



Bus Rapid Transit Basics

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Lines 4-Division and 9-Powell are among the region’s busiest bus lines. The Powell-Division Transit and Development project will bring improvements that save riders time and provide a higher quality service beyond today’s Frequent Service. We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

A new kind of bus service is coming

Bus rapid transit is a cost-effective, efficient means to give riders a better transit experience.

Powell Blvd and Division Street are busy roads serving many different users. Bus rapid transit is a flexible system that can meet the different needs along these streets in Gresham and Portland. With agreement, by 2020 you will see a new kind of bus, enhancements to communities and changes that make the full transportation network better.

We can find the right bus rapid transit features by studying alternatives. We may land on a mix of these.

Frequent service plus: Bus trip is faster than current service

Dedicated busway: Buses travel in their own lane for most of the trip



Sign up for email updates and help shape the project.

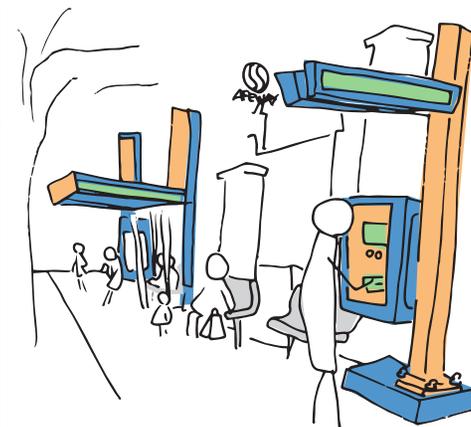
www.oregonmetro.gov/powelldivision

Partners include Portland, Gresham, Multnomah County, the Oregon Dept. of Transportation, TriMet and Metro.



What is bus rapid transit?

A mix of features can be knit together to create faster, more reliable trips with a higher quality of service. We want your help to bring them together.



In streets

There are a variety of in-street scenarios that can save bus riders time, while balancing other uses.

- Transitway options range from dedicated bus lane to bus in mixed traffic
- Sidewalks and crosswalks to safely access stations
- Bike amenities
- Traffic signal priority and/or queue jump lanes

At stations

Improved shelters and other amenities make for a more comfortable wait.

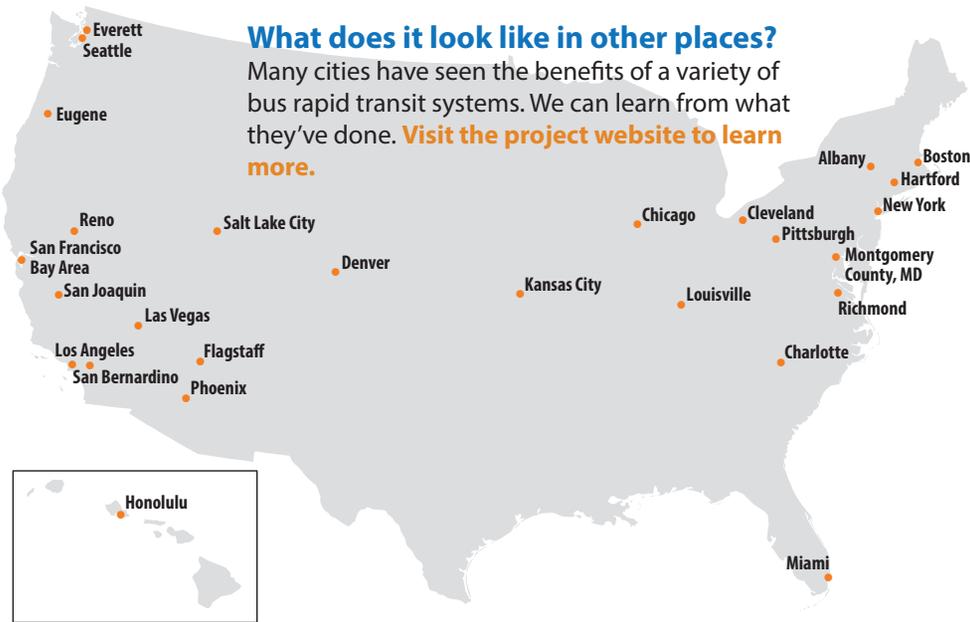
- Reliable arrivals and shorter travel times
- Greater accessibility and ADA amenities
- Improved fare payment technology
- Real-time arrival information

On buses

There are a range of potential bus types and features.

- Shorter boarding time
- Greater accessibility
- Room for more people
- Alternative fuels, which could mean a cleaner, quieter ride

We could see some of these features as a part of the project, although we don’t know which yet. That’s why we are studying them and looking for your feedback. **Learn more about bus rapid transit, watch videos and see how it works in other places on the All About BRT page on the project website.**



What does it look like in other places?

Many cities have seen the benefits of a variety of bus rapid transit systems. We can learn from what they've done. [Visit the project website to learn more.](#)

Passengers are able to board **Everett Swift** buses in about 10 seconds per station.



Seattle's RapidRide uses low-floor, 3 door buses that are easily identifiable from other buses in the system.

The EmX BRT in **Eugene** includes 60 percent dedicated busway.



In **New York City**, BRT improvements made the streetscape more pedestrian friendly and traffic injuries dropped by 21 percent.

Cleveland's HealthLine uses hybrid-electric buses that arrive as often as every 5 minutes.



Chicago's Ashland Ave BRT will increase jobs accessible within a 20-minute commute by more than 80 percent.

Ridership on the Orange Line BRT in **Los Angeles** has increased three times as much as other bus ridership.

What could it look like here?

We can glimpse the future of transit in places around our region already. Some elements speed up trips, others make for safer, healthier communities.

- **Electronic fare:** TriMet is converting to an e-fare system that will make it faster, easier and more convenient to ride the bus or MAX.
- **Bus only lanes:** These can be always transit-only, such as Downtown Portland's transit mall, or at specific times of day, such as the Madison Street approach to the Hawthorne Bridge.
- **Queue jumps:** Portland Streetcar jumps ahead of cars in Portland on Grand Avenue at the eastbound entrance to I-84.
- **Alternative fuels:** Hybrid buses are already in service and TriMet tested compressed natural gas buses and an all-electric, zero-emissions, American-made bus.
- **Intelligent transportation systems:** Coordinated and adaptive signal timing are recent upgrades on Gresham and east Multnomah County roads.

Goals of the Powell-Division project

Transportation: People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

Well-being: Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

Equity: Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

Efficiency: A high capacity transit project is efficiently implemented and operated.

About Metro

Whether you trace your Oregon roots five generations or moved here last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the Portland metropolitan region and discover tools, services and places that make life better today.

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Suzanne Flynn

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People have lots of ideas about what would improve their bus ride. **If you haven't weighed in yet, it's not too late. Visit the project website for upcoming opportunities.**