its three blocks to division, and then you want us to walk another 7 blocks to 112th? Or we have to cross 122nd? This is making no sense at all. In the winter time its already dangerous to walk further than the 119th stop. Now when there is ice and snow you want us to walk further? Who does this help and how is it going to help the riders? The buses on the 4 line are already crowded, now you want to take half the stops in east county? How about you leave us alone and remove the stops west of 92nd? Oh right, I forgot, east county is unimportant to tri met. We pay our taxes too Tri Met. Why do you have to do this to us? Because its not a safe neighborhood east of 92nd and you know it. Making women walk further at night is just going to up the crime rate because YOU TRI MET are going to make us victims. This is a bad idea all around.
- ▶ An input from a transport planner from far away in Graz/Austria. I love your efforts in making public transport in the TriMet-Region the best PT-system in the US! You really seem to focus on the needs of your customers as well as to integrate PT in the overall agenda of preserving the status of Portland as beeing one of the most liveably cities at least in the US! Best regard, [Personal information removed for privacy.]
- ▶ I regularly use the stop near 145th and Division (both directions), and I hate that you seem to be planning to do away with the eastbound stop there. Where it is now, coming from Fred Meyer, I can get to it without crossing any streets, and this seems much safer to me than having to cross either 148th or even the little street that is 145th (and then walking several blocks west along Division to get the the next stop. Please reconsider closing the eastbound 145th stop! If anything, close the stop just past 148th because getting to it from Fred Meyer (a major destination for a lot of Trimet riders) is considerably less safe.
- ▶ I am gonna be totally honest. This is f---ing ridiculous. I get that you guys are trying to make the 4 run faster and smoother but now the stops are to far apart. If this goes into affected instead of getting off at my normal stop i now have to walk pretty far to get homd. I am disabled and it is very hard for me to walk that far. I think you should rethink where you are trying to get rid of stops
- ▶ I own a business in Inner Division near 30th. I am concerned about the new bus stop designs and how this will impact parking that is already difficult in the area.
- ▶ see above. It would be very nice if the improved bus stop at SE 60th had a nice local feeling. Its very special to live near Mt Tabor. It would be nice to have the bus stops in this area reflect the local neighborhood values towards Mt tabor and also to the amazing diverse asian community that lives east of mt tabor and past SE 82nd.
- ▶ Di77
- ▶ Making bus stop placement ten blocks apart feels like you're replacing my bus line with a MAX train. Adding distance to pedestrians' commutes to our bus stops is not alright. We live where we live in part because of our transit access. Since we chose this spot in 1997 TriMet has generally incrementally improved service on our line (improved frequency, improved hours). This feels like a slap in our face. The original concept of this "Bus Rapid Transit" line seemed to be a line that would run from either the western/northern end of the #9 or the #4 to Mt. Hood Community College. When we heard that we imagined Express Busses like the ones triMet has sometimes had at "rush hours" which serve only transfer points but do not displace 'local busses from the schedule or remove stops completely. Now the BRT line does not go as far as Mt. Hood Community College and you're talking about taking out half (or is it more than half) our stops. This will not better serve the public. It will encourage more of us to go back to private cars so we don't have to walk five blocks -- instead of one -- in the rain with our groceries.
- ▶ Please keep the 105th ave station!
- ▶ You are messing with Peoples lives

- ▶ Again: DOUBLE the space between stations, so that the buses can actually get from A to B in under a week. :) I almost NEVER take the bus because it's truly insufferably slow, and the headways are far too long. I truly wonder if *anyone* on this committee ever actually *rides* the bus from 162nd & Division all the way downtown. Just imagine waiting for 35 minutes for a bus on a wet, 38-degree day in January--and then having to ride for a full HOUR to get downtown due to the incredible density of stops and all the traffic delays. If anyone on the Powell-Division Steering Committee had to endure this scenario literally dozens (or hundreds!) of times (as thousands of people have no choice but to endure--and you rarely hear from these people, because they have no time whatsoever to provide any input at all), I guarantee that we'd be talking *true* bus RAPID transit. :)
- ▶ That the out-bound and in-bound stations are staggered on opposite sides of the intersections is really important. It would be good to look at the existing placement of overhead wires and exposure. Where are the trees most needed?
- ▶ Stop penalizing poor people who live out past 82nd. Bus stations, services, and stops abound closer towards the river but you take stops away and give crappy stations out past 82nd. If you want to cut stops, cut them closer in, stop cutting farther out where the people effected are more likely to be elders, disabled, and low income families. We need services too. Trimet caters to people who don't need to be catered to. First the digital fare system which creates more hassle and inaccessibility and now you want to cut stops. WHERE DOES IT END?
- ▶ Remove the stops nearer to the city where the blocks are short and you have all your pretty tourist shops for those rich folks who don't even use Trimet except during festival seasons or if they're tourists and want to go "slummin' in the city". The outer areas of Division (y'know, where us poor folks live and have to travel miles away to clean up after you rich, privileged folks), NEEDS MORE BUS STOPS! The outer areas of Division need bus stops that are WELL MARKED and LIT UP because let me tell you how dark 4:30am is in the winter - you need glow-in-the-dark everything and then be willing to jump out in traffic to stop the bloody bus from passing your stop. I've had more buses blow past (super early) and then only wait about 3 stops down for a good 3 minutes (which doesn't give me time to hobble down the road), when they could have driven like normal people (instead of racecar drivers) and be at my stop ON TIME instead of screaming past me, making me late to work. That's a good look, being late to work on the first bus of the morning. I don't you won't take any of this seriously, so I'm being 100% honest right now. Hopefully someone will have a good laugh at my expense - but seriously, stop playing around with rich people's money and actually HELP THE COMMUNITY where most of us live and die by these horrible Trimet buses that either don't show up on time, don't have enough service to make an otherwise 20 minute commute a 2 hour affair (are you serious? do any of you people actually USE Trimet?). We are dying out here, Project Team!
- ▶ I would hope that there is flexibility going forward in terms of alterations to the designs. For example, what if a design covers up part of a local businesses signage? Or, what if the station blocks access to a local business? We won't really know until there are seen in context
- ▶ I would hope that there is flexibility going forward in terms of alterations to the designs. For example, what if a design covers up part of a local businesses signage? Or, what if the station blocks access to a local business? We won't really know until there are seen in context
- ▶ Who's the idiot that thinks it's a good idea to remove the stops at 119th, 124th and 125th? Matter of fact, don't remove any!! I don't understand why anyone seems to think it's a good idea to get rid of stops. How's that supposed to help anything?
- ▶ Please keep 105th Avenue Station
- ▶ Please communicate where revised station locations will be. How can i find out propesed new location at 43rd and division?
- ▶ Stations are too close to each other. Use MAX platforms downtown, and brand this new service as MAX.
- ▶ In order to balance distance between 101st and 112th proposed stops, add a stop between 105th and 108th to serve residents in this area. This would meet the design objectives of ~1/3 mile between stops, serving residential riders, and avoiding traffic signals where possible.
- ▶ It is very important to keep all stations the way they are and not remove any stations. I travel by bus every day on Division st. and I can see how difficult it is for the elderly and women with children to walk on the sidewalks, sometimes for long distances to get to the bus stops. Removing stations will make it even harder for those people because they will have to walk even longer distances. Imagine if they have to do that on a constant basis.
- ▶ This proposal seems unlikely to improve traffic or transit on Division in inner southeast Portland (SE 60th - SE 11 th)
- ▶ Excited to have a bus line that doesn't stop every 2 blocks.
- ▶ Don't shut down the 145th and division stop.

- ▶ making sure the riders pay before getting on
- ▶ Please do not close the SE 85th and SE Division bus stops. Many children in our neighborhood use these stops to travel to school and avoid larger intersections while traversing alone.
- ▶ The locations are fine enough.
- ▶ Inner Division stations need to have trees. Current designs just look like a concrete scar in the streetscape.
- ▶ I'm extremely concerned about the number of stops that are being removed from Division Street in East Portland.
- ▶ Haven't seen any. Need more stops in between 82nd and 174th not less. Have to walk further than those inside 82nd now and with the loss of stops now have to walk further causing more people to drive. Close in has stops every 2-3 blocks why not get rid of some of those to speed up the buses. Many people drive into area around 12th and then bus in. Why not create more limited or express buses to 82nd so they don't stop inside maybe 50th or only at transfer stops inside 82nd. That would definitely speed up the buses and then have the normal current number of stops past 82nd. Everytime TriMet says they are improving transits they take away bus stops, bus lines and make it harder for those riders not close in the use transit, it makes them drive and you lose ridership in the outer areas rather than gain riders.
- ▶ please keep 96th stop . . . i dont like the speed of 205 on&off traffic and the hill up to 101 st kills me. thank you for allowing our input
- ▶ There are too many elders living in this community who will not be able to walk far for bus stops.
- ▶ Overall, the design would be better if it actually expanded how the bus works on Division, making it a modern city road. It currently looks, feels and functions more like a freeway east of 60th ave. Removing the unnecessary parking especially from around 60th ave and out east from there would create more space. Most businesses have parking lots that are used more often than on-street parking, and there is plenty of parking on side streets anyway. Cars tend to be abandoned or lived in on outer Division, which is a nuisance for those of us that live there. Most importantly, removing parking creates space for a bus only lane, which would speed up bus travel times and encourage more people to bus rather than drive. Removing parking will also make cycling more safe; since the new buses will make it easier to bring a bike, there needs to be more thought on how a person gets on and off the bus, and how they can travel from there. Bike lanes should be a fully integrated aspect of this design.
- ▶ This is a question. Why did you come up with the elimination of 28 bus stops?
- ▶ Please don't make Division with all its hideous new concrete hulks be any more claustrophobic. Find ways to keep it a pleasant neighborhood.
- ▶ I'm against taking away existing services which is what having fewer stops means. Many people who rely on trimet have mobility issues and other health problems. Many have small children. The relative convenience of a faster bus will be at the expense of those in our community that have the fewest resources and the most challenges.
- ▶ Being the building and business owner I would like to let the project team know about our issues we have for the existing bus stop at 135th and division it is to congested. with it being so close to a traffic signal and oregons largest high school on the corner it really effects the safety of traffic making a left hand turn during all times of the day it would be better to move it down the street where the business there is only open once a month plus the garbage it creates for us we have to maintain it and let me tell you once you crate a bus stop people will start using it as their personal waste area we regularly find people from apartments throwing their personal garbage I have to have this stopped it's all around bad for not only our building and my personal safty plus the rodent issue it creates . Please move the 135th bus stop down the road please contact me I would love to here back from someone to explain thanks -[Personal information removed for privacy.]
- ▶ now - the stops are all convenient for me - I use buses & maxes 7 days per week - very active senior politically & socially - do my own shopping without help - MOW 5 days per week - library BoA senior centers gresham & EPCC O lloyd center - downtown to PSU & St Mary's - vancouver - gateway
- ▶ The station designs that tri-met has designated for Jade, Division-Midway and Outer Division, by their very style, will ensure that stops are only at major intersections. This is once again punishing the residents and business of East Portland by eliminating stops in the name of expediently accommodating a platform design. This is insulting and discriminatory in PRACTICE and RESULT.

- ▶ The proposed project BADLY needs reconsideration. It exacerbates the pattern for have - have nots in this city, and wreaks havoc on people who are elderly, unhealthy, have small children or have disabilities. I live on 26th and Division and my daughter (who has a disability) lives independently on 116th and Division. The proposal is to end her bus stop. During the last winter, the sidewalks and streets around her area were almost completely impassable. A walk of 5 - 7 blocks in either direction is dangerous and basically not doable. I would add the obvious that the poor, the disabled and the elderly are more and more being pushed out to this area. Meanwhile, the inner Division area, home to generally affluent and young people will continue to have stops every 4 blocks? As things go, this proposal would force many people to take the Lift, adding greatly to the expense of public transit. An system of local and express buses would be a far more intelligent solution.
- ▶ My family has owned the existing building on 135th and division since 1971 and though the years it's always been a bus stop that's worked great for the area around us... but today it's definitely changed with the amount of bus riders abusing the garbage can we provide and the building we own, I think it's time has run it's course. Today the times have changed being witness to over 40 plus years on that corner we have seen the impact from all the cars ,pedestrians , school buses , delivery trucks all trying to navigate that corner and I'll have to say it can create a nightmare at times if we can't have the school buses move to another street because we have both the grade school busses and high school busses large simitrucks trailers , dump trucks service vehicles etc use 135th as the main exit point if we can cut down on the tri met busses stopping on that corner it will be one less obstacle to worry about it's definitely needed. Plus it's the only stop so close to a stop light and street to turn off of division that's on division !!! please feel free to come and look or call us [Personal information removed for privacy.] I would love to give you some insight on the area , we have been going to work there for over 40 years . that corner can definitely lose a bus stop please move it up west from 135th we've lived with it for over 40 years and hope to live without it for another 40years hope you can take this information to good use and make that change thanks-business owners zakours carpets and building owner
- ▶ The design is fine. Please just look at topology when picking stations. 101st makes it hard for commuters who are low mobility no mobility. Also makes it dangerous for kids or adults needing to cross division unless your going to add a cross walk. Please do not add a shouting box that tells the pedestrians that drivers have less responsibility to share the road because they have more power leaving us feeling like second class citizens. A simple red green yellow light system will due.
- ▶ Please remember that because of inadequate bus service in East Portland, many people already walk several blocks just to reach the closest transit stop. From my home, I have to walk a minimum of a 1/2 mile to reach the nearest stop. If you remove so many stops in the Jade, Division Midway and Outer Division segments, you're forcing people to walk longer distances in areas that lack adequate sidewalks, lighting, and safety measures. This will present an insurmountable burden to the elderly, people in wheelchairs, and parents with young children and steer them away from using the new bus system. Removing stops undermines the success of the BRT system before it starts and makes using transit a much less attractive option exactly for the people who should be using it.
- ▶ Stop spacing in East Portland is TOO far apart. The average stop spacing may be 1/3 of a mile, but in East Portland, between the Green Line stop and 148th, stop spacing is an average of .43 miles apart. The largest concentration of low income, transit reliant riders reside here and will have to navigate groceries, children, wheelchairs, etc. further than anyone else along the route. As someone who has watched this process unfold for almost 4 years, I find it unacceptable and inequitable to expect those who are most vulnerable and who rely on TriMet's service the most to have to walk further than anyone else. SHAME ON YOU TRIMET!!!
- ▶ Practically, environmental friendly and comfortable for whoever need a break.
- ▶ I will lose my stop at 96th and need to walk a quarter mile uphill. I am 65. I am not happy, but at least I can still walk. And a lot of people my age struggle a lot more than I do. Whose brainstorm is it to put a mile between stops? (See the gap from 103rd to 112th. I've walked that for fun. Took me 20 minutes.) Is it because we're not as rich as the folks in inner SE that we are stiffed. Your actions are UNCONSCIONABLE and IMMORAL. They are also ELITIST. (Wendy could be a lot more empathetic than she is.)
- ▶ It seems outer east still not equally represented
- ▶ The bus stops are too far apart in East Portland. It is too far for me to walk from my apartment at 115th and Division to shop for groceries. I will have to walk an extra three blocks with my children and groceries if you remove my stop.
- ▶ do not eliminate or combine East Portland stops. prioritize East Portland over inner middle class neighborhoods that have other options for travel.
- ▶ More stops east of 82nd
- ▶ please keep all existing stops, and when you add the faster service just stop at key locations, such as 162, 139th, etc.

- ▶ The bus stops need to be closer together near my home. I use a walker and it is hard now for me to walk the three block walk from my apartment to the bus stop. If I lose that stop I will have to walk 3 more blocks to 112th to get to a bus stop.
- ▶ Further reducing stops between 122nd and 130th is a bad idea. (One stop was removed a couple of years ago when the crossing by the Health clinic was "improved.") Disabled people live in nearby Cascadia Housing and most have no access to automobile transportation. The removal of the stop in front of the Multnomah County Health clinic, away from the street crossing, on about 125th has already created difficulty for some individuals. Last winter, I could barely make it to Division when it was snowy, and I'm a physically able person. Eight blocks between stops is way too far, and will result in more walker users to become shut-ins. Yes, the Division bus is sometimes a slow "milk-run," but this project may end up as a bad, bad idea. We used to have express busses on Division to 122nd during peak hours and this relatively simple idea worked pretty well.
- ▶ Please be sure to include separate signals for right-turning vehicles, so as to avoid intersection crashes with bicycles - especially where the bike lane goes behind the bus station.
- ▶ I love the project and as a frequent rider I look forward to ride. Main concern now is trees. Can we have a shady tree to grow at each stop?
- ▶ please keep in mind the amount of elderly and special needs folks that ride this line in the outer eastside when increasing the distance between stops...particularly when it starts to get hilly and you are asking some of these people to go further to reach a stop when going uphill.
- ▶ The Tilikum Bridge freezes in cold winter weather. Ensuring a safe, convenient alternate route when the Tilikum cannot be crossed is important. Please consider electric buses, both for their environmental benefits and for their performance in winter weather.

Appendix B

Open House Post-it Note Comments

Segment 1: Downtown

- ▶ Consider pedestrian bridge overpass that accommodates mobility devices. Also crossings below that accommodate crossings at corners
- ▶ (drawing of a crossing)
- ▶ (+1) A Stop is needed on 6th between Market and Montgomery for transfer to Streetcar
- ▶ Consider putting debit/credit ticket machines at stations and cash ticket machines on buses. Streetcar does this. Any passenger interaction with bus driver slows things down a lot

Segment 2: Inner Division (Tilikum Crossing to Cesar Chavez)

- ▶ Can we include mobility charger device/station on bus or stations?
- ▶ (↑) Yes! This would improve rider safety and allow greater access to maps for new riders.
- ▶ What happens to transit access on 7th Avenue south of Hawthorne?
- ▶ Trees? Really Hot here when biking
- ▶ Direct connection from SE Sherman (A) Bus road from SE 7th to SE 8th on top of MAX tracks. Because your proposed reconfiguration crosses the Tilikum to Clinton Bicycle Route twice at 7th & 8th. If you stay on the MAX tracks you won't cross it at all.
- ▶ (drawing of a crossing)
- ▶ Light cycles @ this intersection are horrible. (Nonsensically so in some cases) This will need to be addressed if TriMet wants to meet its benchmarks for transit times reasonably.
- ▶ Bus stop at 4
- ▶ Even at peak hour buses aren't stopped by long freight trains. What about off-peak buses? (I'm an off-peak rider)
- ▶ Put bus only lanes across Hawthorne Bridge (+Bridge heads) keep Division bus on Hawthorne also benefits #6, 10, 14, 15 buses
- ▶ Change stop between 10+11th to NW corner of 12th + Division. Very bad design currently as it encourages people to cross multiple lanes to get on 70-N
- ▶ Surveillance Cams @ Bus Stops to discourage crime
- ▶ Add tree in westbound stop (includes picture of station with tree)
- ▶ I really like less stops. Annoying to be on bus and have it stop so many times.
- ▶ I live right here and even I think this bus stop @ 32nd isn't quite needed. Do remember though that this is a major spot for tourists to get off the bus when visiting Division if you want to take that into account
- ▶ Greater enforcement of Uber/Lyft using the bus stop to drop off passengers! I am tired of watching a private company mooch off our public transit infrastructure when they consistently show no respect for regulations of taxes.
- ▶ Need tree(s) in these stops
- ▶ Bus Pullouts needed (agreed!)
- ▶ Is this much access needed on SW corner?
- ▶ Too many apartments. Too many crossings the street, causing traffic really slow in this section of Division
- ▶ No bus pullouts-faster bus travel if it stops in lane (Agreed!)

- ▶ (↑) Agreed, also clearer expectation for drivers to wait! (rather than attempt an unsafe pass)
- ▶ (I like the existing proposal) No bus pullouts prioritize high-capacity buses-not single-occupancy-vehicles!
- ▶ (drawing of lane widths)
- ▶ Bus pullouts needed
- ▶ No bus pullouts please-private vehicles should defer to public transit. Also makes it difficult for buses to pull out back into the lane and poses a pedestrian risk
- ▶ put in a protected left-turn signal for cars from eastbound Division to northbound Cesar Chavez
- ▶ 102nd/Burnside signal light @ light rail interrupts signal on 102nd does not go back to green have to. MAX priority last too long. Cars sits for multiple cycles
- ▶ Bridge over UPRR tracks (for buses)
- ▶ Improve N/S train crossings for #70 bus
- ▶ Apex has a very active driveway for bicyclists & motorcycle parking. Minimize visibility due to stopped buses poses a safety concern for patrons. [Personal information removed for privacy.]
- ▶ Better bike access to/from Brooklyn neighborhood
- ▶ Too much distance between 12 + 20!! Disabled leg broken
- ▶ Dedicated bus lanes if we are to have Bus Rapid Transit
- ▶ 21 /Ladd/Division Worst bottleneck between 82nd & River. Solution - close the Ladd approach to MVs.
- ▶ *Free up green time
- ▶ *Calm Ladd for bikes
- ▶ *Add bike box with 21st SB
- ▶ (Intersection drawing for above proposal)
- ▶ Zebra x-ing at SE 20th south station please! Barrier to getting to any station should be as low as possible!
- ▶ Get ride of parking + add let bus sneak around traffic
- ▶ "Exit Only" at the rear "Entrance Only" at the front Live it! Be it! Do it!
- ▶ No parking yes bus lanes. (if not bus lanes bike lanes) this is the most congested stretch for buses!)

Segment 3: Middle Division (Cesar Chavez to 78th)

- ▶ Why not put stop (w-bnd) right in front of tom's - looks like it could be done without blocking driveway or shift driveway (drawing included)
- ▶ Can we position the platform to use half of each driveway?
- ▶ Cesar Chavez is a high crash corridor. Left turns across are a safety concern
- ▶ SE 41st & Division to cross - dangerous 41st Division (drawing included)
- ▶ Spacing here narrow between stops - much wider on other stops
- ▶ Magnet Elementary School Daphine
- ▶ This station must have bus pullouts so stopping for passengers does not block other traffic there by increasing emissions
- ▶ Southside widen sidewalk into roadway a couple of feet at the pinch point of curve and building (might have to shift east end of island) drawing included
- ▶ Stopping traffic makes bus trips faster, attracting more riders, thus reducing emissions! Agreed! I like the existing design TM!

- ▶ Dedicated BUS LANES equal real RAPID transit BRT
- ▶ “Integrated 2” has the bus stopping in the bike lane. This encourages dangerous passing! Provide bus island instead
- ▶ Strongly recommend getting serious quotes on Electric buses - RFP's for electric
- ▶ Protected intersection here would prevent dangerous hooks from drivers
- ▶ Bus pullouts needed
- ▶ [Personal information removed for privacy.] 5909 SE Division St Portland OR 97206 [Personal information removed for privacy.] There are major issues with access for patients and blockage of major entrance to clinic. Also traffic of cars turning corner on 59th street etc. I will write a full explanation letter
- ▶ Neighbors from STNA saying already walk 5-7 blocks to get to Division as Powell + adding additional walking to get to stops adds a lot of time. 64th +Division will have entrance to Mt Tabor park by Late 2018
- ▶ Questions about spacing have been coming up as you already know
- ▶ Do not remove the monkey tree. Where would crosswalk be?
- ▶ Bus pullouts needed
- ▶ The bus should never stop in bike lane. Provide bus islands instead!
- ▶ Dedicated bus lanes = real rapid transit
- ▶ (entire length of Division) Need much better (+ much/many more) north to south crosswalks. No point more transit - traffic if more peds at risk
- ▶ so when funding does not happen for this disaster what happens
- ▶ Request electric please
- ▶ Improve crossing at SE 76th for kids crossing to Bridger Elementary
- ▶ Always more zebra crossings! Ideally signals where one is not close. E.g. east approach to south 76th station, west approach to north, 75th station
- ▶ Exst. Fence south side of Division. Transit from stop is also a concern
- ▶ All stations need bus pullouts so transit does not obstruct other traffic + compound congestion
- ▶ No stations need bus pullouts. Pulling out & in slows down the bus, causing people to drive their cars & pollute & cause congestion +1
- ▶ More safe crossings are needed in this area.
- ▶ You are kidding me? Seniors & people with disabilities have been left in the dust
- ▶ How many blocks between stops? 10!?! Lift will be swamped!
- ▶ Coming east on Division on bike how do I turn left into PCC?
- ▶ (↑) I had this same thought tonight as I was traveling on Division to the open house
- ▶ Huge safety concerns with EB Bus route & pedestrians (students) crossing to PCC. They would have to cross 2 streets, which are heavily traffic
- ▶ Concern: to maximize safety of student pedestrians crossing Division & 82nd to PCC from the eastbound bus stop. Also signage in multiple languages English, Spanish, Chinese, Vietnamese, Russians & Ukrainian.
- ▶ Need physical barrier between bike lane and turn lane to deter right-hook crashes in westbound nearside location
- ▶ (↑) YES x2
- ▶ Nearside to far side NB stop causes traffic (lt + rt turns) to back up. Pedestrians run across the intersection

- ▶ Dedicated bus lane! Also protected bike lane with bike signal
- ▶ With reduced speed for cars we don't need to add protected bike lane. Business need front parking in Jade District. It would drive business to somewhere else
- ▶ Bike + Bus lanes have shown to improve foot traffic & repeat customers!
- ▶ Island type is much preferred!
- ▶ Delivery will pass bus and right hook bicycles here

Segment 4: Jade (78th to 109th)

- ▶ Need dedicated bus lanes east of 82nd. Remove one auto traffic lane each way all the way to Gresham.
- ▶ Prefer to bike down greenway but getting super busy due to cut through traffic
- ▶ Bike lanes on Div are dangerous. Repair residential streets to be complete and route bikes towards that way
- ▶ Concerned about 84th & Div biz on main st. that don't have private party will not have st parking for customers. No need to change
- ▶ Dedicated bus lanes would ensure a safe usable st during the worst winter weather
- ▶ Bike lanes on div are not safe. Consider side streets routes.
- ▶ Left turn light should stay longer from Div turning onto 82nd.
- ▶ Gyro Town is very important to the neighborhood. Make sure the right lane preserves their biz. There are no other halal restaurants nearby
- ▶ 5 blocks between crosswalks it too much, especially for people with disabilities and the elderly
- ▶ Even if you don't do bus only lanes from 82nd to Gresham you can do bus only lanes from 82nd-92nd extend the lane profile another 10 blocks to the east
- ▶ We need to retain parking for businesses. If not on Div pave and curb & sidewalks on side streets. Unlike Hawthorne/Stark type streets. Side streets aren't currently an option
- ▶ Parking concerns - use median space to save parking? Anna's Flowers
- ▶ Gravel collects on cycle track @ 87th in winter sucks.
- ▶ 84th & Div. 53 yrs in bsns. Have wholesale customers buy product & prk in 3 spaces on div in front of warehouse all day long with a lot of cars in and out all day. Need to take another look at this spot
- ▶ Improvements for kids crossing here to get to Harrison park SE 87th
- ▶ Turn 84th Pl into a limited access st... But open to peds and bikes
- ▶ Bus only lanes! Help move transit quickly and buffers bike and ped even more
- ▶ Add ADA ramps to existing pedestrian overpass at 86th
- ▶ Dangerous section on division (87th/88th st)
- ▶ I'm concerned w/ removal of parking for biz in the area. A lot of biz don't have parking lots
- ▶ Converting auto lanes to transit would preclude the need to widen intersection. Good for safety
- ▶ Sight lines for cars exiting Wong's King are terrible. Protected bike lanes or enforced parking ban close to the curb cuts might help
- ▶ Elders have trouble using the ped bridge and need easy crossings
- ▶ Protected barrier needed between bike lane and travel lane (picture was drawn)
- ▶ There are a lot of businesses and potential for more 82nd to freeway. Parking on both sides of street in much of the area is used. There are not very many side streets to take up the slack.

- ▶ Concerned about loss of street parking space. The last thing I want to see is the installation of parking meters. It will hurt our businesses.
- ▶ North of div on 90th needs no turn access street used for signal avoidance for cars headed east. No sidewalks! Narrow street!
- ▶ Converting auto lanes into bus only would maintain transit reliability at low cost
- ▶ Construction causes traffic even worse than its already been
- ▶ Dedicated bus lane, upper 70s through straight on to Gresham
- ▶ It could be helpful to reduce accidents from peds if the signal signs have other common languages besides English
- ▶ No bike lanes on division!!! We need street parking for people pick up bus riders and max riders
- ▶ Bus pullouts needed otherwise traffic will backup including on freeway exit ramps
- ▶ We need reliable transit for 500K ppl moving to the region by 2040. Bus only lanes would provide that
- ▶ Bus only lanes!!
- ▶ By doing this project does it cause an increase in tax? If property acquisition was required, would you provide all accommodation for those families or biz who affects?
- ▶ If taking out parking along division in the jade district- suggest creating small parking lots along div st to compensate if not able to create several small parking lots then make one or two larger parking garages in the area/coupled with a local shuttle system by TriMet to shuttle people to local destinations in the jade district (jade shuttle loop) property may not be available to acquire at this time but the concept is plausible. Please vet this idea through
- ▶ Prefer island station type over integrated
- ▶ Please protect bikes and pedestrians from the speeding drivers coming off of the interstate
- ▶ Bus pullouts needed to avoid traffic backing up and increasing both congestion and emissions
- ▶ This is a bus pull out but they are not needed elsewhere. Pull outs slow down the bus. Buses are a higher priority than S.O.V.S.
- ▶ Please extend the width of the sidewalk where division crosses the max and I205 crossing and use the wider sidewalk to have a protected bike lane (e.g. Moody ave)
- ▶ Add trees to make st more inviting
- ▶ Very concerned about the gap in bike lanes in the area of the max/I205. The auto ramps make this area very unsafe (two other post its placed next to comment ("ditto" and "me three")
- ▶ Signal crosswalk on ramp
- ▶ In Chicago buses have "no right turn in front of bus" to prevent dangerous passing
- ▶ Add pedestrian bulb (to slow down turning drivers)
- ▶ Keep bike lanes and sidewalks raised for entire length. Access points are essentially speed bumps and maintain perception of continuous bike/ped route
- ▶ signal crosswalk onto the 205 ramp
- ▶ flashing beacons at unsignalized crossings
- ▶ Remove one auto lane each way and make dedicated lanes each way from 82nd to Gresham
- ▶ Bus access transit lanes at major intersection. Protected bike lane w/ bike lane w/ bike signal at major intersections
- ▶ Protected bike lane with concrete curb
- ▶ Hawk signal wanted at 101st
- ▶ Bus pullouts needed

- ▶ Dedicated transit lanes! Helps buffer bike/ped from auto traffic even more
- ▶ More bikes on division!
- ▶ Get bikes off division
- ▶ Get cars off division
- ▶ Remove two car lanes
- ▶ Please leave enough lanes for car traffic
- ▶ Dedicated bus lane through here (whole stretch)

Segment 5: Midway (109th to 148th)

- ▶ Crossing five to seven lanes of traffic is stressful and scary every single time, and the frequent abuse from drivers is humiliating
- ▶ Remove one auto lane in each direction in order to get the dedicated bus lanes the entire way from 82nd, east to Gresham
- ▶ Don't remove auto lanes!!
- ▶ Convert lanes into bus only
- ▶ Too many lanes of auto traffic to cross safely. Give us bus lanes!
- ▶ Would be great to turn dirt path west of 115th into sidewalk. New stops look great!
- ▶ Stop putting bikes on side streets. Put protected bike lanes on major streets
- ▶ Please post signs for bikes to go the same way of traffic in bike lane! Lots of backward bikers!
- ▶ Put bikes on side streets
- ▶ Don't put bike lanes on side streets. Businesses are not on side streets and we need to be able to access them
- ▶ Don't put bike lanes on side streets because side streets don't connect.
- ▶ Need bus stop between 111 and 122 many disabled persons in trailer park and apt complex unable to walk so far. Stop at 117th
- ▶ 10 blocks between stop invites jay walking, fix this!
- ▶ Happy to see the protected bike facility & the improvement at SE 122nd and Div
- ▶ Illegal signs of do not park are on 117th by neighbors. City should allow parking if it's taking away parking on division
- ▶ More lanes for cars
- ▶ 2 trailer parks 2 apartment complexes use 119th stop to access crosswalk to get home to catch the 122nd bus. TriMet assumes incorrectly
- ▶ Many traffic accidents occur because of the ability to drive from 119th to 122nd right turn lane- 3 blocks this will still be a source of accidents
- ▶ Protected intersection for peds and cyclist
- ▶ Most people who access businesses here (by all that glitters) use this dw. We propose to move the bus stop to the east side of the dw
- ▶ I would never walk here (pointing out the island 2 design type) too many lanes to cross
- ▶ Prefer island 2 station type
- ▶ Add stop at 117th
- ▶ Sight lines in this type of (island 2) can cause collisions
- ▶ dedicated bus lanes through here (whole stretch)

- ▶ Can we add a pedestrian island? This is very hard to cross still. Raised median (referring to island type 2 design)
- ▶ Remove one auto lane on each direction add dedicated bus lanes 82nd to Gresham
- ▶ More bat lanes at major intersections
- ▶ Need a crosswalk at new park at 152nd/Div
- ▶ Bus only lanes though here (whole stretch)
- ▶ Need contagious sidewalks on division and all streets leading to div
- ▶ If you ride a bike please don't ride against traffic in the bike lane!! Very dangerous
- ▶ Need dedicated bus lanes on div east of 82nd in addition to separated bike lanes (remove one auto lane each way)
- ▶ Have a bus only lane maybe between certain hours of the day. Something that says when light flashes bus only and fine drivers who violate. Also separated bike lanes such as parking next to the road and bikes next to the sidewalk
- ▶ Pedestrians islands save lives
- ▶ Recommend that the bus station be on the near side at 130th going west because there's more space and less property impact
- ▶ Think will make 130th busier... ADA access is an issue concern with garbage at bus stops
- ▶ Have bus 17 take it's break on division
- ▶ Have bus 17 turn on division vs Powell on its return trip creating a small cross town and excellent connection to bus 4
- ▶ One more call for bus only lane or some form of lane reduction
- ▶ Dedicated bus lanes to enable better transit, slower auto speeds and buffer bike/ped
- ▶ dedicated bus lanes through here (whole stretch)
- ▶ More BAT!

Segment 6: Outer Division (148th to 174th)

- ▶ Bus lanes for faster transit and faster crossing
- ▶ 148 to 156 is way too far apart
- ▶ Limit interruptions like driveways wherever possible
- ▶ Dedicated bus lanes
- ▶ I prefer island 1 type division is already wide we don't need more asphalt we just need more transit
- ▶ Widen road so auto lane not eliminated
- ▶ Dedicated bus lane through here (whole stretch)
- ▶ Dedicated bus lane! Division could use some traffic calming, and the island one station type and the dedicated bike lane would go a long way
- ▶ More bat lanes! Bat everywhere
- ▶ take away an auto lane each way and put bus only lanes on entire stretch
- ▶ make dedicated bus lanes
- ▶ Instead of squeezing the vulnerable road users, why not reduce the center lane instead. Not as if cars can turn into the bus island. Yes!
- ▶ crosswalk from 170 to the other side lots of ped traffic due to few ways out of the neighborhood
- ▶ Include bus stop alert with flashing green. Length for driver there's a person waiting and monitor show time.

- ▶ We live in a senior trailer park. Concerned with access in and out of complex 169th and division. Portland American Mobilodge
- ▶ Another signalized ped crossing serving 168th station would be really nice since those platforms are so far apart and so far from the signal at 166th pl
- ▶ Main st and market and Lincoln are good you don't need bikes on division
- ▶ Acknowledging there is a budget for this project please do take away driving lanes where you are able to improve bus per and calm traffic
- ▶ Please don't take away any driving lanes (all of division)

Segment 7: Gresham (174th to Cleveland Park & Ride)

- ▶ Angeline doesn't seem to serve neighborhoods. Not consistent with Gresham bike route on Wallula
- ▶ (Integrated 2 Station Type) This leaves an ambiguous amount of room to pass, leading to dangerous behavior
- ▶ Show future sidewalk infill to be planned by City of Gresham
- ▶ Prefer Island 1 Station over Integrated (All segments Scott)
- ▶ Do you want riders who cannot walk 10 blocks or do you just want a fast bus?
- ▶ Consider Rapid + Local busses? (Local stops 2-4 blocks, rapid 10-12?)
- ▶ Maybe the local runs/stops on a parallel route? To keep traffic slowing but also accommodate riders of all abilities?
- ▶ wide roads encourage high speeds (well over posted limits) - add medians restricted lanes (bus-only)
- ▶ Add protection to existing bike lanes
- ▶ Crossing seven lanes as a pedestrian really, really sucks
- ▶ Please convert an auto lane into a bus only lane, & use that to buffer a protected bike lane.
- ▶ Protected bike lanes through Gresham!
- ▶ Dedicated bus lane through here (whole stretch)