



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

JUNE 1, 2016

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ENGAGEMENT SUMMARY FOR JUNE 1, 2016 STEERING COMMITTEE MEETING

Purpose

Public engagement efforts focused on the remaining decision elements for the Powell-Division Transit and Development Project.

- **Route** - The Steering Committee learned of constraints of the currently preferred route (Powell Boulevard and 82nd Avenue in Southeast Portland) in winter 2016. Public engagement efforts since the March 28 committee meeting have focused on informing Southeast Portland community leaders and organizations of a potential bus rapid transit (BRT) route on inner Division Street. Earlier engagement efforts, also reported here, sought community preferences on the north/south routes in Gresham and Portland.
- **Station locations** - Broad and inclusive engagement efforts this winter sought input from bus riders about proposed BRT station locations. Later efforts asked people to consider the opportunities and constraints of planning for other bus service in, and connected to, the Powell-Division corridor. The input reported here will inform decisions in advance of the bus rapid transit new service opening.



FINDINGS

This report focuses on public engagement around route options and proposed BRT station locations. The project's Steering Committee is expected to make route decisions during summer 2016 and station location decisions during fall 2016. The full record of public input appears in the appendix.

Portland route options

Conversations this spring with Southeast Portland community leaders and organizations indicate a **willingness to consider a route that includes inner Division Street**. Community leaders and the general public also understand the constraints on inner Powell Boulevard make it unfeasible in the near-term, and potential property impacts on 82nd Avenue are

untenable for the Jade District. (Note: Likely property impacts under the minimum-build scenario on 82nd Avenue increased significantly from what was shared publicly in January 2016 after learning of safety requirements related to left-hand turns that would require further road widening at intersections.) People stress the **importance of other improvements to Powell Boulevard** should the BRT run on Division Street.

Inner Division stakeholder outreach included discussions and/or formal briefings with the following:

- Jade District staff
- Foster-Powell Neighborhood Association
- Brooklyn Action Corps
- Hosford Abernethy neighborhood leaders
- Hosford Abernethy Neighborhood Association
- Richmond Neighborhood Association
- Creston-Kenilworth Neighborhood Association
- Lents Neighborhood Association
- Division Clinton Business Association
- Southeast Uplift
- Central Eastside Industrial Council
- East Portland Action Plan
- Gresham Coalition of Neighborhood Associations
- Families for a Safer Powell members
- Mayor Hales' staff
- Commissioner Novick's staff
- Portland Development Commission staff
- Bicycle Advisory Committee
- Portland Freight Committee (scheduled)



Previous outreach showed consistent and strong support for 82nd Avenue as the north/south route in Portland. The project received letters of support from Southeast Uplift, Foster-Powell Neighborhood Association and the Jade District Steering Committee. Project staff briefed these organizations about the increase in likely property impacts. These groups will be consulted again before the Steering Committee makes a final route decision.

Gresham route options

A public engagement effort this fall solicited community preferences among three Gresham route options -- Main Avenue/223rd Avenue, Cleveland Avenue and Hogan Drive. Input was specifically sought from people who live, work or own property along the route options.

Findings show that **more people prefer Hogan Drive as the BRT route**. More people specifically oppose a route using Cleveland Avenue than support it. People who prefer Main Avenue/223rd Avenue believe that it holds greater potential for economic development. The project received letters of support for the Main/223rd route from East Metro Economic Alliance and the East Metro Association of Realtors.

In the appendix:

- Gresham route options engagement report

Proposed BRT station locations

A survey to elicit preferences and feedback on station locations was broadly shared with bus riders. Signs were posted at all the bus stops along the route (and potential route options) advertising the bus rapid transit station location survey. Focus groups with, and facilitated by community leaders of, the Chinese, Vietnamese, Latino, Russian speaking, Bhutanese, Tongan, African-American, and African immigrant communities, people with disabilities and youth elicited preferences on bus rapid transit station locations.

The majority of bus riders who participated in the survey and focus groups felt that **the proposed station locations would meet their travel needs**. Most people said they were likely to use a BRT station. People who felt unlikely to use a BRT station said the station was too far or there were no/unsafe crossings and/or sidewalks.

People were divided about the importance of underlying service in addition to bus rapid transit (BRT). Those who favor keeping underlying service on the line 4-Division stressed the importance of serving East Portland where many people rely on transit and the pedestrian network is less safe and accessible. Those who favor BRT service without underlying service on Division stressed the need to reinvest service hours from Line 4-Division into nearby areas that have less or no transit service.

In the appendix:

- Proposed station locations survey summary
- Proposed BRT station locations focus group summary
- Draft bus service scenarios discussion



WHAT'S NEXT

The Steering Committee will seek to make a route decision this summer, followed by a station locations decision in the fall.

This summer, engagement efforts will focus on reaching bus riders, residents and businesses in Southeast Portland to consider a route that includes Division Street west of 82nd Avenue to Downtown Portland. Engagement activities will include the following.

- Briefings to neighborhood and business groups and other stakeholders
- Online survey with broad notification
- Quick surveys at busy places using multilingual staff
- Open house

This input will be shared with the public and Steering Committee in advance of their summer meeting.



APPENDIX

Downtown Gresham to Mt. Hood Community College: route choice public input summary

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DATE: November 13, 2015

In September and October 2015, the City of Gresham conducting outreach and collecting input to better understand community preferences around options for bus rapid transit (BRT). The engagement effort was focused on receiving input about route options from the Gresham Transit Center to Stark Street and continuing to Mt. Hood Community College. Route options included: 1) Cleveland Avenue, 2) Hogan Drive, and 3) Main Avenue/SE 223rd Avenue. In addition to route preferences, information about the value that respondents placed on certain transit characteristics associated with BRT was collected.

The goal of the outreach was to learn:

- Which route members of the Gresham community might prefer for a potential bus rapid transit line.
- How people who live, work or own property along each route feel about the potential of bus rapid transit on each of those route options.
- Whether community members feel bus rapid transit could enhance the streets and neighborhoods that it passes through, and, if so, how.

To support gathering informed input, the team prepared maps showing the three route choices, renderings illustrating how bus rapid transit might look and operate on each street, and a matrix highlighting tradeoffs among the route choices. This information was prepared in English and Spanish and provided as handouts, posters and on a website.

This memorandum documents the outreach conducted and summarizes the input collected.

Outreach activities

The City of Gresham, supported by CH2M, conducted the following outreach activities:

- Posted online questionnaire – October 1-October 30, 2015
- Placed static displays at Gresham City Hall, Gresham Public Library, and Mt. Hood community College – October 8-October 27, 2015
- In-person distribution of information at Gresham Farmers' Market – October 3 and 10, 2015
- In-person distribution of information at Mt. Hood Community College – October 6 and 8, 2015
- In-person distribution of information at the Gresham Transit Center – October 17, 2015

- In-person distribution of information at Latino Parent’s Night at Gresham High School- October 21, 2015
- Intercept survey of riders at Gresham Transit Center and Kane/Stark bus stop – October 6, 8 and 13, 2015
- Canvassed businesses on Main Avenue/SE 223rd Avenue – October 8 and 27, 2015
- Canvassed homes and businesses on Hogan Drive – October 13 and 20, 2015
- Canvassed homes on Cleveland Road – October 20 and 28, 2015

At all events noted above, people were asked to visit a project website page that included a link to an online questionnaire about the route options. The online materials were also advertised by staff attending meetings of city committees and civic organizations in Gresham, distributed via project interested parties list, and distributed via a press release. The team also used social media directing the public to online information about the project using Facebook and Twitter.

Input summary

Input was collected through written forms at events, through an online comment form and through conversations at events. In total, more than 600 people completed either an online questionnaire or a paper questionnaire. Responses from paper and online questionnaires are shown below (results are combined). This summary reflects responses collected through October 30, 2015.

The majority of respondents preferred bus rapid transit on Hogan Drive regardless of what means were used to collect information. Pedestrian safety and access and schedule reliability also emerged as important attributes of new transit service.

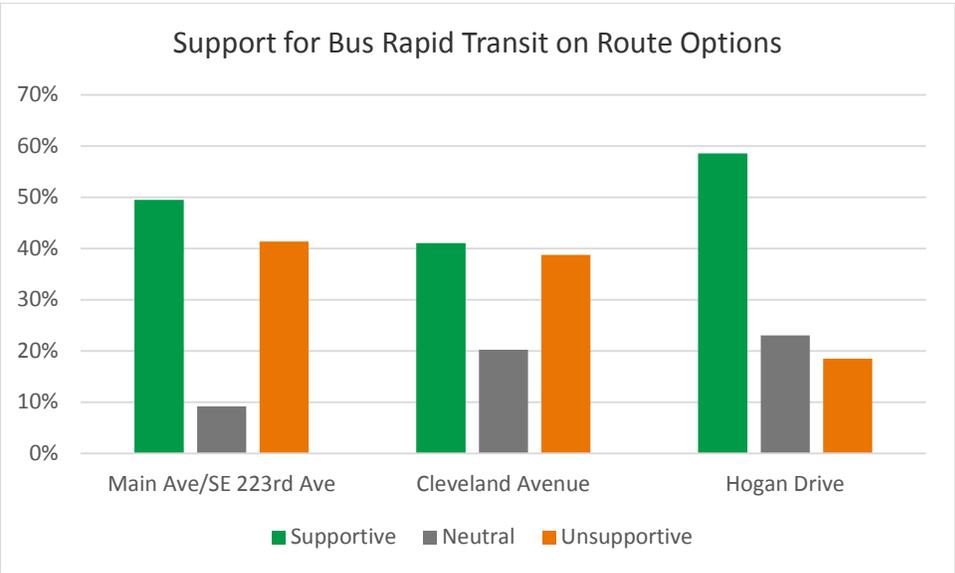
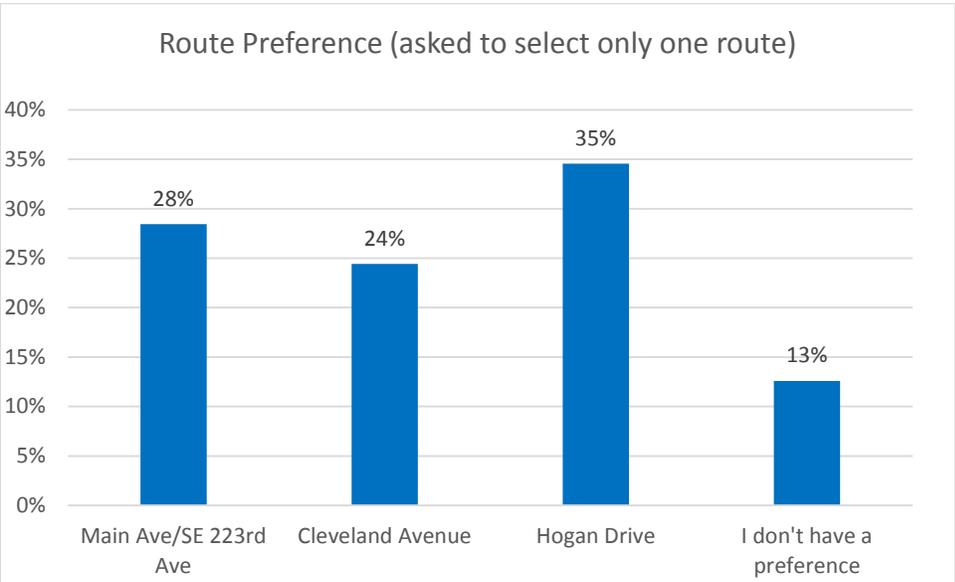
Summary of all responses

During the month of October, 437 people completed the online questionnaire and 165 people completed a paper questionnaire. The online questionnaire and paper questionnaire included questions about:

- Preferred route option.
- Overall support for BRT on the proposed routes.
- Relative importance of transit service characteristics.

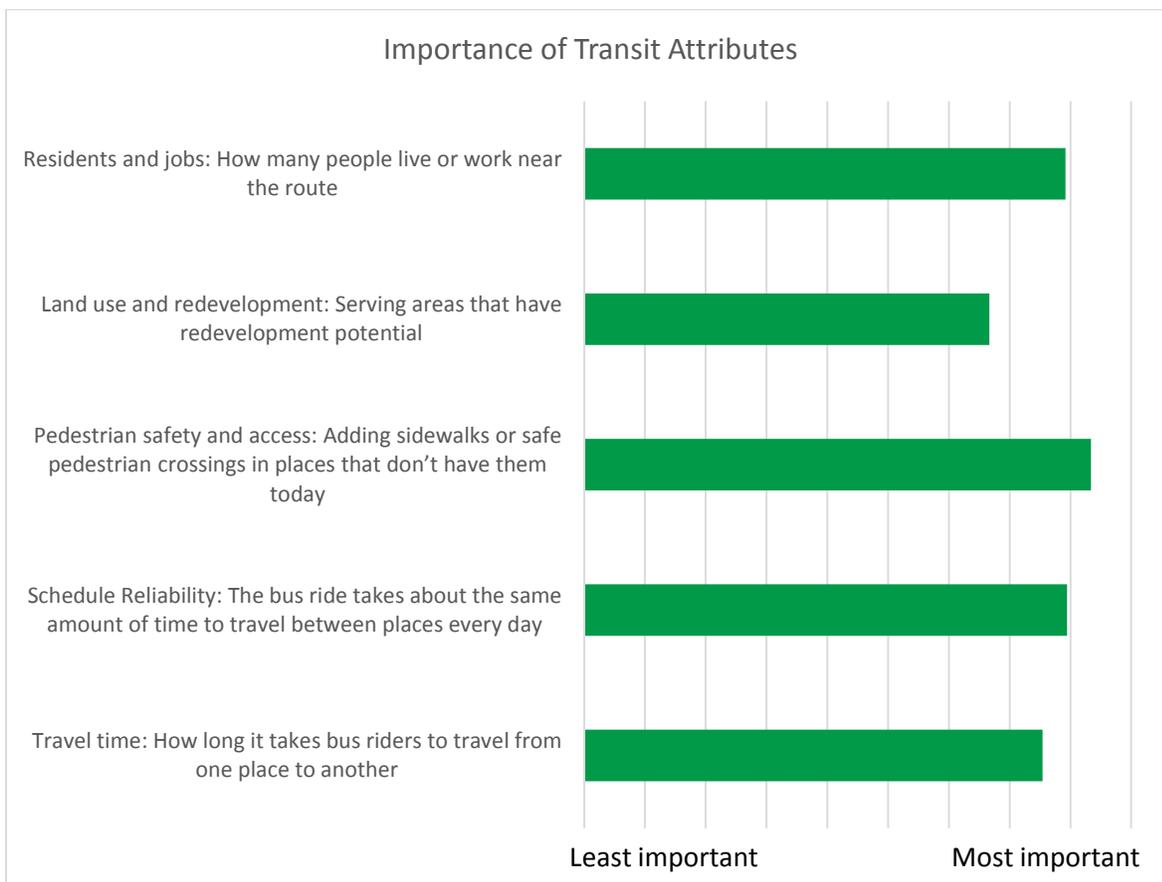
Preferred route options

When asked to select only one route, Hogan Drive was the most frequently preferred route for bus rapid transit from the Gresham Transit Center to Stark Street to reach Mt. Hood Community College. Cleveland was the least preferred route.



Route and transit attributes

When asked how important route and transit attributes were (from most important to least important), respondents rated pedestrian safety and access, serving residents and jobs, schedule reliability as most important. However, on average, respondents said that all attributes were important.



Comments from respondents

Comments from the online survey

The online survey included an option to submit comments. The following were submitted:

Main Avenue/223rd Avenue

- Does not connect with the Gresham Transit Center easily and already has access to public transit.
- Consider that longer traffic signals on busy streets may increase travel time for drivers.
- Stark Street and 223rd Avenue is one of the busiest intersections during rush hour, but the route is the fastest and most convenient route to get to Stark Street to reach MHCC.
- Long routes lead to unreliable travel times, arrivals, and crowded buses during rush periods.
- Access to jobs and education are the most critical concerns – the route needs to access all of Gresham Vista.
- This option acts as a central point for citizens coming from the new housing being built in the southern part of Gresham - they need access to Gresham jobs/educational opportunities.
- Provides less traffic lights, wider streets, and less congestion than the other proposed routes.
- Would touch the new Port development and add potential riders while possibly removing additional traffic as area develops.
- Larger street, less congestion, as well as less direct contact with local residences.

Cleveland Avenue

- This road is a 25 mph zone without businesses – it is not ideal for rapid transit.

- It is the route with the least traffic - it will help commuter traffic on 223rd Avenue and Hogan Drive, and be safer for pedestrians who would be crossing those two roads.
- There is less safety for school children on street, and they would be negatively impacted.
- The route will require improvements to accommodate the current residents.
- The value of the neighborhood would decrease, and the crime would go up.
- Seems less appropriate, due to residential nature and school.
- One lane in each direction is not great for buses.
- A bus would be a drastic change to a fairly calm street.
- Would be very expensive to upgrade the street to handle extra traffic and bus services.
- Route would have to be designed to support and enhance the neighborhood's character - keep the street quiet, speed limit slow, and limit traffic in the neighborhood.
- Route is close to the Kelly stop and would be very convenient for riders who need to connect.
- Increased foot traffic may increase criminal opportunities to these private properties.

Hogan Drive

- The area is underserved with a huge amount of people living along route.
- Hogan is the fastest, most direct, and simplest route.
- There are a lot of businesses on that route along with MHCC.
- Has more space, fewer houses, fewer children, fewer school zones, and will be safer in bad weather.
- The less time spent traveling on Stark Street the better, which makes this the best route.
- It is the only route that connects I-84 to Damascus – it should be saved for freight movement.
- Wide streets that has significant multi-family and senior housing along its route.
- Fewer changes are required if this route is chosen.
- Red Sunset Park is a valuable community resource which the BRT should serve, along with the affordable housing nearby.

Comments on BRT Design

- The bus must have dedicated lanes throughout the entire route or else it is not really BRT.
- There are far too many stops on everyday transit (including MAX) to make it practically useful for time sensitive travelers.
- No matter the route, the bus should connect with the transit center and be able to pull off out of traffic when making stops.
- None of these streets have great pedestrian access or particularly safe crossings; there need to be improvements to infrastructure surrounding the new route in order to maximize ridership.
- Using left-boarding doors will reduce travel times and articulated buses include more seating and more room for bikes and wheelchairs, utility carts, and baby strollers.
- BRT should be a loop instead of an out and back. Collecting people from the new developments south of Powell needs to be considered.
- Considering "bus-turnouts" would allow for safe loading and unloading of passengers and still ensure traffic movement, reducing congestion.
- Strongly urge making them right-side stations to allow the most room for other traffic and to not make riders cross lanes to get to the stations.

General Comments

- Using NE Kane Drive to connect from Stark Street to Division and MHCC should also be considered – Kane Drive and Stark Street are wide and have existing transit service.

- Make sure the investment makes travel easier, faster, and more reliable.
- Bike routes to and from the transit center need to be improved.
- It is important to consider traffic signals and how long cars and pedestrians have to wait at a light especially when they are not going with the busier flow of traffic.
- Speed is the number one reason I don't take transit more often.
- Try to maximize the number of current and future residents served while keeping safety and reliability as top concerns.
- Place bus where land redevelopment will displace the fewest poor individuals and provide more housing for them.
- Focus on destinations for work and shopping, connections to other routes and transportation, and park and rides; important to serve the places that most people need to go.
- Travel time is very important--anything that will make the time longer or unreliable should be addressed up front.
- Safe pedestrian/passenger crossings are necessary.
- Gresham Transit Center remodel would be great, especially larger covered spaces for waiting passengers.
- Impact to Gresham High should be considered as the school is a centerpiece to our community.
- The route should not disrupt residential areas with noise, odors, lights, and increased traffic.
- Would rather get to destination safely than quickly.
- Frequency of bus schedule to and from MHCC, as well as later runs for students at MHCC is important when bus is their only transportation option.
- The most important piece is headways.
- Concerns that bus would bring more crime to the neighborhoods.

Comments from paper surveys and conversations

The following comments were submitted via paper surveys distributed during events noted above, including canvassing of residents and businesses along each route, and intercept surveys.

General Comments

- Pedestrian safety: people frequently expressed concern about pedestrian safety and hoped the project could provide improvements for crossing streets and accessing transit stops.
- Schedule reliability: people were less concerned about the time/ length of the trip as long as it arrived on time each day so they could plan accordingly.
- Many bus riders were excited to hear about improved transit service to the area. Riders said that the buses that currently service the Gresham Transit Center are at capacity so additional service, capacity, and quality are welcome.
- In prioritizing routes that would serve future development areas versus serving where residents and jobs are today, community members largely preferred serving areas that are already developed.
- Business owners had a mix of reactions. Some felt it would help customers reach their business, while other felt it would bring undesirable loitering to the area.

Cleveland Avenue

- Supporters said that buses on Cleveland Avenue would be more reliable because there is currently less congestion. It is also popular because of its central location in the context of the two other options and its straight path to Stark Street. Respondents said that once pedestrian improvements were made along Cleveland Avenue (such as sidewalks and safer crossings), it would be the safest pedestrian environment of the three options

- The most vocal detractors for any of the three routes were opposed to Cleveland Avenue. Both residents and non-resident alike who live on Cleveland Avenue expressed concern about potential disruption to the neighborhood and concern over the safety of children attending the elementary school on Cleveland Avenue. Many others said that the roadway is too narrow to accommodate high capacity transit service and that they were concerned about the lack of sidewalks.

Hogan Drive: Most people preferred bus rapid transit on Hogan Drive because it serves more multi-family residential dwellings, serves more destinations, and extends transit service furthest east.

Main Avenue/223rd Avenue: People were neutral about Main Avenue/ 223rd Avenue. Many said that because the area already has bus service and is out of direction, it would not be the best choice. Some did choose Main Avenue/223rd Avenue because they felt that it provided access to destinations and would serve major employers off Stark Street such as the Gresham Vista Business Park. Some also felt that it was the better choice because Cleveland Avenue is too residential and speed/traffic volumes on Hogan Drive are too great for additional transit service.

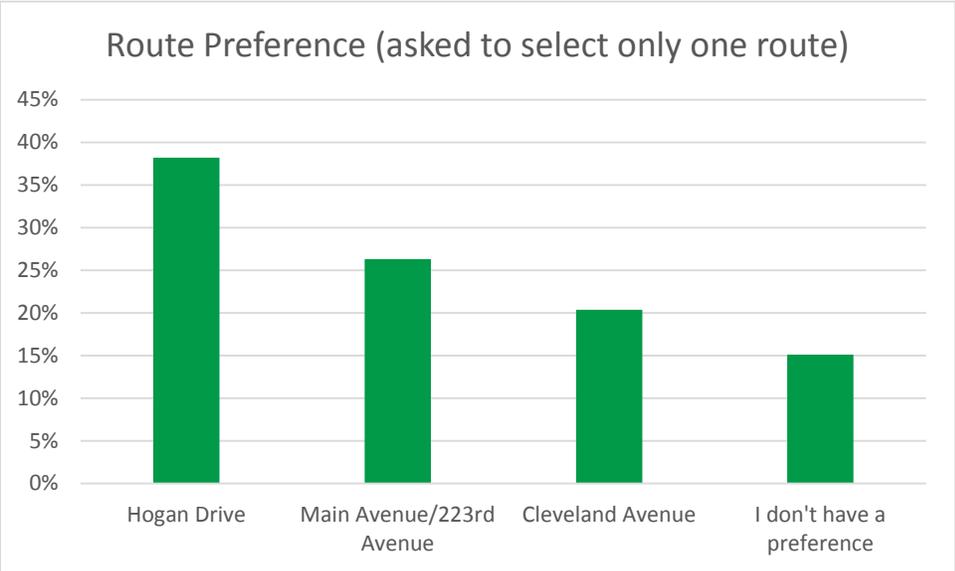
Appendix A

Online questionnaire and paper questionnaire results

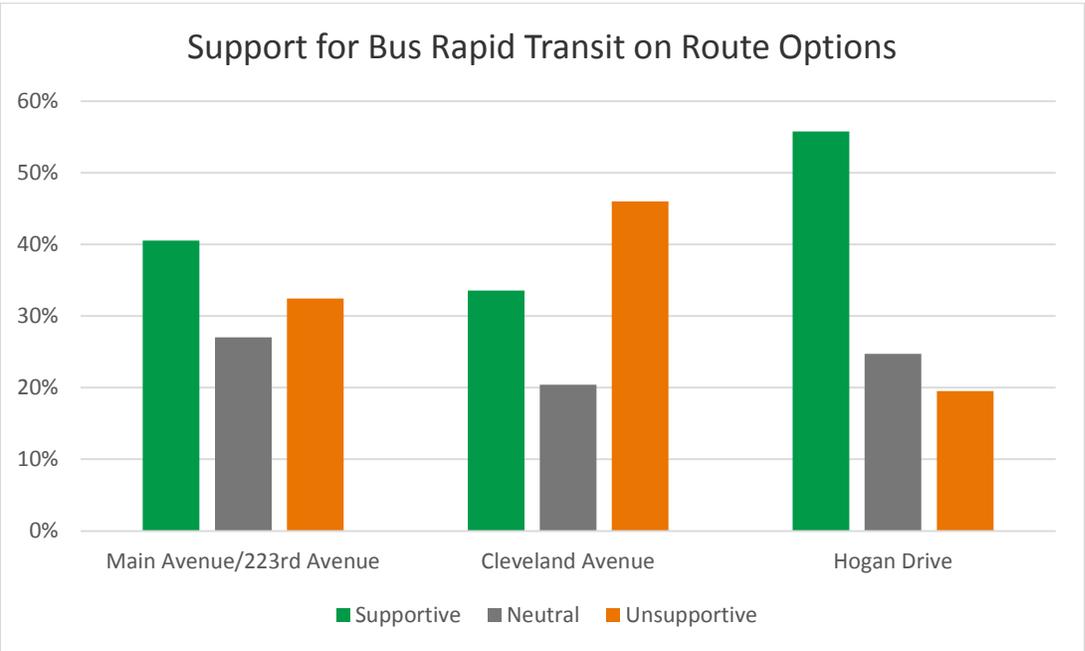
Online questionnaire responses

Preferred route options

When asked to select only one route, Hogan Drive was the most frequently preferred route. The fewest respondents preferred Cleveland Avenue as a bus rapid transit route.

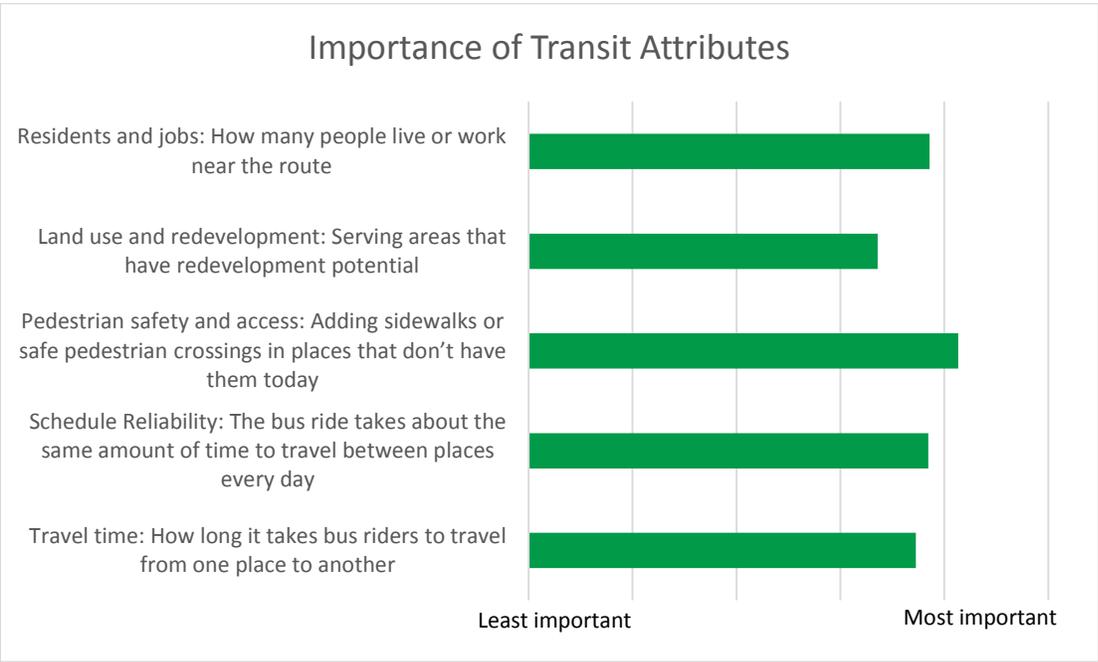


More than half of respondents said that they supported or strongly supported bus rapid transit on Hogan Drive. Nearly half said that they were unsupportive or very unsupportive of bus rapid transit on Cleveland Avenue.



Route and transit attributes

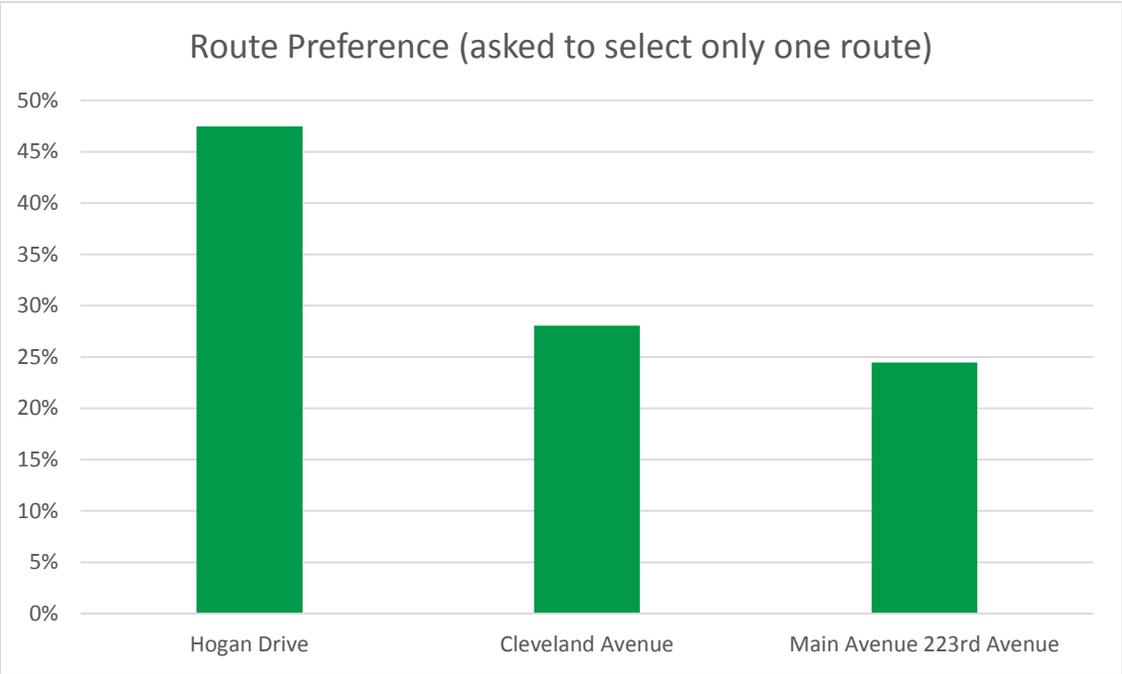
When asked how important route and transit attributes were (from most important to least important), respondents rated pedestrian safety and access as most important. However, on average, respondents said that all attributes were important.



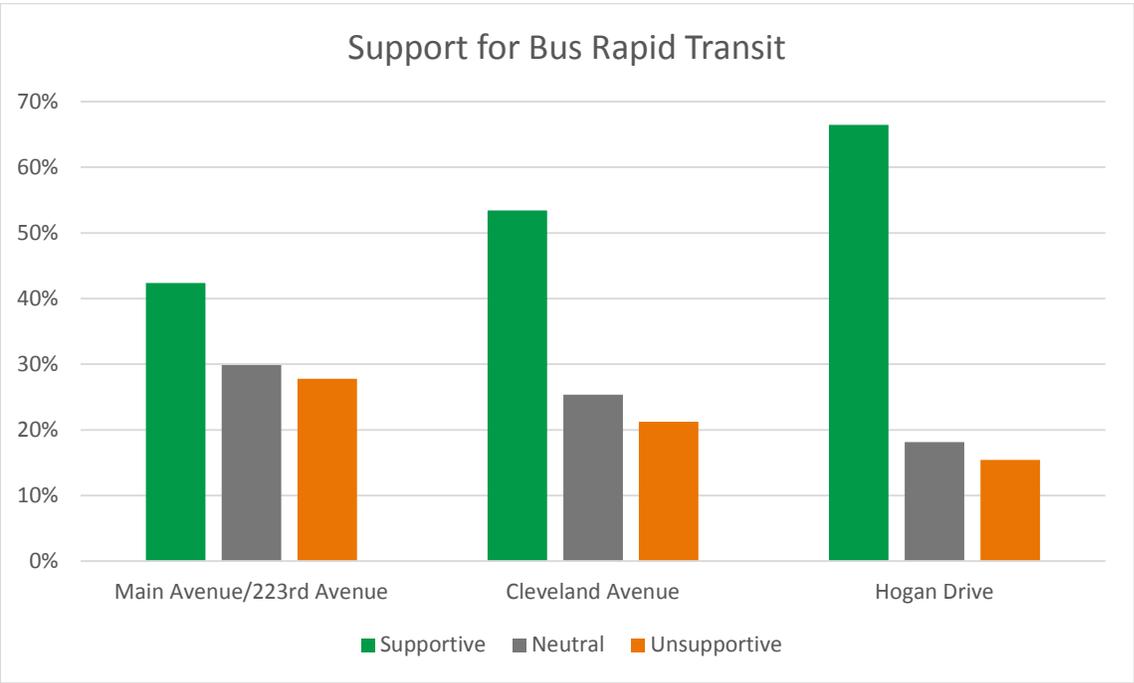
Written questionnaire responses

Preferred route options

When asked to select only one route, Hogan Drive was the most frequently preferred route. Fewer respondents preferred Main Avenue/223rd Avenue and Cleveland Avenue as bus rapid transit routes.

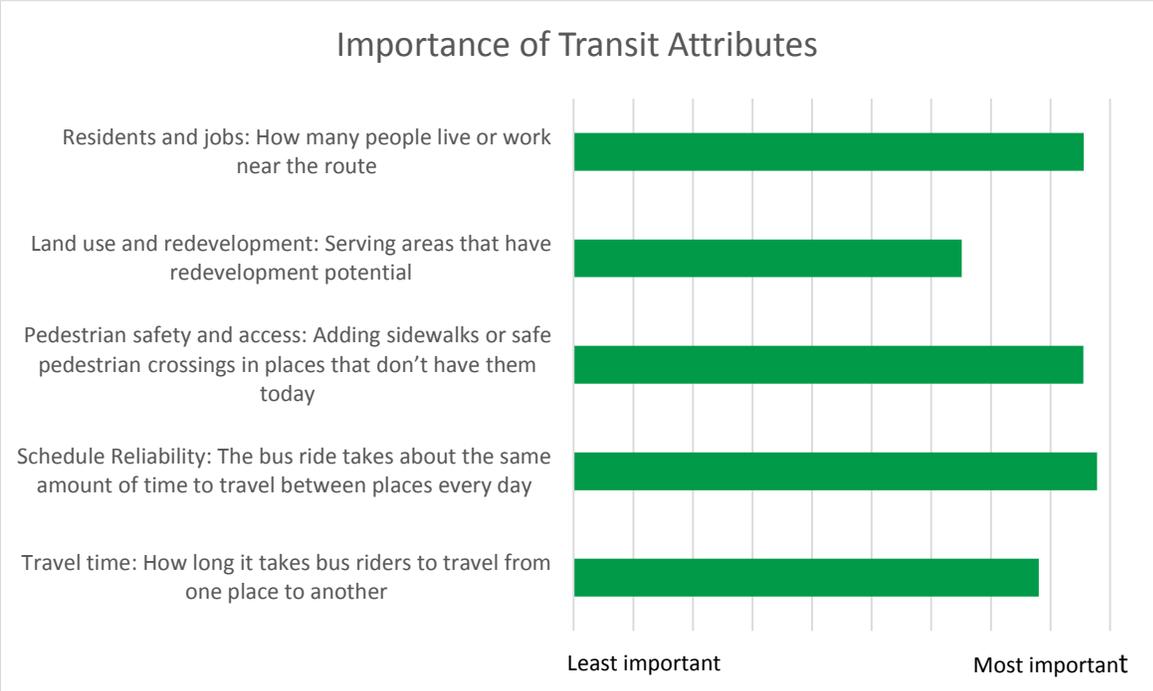


More than two-thirds of respondents said that supported or strongly supported bus rapid transit on Hogan Drive, and more than half said they supported bus rapid transit on Cleveland Avenue. Respondents indicated more mixed support for bus rapid transit on Main Avenue/223rd Avenue.



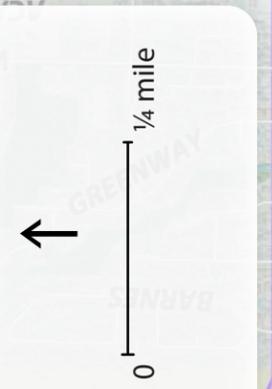
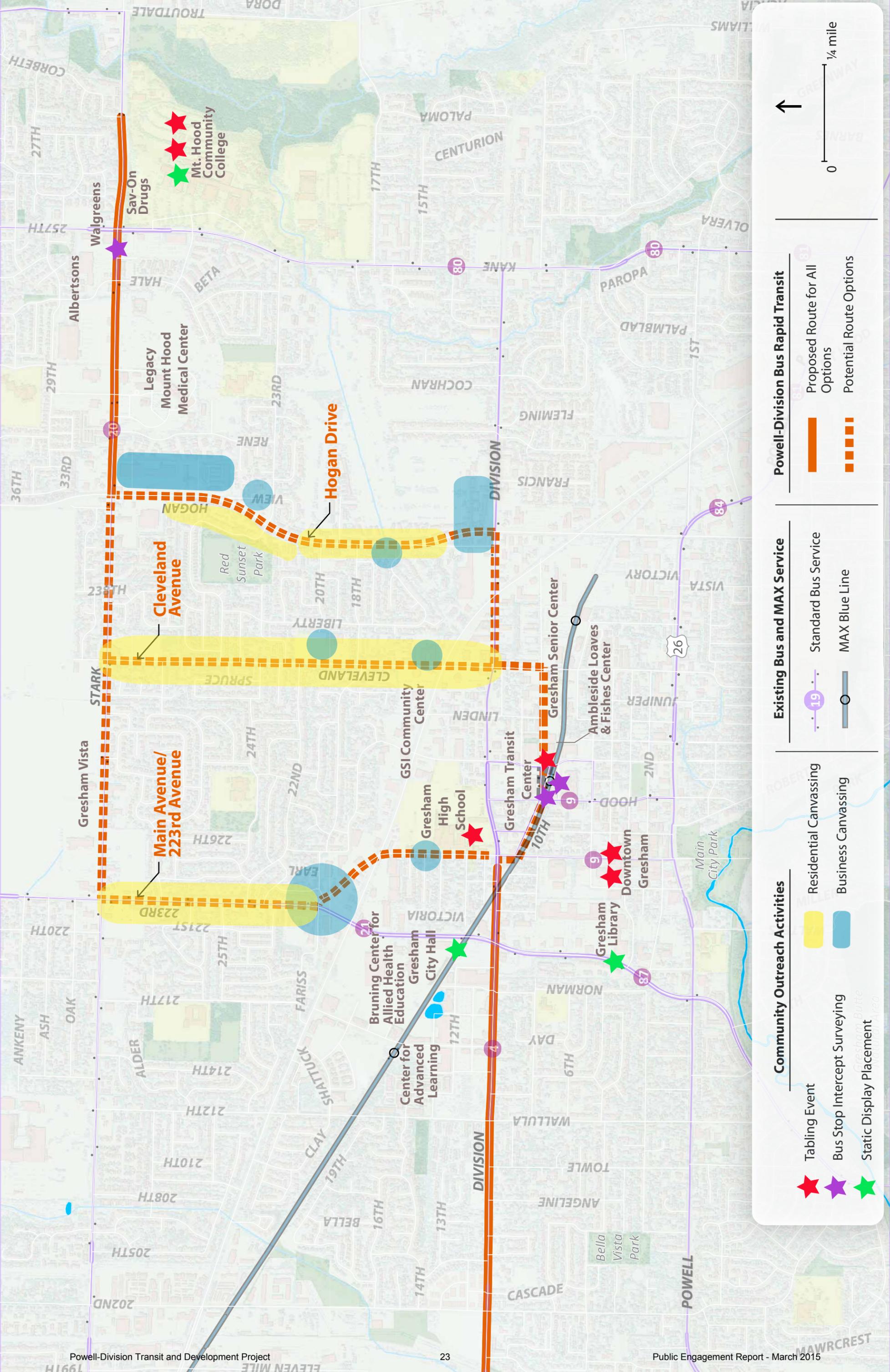
Route and transit attributes

When asked how important route and transit attributes were (from most important to least important), respondents rated schedule reliability as most important. However, on average, respondents said that all attributes were important.



Appendix B

Map of Outreach Activities



Powell-Division Bus Rapid Transit

- Proposed Route for All Options
- Potential Route Options

Existing Bus and MAX Service

- Standard Bus Service
- MAX Blue Line

Community Outreach Activities

- Residential Canvassing
- Business Canvassing
- Tabling Event
- Bus Stop Intercept Surveying
- Static Display Placement



Weigh in on proposed bus stop changes.

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Powell-Division Transit & Development Project



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT PROPOSED STATION LOCATIONS SURVEY

December 11, 2015 to January 8, 2016

A 10-minute survey asked bus riders for input on proposed locations for bus rapid transit (BRT) station. The survey was available online, or in hard copy by request, and was open from December 11, 2015 to January 8, 2016. Both formats were available in English, Spanish, Vietnamese, Russian, and Chinese. Signs, depicted above, notifying people of the input opportunity were posted at all 200+ bus stops along the potential BRT route.

This survey was supplemented by focus groups of 11 culturally specific, transit dependent groups including: African Americans, African Immigrants, Bhutanese, Chinese, Latinos, Native Americans, people with disabilities, Russian, Tongan, Vietnamese and youth. The focus group findings are summarized in another report.

The survey asked the more than 3,400 people who took to the survey for feedback on:

- proposed BRT station locations
- where stations should be added or removed
- factors that might make it challenging for them to get to a station
- elements that would most improve the experience taking bus rapid transit

KEY THEMES AND OUTCOMES

When asked to report the **current distance traveled to a bus stop**, people reported the following.

- A majority of people (62%) walk approximately 1/16-mile to the bus stop they use most often.
- Nearly everyone (97%) is within 1/4-mile to the stop they use most often.

When asked **how well the proposed BRT station locations meet their travel needs**, people reported the following.

- A majority of people (64%) said the proposed station locations meet their travel needs.
- 70% said they would be likely to use a proposed BRT station.
- 10% of people said they would be unlikely to use a BRT station. Their reasons included that it was too far for me to get to, there are no/or unsafe crosswalks or sidewalks.

When asked about the **number of proposed stations along the BRT route**, people reported the following.

- Half the people (52%) said the number of proposed stations looked right.
- 15% percent of people who said there should be more stations, some of whom provided suggestions for specific locations.
- 14% said there should there be fewer. Some cited specific stations that should be removed, while others expressed concern that the trip would be too slow.

SURVEY DESIGN

In order to obtain feedback about bus rapid transit (BRT) coming to Powell-Division, a survey was developed between Metro and TriMet. Results from the survey will inform the Steering Committee's recommendation on station locations.

The survey was administered online and in hard-copy form from December 11, 2015 to January 18, 2016. In addition to English, the survey was available in Spanish, Vietnamese, Russian, and Chinese. It was promoted through emails sent to TriMet's Rider's Club, Metro's Powell-Division Project email list, signs posted on bus stops in the project area, Facebook ads targeting youth and communities of color, other social media, community organizations, schools and at outreach events.

Questions asked of respondents were:

- awareness of BRT
- importance of bus stop improvements
- whether they got on or off the bus in the project area
- what bus they took in the area
- what stop they used most often in the area
- how well BRT stations meet their needs
- likelihood of using BRT station
- feelings about number of BRT stations
- comments about BRT

Demographics gathered were age, race and physical disability. In addition, respondents were able to give their email address to be added to the Powell-Division update list.

A map of the project area was included in the survey and was defined as between the Willamette River and Mt. Hood Community College (MHCC). The proposed BRT route is on Powell from the River to 52nd or 82nd up to Division to 223rd, Cleveland, or Hogan to Stark and ending at MHCC. Within the project area were four sections, as shown below.



While a total of 3,434 people started the survey, 2,950 were considered completed surveys having answered the question as to whether they got on or off the bus in the project area. The target of the survey were those who said yes, they get on or off the bus in the project area - 2,013 respondents. Of those respondents, 1,917 gave the bus route they took in the area, 1,229 were specific enough to be grouped into one of four sections, and 1,166 gave a bus stop that was specific enough to be geocoded. That bus stop location was calculated in distance from the closest BRT station.

RESULTS – ALL RESPONDENTS

Survey awareness

Respondents were first asked how they heard about the survey. The top mention was through TriMet email (41%), followed by social media (23%), sign at a bus stop (17%), email from the Powell-Division Project (10%) and community organizations (6%).

BRT awareness

Next a description of BRT was given, after which respondents were asked whether they were aware of BRT before. Of those with who use a bus stop in the project area, 57% were aware, compared to 51% of those not using a bus stop not in the project area.

Stop improvements

A list of nine stop improvements were given and respondents were asked to pick up to three they considered most important.

BRT will bring improvements to bus stops. Which improvements are most important to you? Choose up to 3.	Total n=2,950	Stop In Project Area	
		Yes n=2,013	No n=937
New or more shelters/weather protection	67%	68%	66%
Real-time information on when next bus arrives	55%	54%	57%
Better sidewalks and crossings on my way to the stop	40%	42%	36%
Seating	28%	28%	27%
Security features, such as cameras	23%	22%	27%
New or more lighting	23%	23%	25%
Garbage and recycling	16%	17%	13%
Level or near-level boarding, making it easier to roll on/off bus	11%	11%	12%
ADA access at stations	10%	9%	10%

The top two improvements were new/more shelters and real-time information (67% and 55% respectively). Those with a stop in the project area were more likely to want better sidewalks/crossings and garbage/recycling than those with a stop not in the project area.

People could also suggest other improvements. When grouped into categories, most of those responses were service related, not stop related. Their comments appear following this section.

Improved service

When given the choice between two options for improved service, **most preferred getting to my destination faster (57%) than having the bus stay on schedule (37%)**. There was little difference between those with a stop in the area or not in the area. Of the 6% who gave another response, the top mention was more frequency/seats on the bus.

Bus stop in project area

About a third of respondents (n=937) said their bus stop was not in the project area. Two hundred of those gave their email address to be added to the project list for updates and 362 gave open-ended comments about BRT. Most comments were positive about the BRT project. Those who take the bus in other areas would like to see similar improvements on their bus lines. Their comments appear following this section.

From this point forward only those who said they had a bus stop in the project area are included in the analysis.

RESULTS – RESPONDENTS IN THE PROJECT AREA

Bus line ride most often in project area

Not surprisingly, the routes mentioned most often travel down Powell or Division.

- 4-Division/Fessenden – 35%
- 9-Powell Blvd – 35%
- 20-Burnside/Stark – 9%
- 14-Hawthorne – 7%
- 71-60th/122nd Ave – 5%
- 72-Killingsworth/82nd – 4%
- 66-Marquam Hill/Hollywood – 1%
- 87-Airport Way-181st – 1%

Bus stop use most often in project area

Most people listed one bus stop they used most often although two stops were accepted when given (6% of the responses).¹ Stops with enough detail (street/cross-street, Stop ID, landmark) were

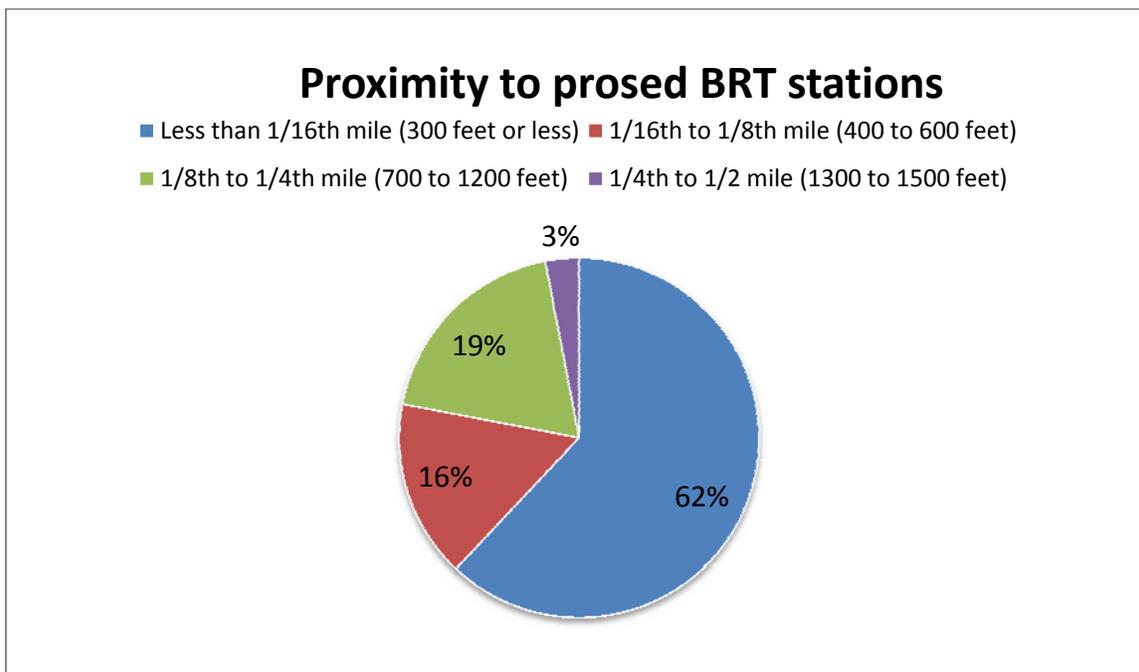
¹ In order to simplify, analysis doesn't contain the second stop

geocoded to determine location. Then a calculation was made to determine the distance between the stop they use most often and the nearest proposed BRT station.

Top mentions for the current stop and the resulting closest BRT station were:

- 4-Division/Fessenden
 - Division & 82nd
 - Division & 60th
 - Division & 71st
 - Division & 52nd
 - Division & 122nd
- 9-Powell Blvd
 - Powell & Cesar Chavez
 - Powell & 71st
 - Powell & 59th
 - Powell & 50th
 - Powell & 33rd
 - Powell & 82nd
 - Powell & Milwaukie
- 20-Burnside/Stark
 - Stark & Kane
 - Stark & 223rd
 - Division & Hogan
 - Legacy Mt. Hood Medical Center
- 14-Hawthorne
 - Powell & 50th
 - 52nd & Woodward (Franklin HS)
 - Division & 52nd
- 71-60th/122nd Ave
 - Powell & 50th
 - Division & 52nd
 - Division & 122nd
- 72-Killingsworth/82nd
 - Division & 82nd
 - Powell & 82nd

Most respondents' (62%) current bus stop was 300 feet or less from a proposed BRT station, the majority of those were at the same location. Lines 72 and 20 were much more likely to be less than 300 feet, 89% and 86% respectively. Only 3% were 1/4th of a mile or more.



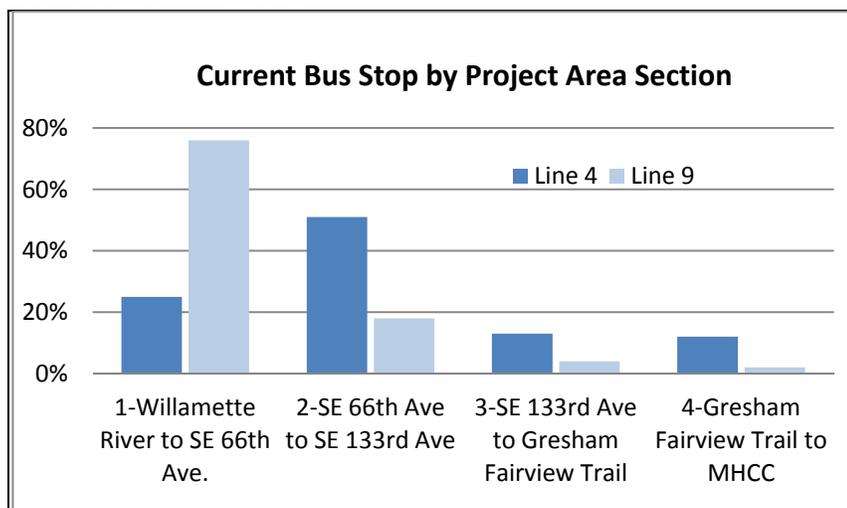
Distance rounded in feet – Current bus stop from BRT	Total n=1,121	Route					
		4 n=482	9 n=461	14 n=47	20 n=44	71 n=51	72 n=36
Less than 1/16th mile (300 feet or less)	62%	60%	60%	55%	86%	61%	89%
1/16th mile up to 1/8th mile (400 feet to 600 feet)	16%	16%	16%	28%	5%	33%	8%
1/8th mile up to 1/4th mile (700 feet to 1200 feet)	19%	23%	19%	17%	5%	6%	3%
1/4th mile up to 1/2 mile (1300 feet to 1500 feet)	3%	1%	6%	0%	5%	0%	0%

*Q: What bus stop(s) do you use most often in the project area?
Note: Cells may not add to 100% due to rounding.*

Of those who gave bus routes 4, 9, 71, and 72, between 80% and 90% also gave the specific bus stop location they use. Stop locations were given by 42% of line 14 respondents and 30% of line 20 respondents and those responses may not reflect the other people for that route. For instance, of the 44 respondents who gave a current bus stop for line 20, geocoding shows 86% are within 300 feet of a BRT station. But for the 144 line 20 people who answered the question how well the BRT station locations meet their needs, less than half (48%) said “well.”

Distribution of responses

The chart below shows the number of respondents for lines 4 and lines 9 (70% of the total) by where their bus stop was located. Most were in section 1 (n=468) and section 2 (n=369), while section 3 contained 78 and section 4 had 64.



Proposed BRT stations locations: How well meets needs and how likely to use

Respondents were asked to review the proposed station locations and rate how well these stations would meet their travel needs. They were then asked to think about the improved features and services and rate how likely they would be to use a BRT station.

In all areas, respondents gave higher ratings for how likely they were to use BRT stations than how well the BRT stations meets their needs. Between 7%-8% said “don’t know” to the questions.

Rate	Total n=1,121	Route					
		4 n=600	9 n=578	14 n=111	20 n=144	71 n=81	72 n=65
Meet your travel needs							
Well (5+4)	64%	66%	70%	55%	48%	58%	55%
Mean	3.9	3.9	4.1	3.7	3.5	3.9	3.6
How likely to use							
Likely (5+4)	70%	70%	76%	62%	62%	69%	63%
Mean	4.1	4.0	4.2	3.9	3.9	4.1	4.0
Q: How well will the proposed BRT station locations meet your travel needs? Scale: Very well (5) to Not well at all (1) + Don't know							
Q: Thinking about the improved features and services of BRT, how likely will you be to use a BRT station? Scale: Very likely (5) to Not at all likely (1) + Don't know							

Rate	Total n=1,095	Section of Project Area			
		1 n=528	2 n=376	3 n=79	4 n=112
Meet your travel needs					
Well (5+4)	71%	76%	68%	58%	68%
Mean	4.0	4.2	3.9	3.8	3.9
How likely to use					
Likely (5+4)	76%	80%	72%	68%	72%
Mean	4.2	4.3	4.1	3.9	4.1
Q: How well will the proposed BRT station locations meet your travel needs? Scale: Very well (5) to Not well at all (1) + Don't know					
Q: Thinking about the improved features and services of BRT, how likely will you be to use a BRT station? Scale: Very likely (5) to Not at all likely (1) + Don't know					
Shaded cells: Significantly higher than sections 2,3,4 (at the 95% confidence level)					

Unlikely to use

Those respondents who said they were unlikely to use a BRT station (10% of the total) were asked why. For the 156 people who answered this question, by far the top answer was **too far for me to get to (68%)**. Next highest were comments about getting to the stop: no/unsafe crosswalks (17%) and no or poor sidewalks (15%). Some said they would take another route (17%) and some said they had physical limitations (10% or 16 respondents).

Number of BRT stations

Whether by route or by section of project area, **most said the amount of proposed BRT stations look right (50%-52%)**. 19% of people were unsure. The remaining people said there should be more (15%-18%) or there should be less (13%-14%).

Follow-up questions asked where to add stations or where to remove stations. For both of these questions the answers were difficult to quantify due to the great variety of answers. Verbatim responses to these questions appear in the following section.

- Where to add stations: 20% mentioned a location on Powell and 20% on Division.
- Where to remove stations: About a third said the trip would be too slow or there should only be stations at major intersection or transfer points. 12% mentioned a location on Powell and 12% on Division.

Other BRT comments

Those in the project area gave further comments about BRT. Comments were mostly positive and offered specifics as to where stops should be. Their comments appear in the following section.

VERBATIM RESPONSES

Why would you be unlikely to use a BRT station? (open-ended responses)

BRT route is much further from my home than current 4 routing

Doesn't get close enough to my usual routes.

Farther than existing stop

I am located at 55th and Steele and it would just be easier to take a slower less frequent bus rather than have to walk so far even though our 10 service is very infrequent (if it is even running at all)

I currently get off the #14 bus at SE 7th and Hawthorne, then walk 10 blocks north to work. The BRT proposed closest stop to my destination will be about 10 blocks further south. Unless that time is made up by the BRT being 10 minutes faster, then it will make my commute longer.

I have sciatic back pain. I need to be able to walk to station on a sidewalk, not on a gravel road when I travel east of I-205.

I have to go to/leave work 2 times a day because my shifts are split. This would be a MAJOR INCONVENIENCE to me due to my health and the weather.

I live in Nw PDX because of its convenience due to my permanent disability and can't drive a car. I frequent bus 4 a lot but where you are having the project built is too far out for me, distance wise. I will probably never venture out there past to the point of 30th and Division or 30 and Hawthorne because too far out from downtown PDX and not enough frequency from Nw PDX

I live on 157th and Powell. The bus stops right at my door. If service on Powell was eliminated and I had to go all the way over to somewhere on Division I would just have to move. The entire concept is absurd. How is giving less service an "improvement?" A lot of elderly people and families with young children and babies use this line. Are they going to be expected to travel a mile or more to get transportation? Do you have any idea how this will disrupt the lives of thousands of people who are your paying customers?

If I have to use public transit and it's nearly a mile walk to the nearest stop, I'm going to drive to park and ride and use MAX

It is already a ways for me to walk. This will make it even farther.

It's too far for me to walk to.

My current stop is at intersection of two busy streets. It is nearly 1/2 mile from my house and there are no sidewalks to walk on. The proposed BRT stop adds nearly 1/4 mile along Division. And this is on a hill with no sidewalk and bad lighting.

No route on Kane Rd / 257th

Not as convenient and not as consumer friendly. Patients seen regularly at Asian Health Services, Multnomah Clinic, Trillium Family Services

The regular number 4 bus has a stop close to my house, but the BRT is too far. Since I walk on a street with no sidewalk, I am vulnerable to getting hit by a car as well. My neighbors feel the same way.

The survey map makes it appear as if this will provide no benefit to me at all. I take the 9 mostly, and my current stop is a five-minute walk from my house. I'm hoping the new project, which apparently will benefit other bus riders, will not penalize the current users of the 9.

Too far between stops. Unsafe, unbuffered pedestrian access.

I clicked the wrong button-I am VERY LIKELY to use it

I never know when the bus is coming and I don't have a smart phone. Taking the bus takes a lot of planning for me so I usually end up driving on more impulsive trips

I see from the bus that there are many waiting to board, and would be extremely difficult to find a disabled seat. It's now sometimes hard as not everyone wants to give up their front area seat.

not an express. too many stops

Poor lighting and unsafe crosswalks

poor lighting; concern of smooth transfers and bus is on time

Purchased home because of closeness of Bus stop at SE Division/124th for transportation. Division is not a safe corridor to cross even in marked crosswalks or unmarked stops. A lot of cars run the left turn red light when travelling southbound on 122nd and turning onto Division even school buses do it. Cars on Division don't respect the intersections and crosswalks on Division.

The emphasis of the project seems to be on building better transit stations instead of faster and more reliable service. Providing rapid bus service by having dramatically fewer stops seems much more helpful. Why not prototype an express bus that only stopping every 20 blocks and zero stops west of 82nd? That would be valuable for the morning commute. For the evening commute reverse the process with zero stops until

Too much people already there

We often need the car for work purposes where time is important and we are often transporting orders that a bus just isn't feasible. Buses are important but need to be frequent, and enough stops for families, small children, strollers, groceries, disabilities etc. A fast bus to transport people during rush hours in addition to the current bus stops would be a better way to get people to work and school without taking away from people that use buses all day. Probably cheaper too. Bikes and walking is ideal but it is still not a way to do commerce and to have people come to the district from afar to shop. People need to walk from over a mile just to get to the Division from many neighborhoods..... the lack of roads that go through is part of the issue, plus no sidewalks. So, having even larger spaces between stops defeats the purpose of having a functional bus system. Add some fast busses and N and South routes so students can take it to school....that also would be cheaper than school buses.....

Where is there any room to build tracks and stations, without tearing anything down?

your not actually solving the real problem of riders - I don't need another modality of transit. I need better service of existing transit. As a software developer (which accounts for a large % of professionals in PDX) I have to get to work very early in the morning to meet with my counterparts in India. I had to stop taking the bus (after 5 years of daily ridership) because the service before 5AM is very limited.

BRT seems unlikely to save me much/any time

Does not cross the river and continue to transit mall, the hub of transit of Portland.

Don't go to the Eastside often

Don't use those stops very frequently.

Driving more than using the bus right now

I catch the bus at 22nd & Division and don't want to go to Powell

I don't see how it will make commute easier or faster

I don't use this line very often

I don't want to transfer -- would rather continue driving to MAX.

I just mean to say I don't use the bus too much, that's all. This survey needs qxs to clarify typical current frequency of ridership. Also need a back button to previous qxs without blowing up survey and starting over!

I live right next to the Max and rarely go east. I would definitely use it if I was going towards Gresham.

Inconvenient. Both 17 and 9 used to stop at 9th and Powell. Now they are further away from where I live. Only the 19 still stops at 9th and Powell.

It does not get me to my destination

IT doesn't extend to the Westside

It doesn't take me where I need to go.

It would be faster to bike so I would probably just quit using public transit and bike instead. I use the bus because it is conveniently located; the proposed locations are further apart and don't quite meet convenience anymore.

It's not near any place that I travel

Limited reason to use proposed route

My commute is along SE Division. Rerouting to Powell does not get me to my destination.

Not relevant to my commute

Takes longer (Ross Island Bridge & Hwy 26 are traffic nightmares) and takes me more out-of-the-way than the 4-Division/Fessenden.

Taking that route is an intermittent event for me. I either take it a lot for a time, or not at all.

That's not the area I travel very often

The bus does not go to downtown. Why have rides terminate at the east side of the Tillicum Bridge? This seems to not serve as a connection for PSU and those who commute to downtown at all. Only benefit is for OHSU employees.

The proposed route does not take me to my destination.

why are you avoiding division street? This is where I need to go

52 feels unsafe because of no turn lane for traffic and frequent fast tuners in crosswalk. I prefer 50th age at division.

It is much more convenient and not backtracking to go to the stop at 24th and Powell to go west. I would walk to the BRT if there was a bus that wasn't going to stop at 24th, or at night for increased safety.

Passengers are not gonna want to walk up hill in Poor weather to catch or cross Powell Blvd.

That you're using 50th, or 52nd and large parts of residential Division as a travel route. You'll be flying by 2 schools and quite neighborhoods. Powell makes way more sense for this new (and fast) BRT.

The corner of 122nd and Division is dangerous. I think the bus station should be moved off this corner to a safer less congested corner. Cars whip around the intersection, despite the color of the light and accidents happen often. The stop should just be moved.

The major intersections- 39th and 82nd are not anywhere near the proposed stops

Tri Met's plan has too many stops. To significantly increase ridership, travel time has to be competitive with driving time. By reducing the number of stops, travel time between downtown and Gresham could be cut by 30 minutes. BRT should be designed as express service and paired with continued local service on 4-Division and 9-Powell lines.

want to travel division from 80th to downtown rather than over to Powell then to town.

I despise bus systems rapid or not. Why can you not put in light rail? It seems like you are giving poor people and east Portland the crappiest infrastructure you can under the guise of equity. Terrible.

I don't like busses. Trains are great, but busses would need WiFi and immaculate cushioned seats for me to consider them.

The main stop points for 75% of my trips are already served by the Orange Line, which I suspect will be more reliable. The trips that will still work would be on Division in the western parts of the segment, but it doesn't get on Division until later down, so maybe to get to Fubonn or something. But otherwise I've no real use for this route unless it serves more of Division. If it cuts over at 50th that would also be dramatically more useful to me than going all the way down to 82nd, since it would cover more places along Division.

Unclear on downtown/west side destinations.

Unsure

Is there anything else about BRT you want to share?

1) Traffic on Powell (especially by the Orange MAX underpass) is really bad and it takes the 9 and 66 forever to get through that bottleneck. As part of the BRT improvements, this bottleneck needs to be addressed. 2) Please be sure to include improvements to bicycle facilities along the corridor to facilitate biking to/from bus stations

1. There is a retirement home at Powell and Towle and the seniors use the bus a lot. A shelter and lighting would be very helpful. 2. Keep up the good work!

15 min or less may be trimet's current standard for "frequent service" but that really should be at least under 10 minutes. I am not seeing how the level of service differs that greatly from an express bus line without using a dedicated lane. During rush hours just changing the signal timing won't be enough to keep these buses running ahead of normal traffic. Yes the bigger buses and better stops is an improvement, but if the service isn't actually RAPID then it's a waste of money.

181st, 162nd 148th need service from sandy to powell

52 is a terrible street. Why use it for BRT

a brt to the air port would get a lot of use.

A lot of the newer buses have small, uncomfortable seats with painfully less leg room. Daily commuters risk nerve and joint damage by spending daily commute time in tight, cramped positions, knees pressed against seat backs, sciatica nerves irritated by half-sitting on a too small seats. Please consider this when choosing seats for new buses.

A stop at PCC is really important to me!

Ability to reduce GHG emissions to help us prevent climate change, and lower other kinds of air pollution to protect health. Access to affordable transit for all riders (and potential riders). Protect people from cars, trucks, and buses as they walk to and from stops.

Add a stop at Tillicum and SE 7th. Make sure that the transit needs of those who work in the Central East side Industrial District are met, not just those who work downtown.

Add BRT service along McLoughlin with a stop near SE Tacoma, please

Add Bus Lanes to make it effective. Otherwise the buses just get stuck in traffic.

Add later hours to the 87 bus, make it more frequent, and make it run on weekends

After this initial installation, how long will you be collecting usage data to implement expansion?

Are the regular buses also going to run, or is the plan just the BRT?

Are you also looking at the major N/S connections and the timing there? I live closer to Start and currently park at the Main St to take the Green Line to downtown. This new bus could cut my commute time down, but I'd have to park near a stop or connect to the 71 to head North.

Are you keeping the regular buses and adding BRT? If BRT only, no I don't want it. Making life more inconvenient for me will not make me use the bus. I am aging, and my growing infirmities need easier access to a bus, not harder access.

Are you taking this survey to the streets? (I heard about it from a City of Gresham staff person) and because I am on Trimet's email list. Not on the street. Please share with more East County residents who are under-served now. Thanks!

articulated bus (the kind used by Seattle Metro) and triple bike rack (the kind used by SMART)

As long as you don't screw those of us with physical disabilities, please go ahead. If you are going to continue to screw those of us with physical disabilities with this proposed BRT, then shut it down. Now, before you waste more money - and remove the "bridge of the people" from your bridge, because if it truly was, the orange line wouldn't extend to clackamas county. Trimet rammed it down their throat, and that makes it NOT the bridge of the people - instead that bridge should be McFarlane's Finger, because he and some judge gave that to the voters of Clackamas County.

At least one of the routes will pass directly in front of my child's elementary school. Is there any increased safety concerns with these lines?

Avoiding congestion should be a top priority. I choose to bike some days vs the bus because of slow traffic, many slow boardings that add up to a big time difference. BRT done well would be very attractive during these peak times.

awesome idea

bad idea. you remove stops when you say you are improving. you actually take away opportunities to ride bus by removing stops. In mid county often have to walk 10 or more blocks now to get to bus if remove stops more likely to drive

Be sure it connects with the Green Line where it crosses over 205

Bicycling infrastructure improvements along the route!!!

Bring it over to Beaverton and the west side

BRT is a better alternative than light rail. The key is frequency of service. Personally, I'd like to see every 10 minutes.

BRT should be available on the busiest lines (especially during rush hour).

BRT should have level boarding and fewer stops. Important to get out of traffic lanes in the most congested portions, particularly at 17th/Powell

BRT stops are far apart. It looks like the regular #9 route has stops in between. How will BRT link with these stops? Good connections will be key to making this system useful.

BRT will be a welcome addition to the service.

BRT will displace poor people by adding value to property, transit should provide affordable housing and discounts to current residents and provide local hiring

Bus lines 80, 81, 84 need to run more frequently. Neighborhoods East of Kane Dr have limited access to frequent buses without a very lengthy walk.

Bus only lanes, overhead wires powering electric buses would be awesome

Can hardly wait to get started looks like Vancouver will beat you on getting BRT up and running.

Can they have Bike Racks? Maybe to hold more than 2 bikes?

Can't come soon enough!

Can't happen soon enough!

Can't come soon enough!

Can't wait!

Circumstances trap people like me into using public transport. The changes shown here increase my chance of being hit by a car while walking to the stop. Why are you doing this?

clean and safe at stops with garbage cans and adequate shelters to keep customers dry

Closer to wincos on burnside and 1st because alot of people go food shopping and that would be amazing for people who have no cart or ride to carry groceries

Color the bus stops and buses differently for rapid transit. Seattle has the same thing, called the Red Line Rapid Buses or something like that, and their stops are red, as are the stripes on their busses. To simply write "9 Powell Express" in the Marquis won't be enough of a marker. People will get on the wrong buses and have to go farther than expected. In fact, Seattle's rapid bus stops are self standing -- they don't mix the regular transit with those bus lines, meaning a stop doesn't double for both types of buses.

Connect Powell/Division by using 82nd

Consider a stop at Division and Civic or Division and Norman. They are much better pedestrian environments than Eastman, and they serve Gresham Station shopping.

Consider extending this down Foster Road to 82nd and Foster

Convenience is the key factor for many in CHOOSING to utilize public transportation (versus having no other options) Walking around a half mile or even a 1/4 mile between stops is going to be a deterrent. And until you finalize the 82 to 50th on Division vs routing on Powell routing it's all kind of a moot point for me. Since I won't be walking up to Powell and how inconvenient and poorly the transfer connections go most often I definitely won't be trying to ride the 14 or 71 up to Powell either. At least the BRT will be able to run at regular speeds (or even at all) at high or low temperatures (unlike the MAX all summer and recently)

Crossing the river into the southern part of downtown makes the bus far less useful for me, as the bus needs to traverse downtown before getting where I want to go. The 4 will be faster than this "rapid" bus. decrease the already too-expensive fares.

Dedicated BRT lanes or similar, especially on Powell, are a MUST. Taking the bus in Portland usually takes 3x as long as driving, NOT including time spent waiting at the bus stop. The entire point of BRT is to try and improve this critical flaw of public transit. Speedy, reliable service, especially at rush hour, is going to require a dedicated lane. This would also help with traffic calming efforts on Powell, Division, and 82nd, all auto-oriented high-crash corridors desperately in need of active transportation improvements. If BRT can be paired with bike improvements as well, that would be ideal. However, where on-street facilities are not possible (e.g. if even after a road diet and/or removing on-street parking there is still not room for NACTO-compliant bike lanes), support for parallel facilities is crucial. Increased bike-carrying capacity on BRT buses (more than the current two bikes per bus) would also be ideal.

Dedicated bus ways!! Not just a fancy emblem on the side of an accordion bus. Do it right-like light rail, just without the rail and wires. Don't let your first brt showing be a brt farce.

Dedicated lane please! True BRT

Dedicated lanes would be great!

Dedicated ROW is essential at ALL points of congestion to ensure that the service remains on time and provides an attractive alternative to driving. If necessary, automobile lanes should be removed to ensure efficient and reliable operation.

Disappointed to see no lower Se Division stops and Hawthorne Bridge for Line 4. I work in warehouse district on 2nd & SE Taylor

Do not understand how service reliability will be improved

do something to avoid the gridlock around powell/ ross island bridge and 17th during rush hour going west.

Do you think you could find a way to get the buses to stop in a bus pull out rather than in the middle of the street, blocking traffic?

Don't eliminate bus stops. The people that rely on the buses don't have other choices.

Don't forget about improving bike connections!

Don't forget we senior citizens. Buses are ways of getting to work, appointments, grocery shopping, entertainment, etc. BRT, from what I read, is going to make ease in getting anywhere very difficult, when you eliminate neighborhood stops. I leave at 7 am to catch my bus.

don't make the stops so close together in the inner-city just because you have higher ridership numbers. the appeal of BRT is that all those people who live farther out could get home faster without having to wait so long for all the many, many stops before getting home. The lower ridership numbers farther out are because many people aren't willing to ride a bus that takes three-times as long as driving; they would rather double the transportation cost and drive, just to save on time.

Don't spend much money. They aren't your dollars. Tell the folks at PBoT to fix the potholes first with the money they have and stop with the bike lane expansion.

Drivers are courteous and buses are almost always on time. Bus riders are polite and helpful to each other.

Encourage, safe, clean and efficient travel not just for the homeless and gangs like the MAX is! Then we may consider to use the public transportation more.

Eugene and other cities have used this program successfully. Deployment in Portland will help with current issues, while improving service.

Excited for the project!

Excited for this option! Have seen them work best when they have their own dedicated lanes - not impacted by rush hour traffic.

Excited for this, this covers the majority of my work commute.

Excited for this. I think its the right move. Use the electric super fast charging busses that cost the same as regular busses.

Excited to have better cleaner a Faster trans options for this area of southeast. Recent road diets have added 10 min to my commute-- and sounds like it will only get worse with road diet on foster--- everything is jamming into Powell-- which is awful near Ross island

Explain how you are going to alleviate the traffic in the area since the city has already lessened the number of traffic lanes on Division

Faster bus services would be great, but not if I have to walk too far on dangerous streets to get to a stop.

Faster service is critical

Focus on frequency and reliability. The current corridor gets overloaded during peak hours and service gets delayed.

For ADA Access, you need to make sure that we are at level boarding so time is not taken up waiting on a ramp yo deploy or reyract

For BRT to be a success, service needs to be fast. Not just faster than current service, but actually fast. As long as the current local service remains in operation to serve folks not near a BRT station, fast service can be achieved at least in part by having BRT bypass inner SE stops. For folks traveling to downtown from inner SE, the speed advantage of BRT would be minimal anyway. Maintaining current local service would also help those with mobility limitations from not having to travel farther than they already do to get to a BRT station. Maintain current service, reduce BRT stations (and travel time!). Thanks.

For BRT to be reasonably comparable to light rail, it will need as much transit-exclusive right of way as possible. Otherwise it will still be subject to much of the schedule variability as standard bus service.

Generally speaking, I'm skeptical about any "BRT" that doesn't involve a dedicated lane. The real problem with the 4 and the 9's speed and reliability is almost entirely due to operating in mixed traffic. For this reason, I'm skeptical about the 50th/52nd alignments, even though I would personally benefit from them more than the 82nd alignment.

Get it going! Make the stops 15-20 blocks apart so it makes the trips shorter

Glad it is happening

Good idea- can it work? Portland has a higher volume of auto traffic than its narrow limited capacity streets can support!

good start!

great idea

Great idea. This will help my commute a lot.

Great project! I think the most important thing is speed from Gresham to Downtown.

Great survey! I commend your clear and concise survey. Though it's unclear if you were looking for feedback on the project area along the Tilikum and west of the Willamette river because portions of it are still displayed on your map.

Has Powell Blvd been considered?

Have your business drivers get to destinations on time, and be more courteous.

Having been vocally disgusted by the decline in service on Division, and trimet's refusal to address it in a timely manner (buses are late more than on time, overfilled, I will believe it when I see it. I would guess I will have to wait 2-4 years. Portland has packed so many apts on Division and the traffic is wretched. I avoid the Division line like the plague, but have to take it sometimes, as the Hawthorne bus goes nowhere near my destination, and the only thing worse than taking one bus is trying to catch a connection: it rarely happens.

Having crossing beacons and marked cross walks is going to be crucial. These are especially critical to have during the dark winter months. PLEASE put these in on Powell in anticipation of the new bus line.

Health line in Cleveland appears to work very well.

hope there would be a stop between SE101/Division and 104/Division street, with a safe crossing

Hoping for an option that will include stop at SE60th and Division. Alternatives that don't go there will not serve my needs. If that's the case, I would hope there would not be a reduction in service on SE Division west of 82nd by the current #4 line or a suitable replacement with frequent service.

How about an elevated or subway bus route, esp along 82d?

How do you plan on preventing the homeless population from monopolizing the shelters?

how will the bus be able to travel faster in that corridor - will you be taking land? I would rather have a dedicated bike freeway on that corridor than BRT what will happen to my stop at SE 28th when there is a BRT stop down at SE 26th - will service become less frequent or disappear at SE 28th ave? will there be park and rides set up at different points along the BRT to handle commuters who want to take the BRT so that our neighborhood streets do not get filled up with commuters parking their cars to take the BRT?

How you will address getting across the rail road tracks near SE 20th

Hurry up and build it. Don't be cheap - East Portland is cheated enough. Make it run fast and reliably with as little impediment from vehicles and breakdowns as possible.

Hurry!

hurry!

I always weigh bus against bike. And a big part of that equation is speed. I'm a huge supporter of *fewer* stops, so speed increases.

I am concerned about noise from the buses in the neighborhood. Also please keep in mind that we all use the road for bus and for driving. I hope you will not put the bus system ahead of other users of the road when timing the lights.

I am curious about the station layouts and how they will impact adjacent properties. When will you begin to seek comments on those?

I am Foster Powell Transportation Chair and the Foster Powell Community wholeheartedly supports extending the rapid bus line to 82nd Ave because it would create higher livability and accessibility for the community

i am good.

I am so happy that this is coming to our city! The more public transit, the better, especially if it runs well.

I am sure this is already on the list.....Pay before entering the BRT "platform".

I am very concerned that the planned BRT will escalate displacement of low-income people and communities of color. This community will only support BRT if plans include pro-active anti-displacement measures including firm commitments of affordable housing funding in the BRT corridor.

I am very excited about this project and I really hope you all are having fun working on it.

I believe BRT is better than MAX because it requires less infrastructure, it's cheaper to construct, bus technology today can run green (hybrid/electric), and high capacity if articulated. What's more buses are easy to get resolved if a problem happens without interrupting the entire system as like rail. I would have liked to see the Orange Line BRT instead of MAX so far it takes longer and always seems to run late when compared to the old 33 that ran from Oregon City to Downtown Portland.

I can say from experience when L.A. first installed their Rapid bus lines in the early 2000's, they greatly enhanced the mobility of people around their 400+ square mile area, so this is definitely a step in the right direction for greater Portland!

I can't answer the questions about proposed stops because there are two options. The Powell option would be good for me, but the Division one would not.

I can't help but think that fewer stations means a faster ride. If existing service still exists after the change, people can use it to get to BRT stops. But I can also see that exit/entrance at all doors will be quicker.

I can't tell from the map whether the BRT would stay on Powell between my home bus stop on the 9 (SE 72 and Powell) and my work bus stop on the 9 (South Waterfront). The new 9 bus route that began with the opening of the Tilikum Bridge added 10 minutes to my daily commute each way, and I would love a new rapid transit option for Foster Powell! Plus my current bus is very crowded during rush hour in both directions (standing room only and sometimes drop off only). There are frequent traffic slow downs on Powell heading downtown from around SE 20s to the bridges -- it would be great if the new route could avoid that area.

I can't wait for Portland to get BRT. Hopefully it goes over well and can be expanded into other areas!

I care more about speed and increased ridership versus project cost.

I currently live near Division and SE 112th and being able to get on a bus on Division and go to the Community Music Center off of Powell or the People's Co-op off of Powell, or in the other direction Mt. Hood Community College, on one bus would be convenient. Five to ten years from now I expect to live closer to Powell and SE 112th, so service on the #9 east of the garage at 98th will be more important to me.

I don't get it at all. So there's going to be way less stops and what appears to be less frequent service?

I feel that all-electric buses with appropriate charging stations would be the best for environmentally, mechanically, and maintenance reasons. They are available.

I forgot to mention PARKING at or near the stations will be vital. I've seen how it works in Eugene. Providing public parking will be key to the success of this project, if you need to appease the neighbors, whose property values WILL be influenced.

I hate it. I used to be able to hop on to any of the 3 buses (9, 17, 19) at 9th and Powell to go downtown, or take any of the 3 buses from downtown and get off at 9th and Powell to get home. Now I have less choices (Only 19 still stops at 9th and Powell) and I would have to walk further if I need to catch the 9 or 17.

I have been to many of the meetings where we were asked what we would like to see and each time I asked if this bus line would be in addition too or replace the current bus line and I was told the current lines would stay as they are. I am told that is no longer true. So this means we have been lied to at each meeting and I am not at all happy about that.

I have heard, from an acquaintance who takes the Powell bus, that the trip over the new Tillicum Crossing has made his commute slower. Will diverting down to Powell to cross the river make it take substantially longer than a current Division bus takes to get over the Hawthorne Bridge, and into downtown?

I have seen similar systems in England and they are very efficient and fun to use, I look forward to using them in Portland!

I have to drive because I live in Troutdale and work out past Clackamas Town Ctr. The most important BRT routes will be north-south to get Vancouver drivers off 205 and I-5. Vancouver commuters cause our worst daily traffic jams.

I have to get from 73rd & Division to warehouse district on 2nd & SE Taylor. Guess I'll have to use Hawthorne bus as well as Division bus.

I hope that BRT will not replace future MAX lines but only serve areas where light rail does not make sense. In my opinion, MAX is the most popular mode of public transit in this region.

I hope that the new plan will improve my travel time downtown. With the Tillikum Crossing changes, my former 25 minute transit time has increased to 45 minutes.

I hope this ends up on Hogan. It's ridiculous that such a major road currently doesn't have bus service.

I hope this makes crossing Division and 82nd safer for everyone, especially kids.

I hope this will be similar to what c-tran does with an "express bus" to downtown. It takes forever with all the stops!

I just heard that BRT would REPLACE existing service rather than simply supplement it. If that's the case, I'm concerned. Eliminating service to existing stops could be pretty hard on seniors, those with disabilities or people traveling with small children. We need BOTH the existing service and the proposed BRT service. Why not offer some of both?

I just hope my apartments don't get wiped out during the process.

I just want more bus stops past 223rd and stark esp between there and MHCC there are business, restaurants and apartments with very sparse bus stops so hopefully this would add more.

I just worry about crossing Division St to get to my stop when there is not a nearby pedestrian crossing.

I like bus stops where they are now.

I like the idea, but I'm not sure if it's going to add to an already problematic area of town-- if it doesn't cover peoples needs, they won't give up their cars. If they don't give up their cars, things will get much worse along Powell and 82nd ave or the already very congested Division street.

I live in N Portland but go to "the old neighborhood" to shop and visit friends. It looks like most of my trips will need to be by regular bus because my stops will mostly be between BRT stations

I live right by the SE 50th and Foster/Powell intersection. Currently, to cross to the North side of Powell, I have to take a rather convoluted route which involves backtracking to get to crosswalks. The intersection is generally very unpleasant for waiting at the bus stop due to the fast cars and auto-oriented feel. I would love it if the stop at SE 50th and Powell going downtown was easier to access from the South side of Powell and for there to be some kind of sheltering from the busy road. The intersection could be an awesome pedestrian/bike/transit hub if designed properly and that would greatly improve quality of life for those of us who live near it (I feel like it's one of the ugliest parts of inner Portland currently). I am super excited about this. I really hope it can serve as a catalyst for revitalization of the neighborhood by my house (right near Creston School) which is currently rather unfriendly to pedestrians and has a lot of seedy establishments. Every time I get to the SE Powell/50th/Foster intersection I think to myself, why did I move to this area? I love how walkable Portland is and big ugly fast food/strip club intersections like that one really take away from the city's charm

I lived in Seattle when they did a similar thing and it was okay, but it's still sharing the road with other cars and as the city gets more and more congested (bc of gross developers packing people in) it seems like more max lines would help more too, but I'm sure you've heard that and know more about the science of transit!!

I look forward to knowing more about Powell-Division Transit & Development Project as it unfolds. Thank you for keeping the public informed and requesting feedback.

I love that Tri-met continues to improve bus service!

I love the idea, I really want to see it succeeded here and i just hope you guys can stick it.

I may be hired at trimet as a driver, so I hope to drive this BRT line in the near future. please keep me updated on its progress. I would love to provide more feedback if your interested.

I only ride the 9 Powell when it's pouring rain, because there are toooo many stops to downtown, so I LOVE the idea of fewer stops and a faster ride. Instead of making this project such a HUGE endeavor, with new platforms, new buses, etc., could you start implementing this earlier by just using existing buses and existing stops, w/ a new "EXPRESS" designation on the stops you've already mapped out? It would be a good pilot project to see how folks respond to BRT on Powell/Division. You could see the flaws before you invest in all the \$\$ for platforms stops, expensive new buses, etc. I'd like this sooner rather than later!

I prefer the Cleveland route in Gresham.

I prefer the route that goes by SE Powell and 60th

I really hope you can make it speedy, but I have my doubts, particularly on Powell.

I really want to see this help with overcrowding but it wont if its hours are just morning and evening.

I still think there should be less stops. The main quality I would ride BRT for is fewer stops, and in its current form, there are still too many.

I suggest the planning committee look at the Metro Bus system in Curitiba, Brazil as a great example of how to build BRT. BRT does not work if the bus still travels with normal traffic on streets. Why would people stop driving when the bus takes the same amount of time or longer to reach their destination.

I take the 4 all the way from north Portland to division. Will n Portland have BRT? If not, would it be worth it to get off the 4 downtown, then get on the BRT to division?

I take the 9 toward downtown from 87th and Powell(marshal high school). It is hard to get on the bus after school and they don't come very often.

I think all of the bus stops should be spaced like the BRT!

I think division already has a well-established bus 4 route. It would be nice to see the BRT run through Burnside.

I think its important to keep local service as the lack of safe walking and biking options east of 82nd make local bus service a key safety tool.

I think it's a great idea for this corridor. I'm excited to know planning is underway. Thanks for taking feedback!

I think it's a great idea.

I think it's a great idea. I like trains better than buses, but if it has a dedicated lane like a train and as easy to get on and off and find seats as train, then I think it would be about as good.

I think it's important that Reynolds High School and Troutdale Library are included in the BRT and bus service expansions overall.

I think that a dedicated lane for brt is important to help bypass traffic. Most of the stop spacing looked good, but there are a few places on that map with too many stops too close together. That slows the brt down.

I think that in lieu of an electric streetcar, you should go above and beyond to put electrified busses on this line -- even if they are just much better versions of the hybrid busses TriMet just put in service on 82nd. Set an ambitious target for noise and pollution reductions, then exceed it!

I think the changes made to Division with the crosswalks and traffic flow changes have degraded auto transportation and created more congestion. I think the BRT should be between major intersections and not at them if it will make the intersections more congested and dangerous.

I think the transition between Powell and Division should be along SE 82nd Ave to capture PCC, the Jade District

I think this is a great project!

I think this project is ridiculous. Add express lines along the corridor as there used to be (at least for line 4 as I recall.) You don't need to buy a bunch of diesel burning articulated buses (remember how well the Crown Ikarus buses ran before?) Why aren't ETB on the table? No emissions, when one does break down it can be overtaken (unlike light rail...)

I think this type of transit would also be good in SW Portland along Barbur or I-5

I took BRT in Istanbul last May and was amazed by how quick and efficient it was. I'm frustrated by the MAX method of patrolling fares and strongly prefer a paid area. Want this for BRT and MAX. Thanks!

I used to be able to catch #4 at 60th and Division at ~7:05 and make my #66 connection at 39th and Division at ~7:20. Now I leave home earlier and wait ~20minutes and barely make the 66. How early do I have to leave home to get 66? Sometimes 2 busses go by together as I leave home and sometimes 2 busses come together at my stop. In both cases I barely make my connection. It is definitely not frequent service at present.

I usually take the #4 or #10 bus from SE 26th, as it is usually faster than the #9, but would likely take the BRT if service were faster (<20 minutes from SE 26th). Thank you for all of your hard work!

I usually take the 15 downtown and the 20 back home; the 4 is only an occasional route for me. BRT would have to trim at least 15 minutes off my ~40-45min commute in order for it to be a worthwhile option for me, and note that once the 15 is running over the Morrison Bridge again next year, my commute will be shorter by about 10 minutes. That said, I am excited to see that 71st and Division is a proposed BRT stop and I'm very interested to see where the downtown stops will be proposed.

I vote for the route to go to SE 52nd and Division - not through Powell.

I walk down the west side of SE 92nd to board the 4 bus and several sections of sidewalk are missing along this path. Please do whatever you can to fix this and address standing water issues (primarily at 92nd and Lincoln)! Right now pedestrians are forced to walk in the busy street or cross it. This will make BRT so much more useful in my neighborhood!

I want the stops back on Division from 50th on down. I don't have the strength & stamina to walk the 10 blocks over from Powell, and I'm especially less interested/able in bad weather and at night.

I want to know how the #4 and #9 routes will change. BRT by itself will not serve my needs.

I wish it were starting tomorrow.

I wish the project would STOP calling it BRT, since it is NOT BRT but more akin to general enhanced bus service with some BRT features. It isn't a good practice to confuse the matter between enhanced bus service and real dedicated BRT.

I wish to be updated but don't have email. Please mail me information., PLEASE do not take away 82nd & Clinton stop. When I come home with groceries from Fred Meyer on 82nd and Foster I travel North to 82nd & Division. My groceries are heavy and too busy to cross 82nd Ave on Clinton St.

I work at PCC Southeast Campus we are pleased that there will be Powell DIVISION BRT stations close to our campus for students, faculty and staff to use to reduce the number of single occupancy vehicles that park at PCC Southeast Campus

I work for Parsons Brinckerhoff. We do a lot of BRT projects.

I work in Beaverton (Millikan way Max station) and live in south tabor. Would use BRT & Max if total transit time could be less than 1 hour. Worried about time to cross Ross Island bridge and transit thru downtown...

I would be interested in more details about the "route options" sections (the dotted lines). One of them looks great for me, the other looks not great. (Powell at 60th is my preference).

I would be more likely to support BRT as long as existing service levels and current stops are maintained.

I would like it if as much as much of the Mt Hood Community College community as possible (students, staff, administration) get a chance to weigh in on the exact location of the BRT station there, as well as its design, any amenities, and pedestrian approaches. OUTREACH will be important here, especially as the population MHCC serves varies greatly term to term an year to year.

I would like the Division bus to run later into the night. Right now the last # 4 bus that leaves downtown is 12: 32 AM . Many of us that live in east Portland work odd hours in the hotel industry and would benefit from late night bus service .

I would like the to go east of 257th and then circle to the backside of the college so it would be closer to wherw I live.

i would love it if the number of stops on almost every line (especially 4 and 14) were reduced to half. the bus stops way too much! every 2 blocks in a lot of places is ridiculous

I would love there to be a BRT stop and/or Trimet station at 223rd & Glisan/Halsey in the old MGP lot.

I would love to see hogan stop asap!!! Thank You!!!!:)

I would lve the BRT to stay on Powell (instead of Division) between 52 and 82. Foster Powell residents need faster access to downtown. The new 9 bus route is slower since the Tilikum Bridge opened. I would prefer to take public transit than to drive my car, but right now it takes nearly triple the amount of time.

I would prefer the route travel along powell rather than the division option during the alternatives between 50th and 82nd Ave.

I would really like a BRT route from PSU into NE Portland too, particularly along Broadway. And maybe one from downtown to St. John's.

I'd like to hear more about how this is going to impact car traffic. Car traffic on Powell is already insanely slow. Taking the bus is often not an option for my family -- we don't work downtown -- and the Powell artery is critical for car commuting.

I'd love to have this run north south thru downtown. I like bus 14, but it's a walk from my old town office to catch it.

I'd love to see these in more areas than just Powell-Division. SE 82nd street, SE Cesar Chavez, SE Milwaukie Ave, and SE 52nd streets could all use this kind of option.

I'd need to use the 62nd and Powell stop. There's no crosswalk there. There is one, though, at 65th.

If a bus does not have its own dedicated lane, it's NOT true BRT. It's *enhanced* bus service. Also, true BRT should have buses arriving every TEN minutes at every stop, not every 15 minutes. I rarely ever ride the buses because: 1) The bus stops are WAY too close together!!!! 2) The wait times are ridiculously long. If you could fix just those two issues alone, you would see ridership increase DRAMATICALLY. Thank you so much for your consideration!

If its slower than current routing; leave it alone.

if possible, keep the local routes that currently exist, even if it involves less frequency than today. Also, I hope the BRT vehicles have wifi like in other cities.

If the BRT goes down Division it will be anything but rapid, seems like Powell is a better choice (which may be the case as I no longer have the map in front of me)

If there are not dedicated lanes BRT only, this will go down in flames

If this really is going to function as BRT, we really need to focus on speed and reliability. This includes longer stop spacing, and minimal reliance on operating in mixed traffic. If this corridor is not going to function as a true BRT line, then we really should concentrate our financial resources on improving speed and reliability on Lines 4, 9 and 66.

if youguys actually read this, have you considered traffic Pre-emption? Are there going to be BRT specific busses purchased? If so, they can be outfitted with equipment that can communicate with streetside equipment and change the lights to green ahead of the bus. I work in the Signals Department here at TriMet and I have always loved the idea of this. Because after all, fewer stops does nessesrally mean a markedly faster ride. Just a thought. Ira Castaneda. emp#6423

I'm concerned about the negative impacts that this project will have to other bus-service: 1) With more congestion on 82nd Avenue, Powell, etc. service level of bus routes on those streets will go down, as buses will get stuck in traffic more, be less reliable, etc. etc.

I'm curious about bicycle accommodations. Be nice to have a focus on those at some point.

I'm desperate for this change. Daily transport to and from work each day is so nightmarish that I'm about to buy a car. If I'm not alone, that's a lot of extra cars... I ride the 14 express when available and transfer to the 4 at 50th and division and would be tickled if this happened on the 4 line.

I'm excited about it as the buses are more comfortable. What stops me from commuting downtown on the buses is the length of time.

I'm excited about this- I have seen the signs about proposed changes, I didn't realize it was about different and faster busses, I thought they were going to remove some stops or add more or something else.

I'm excited to see more BRT throughout town. This is the "right" interval of stations for this line, but we need BRT on more streets!!

I'm excited!!!

I'm good for now

I'm happy this is happening. Maybe increasing the frequency of #4 buses in the meantime would be good since they are always so crowded at rush hour.

I'm not convinced that this will really be RAPID. There is really bad congestion, not just along the intersections where the BRT will turn, but also on outer SE Division and along Powell. I think there are a lot of assumptions that traffic is only along the intersections and along 82nd, but increasingly, I hit traffic and congestion even along Division between 102nd and 122nd. I think there needs to be more work on making sure this is truly going to help transit. I think otherwise this project will just hurt businesses, fuel gentrification, and waste money.

I'm still not convinced that transit will be much faster due to congestion on SE Division west of SE 50th.

I'm very excited about this new transportation service!!!

I'm very pleased to see that Trimet is already working on this. I'm excited to see it come to fruition.

improve the overall flow of traffic on Hwy 26th (connection from Ross Island Bridge to I-405)!

Instead of investing in brt over lrt I would prefer that money saved by not upgrading to lrt in Division/Powell corridor would be put towards upgrading existing deficiencies with lrt. Specifically replacing the steel bridge bottle neck or burying the downtown portion of the system thereby allowing longer trains and speedier passage through that area.

Is it possible to have an express 9 bus on powell with fewer stops? I see the brt runs on division but that's a bit too far from powell for me, but I like the idea of express busses.

it should be on the kinnaman safe naborhood

It is important to make sure the streets and crossings near BRT stations are safe. Powell and 82nd Avenue are not good environments for walking from/to BRT bus stations. Trip by transit goes beyond just the route of the bus. Walking to/from bus stops is part of the trip too.

It is useless for my daughter, she will be out of high school by time the project is completed. It would be nice if you could do something to improve the buses the scheduling now and give more accurate timing with the online apps and texting.

It is very important for safe access to stops. It may be necessary to add light-flashing crosswalk pedestrian signage, such as they have in Laurelhurst on Burnside. 82nd ave is very dangerous.

It is very important to me that other bus lines frequently feed into this new service and at convenient times.

It looks like a lot of money being wasted on fancy expensive buses with the result of eliminating the convenience of local service. Moving my bust stop to where I have to walk an extra 1/2 mile each day to a BRT stop will certainly reduce and possibly eliminate my use of the bus and max systems.

It looks like Pps will begin to use the campus at se 69th and powell as a k-8 or middle school soon. Easy access for families to this campus and Franklin high should be considered in station placement. Make it as easy as possible for kids to get to school safely.

It needs to perform significantly better than existing bus service to be worth the expense.

It seems like a major improvement.

It seems like every time improvements happen to other parts of the system, the lines not improved suffer. For instance, with the new orange line and the opening of the new bridge, the 17 and 66 lines got all screwed up. I have to wait 20-30 minutes in between connections, which seems ridiculous. The alternative is to hop on a more "favored" line and go out of my way AND have to stand the whole way home. So, while BRT sounds great, once again, it's most convenient for people who are already on improved lines, and I wonder if the 17 line will decline even further. Why not improve lines that aren't already frequent service?

It seems like Hogan would be the most appropriate north-south routing option in Gresham.

It seems nice but needs more stops and safer stops and weather protected.

IT serving an already well served area. More waste of money while the rest of your riders are stuck with lousy infrequent service. I will be protesting this plan.

It should be a true BRT not just an express bus!

It should have dedicated right-of-way if it's going to be worth a damn. But, it'll be a small improvement for my life, so it sounds good.

It should have minimum stops possible to be fast or it is just better to use a car.

It shouldn't go down division. Powell should be expanded as best possible to accomidate this project.

It would be good for the 21 bus line to get an improvement

It would be good to have a stop between 71st and 80th on Division as the street is not well lit at night.

It would be great to have an easy transfer to the orange line

It would be nice if there were more park and ride locations along the line.

Its a good idea

It's a good idea also interested in BRT up and down 82nd??

It's a really cool idea, and I'd like to see possibly expansion into other districts where the buses get really full.

It's not 100% clear to me if the bus routes would remain as well, and I don't believe this survey addressed this. If the BRT doesn't cross the river then I would need to make a transfer unless the bus routes remain then I might just continue taking the bus.

I've been increasingly irritated at how poorly TriMet serves lower-resource and less physically able riders. Greater distances between stops may streamline routes, but even those of us who aren't disabled, still may have physical impairments, temporary or otherwise, that make walking further for buses very difficult. Same story with access to information about scheduled times: not everyone has a working smart phone to check arrivals and schedules. All I have is a flare-up of plantar fasciitis. I'm not an honored citizen, and, if I were, it still wouldn't help me get the information I need, if I didn't have a charged-up smart device. I couldn't find any of the arrival and route information I needed at the *Beaverton Transit Center.* Certainly none near the stop for the bus I needed, and I was unable to walk around looking for it. Ridiculous, unconscionable, that you can't seem to serve folks regardless of their physical capacity and access to technology.

I've been unable to find any information about the one thing I value in any BRT system: dedicated lanes. Sure, I've weighed in about where I think the line should run and where the stops should be, but I don't care about that. If there's going to be any value at all to BRT, you need dedicated lanes, and I can't find anyone who's talking about where those might be. I imagine you're not getting ODOT on board with "taking away" a lane from SOV commuters to give to BRT, and there aren't that many stretches with enough right-of-way for separated tracks. But if you're planning BRT for the future without dedicated lanes, you can stop now. Powell is already backed up in mornings past 34th Avenue. That will get worse. Are you proposing a bus that sits behind cars or a bus with a lane? That's the only question I care about. I suppose I should just call someone about the project instead of ranting here. Nevertheless, thanks for reading. Justin Carinci

Jefferson and Columbia should be selected for downtown. What's missing from our transit network is a cross-town service though downtown, connecting the west suburbs to the east side. Currently, buses and MAX are slow though the city center, but if Jefferson and Columbia are used as a second cross-mall with limited stops, this creates a fast trip across downtown to connect to the west side MAX at Goose Hollow. Additionally, many people use Jefferson and Columbia to bike to Goose Hollow MAX, but bike facilities are either substandard or completely lacking, so this is a great opportunity to build protected bike lanes across downtown.

Just a citizen who believes in public transportation. Walking, biking, and buses. Just about anything other than using a car is what I want to see.

Just hoping that it won't make it harder to get around town.

Just make the buses run on time

Just make this easier cuz this is the only way I have around Portland

Just need it to be close to my housebeen riding it for 20 yrs.

Just want bus on schedule #4

Keep going Trimet

Keep it on Powell please, division would be a deal breaker for us.

keep local bus service

keep the buses moving fast and on schedule. There are too many stops.

Keep the local service and make this a real BRT or at least add a limited to the 4 and 9.

Less light rail, more BRT.

Less stops and/or dedicated bus lanes would be great, thanks!

Light rail please!

Lighted pedestrian crossings, where lights flash to indicate cars should stop, would be a valuable addition for neighborhoods along Division and Powell

Likelihood of using it depends on downtown stops also.

long-term, we need east-west rail service south of MAX. i'm a fan of elevated monorails.

Look at the BRT system in Miami-Dade, Florida. Use that as a model.

Looking forward to possibly driving the route as a TriMet driver. May not have enough seniority for a bit, though.

Looking forward to riding BRT.

Looking forward to the upgrade

Looks cool, thank you for the survey!

Looks good - please keep 33rd and Powell on there as it is great with shelter on the north side and street light.

Looks great and you guys are doing a great job researching and finding these areas and keeping portland one of the best cities with mass transportation and make sure you include the 223rd route and again doing a great job thanks

make sure buses do not impede traffic

Make sure the BRT bus to be on time.

Make sure there is enough dedicated right-of-way and signal improvements to keep the bus moving, even in heavy traffic.

MAKING THE TRIP FASTER IS MY PRIORITY. I WOULD BE WILLING TO WALK A BIT FARTHER TO A STOP IF FEWER STOPS WERE NECESSARY TO MAKE THE SERVICE FASTER. ALSO ENSURING THE BUS RUNS FREQUENTLY IS IMPORTANT TO ME.

Max would be better.

More park and ride locations.

Mores stops near hospitals and clinics

Most important feature for me is that it is faster and more comfortable than current bus lines. If the bus stops a lot and takes long time I will be more likely to drive the route instead.

Move it along!

Moving the 60th and Powell stop to 65th and Powell would provide increased opportunity to mesh with the common N-S bike route on 65th that crosses Powell because of the signal there.

Must have: dedicated bus lane on Powell otherwise don't bother.

My biggest question is travel time to downtown from SE Portland. It became habit to take the 14 to avoid congestion on the Ross Island Bridge that made the 9 completely impractical. Not sure if Tilicum Crossing has fixed that problem. Bottom line - if other bus routes continue to be faster I wouldn't use the BRT. Also, if the time is a wash, I'd walk to 6 blocks to a bus stop instead of 12 blocks to a BRT.

My bus stop (the 9 bus stop on SE 72 and Powell) is listed as one of the proposed routes. I would very much like the BRT to stay on Powell between 52 Ave and either 82 Ave or 92 Ave (instead of turning toward Division around 52)! Also, it doesn't look like the bus would stop at my work stop (South Waterfront/OHSU, right over the bridge). This is a very popular stop for my fellow 9 bus riders and I would love to see it added! Also, I am concerned about how rapid this transit option could actually be if traveling on Powell below SE 26th at rush hour. I ride the 9 bus daily on Powell and the route is very congested and slow. I don't know if it would be possible to designate a lane just for public transportation and if that could help? Thank you for working on improved transit options!

My greatest concern is how dangerous the intersections on SE 122nd are - who is addressing pedestrian safety at these stops?

My husband is on the mailing list. I would like downtown stops to be identified. Collins Circle would be perfect. For environmental, maintenance and noise issues, all electric buses would be far preferable.

My office is moving soon, and the new proposed bus stops would make my commute so much easier. I think the area I live in really needs to see additional service also.

Need better sidewalks between stops

Needs a way to get thru downtown fast as well, preferably all the way to union station

Needs dedicated bus lanes on Powell and Division.

needs more stops in SE between SE 12th & SE 66th.

Needs to be faster than regular bus lines and comparable to cars if I'm going to use it.

No dedicated lanes so this is BRT-Lite. Call it what it is please. You won't spend any significant amount of money on this corridor. Just admit it please. SE PDX is the new ghetto in your books. That is why you forced the higher densities on us and not onto SW PDX. We get all the lower income families and no jobs/investments like LRT.

No more steep ramps!

nope thanks for doing this! we love the option to use public transport.

Nope. BUT the 150 apartments they are building on 50th & Division needs a transit answer. Soon.

Not at this time. I do think that we as riders just need to just be heard about what spots are really needed to help out in ridership.

Not interested

Not sure the bus needs to run down both Powell and Division - it should be one or the other, and if I had to choose which one made more sense, I'd say BRT should run down Powell between SE 82nd Ave and the Willamette River.

Not sure why a BRT stop is scheduled for 52nd & Division rather than 50th & Division

On Division Street the area between 122nd and the City of Gresham, just don't forget about us. There are a lot of people that depend on the bus service here.

Once you build it, Never Cut Service!,

One issue for many people is the availability of parking near key bus stops. I hope that there will be at least one or two parking areas included in the current plans.

One of the biggest reasons current long route bus service is so damn slow are all the silly stops! Especially during rush hour, a stop every other block slows the bus to a crawl. We need to walk a bit more anyway, don't we?

One thing I really appreciated when MAX first started was that my ears weren't pounding as they were when I got off the bus. I discovered that the further I moved out of the city (the longer I rode the bus) the more throbbing I would have in my ears. I still don't know if it was bus fumes, the sound of the motor, or a combination of the two things. But riding the train cured it. I don't know if it would be the same with BRT or not. but it would be interesting to know. I would definitely try to use it as a backup to riding the train.

Our public transportation system just keeps getting better and better. Thank you all so very much.

Outer Division center-street dedicated is preferred.

Outreach to the neighbors that live along 52nd and 50th avenues will be critical as those route options are considered. Please do follow through with both neighborhood association outreach and direct outreach to the addresses along 50th and 52

overcrowding, enter one door and exit through back door, coordinate on time arrivals with BART and do not have people walk too far to make connections, have bus operators blow horns to alert people are making transfers

pass it on please, trimet is great but letting riders be exposed to inordinate amounts of second-hand smoke. this is a public health issue of very high importance.

Pedestrian Safety crossing Milwaukie at Powell seems tenuous.

people wouldn't have a problem parking near orange line if actual connections with buses could be made in less than 1/4 mile. Tri-met has apparently never heard of ada criteria. Tri-met calls a 5-block walk a "connection." get real.

Persephone@hotmail.com

Personally I would like BRT to be able to eliminate the necessity for a drop off only schedule, it is unacceptable for a bus to pass a stop with riders waiting. Secondly bus drivers should be informed when a MAX train is approaching the station and that they should wait for the transferring passengers.

Please adopt the version of 82nd with the inclusion of bicycle lanes!!!

Please build a dedicated cycletrack along the routing

Please build trains instead

Please consider similar BRT for Tacoma / Johnson Creek, once Sellwood bridge is complete.

Please develop line on Powell between 52 and 82nd. I think it will serve more riders

Please do everything you can to ensure the buses have CLEARLY marked/delineated/separated Bus Only lanes for the entire route to make it true BRT.

Please do not increase congestion on Powell Blvd. including removing traffic lanes and/or turning lanes. I commute via bus, but also live in the neighborhood which has seen increased traffic volumes on side streets due to the Division road diet.

Please do real, meaningful, NOT RUSHED Title VI community engagement. The Title VI outreach efforts for e-fare were a complete joke (and not because of the community non-profits you foisted it upon).

Please do something like this in Tualatin.

Please don't compromise too much on this project. As a long term transit solution, the project should aim high and overcome short term political challenges. If it's not SIGNIFICANTLY faster than the 4 and 9 are currently, then it's pointless. Shiny new buses and stations are not more important than the service itself.

Please don't do this at the expense of current 9 users. Powell is too filled with cars, and anything that encourages people to drive and not take buses is a bad idea.

Please don't have slanting seat benches at stops. They are difficult/painful for disabled people and mothers with young children/babies cannot use.

Please don't make it cost more than riding the normal bus. That creates a caste system of transit, the "fancy buses for rich people" and the "regular buses for poor people." I used to live in Austin, where the buses are like that, and it horrifies me. I absolutely don't want that for Portland. I would much rather keep bus service as it is, hiccups and all, than bring in a bunch of shiny new features for an elite class only. I could financially afford to ride the BRT even if it costed more than the regular bus, but I could not afford to do so morally. I would boycott.

Please don't take away the nice landscaping in the center on Powell

Please find a way to keep local service with the brt.

please have seating that works well for fat people. bigger aisles & seats.

Please improve bicycling facilities along the alignment.

Please keep this a transit project, not a bike enhancement project. Although I found out about the survey through bikeportland.org, I suggest ignoring comments that come from bikeportland.org because they will be biased in the extreme.

Please let the route go down 82nd Avenue from Division to Powell. 50th and 52nd are too congested for a BRT!

Please let us know if there will be regular buses in addition to BRT. Many answers in the survey depend on knowing that.

Please make it electric or go light rail. Eliminating fuel burning gas busses should not result in more fuel burning buses. Make BRT frequent service to accommodate the 19k people who use lines 4 and 9 daily.

Please make it fast and reliable, even if it means taking lanes away from general traffic.

Please make station at 71st Ave and Powell and Division.

Please make sure the buses have their own lanes and don't get stuck in traffic

Please make this a favorable alternative to cars for people living in East Portland. I feel the most important factor is speed. To make it favorable alternative to cars it needs to offer comparable or better travel times.

Please make this as fast and reliable as possible, even if that means giving priority to buses and impacting single-occupancy vehicle movement. Resist the urge to add back stations, since stopping too frequently would make this not "rapid" enough. I also urge you to look at all-door boarding with electronic fare payment, similar to MAX.

PLEASE please please give the BRT an own lane so it doesn't get stuck in traffic. With the proposed improved frequency and ability to carry so many more people, we do not need to stick with the same old model of private vehicle capacity on these streets. When transit moves quickly and private vehicle capacity is squeezed (instead of the other way around), we will see major shifts in how people get around. We have to stop accommodating the GHG spewing vehicles and get serious about managing our climate by providing real options to people, that work.

Please prioritize *staying on schedule* and *speed* above all else. BRT works when it's treated like (and people start to think of it like) rail service.

Please provide faster and more reliable service to Gresham. This may be better accomplished by running express buses that limit stops to provide an end to end commute of less than 45 minutes from Gresham. That should be the metric decisions are based on. When TriMet has met this goal they will then assess the rider patterns that justify improved stations. The idea of building the stations before demonstrating effective and well used express service appears to have the approach exactly backwards. People want fast and reliable service first and foremost. Once you have the ridership, then build the stations.

Please put more seating and shelters all along Division St. esp. at 3100 block Division St. on both sides of the street, and a way to get safely across the street between both bus stops.

please reconsider the 52nd ave cut over so that the line better serves Mt Tabor, Warner Pacific and southern Montavilla (Division north to Stark);

Please see the project through and continue BRT service to downtown.

Please seriously consider anything that will make the ride both faster and more reliable. Also please consider longer or tall buses, if not much more frequent buses for capacity.

Please stop at 60th and division

Please try to dedicate lanes to the BRT system whenever possible. My family will be less likely to utilize the system if it is not faster due to being stuck in car traffic.

Please use 50/52 to Division, not 82.

Please use the 82nd ave optional route

Powell is a bit of a walk--but worth it--but I can't walk all the way to Division. So I will only use this if there is a stop at Powell and 60th.

Powell is a major street. Thanks for looking for transportation options.

Powell would be a mainline in the outer southeast than Division.

Preserve local bus service at all cost.

Provide a faster way to get from Troutdale to the 257th and Stark BRT stop. The 80/81 buses only come every half hour, so I would not save any time taking BRT.

Public transport is awesome! I'm excited about new options. Cheeseburger

Reduce driving on certain sections for safer crossing

regarding the previous comment: i live on 35th place just off powell. if i need to travel to 82 or 122...it seems like i would not be able to take any 9 bus. seems more frustrating.

Run a bus straight down Milwaukie Avenue to Lloyd Center, please.

safety - make pedestrian crosswalk. I cross division every day to take the bus going to downtown. The traffic runs fast and drivers don't stop even they should at every cross section if a pedestrian waving for crossing. Also, make effort to be dependable. It wastes tax payers' time and money if 2 or 3 bus come about same time after a long long waiting. It happens too often.

Safety is a huge factor, esp. In areas with poor street lighting. A well lit stop makes me feel safer, as does an update monitor!

Safety, lighting, not breaking an ankle getting off bus, security cameras

Schedule, Schedule, Schedule Every other aspect of service is secondary to the buses and trains 1. Showing up without cancelled trips. 2. Being on time, or at least close.

Security cameras at BRT stops.

See my previous suggestion about getting riders contact info and then have trimet call those riders to get riders feedback. Surveys is not a good way to get feedback. U are going To get blanketed statements that aren't exactly valid to riders but trimet is heading in the right direction of what the riders need and want. Thank u for that!
Appreciate it greatly

See qx 3. Do not use 50th or 52nd or Division. They have been already transformed into a disaster for traffic and as counter intuitive as it may seem for dreamy transportation geeks, BRT would only make traffic worse!

Separate ROW needed west of Cesar Chavez! Every time I ride #9 in the morning rush hour it is unbearable. I thought it would be better with the new bridge, but last time I rode it took 28 minutes from 34th to Milwaukie Ave! Queue jumping won't help when the queue is a mile long!

Should have it's own lane wherever possible

So I live at 30th and Division, and need to travel to 182nd and then take the 87 to Sandy/Airport Way. Beside obviously improving the 87's Division & Powell service frequency, will I save any time busing from 30th to 50th (getting off an already traveling bus) and then waiting some to catch a BRT? Will the BRT overtake the 4 heading to Gresham? Will the 4 only go to 50th and no longer exist beyond there? And will it matter if I get 182nd sooner, if I still have to wait an hour for the 87 to come by? --John R Williamson, rider for almost 40 years! :)

Some people won't grasp the changes....and the maps are confusing...better explanation, directions and stop timelines would be nice.

sooner needs to be done sooner

Sounds great!

Sounds like this will be reliant on HOP. I'll be interested in watching the development of both.

Stop putting bus stops so close together. 4, 14 and 9 all have a few stops within one block of each other-it slows everything down.

Super important to ensure that BRT does not contribute to gentrification. I expect that planning stage will incorporate analysis and policy decisions that support affordable housing before speculative acquisition happens that results in more high cost housing that prices current community members out of the market.

Take a lane from Powell!

THANK YOU

thank you

Thank you for all of the public feedback you've gathered! I really appreciate being part of the process.

Thank you for continuing to improve public transport in Portland. When I first moved here from Chicago in 1973, I was in despair that a car would be essential (too expensive for me) and riding a bicycle was downright dangerous. The improvements since I moved here in 1973 are awesome!

Thank you for doing this work, and research! I've been riding the 9 daily to work for 2+ years, and I'm looking forward to the improvements.

Thank you for making improvements to the #9 route---this route is heavily used. If possible, it would be good to have more buses on this route during the evening rush hours, going from downtown to SE Portland. The buses between 5-7, we are packed in like sardines. Also, even though I did not put this in my top three, I do notice a lot of garbage and debris at my stop on 71st and Powell. I wish there was a way to have garbage and recycling available.

Thank you for the survey!

Thank you!

Thank you! Division is extremely difficult to cross due to lack of crossings with traffic control. Hopefully BRT will help address that issue regardless of whether people are using BRT or just walking. I am looking forward to all the improvements—let's get out of our cars!

THANK YOU!!!! :D

Thanks for considering this project!

Thanks for developing this crucial service! For the intersection at 72nd and Powell, it may be necessary to extend the timing of the stop lights so it gives more time for people to cross over Powell. As it is now, I've seen elderly/disabled people not able to make that light via the cross walk and people nearly hit them. Also, please install flashing beacons lights (for pedestrians at ALL crosswalks on Powell). I sit there for minutes at a time on my bike and only one out of 10 cars will stop for me. This is especially true in the early morning and evening when it is difficult for them to see a ped/cyclist on the side of the street waiting to cross. Even when I have my small child on my bike with me during the middle of the day, people still don't stop! That is very dangerous. Thanks!

Thanks for doing this!

Thanks for making these improvements. And thanks for asking for input from your riders. That means a lot.

Thanks for seeking input!

Thanks for the great work on this project!

Thanks for working to make BRT a reality!

That you're using 50th, or 52nd and large parts of residential Division as a travel route. You'll be flying by 2 schools and quite neighborhoods. Powell makes way more sense for this new (and fast) BRT.

The 16900 Block stop is right in front of 2 55 plus community that has older people who use the bus and across the street there is an assisted living facility with older people who use the bus and the locations for the stops you are proposing would make us walk at least 6 blocks to the new stops.

The biggest downside to TriMet is that the buses and trains are so seldom actually on schedule. It makes it very difficult to use on a regular basis. Having spent a lot of time in Europe and especially Germany, I am used to having the buses and trains arrive EXACTLY on time. This is America! We can do better!

The BRT is fantastic for those who are traveling between 82nd (and further east) and the OHSU campus. The large number of us (majority?) who travel from inner SE to downtown daily will see no benefit from BRT. This is a huge letdown from the MAX line initially suggested for the Powell corridor. I am concerned that a result of BRT will be a reduction in local service or closing of local stops as this rolls out.

The bus NEVER is on schedule. Please be on time.

The current list of stops in inner SE looks to just eliminate every other stop. For truly rapid transit, you need to remove far more stops. It does mean people may have to walk farther for service, but that's part of the intent. BRT should focus on major hubs like SE Powell & 39th, 50th, etc. Also, the biggest barrier to this BRT line is massive congestion on the Ross Island Bridge. Powell is often backed up to SE 39th in the morning, and that's why I usually take the #4. It has sometimes taken 1 hour and 15 minutes for the #9 bus to travel from SE 36th and Powell to my stop downtown (even with the Tillikum Crossing). BRT won't solve that. I will only use BRT on Powell from inner SE if the congestion problem can be solved and transit times made more reasonable.

The most transformative project route is down 82nd between Powell and Division

The sooner the better

The sooner the better.

The stops are probably well placed, but it doesn't solve the lack of safe crossings on SE Powell. I'm directly between two proposed stops and so I'd continue to have to walk 3 blocks in either direction to have a signaled crossing and I honestly worry that crossing Powell will be the death of me some day. This project still doesn't seem to address the safety concerns of being a non-driver on Powell. Also, this survey is terribly designed in that you can't go back and adjust answers if you realize you've answered improperly.

The whole proposal is a piece of junk. I live on Powell Blvd. I'm 59 years old. By the time this thing comes I'll be in my mid 60s, and then I'll have to travel all the way over somewhere on Division just to get a ride? Are you people insane? I'd have to move. This piece of idiocy, which would reduce or eliminate access to mass transit for thousands of your paying customers, many of whom are elderly, disabled, or parents with small children or babies, is the worst piece of bureaucratic malfeasance I've ever come across. You'll sell this to the general public as a great modern "improvement," but in reality you'll be creating great hardship for uncountable amounts of people. I can't tell you how angry this "proposal" makes me. And let's be honest- this is no "proposal" - you'll do this no matter how adversely it affects your paying customers.

There needs to be a stop somewhere between 60th and 72nd on Division. There is Warner Pacific College right there, and several apartment buildings.

There needs to be too routing to Tillikum from Powell via 58th ave, not Milwaukee. Access to orange line will remain at Tillikum on both east and west sides.

There should be an easier and more reliable way for people who live in the Argay area to get around.

There should be more busses going through different streets. Like there is a busy one on 121st. And Eastman Parkway. There should be more in between

There should be shelters for all bus stops. It rains frequently during the fall and winter season. Many people hate getting wet waiting for bus. More so if the bus is late.

These maps are confusing and I was unclear on the directions for this survey.

Think about rerouting mobiles with sufficient lanes in high traffic intersections such as Division & 82nd, 82nd & Powell, etc.

Think it is a great idea

This all looks interesting. Just moved to Portland, and work at OHSU via tram. I bike to the tram, but will take the bus when needed, weather or mechanical problems etc. This project looks interesting and I'll follow it. The proposed stations look a bit less convenient to me than what already exist, but that's just the way it works out I guess.

This had better be a really safe, efficient, and effective system on par with the quality of light rail. It has all the appearances of an incredibly inadequate, unjust, and inefficient system that will not have the same staying power of light rail and once again people on the east side will suffer from a lack of meaningful investment and be stuck with a dirty, ineffective transportation system.

this is a fantastic idea that i've seen in other cities and i'm glad we're finally getting it here. i ride the 20 every day from 223rd and Stark down to W Burnside and 13th. the impact to my commute could be very positive.

This is a route full of low income and disabled riders. While I rely on trimet for transit I am relatively lucky in comparison to many other riders I meet. Please keep their best interest at heart.

This is all great. But if you don't change the route around the congestion around 20th to 12th, it won't matter. On average we sit inching along under the 17th bridge for 15 mins. Then the bus has to forcefully merge into the turn/on ramp. If the bus went up 17th to Clinton then back down it would be much better.

This is going to be a massive failure if you don't have dedicated lanes for the BRT. If the busses are stuck in traffic, you might as well not bother changing the infrastructure at all.

This is going to wreck businesses along Division and Powell that are barely making it. A fleet of vehicles for the proposed services is a ridiculous expenditure right now. Just put more frequent service on existing lines and keep us safer. It's more important to me to get a sidewalk in my neighborhood.

This is really exciting!

This looks great for me!

This looks great for my needs personally, but I'm concerned for mobility-limited passengers. I'm hoping Powell will still have regular buses that stop closer together. Or do folks relying on the current stops become eligible for LIFT when the stops close?

This looks wonderful! It'd also help make it possible for me to move further east where housing is more affordable.

This project should be funded by Metro region businesses who have received infrastructure or other grants/tax-credits from regional and municipal governments (read: Intel, Nike, OHSU, Tyko, and the major land developers profiting from increased development in Wash. and Clack. Co.s, etc.) and ABSOLUTELY NOT through SDCs levied against small businesses on the route.

This proposed BRT route will not serve me at all. What are you doing right now, not 5 years from now at best, to fix your constantly off-schedule, crowded buses?

This survey doesn't really ask what I think about the route options choosing between 52nd, 50th and 82nd between Powell and Div. Where's that survey? I'm against any route designs that add to driving congestion by removing lanes, lane diets, bike lanes, etc!

This survey is hard to interpret, there is not enough information available in it to actually answer your questions. I didn't know if this would replace my current service. It looks to me as if you just need to change the route to cross the Tillicum bridge.

This survey lacks a "Back" button. This error made it impossible to review or change a previous answer. As a DP professional myself I consider this significant design error.

This survey would be easier to complete if there was a map of the route on each page.

This will fail without dedicated ROWs... please do not make this an express bus that gets stuck in traffic. I'd rather have you scrap the project than waste money and political capital on a "BRT" without dedicated travel lanes.

This will not work without separate Transit-only lanes, especially west of 39th

This works for me if the route goes out Division and stops around 53rd. If it's on Powell that wouldn't be as good. Will the regular #4 bus continue with its same stops? My current stop at 52nd and Division is very convenient.

To get to my destination fast is most important for me to use BRT.

To improve traffic, it will be very important for bus ride time to be comparable to drive time. It is important for normal local (non-express) service to remain intact concurrently along the route for transit dependent people, esp seniors and people with disabilities. Displacement of disadvantaged communities is big concern of mine. It is paramount that affordable housing to be created along this route BEFORE plans are released, otherwise the nature of speculative real estate will prevent this route from actually serving the people who need it most.

Traffic is still a limiting factor.

Trash/Garbage at the stops is a big problem with regular bus stops, with additional ridership, care of this issue is very important to how our neighborhood is perceived.

TriMet seems to be trying to cut bus stops and make the system less user friendly. They do this when Max goes in & then people who use to use the bus now drive. Sounds like trimet is doing the same thing but calling it BRT. Bad idea. Rather have express buses like you use to do that had limited stops but other buses stopped at all the stops. Much better idea.

Trimet should have more security on all the transit systems to protect passengers from crime.

Use timing systems to work with traffic lights and manage traffic, operate in HOV lanes, to really make the system rapid and worth while. Less, but strategic stations is best. Ensure that area from hawthorne 39th to 54th is part of the plan

Very cool

Very excited about the new line; though I hope TriMet can make the line fast enough to be useful -- with appropriate technology to get the bus through traffic, and with stop spacing that is not too excessive.

We need BRT! The sooner the better! Thank you.

We need faster transit on Glisan and E Burnside too. The 19 and 20 are often not frequent enough for morning and evening commutes.

We need north/south bus line on Milwaukie Ave from Brooklyn neighborhood to Lloyd Center

We vote Powell over Division between 50th and 82nd.

Well-designed, high-quality BRT stations make a huge difference in the perception and usability of the system. This is especially important in East Portland where the infrastructure has been neglected for many years, but where a large and growing percentage of Portland's population actually live.

What about bikes? No questions about people who have to bike in order to use trimet.

What happens to bus service on the "regular" stops? I am concerned that too many transit-dependent people are going to get left in the dust. How can you ensure this is not going to happen? Please email with your transit equity analysis of this plan, with sections highlighted on the needs of transit dependent Portlanders.

When will BRT be put on 82nd ave?

When will final route be chosen

Whether line ends up in Division or Powell between 62nd and 82nd, it seems the addition of this line might create improvements to over-crowded #4 buses at rush hour, but hope that is something being considered. Thank you.

Why are there not more BRT routes considered instead of max? I ride max a lot but am getting frustrated with the constant breakdowns and switch issues. I have been opting for bus over max in last few weeks.

Why Division? Really?

Why do you continue to use the restaurant row in Division as a potential route when everyone knows that won't occur? As it is, when a Trimet stops to pick up people on the "road dieted" part of Division, it backs up traffic several blocks.

Why is not the #75 going to have BRT down to Woodstock?

Will BRT have priority signals at intersections?

Will the buses be powered by natural gas rather than diesel?

will the fares stay the same? link up with streetcar service maybe?

Will this BRT be able to meet a MAX line on the East Side like the Gateway TC?

will this help make Powell Blvd safer? Currently, people drive too fast, there needs to be more lighting for safety, and better pedestrian crossings. Speed limits need to be enforced.

Wish we could adapt the lighting and crossing features to East Burnside Max Line. The crosswalks are poorly lighted, outdated and dangerous for pedestrians especially when it is dark and raining.

Woo doot!

Woo hoo!

Would also like to see increased safety both during rides and at stops.

Wouldn't light rail or a street car better serve these dense communities?

YES, I learned BRT in other some of transit providers included Seattle, Eugene, and others, Good for Portland gets BRT eventually, Vancouver C-Tran 4 will be having BRT runs on Fourth Plain, too! smile!

Yes, SE Division is terribly crowded now - and now many pedestrians are crossing in the Twenty & Thirty blocks. I drive it every day and would gladly stop using my my car to simply use trimet but your buses run too infrequently! Along Division I would want to know that I could reliably catch a bus at least every ten minutes or better yet 7-9 minutes. I tried using trimet for a short stint and found it too time consuming with existing bus schedules. On some occasions after carving much more time out of my day to travel by trimet than I would with my car, buses would be late causing me to arrive to work late. Why would I choose such a scenario - loosing valuable time and putting my job performance in jeopardy? I want to use mass transit for many reasons (reduce traffic in my neighborhood, noise pollution & other environmental concerns, ect. But given the circumstances I went back to using my car!

Yes. I would prefer that both the #4 and #9 be upgraded with additional limited stop service using 60 ft. buses operating with signal preemption instead of this expensive capital intensive project. It would serve more riders at less cost.

you are doing an excellent job, thank you.

You definitely need to get information more widely distributed. I am thinking libraries, public radio, on busses.

You need dedicated lanes for it to be true BRT! Otherwise the bus will still be stuck in traffic and experience bunching.

Your description of BRT mentions nothing about dedicated transit lanes. Sounds like we are resigned to BRT "lite" before the project even starts...

Even though you do not get on or off the bus in the project area, we would still like to get your thoughts on bus rapid transit. Please use the space below to share any comments you have about BRT.

? Are you going to continue bus service on Division?

1) Trimet station lighting is too bright (ex. OMSI), people are waiting for a bus, not performing surgery, please do not have these be as bright on the next project. 2) Instead of proposing a flyover ramp over 17th, have the bus turn left onto Powell at grade from the existing signal at SE 13th Place. The existing signal is a crosswalk signal, that can be tweaked at a fraction of the cost of the flyover ramp and achieve the same objective.

117 & Division needs a shelter

24 hour service, 7 days a week.

A good concept, especially for a very condensed urban area such as the one it moves through. I look forward to seeing positive reviews and results from the impacts of the upcoming changes proposed.

A line from Milwaukie to Vancouver up MLK would be a good compliment

Access in north Portland please!

Add rapid transit from the north bethany area to downtown on weatside.

Although I don't typically use this route further expansion of this system would be great value system wide. I would be opposed if BRT eventually results in increased fares.

Always good to have more buses!

Any advancements for bus travel helps get more cars off the road, which helps the environment.

Any and all use of BRT in the city would be much appreciated!

Any change that improves transit travel time must be prioritized over steps to preserve or improve auto travel times, or what is the point?

Any investment such as BRT that can prioritize moving people over moving cars is a good investment that needs to be replicated.

anything better than MAX-it doesn't work when hot, cold, wet and cannot detour if track is blocked

Anything that will keep the buses on schedule without further reroutes or route cuts would be a good thing.

Anything to improve service to east county is welcomed. A more northern route to Troutdale would fit my needs better, but this looks like a great line.

Anything to make mass transit fast, easier is a good thing

As a business, we are concerned that getting out of our parking lot will be even worse than it is at this time.

As a frequent rider, it makes sense to have this route. Once the blue max lines get to Gateway they are jammed packed from Gresham. I think this is a good solution.

Because it's the first BRT line in the region, it needs to be allocated adequate resources to provide frequent service that has a high level of on-time reliability. If the service is well received and maintains high ridership, TriMet can use it as a political tool to build support for expanding its operating revenue base beyond the payroll tax.

Bring it to stark street.

Bring more frequent service to Powell valley and to Sam Barlow HS

BRT ?????? ????? ?????????? ?????

BRT has worked great in other cities - it's a natural fit for Powell. It will make safer, faster trips for riders, and potentially get more cars off the road.

BRT is a fantastic idea. I'd like to see multiple lines, especially where there is unreliable bus service and no MAX service.

BRT is a pig in pearls. I lived in Taichung, Taiwan the last two years, where they unwisely spent excessive tax dollars on a BRT---relying to avoid the initial, high costs of copying the highly-successful, efficient, and popular subway system in Taipei. The BRT in Taichung is roundly hated by taxpayers and riders, and the mayor will lose his job over it. Do not create a BRT.

BRT is awesome and we need to have it in Portland. Eugene and Seattle have beat us to it. I want full build out BRT too. With stations, complete right-of-way and at floor boarding.

BRT is fabulous for Southeast Portland. I am especially interested in being able to access PCC-Southeast campus using the Powell-Division BRT.

BRT should be an attractive alternative to driving a car. BRT should not disproportionately impact seniors and disabled, who may have a harder time walking to the stop. BRT should include affordable housing development along the corridor to decrease the impact of displacement of low income and communities of color.

BRT should connect well with other bus line to reduce transfer wait time. It is unless to go to a transfer point fast if you have to wait for the next bus in time for the normal speed bus to catch up.

BTR plan needs to include anti-displacement and affordable housing. Land needs to be acquired in advance of the project and funds made available to include affordable housing whether it is bare land or current multi-family units that need rehab and can be held for affordable units for 20 or more years.

Bus service is so important to our city. One of the most important improvements to be made would be to restore the student bus pass that enables students and young people to ride for free.

Bus station at se 142nd ave & se division st.

Buses always seem to be more reliable than the MAX. BRT is a much better way to go than rail.

Buses that hold more people and frequent service would be great as the ones on the routes I take can often get really crowded.

By the time this happens I will be a senior citizen. It will not be convenient for me to use this BRT if it does not run down Powell Blvd. I will not travel to Division just to take this. My concern is will the 9 bus still run down Powell?

Currently drive to work downtown from Gresham because MAX is over crowded, slow and doesn't feel safe. Would consider this an option to commute.

Currently I catch the bus on Stark or train on Burnside, but I would consider division brt as well in the future as it is still near to me

Dedicated bus lanes are needed. What will you do about the added traffic on Powell when Foster is converted to two lanes? ? ?

Dedicated Lane!

Dedicated or preferred traffic lanes are critical to making BRT successful.

Dedicated ROW for BRT or it's not BRT. Please be bold and set aside road capacity specifically for BRT along length of route (camera enforced). Also take advantage of project to improve facilities for people walking and biking along route.

didnt see the map answer is probably yes to the previous question.

Division is congested enough

Do bigger busses mean less busses & jobs lost for current staff?

Do not remove existing vehicle traffic lanes to create a bus or transit only lane.

Don't have too many stops close together especially downtown. Separate the bet lanes and signals from the rest of traffic.

Enforce Folding stroller rules

Excited for BRT, hope the frequency is high enough to make it appealing!

Expect to move into the area and would consider riding from 112th St.

Extend Bus 17 on SE 136th through Powell to Division to connect with the BRT and then head to 122nd and back to Holgate. Sort of a mini cross town bus.

Faster, more efficient mass transit is a welcomed addition to the system. If it works out along Powell-Division, I hope it is expanded to other areas including NE Portland.

First, I own a rental property in the proposed area, so I do have a vested interest in this project. Second, I lived in Taichung, Taiwan the last two years which had a new and highly expensive BRT system generally hated by the citizens.

For a corridor that doesn't support light rail, this is probably the next best thing in terms of high capacity transit.

Frequency, faster service and safety like side walks and proper lighting are important to better BRT.

Glad this is underway.

Good idea. Hope it works so you can put more buses on and add streets like 162nd and 148th between powell and sandy blvd

Good option to have. Not every area can have MAX.

Great idea as long as it doesn't interrupt regular car traffic too much.

Great idea! Maybe with BRT I can buy a house in (aka gentrify) Gresham and still commute downtown reasonably!

Great idea! We need this in NE Portland and North Portland. It always seems the improvements are where the population is not as dependent on Mass transit as North & Northeast Portland.

Great idea.

Great idea.

Great idea. I have always disliked how close the bus stops are to each other, makes for such a looonng ride.

Great idea. We need it out of North Portland. The corridor down Williams and Vancouver are a ridiculous time suck.

Gresham seems like busier location for this new service since that seems to be more of a nexus so to speak.

Have it go to Sherwood.

Have lived various cities before retiring enjoyed express service on same line as local bus or train (light rail/subway). Not in your survey but I am pleased our light rail riders have taken to Max.

Holgate needs to run more often

Holgate would be very beneficial to apply a BRT.

Hopefully this project will be successful and a similar approach will come north. Generally it is faster for me to ride a bike than taking the bus.

Hopefully this will translate into other possible route later. I am a BIG proponent for better transit connectivity to Vancouver, or at least right on the south side of the river.

How about BRT on SE Woodstock Blvd and/or SE Lake Rd.

How does BRT connect to downtown moving out towards Gresham?

How does BRT relate to today's buses, Max, etc. Would BRT be able to run on existing routes (or rails) in order to upgrade the entire system "cost-effectively."

How does this fit in with light rail? Is this an alternative to light rail?

How does this help people expedite their trip when boarding the Bus on Division west of 50th?

How is this different than Max?

How on earth are you going to get this paid for. I hope you're not planning on coming to the taxpayer to foot the bill. With Max running a lot empty I have problems with these lines running. You're going to price folks right out of here.

How wonderful! Except I may not use any of the Tri Met services; I will probably be retired by then!

I actually like the idea since it is not improbable that I would have to use the BRT for very infrequent appointments, visiting friends, or for shopping.

I am all for better, faster transit

I am concerned that BRT often gets watered down. It is important to keep as many exclusive lanes as possible to keep transit moving past traffic.

I am in favor of BRT as a way to provide more frequent transit options to people living from SE 82nd and further East along Division and Powell. If there were a stop at SE 82nd and Division, this would also affect me directly.

I am in favor of it

I am interested in having improved transit service along Powell Street East of 122nd.

I am located in the St. John area and bus service is limited. I don't understand why the east side needs the street car, the Max, the orange line, and this new rapid transit. Why not provide Max service out Highway 30 instead of multiple options to one area of town.

I am very much in favor of improving our public transit options, and am excited to hear about this! One issue I have with public transit is the feeling of difficulty of North/South travel outside of the downtown area. If I'm in inner SE and want to get to North Portland or inner NE, my quickest options are usually to catch transit into downtown and then out to my destination, which is generally not very quick. Are there any plans for improvement there? Another transportation woe for me is getting to the airport from North Portland. It's 20 minutes by car, but around an hour by MAX taking the Yellow down to the Red. Having a (even infrequent) bus option that could take a more direct route from North Portland would be appreciated!

I am very opposed to the Cleveland route! 223rd or Hogan already have the lanes and areas for the stops and parking. Save our tax dollars for more important repairs/projects. Cleveland is a residential neighborhood that doesn't need the extra traffic all the improvements would attract. Not to mention, a quick get away for robbers etc. that hang out at Red Sunset Park.

I am very worried about the added crime that will likely follow these bus routes.

I appreciate all transit in Portland. Thank you

I appreciate rapid transit, however there is a concern that it will increase the traffic congestion on 82nd which is already horrible.

I believe that big improvements can be made in bus transportation at a fraction of the cost of the streetcar. Devoted lanes, express service, frequent service all make buses much more attractive to me.

I believe that it is important for the BRT line to incorporate as many of the features of full BRT as possible, especially dedicated bus lanes and transit signal priority throughout as much of the corridor as possible. It is also important to provide audible realtime information signs for blind passengers.

I can't see how it can be "Rapid" given the traffic on Division and Powell?

I could potentially use the BRT if x-over is at 50th or 52nd, but not if it stays on Powell all the way to 82nd. Need stop at Naito

I currently don't get on or off the bus in the project area but if there is a stop at 50th & Division - I can walk to it. Would prefer not to walk to 52nd.

I dislike the bus and Max so it doesn't make a difference to me

I do not support BRT. We can use the present bus system to better advantage.

I do not support this. Our neighborhoods do not need even more intrusion by the negative elements of TriMet. Access is already very good. Real estate clients in the south Gresham neighborhoods are expressing the same concerns.

I don't think we need it.

I don't use it daily, but any improvements are appreciated.

I don't use mass transit normally because it takes SO LONG. This is a welcome addition to the community. How will the local service be dealt with?

I don't use the bus system, I'm trying to help others that do.

I don't use this route regularly, but I take Tri-Met a lot and never know where I'll be headed, so I like to stay informed.

I feel that alternatives to single vehicle transportation are worth pursuing and appreciate the efforts and contributions that BRT will bring to keep transportation convenient and affordable. I'm always skeptical of the utility of buses because transfers really add up in terms of total transit time, so I hope that having more frequent service reduces those "transfer costs" when multiple lines are required to reach a destination. One other thought, please do consider specific use cases or scenarios in addition to demographics and lines on the map. "Mary, grandmother of 3 watches her daughter's children while she works as a nurse at night. Without a car...", "Brad, software developer commuting from 181st, mounts his bike on a rack for the first month that he tries..."

I find the idea a good one. Need more information.

I get on at 190th /Powell and ride all the way to downtown

I have grand children that have to cross Powell to get to school. Safer crossings of Powell would be greatly appreciated.

I have looked at what other places in the world have don't with BRT. It seems just as logical to have a system that is like a light rail system with right of way, dedicated lanes, and the use of alternate energy besides fossil fuels to power the busses. You could use hydrogen busses, or you could have a trolley system with overhead wires just like a light rail. If you want examples of some very good BRT vehicles, look up van hool busses from Belgium. They have a BRT vehicle that looks and feels like a tram, but runs on tires rather than train wheels. Other places in the world, including right here in Oregon have put BRT in to use and it had been quite successful. The BRT in Eugene is one good example. The EMX as it is called has help make transport between Eugene and Springfield much more efficient and easy. In closing, having a BRT system that is constructed in the correct way on the Powell-Division Corridor would help many be able to travel to and from east Portland and Gresham easier and faster, and would be yet another step in making Portland one of the most easily navigated cities in the country. If you would like to hear more of my ideas, my Name is Eric James Howard, I am a resident of the Portland area, and would love to discuss what your plans are for the future of this city. My email is ericjhoward4@gmail.com and my phone is 503-806-7741. Thank you metro for giving me the chance to voice my opinion, and I hope I can get the chance to do so in the future as well. Sincerely, Eric James Howard

I just want safer, better lighted stops with a least one to my home.

I know this is being advertised as BRT, and I'm familiar with BRT in other countries. I fear that this project won't actually result in what is 'true' BRT as we are already hearing that the buses won't have dedicated travel lanes. This makes me worry that other aspects of true BRT won't be part of this project :/

I like the idea of BRT, but am concerned many key features get removed or degraded over the course of planning for the project.

I like the idea of giving commuters faster options on how to get to work. I could see people using BRT like they do with the Max. Having North-South bus lines be more frequent would be important to allowing the most people to benefit from BRT.

I like the idea of it but live in Concordia. I currently work downtown and don't take the bus because it takes 45+ minutes to ramble downtown on the bus when my car can get me there in 15.

I like the project

I like this idea

I live in Gresham and I think the BRT project will be a positive development for Gresham and bring much needed transportation improvements.

I live in Oregon City and we can't even get a bus on the South End anymore, so It's annoying to see other "improvements" ahead of coverage for areas like mine.

I live in the neighborhood and I would prefer less traffic. If boarding could occur on 60th or 92nd that would help!

I live on 74th and SE Holgate. If the BRT is on Powell, then I'd use it, but not if it was on Division.

I live right off of Powell so I get the bus on Powell not Division. I still welcome a faster way to get to the south end of Portland without using the train.

I look forward to seeing better crosswalks for pedestrians and bicyclists on Powell between 39th and 12th. I think any islands and bump-outs you put in will also make it safer and less stressful for automobile drivers.

I look to BRT for faster travel between downtown and the outer east side.

I love BRT. My experience with it is the 99 B-Line in Vancouver, BC, which I rode for a few years. Given that, I have basically two fears: 1. Too many stops. The 99 had a good balance IMO. Haven't seen the proposed station map for this project though. 2. Lack of dedicated lane space. This is the issue I always had most on the 99. It ends up no worse than driving, but we want to encourage people to ride it, right? Maybe a rush-hour dedicated lane or something ... I am curious about frequency as well, the 99 (sorry to keep going back to it) stopped every < 5 minutes at peak, which was awesome. Obviously this has its own logistical and resource challenges. Otherwise, I'm super excited about this project in general, and I hope it's successful and we introduce more BRT throughout the city. Thanks.

I love the BRT idea because I am frustrated with delays on max. Every day I hear max trains are delayed. Trains should be more reliable than the orange line currently is.

I love the concept of faster more frequent bus service with the high likelihood of a seat on the bus and protection from the elements unlike the so called bus shelters downtown which currently offer very poor protection from the weather.

I love the idea of more frequent busses with fewer stops. Currently where I live there are 3 stops all within a hundred or yards of each other. This makes the morning commute slow way down.

I occasionally use that route. I think it would be helpful for relieving congestion during rush hours and inspire more people to use public transportation.

I previously lived south of Division and on occasion would take the 9 Powell. I now live close to Hawthorne, and commute to the Lloyd district. After Food 4 Less went out of business, I lost my main reason for being on Powell. If BRT brings pedestrian-scale retail to Powell, I might come back, but I am now primarily on my bike. I hope the design and build will support all of the active transportation modes, meaning pedestrian and cycling as well as transit.

I rarely ride standing-only buses or trains. The majority of the rides I take to and from work 5 days a week are on mostly-empty to half-full buses. When will money be invested in improving and expanding roads for car commuters? That's the real need here. New bus lines won't help the horrendous grid-lock seen throughout Portland on a daily basis. It takes me an hour to drive 8 miles. I'd rather see my tax money invested in something other than MORE buses.

I really don't want public transportation in my area. Where we live we've adapted to driving ourselves and it would be a huge disadvantage for us as we already have a lot of crime in a well established area. Gresham is already growing too fast. We don't want any part of this.

I really wish this type of system could be done for the number 8 bus route. It is always so congested and due to the number of stops takes a very long time for a 4 mile commute. With that I do greatly appreciate the level of transit Portland has and, overall, Trimet does a very good job.

I ride the #4 bus from North Portland to downtown. I would love North Portland to get BRT buses. A lot of the population in North Portland rely on the bus, so cleaner and safer bus stops and faster service would be greatly appreciated.

I ride the 12 from NE Portland to Tigard 4 days a week to work and back. While there is an express bus from downtown to Tigard, there is not one on the east side that I am aware of. I would love to see BRT from the east side to the far southwest side of the metro area some day!

I ride the Powell #9 bus once in a while and it is always so crowded with no seating. I hope your improvements will help this problem.

I ride to the city center on #9 Outer Powell. Am hoping a good connection from the 9 to BRT will be included. Presently, one can experience over 50 stops on a ride in. A transfer to the Green Line entails crossing 92nd both ways, a two-block walk and a steep climb. A direct connection from 9 to BRT around 82nd would be very much appreciated.

I ride TriMet mostly in Washington County. Occasionally I ride TriMet in downtown, southwest, and northwest Portland for school at Portland Community College and Portland State University. If I need to ride TriMet down SE Division, I will; however, most of the time I have no reason to travel to SE Portland. Those who ride TriMet in SE Portland, I think would benefit from this new project as I when I go to SE Portland, whenever that will be.

I seldom explore the East because it takes so long. Maybe BRT will open that up for me.

I support BRT as an alternative to light rail, but I also worry that BRT will be another Tri-Met vanity project which will result in cuts to funding in other areas - particularly regular bus service. So the funding of the project and potential service changes to other lines would be of the greatest concern to me. I live in North Portland, and I've found first-hand that riding the No. 35 Bus is usually a faster way to get downtown than riding the Yellow Line. I hope that, as with max/bus, BRT/bus doesn't create a service conflict.

I support improvements to public transport.

I support public transit!

I take the Green Line regularly, so it will be great to have the BRT connection at the Division Station. It would be great to have a north-south connection between the MAX and BRT around Cesar E Chavez

I think BRT is great and having this in Portland would be fantastic.

I think it is a great idea. More transportation is needed from Gresham to downtown portland. Safety is important. How has safety been affected by having 2 staff wearing reflector vests at the Foster Max Station? If that increased safety, you could try it on BRT.

I think it is important to bring this project to as many areas in the Portland Metro area as possible.

I think it needs to be expanded to beaverton,aloha, and Tigard

I think it sounds like a great idea. Once you have the funds and any bugs are worked out, it would be nice to have in other neighbourhoods as well.

I think it will help with the MAX congestion and give us other options for getting to downtown.

I think it would be valuable to have this service in other parts of TriMet's service area that don't have easy access to MAX service.

I think rapid transit would greatly help the rush hour commute in and out of downtown.

I think that BRT offers a desirable, less expensive complement to the MAX service in Portland.

I think that it is a GREAT idea. It might have been better to implement BRT than the Orange Line.

I think that you guys should shorten the route, i.e from downtown to I-205 and having it be a streetcar

I think this is a great idea!

I think this project is a total waste of money. It will not move enough people fast enough to reduce auto use.

I think this will be great. I hope you add it to Stark and Halsey.

I think this would be a vast improvement and help with the traffic flow.

I thought it was for Powell also. It says Powell-Division but you left out Powell. It was hard to see that map though.

I thought this was going to be on 82nd

I typically use the buses on Foster or Holgate because they are closer to my home. However, I would use a BRT on Powell when I needed to get downtown or to the MAX if it was faster.

I use TriMet in other parts of town and think BRT is an excellent idea. It takes too long to get anywhere from any of the suburb areas.I hope it expands.

I used to ride one of three bus lines (9, 19, 17), boarding at the SE 9th Ave overpass, to get to downtown Portland. Now, I would ride the #19 to the Orange Line Max on SE Bybee. I feel BRT is a good option for transit riders who are not close to a MAX line, and who have several miles to ride to their destination. (Fewer stops, therefore a faster trip.)

I was thrilled to find out that BRT was being planned for the Powell/Division corridor! If it is designed to be everything BRT can be - dedicated lanes, train-style ticketing and boarding at stations - I feel like it could provide huge relief and would help support and encourage people who can't or don't want to drive. BRT seems to be a wonderful way to make transit an easier, faster, more comfortable option than driving in a private vehicle, and that's just what this city needs as we grow in order to avoid gridlock. And by providing priority lanes and speedy access to downtown without a car, it promotes equity and opens up time and opportunities for people who would otherwise be limited in their options. I am so excited to see what this project could do for our city!

I work and shop at the Gresham Grocery Outlet, they have a large parking lot that could serve as a potential park and ride site.

I would consider moving to the South Tabor neighborhood if there were rapid transit options. I commute to and from downtown and take the #14E. Express buses are important.

I would hope these bigger busses would be able to accommodate a few bikes, just like the MAX trains do.

I would like it to promote greater housing density along the route, including multi-story multi-use buildings.

Housing above retail and services, that would really benefit nearby neighborhoods and further reduce the need to drive for same.

I would like this to be a pilot program for the city, showing its success and spreading to my neighborhood someday. I'm a big fan of Portland's mass transit and would like to see it continue to succeed.

I would like to know if residents south of Powell will have improved connections to the BRT.

I would like to see a similar plan for Powell Blvd.

I would like to see a system that economically moves people faster than regular buses and rivals that of MAX. Also, It would be nice to have a back-up plan to MAX when weather causes MAX to go to crap.

I would like to see BRT come to SW Barbur Blvd, at minimum until Barbur gets the long-proposed-long-delayed light rail.

I would like to see this option for ne Sandy Blvd area between downtown and Gresham transit

I would love to have BRT system at East side of Portland and hope it can be extended to southeast area in the future.

I would love to see BRT fill gaps where MAX lines are not available. I could see another line going North/South on the east side along MLK for folks who work on east side and not downtown. I could also see another BRT route or two for the SW side of the city.

i would love to see it in Sellwood.

I would only support BRT if it saves money over alternatives AND provides other improvements.

I would only use the bus if my car could not get me to my location or driving was much more expensive than riding the bus.

I would prefer light rail.

I would ride the bus to get to Mt. Tabor

I would use service

I would walk from Powell to Division in decent weather for an improved ride.

I'd like to get around in that area. Explore it more easily.

I'd like to see it become easier to ride my bike to and from tri-met stops. A faster way to board/unload bikes would also be a huge benefit. I'd also like to see a reduction in bike/bus conflicts where buses move in and out of the bike lanes for each stop. Floating bus stops like I have seen in parts of Seattle are great for this.

If I can transfer to the rapid transit bus on Powell, it will be very convenient.

If I were going from Mt Hood Community College into Portland it would be ideal. I usually get on at Salquist & Orient Drive and then transfer or grab the stop on Powell near Ironwood.

If it didn't take me twice as long to commute to MHCC from NE Portland as it does to teach my class, I might consider using TriMet.

If the bus can get you downtown faster than driving it will attract a lot more riders.

If the service is convenient, I would walk the extra blocks to board at one of the highlighted stops.

If this ends up being just a re-badged bus line, then I think the region should just forget about it. The BRT needs to be separated from regular traffic, and if not, have signal priorities at stop lights without completely gumming up 122th, 82nd and 39th Ave intersections.

If you build it they will come

If you can't get the bus out of traffic, what's the point?

I'm a huge proponent of public transportation. This sounds like an interesting project, and it sounds like it's got a lot of potential for the Powell-Division neighborhood. If it's a success, it'd be cool to see it spread to other neighborhoods too.

I'm all for it! Faster and more reliable bus service is great. Safer for pedestrians. Safer for bicyclists. What's not to love?

I'm always glad to see TriMet exploring new options for better rider convenience and efficiency. Keep up the good work! Just think carefully about where to put the stations and gets lots of input from the communities that will be impacted BEFORE any final decisions are made. The controversy over the end of the #8 line in NE Portland was such an ordeal for everyone. I'd still like to see more buses on the #44 line!

I'm concerned about the idea of having shelters and benches at every single stop, this does not sound like the best use of often limited sidewalk area. I would like the sidewalks to be available for pedestrians and bike parking as well. Sometimes the simple blue pole is just great and needs no improvement. On really windy days sometimes I walk an extra four blocks to wait in a shelter, but that's pretty rare.

I'm concerned about the impact on traffic where BRT takes place.

I'm more interested in BRT for downtown Portland where I may use this new system. I think it's a good idea to improve commute from Portland to Gresham and I support it.

Im sure it will cost too much, costing the th riders more money before we find out if it even works. Are they any development buses in route?

In St Louis Mo. they had lanes for buses only and they drive very fast.

In support of BRT on the East side as Max doesn't serve much of this area. However there are limited streets with sufficient ROW. 82nd is another good candidate which is already in need of traffic calming which BRT can help to provide.

Increased bus traffic around Gresham High School, especially on Main Street, would be detrimental to safety and convenience

It can be a good, cost effective solution but not as sexy as rail.

It doesn't appear in this map, but please don't put these things on Powell. Why don't you guys use your brains and increase service frequency between 6 and 7 a.m.? This is one of my major gripes with Trimet at the moment is the infrequency that causes overcrowding.

it is a much better, cheaper and more flexible way to move people over light rail makes sense is not a waste of money like light rail is

It means nothing to me if I can't use it or have to transfer to use some section of it.

It need/ to be available in more areas :/

It needs to be In more areas than just the project area mentioned

It probably won't come near enough to me for me to use it. I'm a west sider.

It sounds great!

it sounds like a good idea, but will there be a separate lane for stops. the current busses block cars when they stop, adding to congestion and slowing down traffic

It sounds like a really good idea, and I think it would be beneficial for some of the bus routes that are extremely crowded all the time.

It sounds like a very good thing hopefully you guys and gals can launch this sooner then 2020

It sounds like it would be a great idea, particularly for the most commonly used lines that go long distances, like out in the suburbs. I've been looking at jobs in the suburbs and something like BRT would potentially make me much more likely to take a bus than to drive to work.

It will not work with the current buses on any streets Portland is likely to ever have. Even at low speeds they are damaging to people's spines.

It works especially well in Sao Paulo, Brazil when there is a pre-paid boarding area. I think it's doing OK in NYC, as well.

It would be awesome to see some north - south similar routes. Perhaps something that goes up and down 82nd.

It would be great to use this type of transportation to provide late night service.

It would be nice to also have BRT on another route further north, maybe down Burnside?

It would be really great to have this in SW Portland! Especially since LRT isn't a great option for the area. Specific areas: To PCC-Sylvania; to Sherwood; to Beaverton along Beaverton Hillsdale Hwy.

It would help my SE Portland neighbors who use it. Plus, it will give me greater access to Mt. Hood CC.

Its a good idea.

It's a great idea. Please give any BRT priority over single occupancy vehicles. Seize this chance to give Portland truly great transit. Cars are expensive and I really wish the city would allow me the chance to live without one. This would help.

It's about time. But too bad only 1 area is targeted.

It's awesome and should be implemented on Burnside along the 20 route.

It's not good use of money.

It's progress and we need better mass transportation. I'm in Troutdale, right on Troutdale Rd. and 17 and have a bus stop within 1 block of my house either to Gresham or Portland. I drive to Cleveland Station and ride MAX into Portland. I could ride #80 to Kelly, but it's more convenient to just drive and park at Cleveland.

I've been hoping for something like this after housing commutes via bus from SE to downtown and multiple max delays. I think BRT is a better option for our city after experiences internationally (Shang hai and Bangkok) and in Seattle and the Bay Area. I see this being extremely beneficial to Portland and I'm excited to see the changes.

I've heard good things about BRT in general, so I'm excited for this. That said, change is hard sometimes, so I admit I'm also trepidatious about the changes that I'll have to get used to as an occasional car driver along the route since I've heard sometimes the lanes will be limited to bus-only. Still, it's worth it if it improves public transit!

I've often wondered why Portland doesn't use more express lines like Seattle does (or did). I also seen some interesting use of busses in Eugene. As a current resident of St Johns, I do not feel like my transit needs are met based on the length of time it takes to get downtown and the path of busses like the 4.

Just like the bus 72 because a lot of students use it and it's a big street that has lots of traffic which it will be better for frequently buses

KEEP it coming, We look forward to it.

Lease put one in on 202nd and stark

less commuter traffic through this area will be the big bonus

Looking for rapid transit from Clackamas/Happy Valley to Gresham.

Love the dedicated corridor on our roads. This influences people to make a mode change. When folks see that BRT can get you places as fast or faster, they can make better choices than using cars!

Making sure that buses don't use fossil fuels.

Map would not load so I could nor give a

Max does a good job getting people to Gresham. I like the idea of BRT, but I would rather see shorter bus lines serving overcrowded, underserved regions of the inner city.

Me parece una buena idea, especialmente en el trayecto que comienza de la avenida 82 hacia Gresham, las paradas estan muy cerca una de la otra y eso hace que el viaje sea mas tardado.

more public transit the better

More service to tualatin

More visibility on the social media front would be nice

Much needed due to increase in Portland's population. More transit options such as buses need to be added to help with overcrowding (standing room only).

My stop is at se 142nd & se division.

NE Portland really needs better service options

North MLK and near Moda Center, transit must be reorganized (more priority to BRT/Streetcar required). Current traffic pattern does not protect bus/streetcar, Not effective to reduce congestion.

Not sure yet . Need to read more in depth info. Would love to see 181st and Powell included.

PDX biggest transit problem is it takes way too long for me it takes 40-50 min to get to airport a taxi takes 20 min. I work in Vancouver and impossible to get to work in less than an hour. In europe and Australia the mass transit is faster and cheaper than driving that is how we need to go

Perhaps I would use those stops in the future.

Please bring it to Gateway area

Please bring this to St Johns! A North Portland - downtown express bus would be amazing.

Please ensure that buses have signal priority and dedicated bus lanes (when possible.) BRT is a great opportunity to improve high frequency/high capacity transit at a lower cost, but it should be done as well as possible to avoid it being just a slightly fancier local bus.

Please facilitate multiple modes of transit, including active transit, along this route. Having a path for cycling, skating, and using mobility assistance devices parallel to this route would be beneficial for all. It would make predicting the usage of alternative transit modes more predictable and consistent along this route as well by building dedicated facilities/space alongside the BRT.

Please help me connect to NE faster! I have to take one bus from SE across the river, then another bus to come back into NE.

Please keep the bus routes on Powell between 162nd and 181st on Powell. It will be very unsafe walking to Division from Powell to catch BRT.

Please make sure the service is faster and more reliable than existing. Otherwise the money is better spent just buying more buses for the 4 and 9 to make them more frequent.

Please make this real BRT. If you go BRT lite, you may risk tarnishing the BRT brand in Portland, which could make it more difficult to appreciate the benefits of BRT and support it in the future. Look to Bogota and Curitiba.

Please maximize exclusive right of way for the bus along the route. This is essential to effective BRT!

Please put security on buses. Like an air marshal. Low emission buses please. Stroller friendly parking on bus. (no collapsing).

Plenty of room at se 142nd & se division st.

Powell-Foster to Jenne Road

Prefer stations at se 142nd ave & se division street. Plenty of room for BRT.

Public transportation is a very important part of keeping Portland a livable city.

Rapid transit between Oregon City Transit Center and Tualatin Park and Ride would fill a need for us.

really efficient mass transit

Safer Sidewalks & Crosswalks along Powell Blvd. Covered seating.

SE 142nd & SE Division is better locate

See how it improves public transportation in Portland, Or is a good start.

Seems like being able to serve more people will be important; get more people per trip on a bus.

Should be more resilient than light rail

should go to 1/4th mile spacing and improve sidewalks as necessary along all major routes in developed areas

Should provide prioritized travel - signals and lanes. Stops should consider safety over convenience when managing multiple modes in the area - bicycles, especially.

Something from Burnside to Beaverton would be nice. Line 20 is great when it's not overloaded and late. Sounds good.

Sounds great! Maybe you can bring BRT (and split up the route) for the 4...would really love to see the 4 improve.

Sounds great, Wish it was more wide spread. Maybe later expansion?

Sounds great, would like to see it expanded more!

Sounds like a good idea

sounds like a good idea

Sounds like a good idea. That corridor is always super packed with motorists and cyclists.

Sounds like a good service.

Sounds like a very interesting, practical, and much-needed option.

sounds like an interesting idea.

Sounds like it would be a great addition to the already stellar Trimet system.

Stations should be spaced widely to ensure rapid journeys.

Stay out of the left lanes all the time.

Super excited about the idea of BRT. I would love to see something like this that goes out to Beaverton/Hillsboro from the east side, to take care of all of the Nike and Intel traffic. Similar to max, but taking different route.

SW Beaverton

Thank you very much for planning a transit line that has the potential to become an important community asset and central part of growth in southeast and eastern neighborhoods of the Metro area. Please use this project as an opportunity to take a stand for the future of BRT in the Portland area. If this project fails to provide exclusive lanes, high frequency, travel time savings, effective stop-spacing, and identifiable branding (for people to recognize the service and understand its difference from other bus routes), I fear this effort will be in vain and may hinder the potential for future BRT lines in other parts of the region. Please imagine yourself living in this city 15-20 years from now. What decisions would you have hoped the planners had made in 2015 and 2016 at the start of planning to make the line effective? Politics and funding may get in the way, but try as hard as you can to make sure this BRT line fits the vision of what you hope it becomes in 2030/2035.

That region of the city dramatically needs better transit service. MAX would be ideal, several BRT routes would do. You're going out through some of the only affordable housing areas in the city. Lack of transit is one of the factors that has kept me from buying a house out there.

That will be great but maybe add a light rail train to run all the way to forest grove.

The #4 bus is the worst I have experienced, and I have regularly used the 4, 14, and 15. The 4 is consistently off schedule, crowded to the point of standing room only going into downtown already by SE 45th, and regularly dirty. Close in SE Division should be addressed in addition to far east, as we have issues with the 4 as well. Perhaps this BRT plan will help alleviate some of the continuous problems with the 4 between the river and 82nd.

The 66 to Maryam hill should stop between 39 and Cleveland high school once.

The 9 already runs VERY regularly. Please consider adding more buses to other routes, like the 17.

The area needs more and better public transportation, so any addition will be useful.

The BRT is a good idea only as long as it doesn't negatively affect traffic on Division and North=South arterials.

The idea sounds good, just some concern about unintended side effects. What will be the impact on traffic during rush hour.

The map is difficult to read. Also, please do not jeopardize other bus service (the 4 and the 9) already running.

The project area is still within easy walking distance and I would still make use of it.

There is a virtual dead zone for transit on nights and weekends along 181st, particularly between Halsey and Division. Yet, this area is highly populated by blue collar workers and, recently, white collar workers who cannot pay rent in Portland proper. You should consider providing service along 181st.

There needs to be a stop in front of 12710 SE Division. This is the most used Multnomah County Health Clinic and we need a closer stop for the vulnerable clients we serve. Many are disabled physically and can't walk the distance that is now set by Trimet stops.

These buses sound like the "corrugated" buses we had years ago and did not work.

This BRT project should be a REAL BRT project and have dedicated lanes and signal priority for the majority of the line. If not, stop calling it BRT! Improvements to bicycle access and pedestrian safety improvements around the line are also of core importance.

This is a critical piece of our transit puzzle that is missing. Please build BRT and serve east Portland better.

This is a great asset to transportation in connections for East Portland. It must be faster than current bus service, which takes FOREVER. The physical improvements are also greatly needed.

This opens up more people. Unfortunately, that means more opportunity for gangs, drugs and homeless to get into suburbs. This is not a safe option for our community.

this should not be the only BRT on the Eastside of Portland. Halsey is also a route that takes many people to MAX and work. The buses are often so crowded that they have to pass people by during rush hours. You could at least ADD some buses to the Halsey bus.

This sounds like a good project

This sounds like a great idea. However, please consider a future route through the Highway 43 corridor between Oregon City and Portland. Existing Route 35 is a joke. There's no reason for every bus to detour off Highway 43 in Downtown Lake Oswego and burn up at least five minutes of wait time at the Safeway parking lot (i.e. "Lake Oswego Transit Center").

This sounds like what the region needs. But extensively and focused on the inner city. If this were focused on the inner east side, ridership might really skyrocket. But since transportation in the inner city is so slow, it's not worth using Trimet. There's no benefit to the cost.

This would be beneficial for the 77 route as well. The 77 is consistently running late and causes the buses to be extremely packed.

Though I would rather prefer light rail, I think BRT will be a good addition to Portland. However, I would like to see it more effective than bus and be able to work with MAX.

too little info

Traffic congestion on Powell is a huge issue. Even downtown where there are dedicated lanes for MAX/bus, cars drive in them all the time. I have a feeling the same thing would happen if there were a dedicated lane, and I would love to see a solution to this issue (not sure what that would be, though!). I also think that the ability to load more than 2 bikes per bus is needed.

Transit here is terrible you guys waste so much money and it still sucks.

Transit improvements help the entire metro region.

Transit should be significant faster for the individual but not slow down automobile traffic

Treat it more like a train than a bus: separate branding, stops, frequency, connections, and people will ride. It has to get us there faster, or what's the point?

TriMet needs to retrofit all existing MAX lines to accommodate BRT vehicles, too. The LRT is not reliable enough, and BRT needs to be the next new thing all over.

TriMet's plan has too many BRT stops and would eliminate local bus service that currently exists along Powell (from Willamette River to north/south connection – probably 82nd) and Division (from north/south connection to Gresham). For BRT to get drivers out of their cars, travel time needs to be competitive with driving. David Hampsten, who has been EPAP's transportation expert, estimated that express service could cut travel time by 30 minutes from downtown to Mt Hood Community College. EPAP advocates are also concerned about the impact the lost local bus service would have on seniors and disabled people who might have to go twice as far to the BRT stops. I am concerned that BRT will accelerate displacement of communities of color, low-income people and people of color from the corridor. BRT planning needs to include aggressive anti-displacement measures including land acquisition and funding for affordable housing BEFORE planning is completed and speculators swoop in.

Up until this summer, I took the 20 out to Gresham from downtown Portland every day for school. BRT would have been so wonderful! I think this is a great project. I still have friends who live in Gresham and don't see them much because of the long bus rides and limited service hours (I don't have a car).

Using larger buses with three doors and boarding through any door has been tried before in Portland. What is different about this time?

utilizare el sistema de transporte masivo rapido cuando lost tiempos sean mas cercanos que los del carro particular. las rutas que yo uso son 2 3 o 4 veces mas lentas que ir en carro

Very concerned about more crime coming too east county. MAX has already destroyed the Rockwood area.....

Want to make sure it goes to MHCC and that the entire line looks like "transit," not like a bus. Downtown Gresham needs the stimulus.

We are CLOSE to Division, new to this area, and MAY use it.

We live on Powell and you're putting the BRT away from our retirement home. It doesn't help us at all because we would have to climb over the hill to get to Division and lighting is poor along the way.

We need faster service from st John's to downtown

We need more lines like this as Portland grows.

We need service for us on the eastern edge of Gresham. It is not (and will not be) walking distance to BRT or MAX. To use either we must drive to a stop which takes time so you might as well drive to your destination. Also, finding parking is difficult.

We would transfer to the route, for shopping and events in the area.

While BRT is a cost-effective solution, I still would prefer some form of light rail, given its stability and ease of ride. Rail stations also have a greater effect to spur integrated transit/commercial centers.

While this is a nice project, resources might be better spent improving the frequency of the MAX, or other similar projects.

While waiting for the bus, make the area is a safe place for riders. No loitering (which will help eliminate gang and homeless causing problems). Plenty of bight lighting.

Why not just improve the transit time of MAX and reduce dwell time?

Why not light rail?

Will #9 bus continue to run from Gresham to downtown Portland? Will Division lose traffic lanes?

Will it have dedicated/priority bus lanes?

Will the regular bus still run and make stops at all the stops it does now?

Will there be a combination of free buses and pay-to-ride buses?

Wish the service would extend to Sandy, OR!

With the advent of the light rail came an easy way for criminals to hop on the train and off with little consequence. Is there a plan in place to address this issue as this will be a much faster mode of transportation?

Without dedicated BRT lanes, the system does not seem worthy of investment. With that said, please perform adequate due diligence when considering higher capacity buses for this route, rather than uses bus styles already in service. Let's not jump at higher capacity buses as a marketing or "innovative" idea just for the sake of it. Are they really necessary based on practical projections of ridership and system operational goals? Would adding another bus style/type increase maintenance costs exponentially, rather than linearly due to mechanics' need to learn how to maintain a new vehicle? You may lose ability to leverage high-quantity parts prices for repairs to this new fleet style...Are your maintenance facilities equipped to handle these longer buses?

Without dedicated bus lanes, don't see how it's going to speed things up. Hope boarding is faster for disabled passengers in scooters or wheelchairs. As I am no longer a commuter, this idea isn't very appealing. Besides, I like reading or knitting or watching out the window when I ride. What's the big rush?

Without express service into downtown from east of 50th this won't be very useful

Would be great to be able to use the tri met parking stations if they only had enough room.

Would like to be able to choose preferred bus lines and rail lines as a suboption when using trimet mapper to route trips.

Would like to see more of it

Would love to see this concept expanded to other outlying areas, such as from the Oregon City Transit Center to Max.

Would love you to consider Holgate Blvd as well as Division & Powell as possible BRT line.

Would there be a kind of Park 'N' Ride along Division Street?

You say fewer stops. That concerns me that I might have to travel farther to get onto the bus than I do now.

You should focus on lighting and shelter, as well as cameras if possible. People being protected from rain and able to see safely will drastically increase ridership. Also if you run 3 or more lines on crucial traffic areas (division, holgate, halsey, sandy, glisan etc..) you could absorb some bus traffic from those areas.

You should utilize burnside street instead of Powell.

Demographic profile

Project Area respondents only	
Age (generations approximate)	
Net: Millennial	36%
Under 18	3%
18 - 24	8%
25 - 34	26%
Net: Generation X	41%
35 - 44	26%
45 - 54	15%
Net: Boomer	23%
55 - 64	15%
65+	8%
Ethnicity	
Non-minority	81%
Net: Minority	19%
Asian or Pacific Islander	5%
Hispanic or Latino or Spanish origin	5%
Bi-racial or multi-racial	4%
Black or African American	2%
American Indian or Alaska Native	1%
Other	2%
Physical disability	
No	89%
Yes	11%
<i>Cells may not add to 100% due to rounding.</i>	

Proposed BRT Station Location Focus Groups Summary

Prepared by Cogan Owens Greene and the MultiCultural Collaborative

January 28, 2016

Purpose

To engage transit riders who might not otherwise be involved in the Bus Rapid Transit (BRT) planning process specific to stop location, Metro contracted with Cogan Owens Greene and the MultiCultural Collaborative to plan and help convene 11 culturally specific transit dependent focus groups in December and January.

The culturally specific groups included:

- African Americans
- African Immigrants
- Bhutanese
- Chinese
- Latinos
- Native Americans
- People with Disabilities
- Russian-speaking
- Tongan
- Vietnamese
- Youth



Methods

With Metro and TriMet review and comment, Cogan Owens Greene prepared a Discussion Leader Guide and trained facilitators to lead recruited transit rider participants in a 2-hour focus group discussion. The facilitators provided each participant with a survey to gain feedback on their experiences, preferences and suggestions related to bus transit and the proposed BRT stops. At completion, the community engagement liaisons (CEs) provided a report documenting the discussion, themes and recommendations specific to their community participants. Those reports are included in the appendix under separate cover. They are summarized in this report.

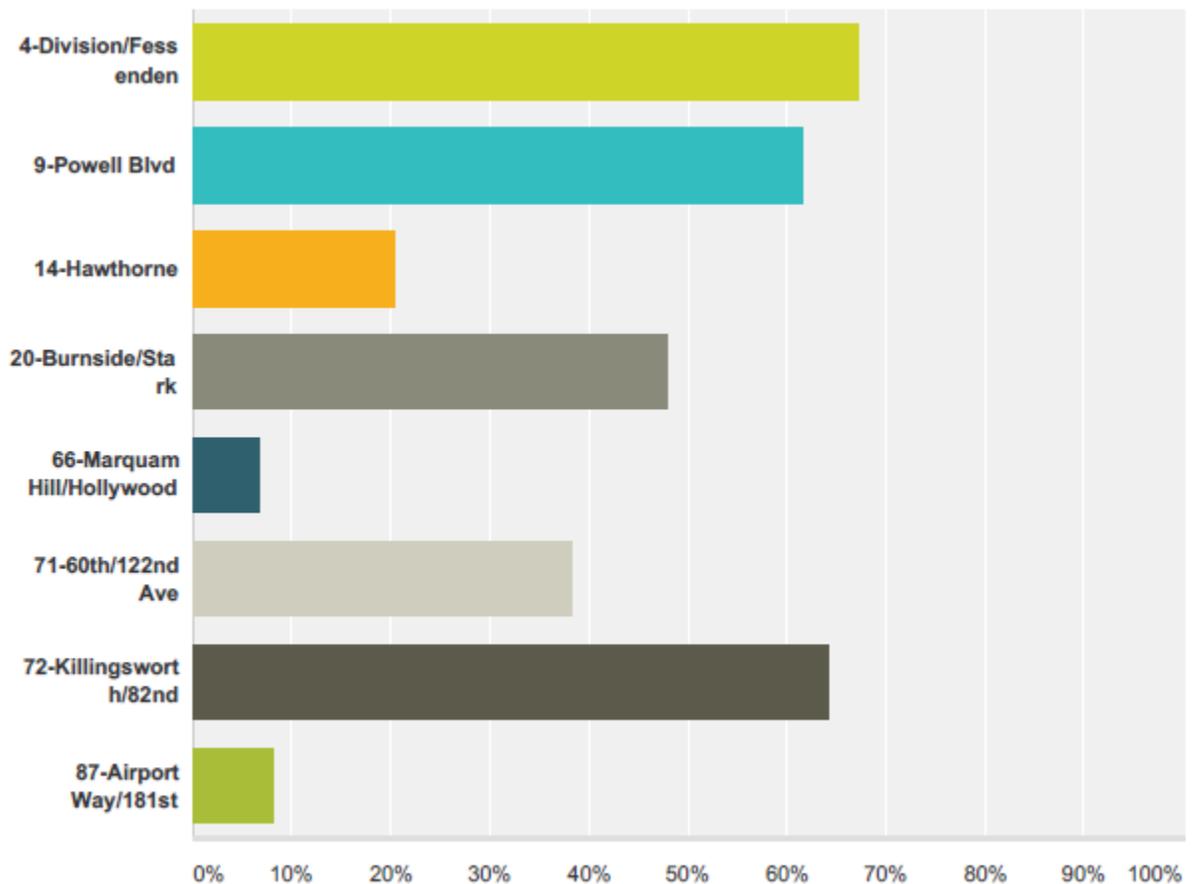
Key findings

- The three **most important improvements to bus stops** to the majority of focus group participants were: better sidewalks and crossing on my way to the stop, real time information on when next bus arrives and new or more shelters/weather protection.
- **Better reliability is the most important service improvement** people would like to see.
- Most participants walk/travel five to ten minutes to get to the bus stop they use most often; many walk three to five minutes to their bus stop(s).
- A majority of participants said they would prefer walking further for faster service as opposed to having more bus stops but slower service. Every member of the People with Disabilities focus group preferred to travel farther for a faster trip with accessibility features and improvements.
- **Most participants (79%) thought the proposed station locations would meet their travel needs.** 7% thought the locations would not meet their needs.
- **Nearly every participant said they were very likely to use a BRT station.**
- **Challenges in getting to or using a BRT station included poor or no sidewalks/crossings and a lack of feeling safe.**
- Participants appreciated the opportunity to be engaged in this phase of the project, and being able to think about the alternatives from a travel perspective.
- The majority of participants would like a safe, reliable, fast and affordable transit option that provide convenient access to work, school and the surrounding community.

Combined Survey Results

1. What bus line do you ride most often in the project area? If you make a transfer as part of your normal trip in the study area, please provide both bus lines.

Most of the participants, over 60%, ride the 4, 9 or 72 bus lines most often. Between 20-50% of participants ride the 14, 20 or 71 bus lines frequently. Fewer than 10% of participants ride the 66 or 87 bus lines most often. Participants also indicated they frequently use other bus lines including the 15, 6, 77, 75 and the Max trains.



2. What bus stop do you use most often in the project area? Please answer by giving the nearest street & cross-street (such as 122nd & Division) or landmark (such as Cleveland High School) or Stop ID.

These results were inconclusive. However, many survey responses indicate that participants primarily use routes along Division Street, 82nd Avenue, 122nd Avenue and Powell Boulevard. Several also use bus routes along Stark Street, Glisan Street and 162nd Avenue. Many have specific destinations including the Asian Health Center, Portland Community College and Downtown.

3. Before today, were you aware of bus rapid transit (BRT)?

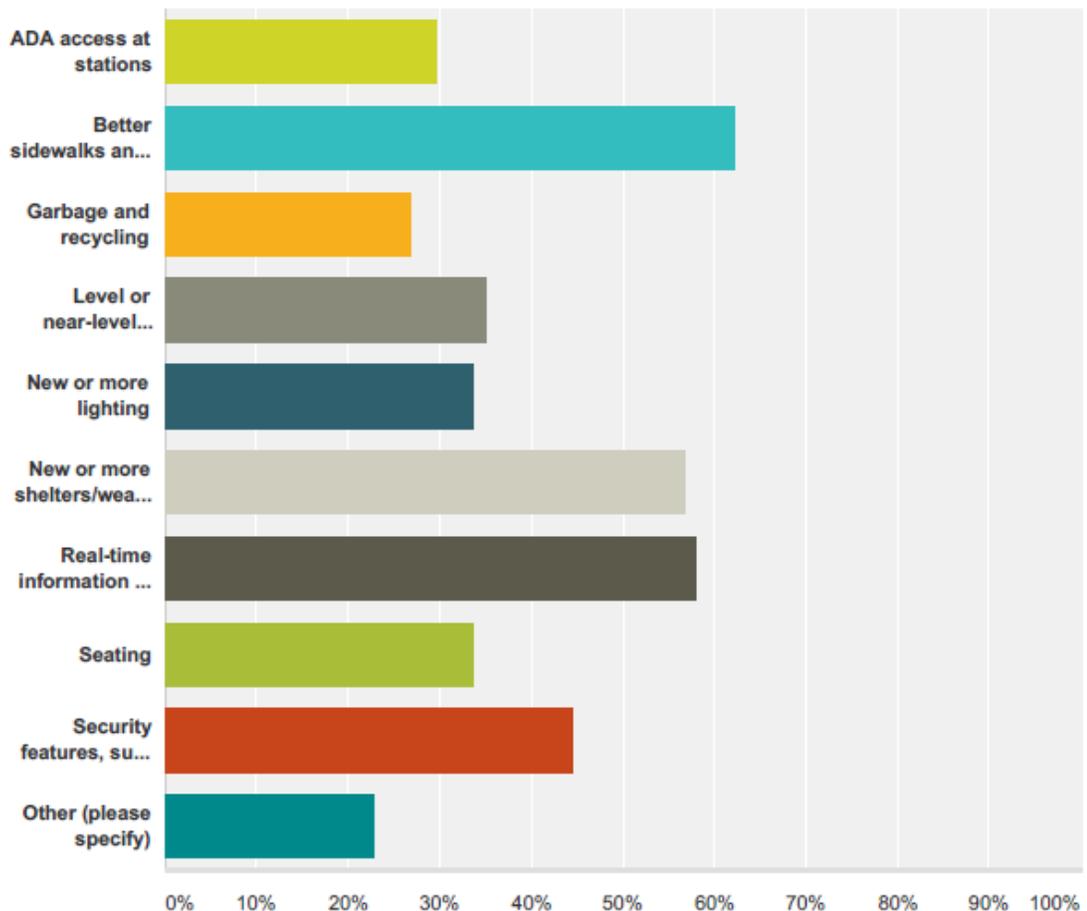
A majority of those surveyed, over 60%, were not aware of BRT before the Focus Groups met.

4. BRT will bring improvements to bus stops. Which improvements are most important to you? You can choose up to three.

The three most important improvements to bus stops to a majority of those surveyed include:

1. Better sidewalks and crossing on my way to the stop
2. Real time information on when next bus arrives
3. New or more shelters/weather protection

Security features, such as cameras, were also very important to 45% of the participants. Several of the respondents indicated Level boarding access, New or more Lighting and Seating as their top priorities. Over 40% of the “Other” comments list “Island theme” as an important improvement. Some included restroom, telephones and smoking bans as important improvements in the “Other” category.



5. Do you use any of the following when you ride the bus?

A majority of the participants walk to/ride the bus with children and most of them use a stroller in transit. Over 40% of those surveyed use a bike when riding the bus, some indicated they have a heavy bike. Nearly 35% of respondents use a grocery cart when they ride the bus. Nearly 20% use a cane and/or a mobility device and over 7% have a service animal with them when riding the bus.

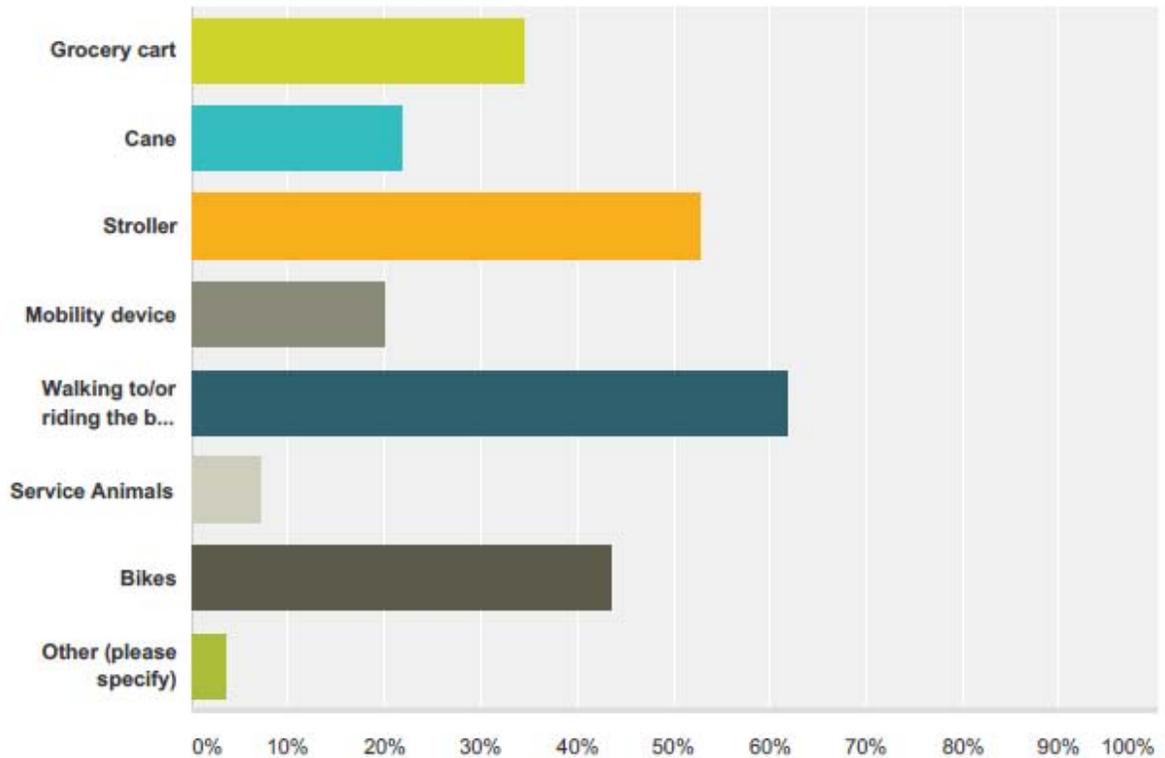


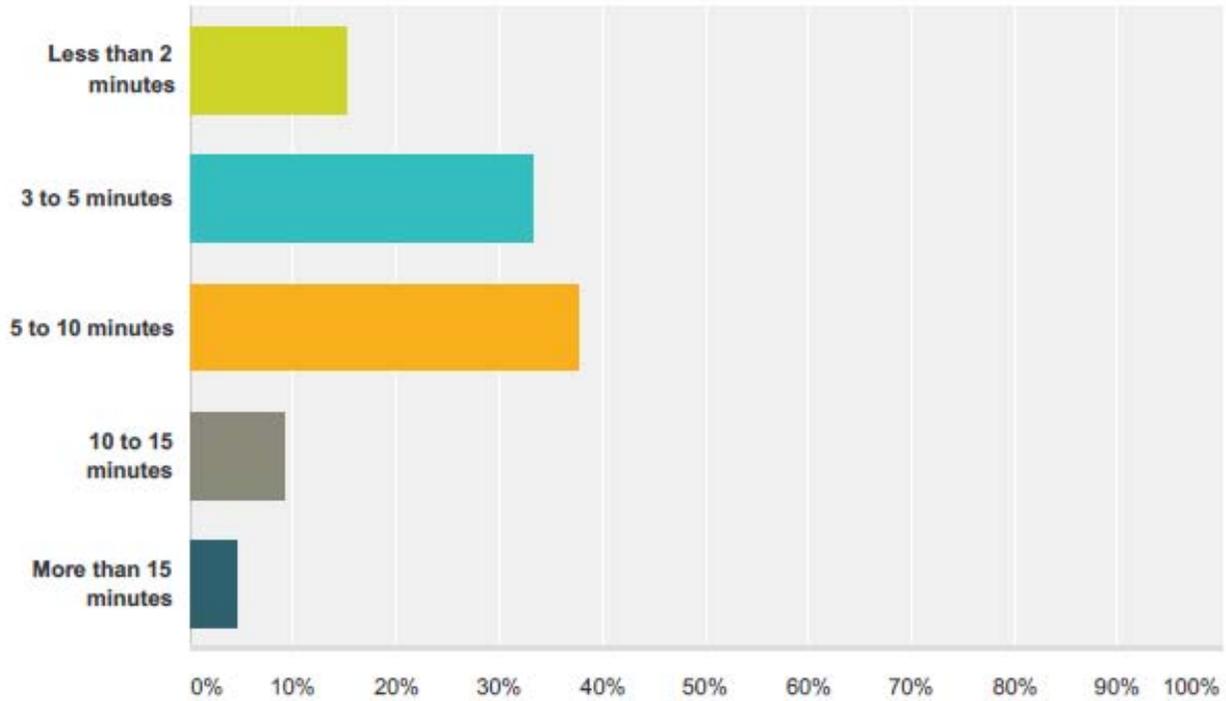
Figure 1. Other Uses/Activities on Bus

6. BRT will bring improved service. Which one improvement is most important to you?

Having the bus stay on schedule is the most important improvement to 42% of the survey respondents. Getting to the destination faster was most important to 31%. Interestingly 22% of participants answered all of the above, indicating that both improvements were equally important. A few respondents indicated that safety and more space were the most important improvements to BRT service.

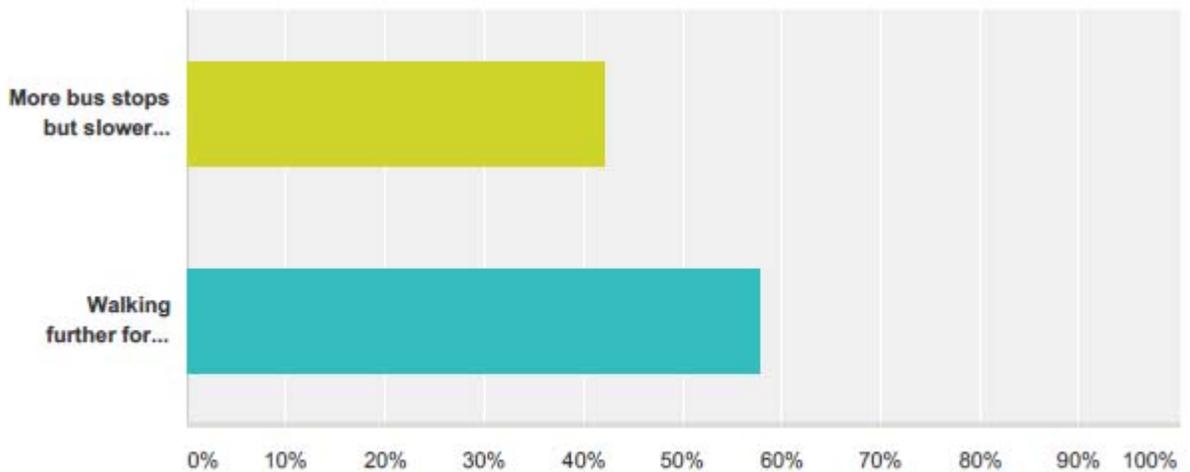
7. How far do you walk to the bus stop(s) you use now?

Approximately 14% of the participants currently walk over ten minutes to their bus stop. Most walk five to ten minutes and many walk just three to five minutes to their bus stop(s). 15% of respondents walk less than two minutes to their bus stop(s).



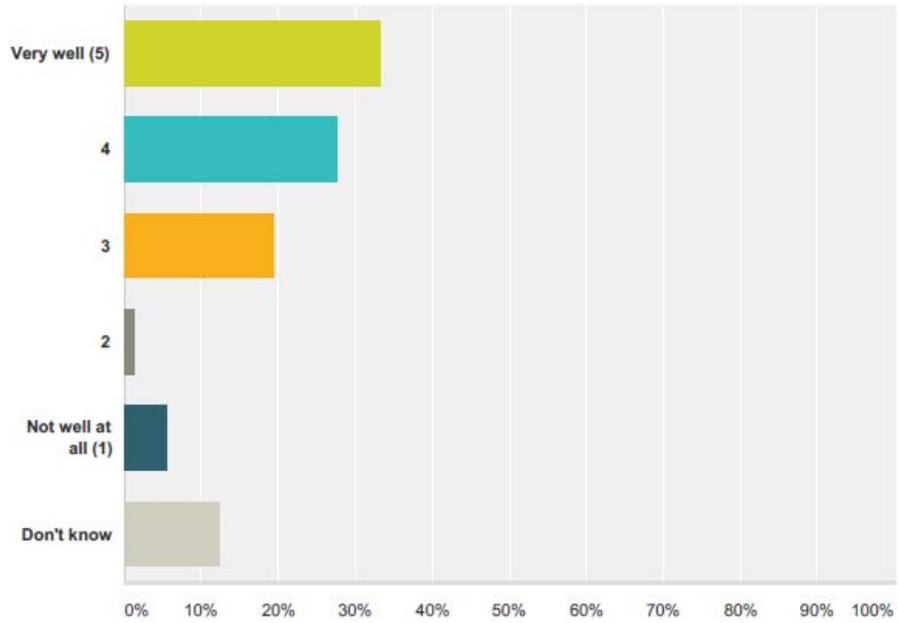
8. Which would you prefer: More bus stops but slower service, or walking further for faster service?

Nearly 58% of respondents would prefer walking further for faster service.



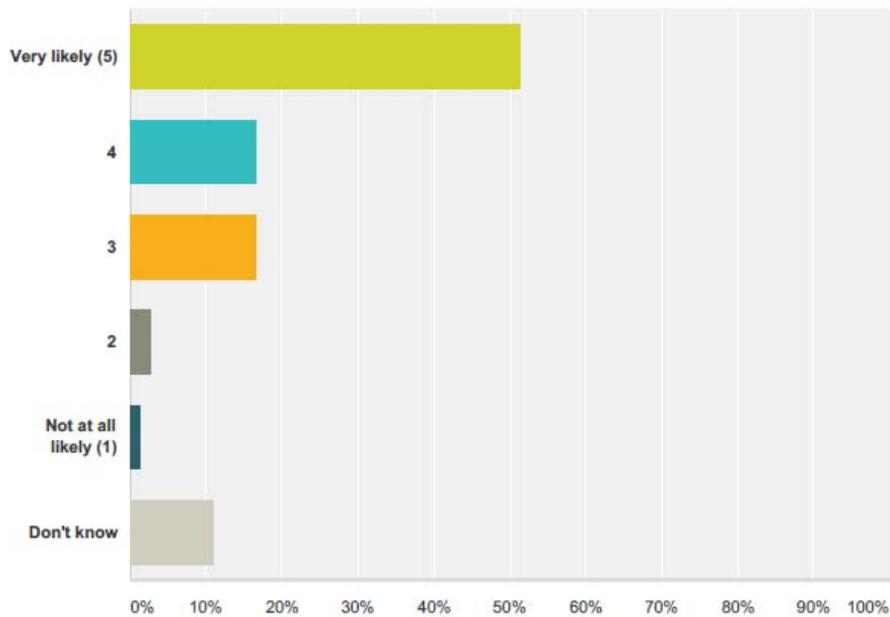
9. How well would the proposed BRT station locations meet your travel needs?

Over 60% of respondents believe the BRT station locations would meet their travel needs well or very well. Approximately 19% think the stations locations will be satisfactory, 7% think the locations will not meet their travel needs and over 12% do not know how well the BRT station locations will meet their travel needs.



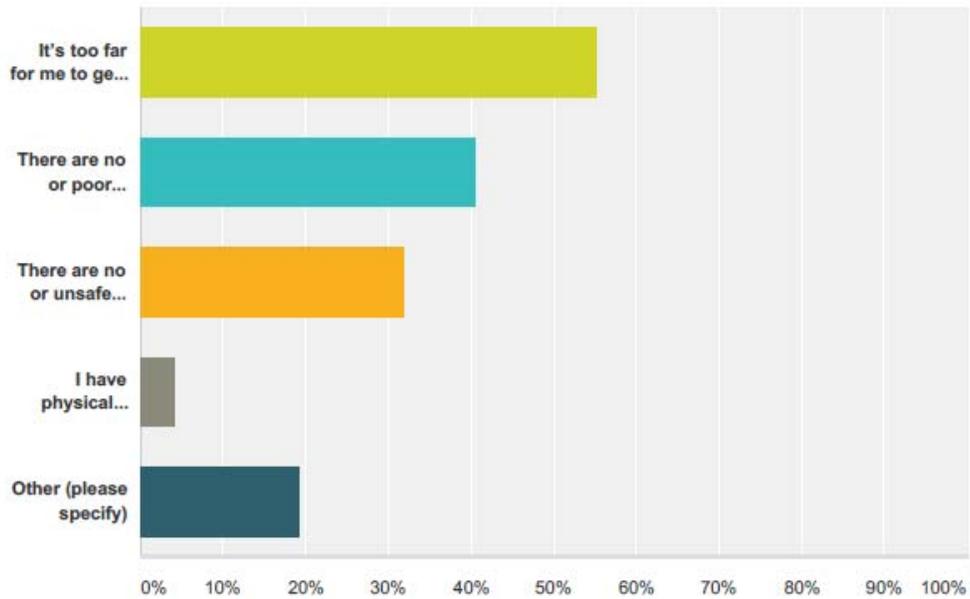
10. Looking at the map, and thinking about the improved features and services described before, how likely are you to use a BRT station?

A majority of respondents think they will be very likely to use a BRT station. Of 72 total participants surveyed 3 people indicated they will not likely use a BRT station. 11% do not know if they will use a BRT station.



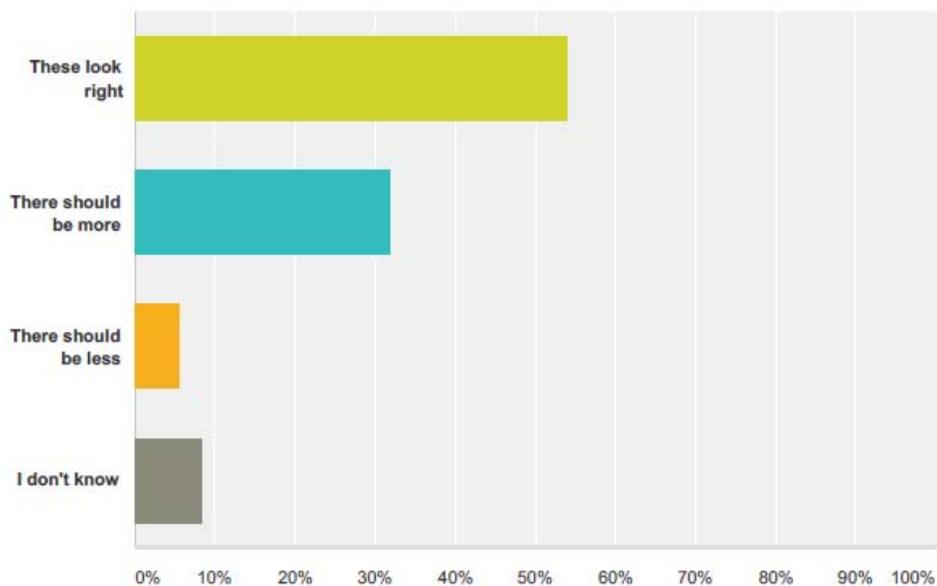
11. Why would you be unlikely to use a BRT station? (check all that apply)

Of those who would be unlikely to use a BRT station, most of them indicated it is because it is too far to get to. Many said there are no or poor sidewalks and no or unsafe crosswalks. 19% of respondents added to the “Other” category that they would be unlikely to use a BRT station because it is “Not safe.”



12. What do you think about the amount of proposed BRT stations?

A majority of respondents indicate that there the amount of proposed BRT station look to be the right amount. 32% of the participants think there should be more BRT stations and approximately 8% do not know.



13. Where would you add BRT stations? Please use streets & cross-streets or landmarks.

The most often suggested location for more BRT stations was along Division Street. Participants also indicated interest in more BRT stations along 39th Avenue, near 90th/92nd Avenues, by 122nd Avenue and next to 174th/176th Avenues.

14. Where would you remove BRT stations? Please use streets & cross-streets or landmarks.

Most respondents requested that no station be removed. Four participants want to see the BRT station at 133rd and Division removed.

15. Is there anything else about BRT we should know?

The most common response was concerning Price. Safety and Restrooms were also mentioned frequently. Other concerns that were repeatedly noted include: Crosswalks, Lighting, Displacement, Reliable service and Access for disabled populations.

16. What do you wish you knew about this project? How could we best provide that information to you?

Many respondents would like to know what the project timeline is, how much it will cost and how they can get more information and project updates. Some were interested in knowing if there will be future BRT additions outside of Powell and Division.

17. What do you see as the key benefits of this project / what about this project is most exciting for you?

The most exciting benefit of the BRT project was listed by 36% of 50 respondents as faster service. The next most common response was included by 18% of respondents as a safer option. Saving gas, reliable service, new buses and having access to school/college was exciting to many participants. Other benefits that were mentioned multiple times include: less traffic, less stress, comfort and being involved in the planning process.

18. What improvements can be made to bus service to help get you where you need to go?

Respect the schedule. Most participants were concerned with reliability and accurate schedule information postings. Many want faster service and safety improvements. Some mentioned clean buses and diverse (specifically Tongan) drivers. Other improvements that were mentioned multiple times include: climate adaptation, sidewalks and crosswalks.

19. What is the best way for us to keep you involved and/or engaged while we move forward on this project?

Nearly 60% of participants prefer to be engaged through a group or organization, bus stop flyers were the next preferred option, followed by email.

For respondents that answered “Other” the primary method recommended for engaging was at community gathering, some specifically requested the Asian Health Center. Other frequently mentioned ways to engage include: T.V., contacting apartment tenants (especially senior living), and social media. Some participants suggest radio and local newspapers are the best way to involve community members.

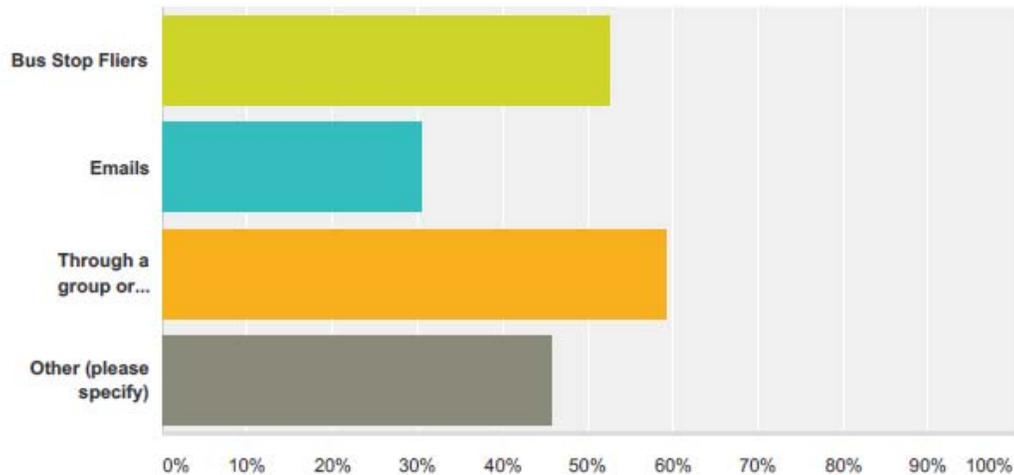


Figure 2. Best Way to Engage

Report Results

1. What are the elements of the proposed Bus Rapid Transit that are exciting to the focus group participants? Why?

Nearly all the participants indicated they are excited about faster service. Many of them also mentioned larger buses and safety improvements (including lighting and crosswalks) as important elements of the proposed BRT. Several focus groups discussed preference for more comfortable environment and service reliability (includes frequency and accurate arrival times on screens).

Both People with Disability and Chinese representatives are excited about covered shelters at the BRT stations. The Russian community participants and youth indicate interest in service range (specifically to downtown.) African Americans and Latinos like the option to have multiple doors.

African Immigrant participants are excited about the BRT ramp. People with Disabilities also have interest in more wheelchair seats. Youth are interested in station location.

2. Based on the meeting, what are the elements of the proposed Bus Rapid Transit that are difficult or could potentially present barriers to the focus group bus rider participants? How could those barriers be reduced? What could make it better?

The most common concern among focus group participants is safety. This includes crosswalks, sidewalk conditions, lighting and security on buses. Other shared concerns include the proximity of

stations requiring longer walks, the reliability of BRT service and the potential to detract from existing bus services.

People with Disabilities participants are particularly concerned with safety issues at specific intersections, including Division Street and 44th Avenue and Division Street and 82nd Avenue. This focus group was very concerned about barriers such as sidewalk conditions and curb cuts at intersections. They also mentioned the need for more room for wheelchairs on buses and improvements to poor quality auditory signals, which can be too high pitched or erratic.

The Native American and Chinese participants also expressed concern regarding conditions for seniors and people with mobility issues. Chinese participants are also very interested in staying informed. The youth participants were concerned about the frequency of service, specifically during high school rush hours between 2:00 – 4:00pm. NAYA group members are concerned about BRT contributing to gentrification. The Latino participants express concern about the need for bilingual information, smoking law enforcement and snow preparedness. The Russian focus group members indicate concern regarding limited speed due to existing traffic.

3. Are the bus riders focus group participants willing to walk further to bus rapid transit stations if it means quicker ride to their destinations? If yes, why? If no, why?

Slightly more than half of the focus group participants indicate that they would be willing to walk farther to BRT if it means fewer stops and faster service. They include walking as a healthy, natural option provided there are sidewalks.

Many of the participants had conditional responses. African American participants indicate that they are willing to walk for faster service, but they prefer not to walk more than ten minutes. Tongan participants do not want to walk farther if it is raining. People with Disabilities participants all agree that their willingness to go further to a BRT station would depend on many conditions, including terrain, crossings, lighting, sidewalks, weather and curb access.

Some students did not want to walk farther due heavy backpacks and safety concerns. Vietnamese participants also cite safety concerns as a reason they do not want to walk farther to BRT.

4. What are the major themes that you heard from your group?

African American participants want better pedestrian access.

African Immigrant participants want more reliable service and safety and security improvements for both personal concerns and protection from the elements.

Bhutanese participants want reliable service and more BRT stations to give equal opportunity to ride.

Chinese participants want safety improvements. Specifically they would like more crosswalks, lighting and lower entry ramps to minimize accidents. They would also like to see information

screens with arrival times and public restrooms at bus stations. They want seniors to get free bus services.

Latino participants want safety and health considerations, especially on the bus for vulnerable populations. The participants are excited about faster service with fewer stops to navigate. They would like wayfinding enhancements including consistent BRT themes and an overlay map to decide which option of travel will be best for them.

Native American participants want street improvements including lighting, sidewalks and crosswalks. They would also like to see broader community engagement efforts to include people with mobility issues.

People with Disabilities participants want review and analysis of the public Right of Way conditions. Good curb conditions for the ramp, crosswalks at each bus stop and flashing signal lights with auditory signal and Braille signage. They also would like more wheelchair space on buses, real time information without glare on the screens, more lighting and benches instead of leaners. They also indicate a preference for the bridge plate over the swing ramp.

Russian-speaking participants want more reliable and faster access to PCC and PSU than MAX. They also want better accommodations and safety improvements. Specifically they would like to see better access for people with children and strollers and for people with disabilities. They would like sheltered bus stops with video cameras for safety and benches to sit on. They would like BRT stops to be located every 20 or 40 streets, with schedules and information displayed both at bus stations and on BRT buses. They recommend scaling bus fares to assist those with lower incomes. They also mention wanting more welcoming bus drivers.

Tongan participants want faster service and safety improvements, including lighting and shelter at the bus stops. They would also like to see a Pacific Island design for one of the stations to make other Pacific Islanders comfortable using public transit.

Vietnamese participants want safety enhancements, clean restrooms at new stations and reliable service without sacrificing safety for older riders. They would like a stop at SE 101st Avenue and at 112th Avenue. They also found the survey to be unintelligible and spent a lot of time interpreting the meaning of the materials.

Youth participants want safety improvements and frequent, reliable service. Specifically they would like to see better lighting, sidewalks and crosswalks, late night service and screens with real time updates. They also indicate an interest in bigger buses for students with big backpacks, sporting equipment and musical instruments.

5. Before the Powell-Division Transit Bus Riders Focus Groups, how aware were the participants about the proposed bus service called Bus Rapid Transit in the Portland and Gresham areas?

Most of the participants were not aware of bus rapid transit (BRT) before the focus group discussions. The members of the Bhutanese focus group are very aware because they have participated in previous discussions. Some of the African Immigrant, Latinos and People with Disabilities participants are aware of BRT.

6. Please provide suggestions on how Metro and TriMet can effectively educate people within your community regarding the BRT?

African American community, include use notices at major bus stops and talk to organizations that deal with lots of African American people.

African Immigrant community prefers to disseminate information orally. They recommend finding community centers, mosques and churches to reach community. Post bus stop fliers. Also, during the implementation process, hold a forum to ask people how it is working for them.

Bhutanese did not provide comment on this topic.

Chinese community, include receiving information in Chinese so they can stay informed regarding construction timelines and project updates. They would like flyers translated in simple Chinese posted and distributed in locations that Chinese gather or shop. They would also like liaisons to regularly market the project to community members.

Latinos post bilingual signs and flyers on buses and at bus stops. Use email. Hold specific community meetings.

Native American community, include reaching out to the Confederated Tribes of Siletz Indians and Confederated Tribes of Grand Ronde, Native American Rehabilitation Association (NARA), Alaska Native Brotherhood (ANB) Camp 49/Columbia River, Title VII Indian Education Programs at different school districts, and Portland State University's (PSU) Native Student Group, UISHE. They also recommend bringing materials to powwows hosted by (but not limited to) NARA, Portland Community College, PSU, Bow & Arrow Culture Club and NAYA. They also encourage marketing to broaden support and shift away from single passenger vehicle use.

People with Disabilities community want to be informed and involved in the conversation about the design of BRT buses. They would like continued outreach with emails, focus groups, flyers and an open house. They also urge that planners understand who the 26% of people are who will not be served by the BRT stops (i.e., the stops that will potentially be removed).

Russian-speaking community noted providing updates in native language through local culturally specific radio, displaying information in schools, libraries, DHS offices, healthcare facilities, churches and at transit stations.

Tongan community would like to have a Tongan facilitator to allow for comfort and accurate feedback. Have a representative from Metro/TriMet and Tongan facilitator approach these places together to introduce latest information about the project. Print materials in Tongan and have a Tongan outreach bridge to the community. Post fliers on Island stores in the areas where community frequent and community center (Kava club) and Churches.

Vietnamese community noted using local translation to assist in giving the context need. Communicate directly with VNCO officers Lana Co and Thao Vu. Coordinate with Thao Vu to bring materials in Vietnamese that are locally translated to the annual Tet Festival at the Convention Center (Feb 6 and 7). They also recommend working with VNCO to get the word out through community news (paper and radio) outlets can help people get that context in the regular media sources that they already use.

Youth community, include Facebook postings, email updates, posters in schools, hand out information packets at busy times (2-4pm) and street teams with quick guide flyers.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

DRAFT BUS SERVICE SCENARIOS DISCUSSION

April 25, 2016 | 5:30 to 7 p.m. | Jade/APANO Multicultural Space, 8114 SE Division Street, Portland

The Powell-Division project hosted a community discussion on scenarios for future bus service changes to complement the Powell-Division project. What should happen to the existing bus service? What connecting north/south streets need new or improved bus service? Approximately 50 people attended. People were notified of the event through various methods, including the Powell-Division email list, TriMet rider alerts, TriMet social media and OPAL Environmental Justice Oregon's email list.

Participants were asked to share their thoughts and learn about the opportunities and constraints of planning for bus service in, and connected to, the Powell-Division corridor. The input reported here, as well as future community discussions, will be shared with the Powell-Division Steering Committee to inform their consideration of station locations. The input will also inform decisions that will be made in 2020 in advance of the bus rapid transit new service opening.

Participants used the following information to think about their priorities for bus service on and connected to Division Street.

- TriMet spends 1,400 weekly service hours to run the line 4-Division.
- The service hours to run the BRT will come from new revenue, and service hours saved from running the line 4-Division less frequently can be reinvested in other bus service improvements in this area.
- It is possible to run the line 4-Division at 30- or 60-minute frequencies along with a BRT east of 82nd Avenue, but less feasible west of 82nd as the BRT, which stops less often, would catch up to and follow behind the other bus.
- TriMet's Service Enhancement Plans, which were developed with extensive public input, identify future bus service improvements including increased frequency on existing bus lines and new bus lines such as a "Line C" on SE 148th Ave and a "Line D" on SE 162nd Ave.



KEY THEMES AND OUTCOMES

- People were divided about the importance of underlying service in addition to bus rapid transit (BRT).
- Those who favor keeping underlying service on the line 4-Division stressed the importance of serving East Portland where many people rely on transit and the pedestrian network is less safe and accessible.
- Those who favor BRT service without underlying service on Division stressed the need to reinvest service hours from Line 4-Division into nearby areas that have less or no transit service.
- In general, there was strong interest in reallocating at least some service, and for those who do want underlying service on Division, the focus appears to be east of 82nd Avenue.
- Safety remains a critical issue. People want to see improved sidewalks and crossings.



Bus service hour spending worksheet

27 people shared how they would allocate the line 4-Division's 1,400 weekly service hours.

- 1 person called for 4-Division to remain at Frequent Service levels.
- 4 people thought that 4-Division should operate at 30-minute headways.
- 5 people thought that 4-Division should operate at 60-minute headways.
- An additional 5 people thought there should be some level of service on 4-Division but gave another, lower amount. They stated the service was not/less needed west of 82nd Ave.
- 4 people thought less or no underlying service was needed west of 82nd Ave.

Of the 27 respondents, 21 identified specific other services (such as north/south lines) they would want to invest in. The pattern of these investments was as follows:

- At least one person put hours into every option
- The most popular were Line C-148th Ave and Line D-162nd Ave

Underlying or other service improvements in addition to BRT

- If stops can be spread 4-5 blocks apart on the BRT, then no underlying service is necessary. The alternative is to maximize the BRT stop spacing and run 15 minute service on Division, which uses up most of the Line 4 savings. Neither the 30 minute or 60 minute underlying service will be cost-

effective. Don't waste service on 30 minute frequency. Spend it to give the most 15 minute service.

- Use all hours from Division to try new bus service, so more riders can try TriMet.
- Keep local service. At this point I don't have enough info about ridership, time savings, river crossing, technology dependence of the project to make recommendations on locations of stops or even routes. Is this being built so as not to lose federal funds?
- Consider having a BRT be a limited express just twice a day. I want the service on Line 4 to continue as it is. I believe that the intention for the BRTs is a good one. Division Street may not be the best choice. I feel that not enough bus riders were consulted on this issue and that the effort to do so must be made. The people who use the service are not the type of people who will advocate for themselves due to time constraints, feeling like their opinions don't count, working several jobs, etc. I do appreciate the time that was taken to have focus groups. There is work that can be done to better the service on Line 4: safety of bus stops, lighting, etc. These can be addressed while another street is considered. There are also improvements that can be made to have transfers run more smoothly in coordination with connecting buses.
- New/improved north/south connections critical to project and communities they serve. Maybe no underlay BRT on Division if more supporting info on frequency of short rides, more concrete additional station locations.
- Thank you for maintaining Line 4 as it is with Frequent Service. Please look at another possibility for Bus Rapid Transit -- like another street. Please do not make people walk longer distances than they do already. Yes we need north-south lines on 148th, 162nd and 181st. This can happen in the near future. I understand about funding.
- Line 71 enhancements too. Need more info on frequency of shorter rides, if no underlying service on Division, to guide where N/S connections and add stations could best fit.
- Line 71-added service.
- Lose underlying service if it's not 15 min frequency and BRT is. Or do what Jim said.
- North/south service makes a huge difference to access to service.
- Base service should continue as is; add limited stop service at peak with fewer stops at transfer points.
- Beef up cross town routes (north/south) to 15 min before adding new lines.
- We need north/south service.
- Don't think you need two different buses on Division.
- Underlying service may be less important for commuters.
- Underlying service is needed east of 82nd.
- We need north/south service to Columbia Corridor.
- Add service to Line 71.
- Put in new service.
- We need weather protection, more frequency.



Underlying service west of 82nd Avenue

- I live in inner SE and feel our area does not need stops as closely spaced as other areas with poorer pedestrian infrastructure might need.
- I do not feel underlying service on Division makes sense west of 82nd. I don't think the extra distance required to walk to a station is an issue for vast majority of riders. However, because sidewalks are narrow/non-existent east of 82nd, underlying service should still be provided. I feel that increasing service to most needed areas would be the best use of resources.
- North-south service east of 82nd Ave. Perhaps north-south service would be a better use of funds in outer Portland/Gresham. Sidewalks on the BRT route are important, but sidewalks to get to BRT line from neighborhoods is just as important. Increased walking time increases overall travel time.

Safety and quality of life

- Freeway is a barrier. 101st visual impairment.
- 65th & Powell signal not long enough for elderly to cross safely. Geriatric dental and fish market near stop.
- It would be very important to make sure that there are safe sidewalks all along Division. Also, street crossings need to have traffic control signals and the signals need to be audible (APS) so that people who are blind can safely cross the street. Also, add shade to stops for protection from hot weather. Make sure to consider people with disabilities -- especially people who are blind when making changes to bus service. Make all stops accessible for people who are blind, including audible stop announcements.
- Complete sidewalks leading to Outer Division BRT stops and signalized crossings (audible) throughout the alignment.
- ADA ramps, sidewalks, adequate shelters, printed schedules in shelters if not electronic reader boards -- important for messages for problem issues that occur during service hours.
- Please take into account the population being served, ability to access stops (walk/rollability), distance between stops -- not just for boarding but for destination locations.
- The freeway can be barrier to pedestrians.
- We need better sidewalks, safer crossings.
- I am concerned BRT may not appeal to all demographics.
- Noise is an issue; quieter buses = better.
- Many seniors, people with disabilities, poor pedestrian network.
- There are pedestrian challenges on Powell.
- Noise is terrible, starting up. Quieter buses are important. Would get more riders and improve quality of life.

Station location suggestions

- Stop locations: Use the scenario that serves 90% of riders. More stops in east Portland.
- Need a station (BRT or underlying service) between 26th and 34th
- With no underlying service on Inner Division, carefully consider stop spacing. For example: an additional stop for BRT between 26th and 34th; retain 17th Ave stop; add a stop between 60th and 71st/72nd. Basically: underlying 30 minute service east of 82nd plus add one or more stops to the [illegible] areas east of 101st for BRT; west of 82nd because there is no room for underlying service, add BRT stops at 17th, 30th and between 60th and 72nd stations.

- Transfer points at major intersections should be priority. 148th, 156th, 162nd, appear to be evenly spaced apart.

Route

- They need to be located in areas that can afford to cede enough land to accommodate larger buses and at times multiple buses. Is anyone researching these areas and identified prospective properties?
- Need to understand whether both Line 4 and BRT are using Hawthorne Bridge. BRT should express to Tilikum, with Line 4 serving local traffic on 7th.
- The compromises in this plan are reducing the potential benefits. If the Hawthorne Bridge is the designated route, the marginal benefits do not justify the costs. Without grade separation somewhere to cross the UPRR we should buy some articulated buses, designate "limited" stops and spend the money on better cross-town connections. It may be time to pull the plug!
- The needs and habits of the riding population should always be #1 -- major services (grocery, library, etc) need to be ID-d and economic (job) considerations. East Portland is also not on a grid and has elevation!

Interaction of BRT with other buses

- Align Inner Division pullouts for local buses using GPS and traffic computers. Drivers of local buses will have a better understanding of situations where a BRT bus will overtake them. They can pull over at the upcoming pullout to let the BRT pass. This is a slight inconvenience for local service passengers but will keep the BRT flowing much more smoothly.

General comments

- Eliminate some of the parking along Division to accommodate longer buses. Upgrade street crossings and sidewalks with funding. Upgrade bus stops and shelters first. Less cars. Parking on Division west of 82nd will cause less delays, congestions and accidents. Sidewalks -- have them along routes. Street crossings -- intersections improve access. Audible ped signals.
- Speed.
- Let's model the Jim Howell alternative!
- Not clear what the travel patterns are. Jobs in Columbia Corridor. Outer Division no grid. Travel patterns look different in East Portland.
- Would BRT attract new riders?
- Businesses, what will happen to them?
- Does BRT appeal to only certain people?
- I am suspicious -- passing reliability on to riders.
- Are we complicating something? Dismissing service to a certain demographic.
- Keep all other traffic on Powell and Division moving as quickly as effectively as possible at the same time. Service with new BRT is greatly needed and will be welcomed and used by many.
- Electric only buses -- especially given the noise factor of larger buses and denser Division corridor. 4+ bike spaces per extended bus.