Streamlined bus service would mean less traffic congestion on SE Division and quicker and more reliable trips for bus riders.

Making inner Division work better with transit

Division Street's Line 4-Division is one of TriMet's most popular bus lines -- more than 10,000 daily trips on Division connect people to neighborhoods and destinations in Portland and Gresham. **Buses are crowded, demand for transit is growing, and traffic congestion will continue to increase without better travel options.** Changes to the Line 4-Division could bring quicker, more reliable transit service to the neighborhood by 2021. In fall 2016, the Powell-Division Transit and Development Project Steering Committee will consider technical findings and public input on bus service improvements on SE Division Street between Mt. Hood Community College in Gresham and Downtown Portland.

Compare today's service with improvements to create a quicker, more reliable bus trip

Line 4-Division today (between SE 8th and 82nd avenues)	**Potential changes in 2021**
Boarding at front door only	Multiple door boarding; people can get on and off quicker
Bus communicates with a traffic signal to stay green longer if it is late	More advanced communication with traffic signals helps the bus stay on schedule all day
26 stops between SE 8th and 82nd avenues • Person travels 0-2 blocks to stop, once on Division	11 stations between SE 8th and 82nd avenues • Person travels 0-4 blocks to station, once on Division; 74% of riders would use the stop they use now
Buses can get off schedule and travel times vary	15 to 20% quicker trip with improved reliability from fewer stops, quicker boarding and coordinated traffic signals
People driving can get stuck behind buses	People driving spend less time waiting behind buses since buses stop less often and for shorter times
Riders waiting at stops can get passed-up by full buses	Longer buses carry 60% more people; fewer pass-ups
Standard TriMet buses and stops; some stops have shelters and seating	Better station amenities, including weather protection at every station; distinct and consistent look for buses and stations
Pedestrian friendly with streetscape enhancements	Maintains amenities and street character, some modest changes at stations
Biodiesel buses	Newer bus technology

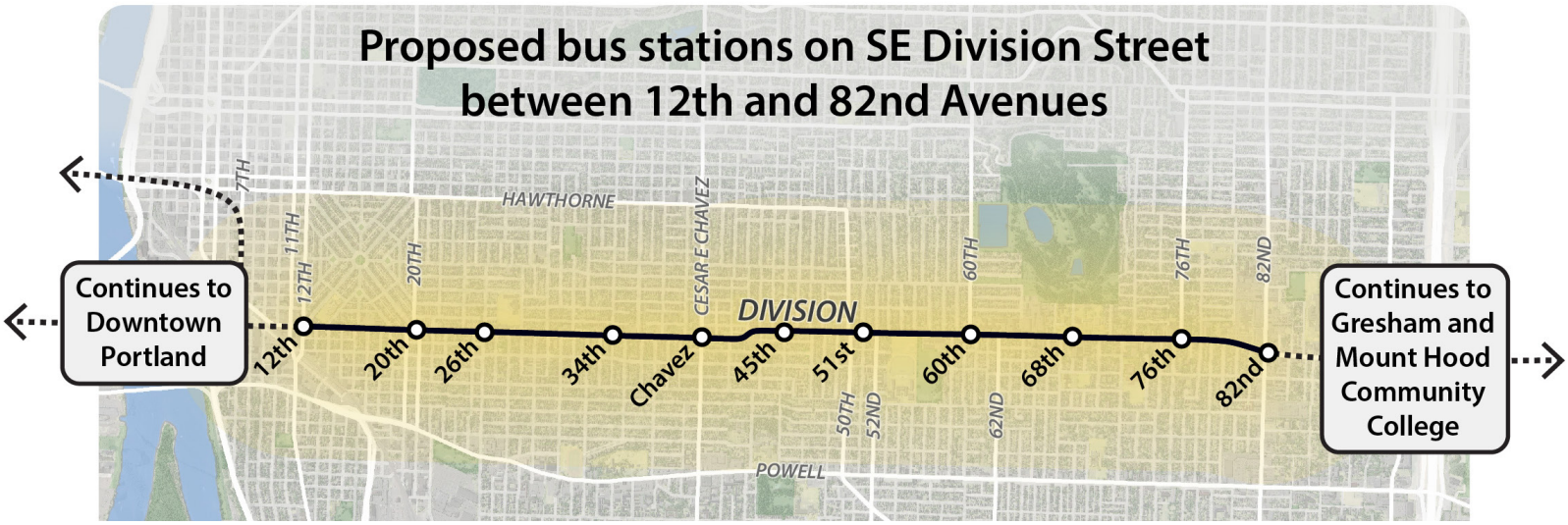
SURVEY

What do you think of these improvements? Take a 3-minute survey open July 21 to September 9, 2016.

Visit www.oregonmetro.gov/powelldivision for the survey, inner Division FAQs, upcoming events and to sign up for email updates.

What would improved bus service look like on inner Division Street?

As SE Division sees more residents, businesses, visitors and traffic, better bus service could ease congestion and improve safety. The new design can be nimble and change with the character of the road and neighborhood. A quicker, more reliable trip comes from coordinated traffic signals, fewer stops and faster boarding. New buses would be longer (not wider), turn more easily than current buses and reduce today's problem of people waiting at a stop being passed by a full bus. Inner Division stations could vary in size and design to fit into the existing streetscape with some modest changes mostly at station locations.



Proposed bus station locations 74% of riders would get on and off at the same place they do now with the proposed stations above. Others would travel 1-4 blocks farther for a quicker, more reliable trip.

A majority of bus riders told us they would rather go a little farther to a station for a quicker, more reliable bus trip. Do you agree? How well do these stations work for you? **Take the 3-minute survey on our website.**

The Powell-Division Transit and Development Project is a partnership of the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

www.oregonmetro.gov/powelldivision

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