



## POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

# TRANSPORTATION WORK GROUP

November 20, 2014 | 7:30 to 9 a.m.; 6 to 7:30 p.m. | Metro, 600 NE Grand Ave, Portland; Gresham Library, 385 NW Miller Ave, Gresham

## KEY THEMES AND OUTCOMES

Community members, advocacy organizations, and professionals working on issues related to multi-modal transportation use, staff from Portland, Gresham, Metro and members of the Powell-Division Steering Committee convened on November 20. This transportation work group meeting presented the community with information about transportation in the corridor and asked participants to share what their thoughts on where transportation works well and does not work well along the Powell-Division corridor and what should be considered for enhanced transit. This input supports development of a safe and efficient transportation system for all users.

- Many places along the corridor have sufficient road space without constraints where traffic moves efficiently.
- Biking-specific infrastructure on streets with slower traffic speeds and fewer numbers of motor-vehicles feels safe and efficient.
- Areas of the corridor are congested, dangerous, or feel unsafe for all transportation modes.
- Considerations for enhanced transit should include safety improvements, improved connections, accommodation for bikes on transit, and express-type service.

**Participants** (\* indicates Powell-Division Steering Committee members)

Tony Coleman	Oregon Department of Transportation	John Bildsoe*	Gresham Coalition of Neighborhood Associations
Elizabeth Quiroz	Bicycle Transportation Alliance	Carol Rulla	Gresham Coalition of Neighborhood Associations
Kathryn Notson		Kelly Clarke	City of Gresham
Colette Snuffin		Brian Martin	City of Gresham
Carl McNair		April Bertelsen	Portland Bureau of Transportation
Michelle Plambeck		Brian Monberg	Metro
Alex Howard	Portland Bureau of Planning and Sustainability	Dana Lucero	Metro
April Bertelsen	Portland Bureau of Transportation	Deb Meihoff	Communitas
Jessica Horning	Oregon Department of Transportation	Heidi Beierle	Metro

**Meeting purpose**

- Provide information about how BRT systems work
- Hear about user experiences: current conditions, function and safety, on-alignment experience for autos, buses, freight, emergency services, pedestrians, school buses, and bicyclists
- Identify transportation gaps in the corridor
- Discuss potential opportunities and stakeholders' expectations for the transit project to improve the corridor for all users
- Learn about other transportation issues/concerns to be aware of during planning and design

**Questions posed to the work group**

- Where in the corridor does transportation work well?
- Where in the corridor does transportation not work well?
- What should the project consider for enhanced transit in the corridor?

**Input summary**

Works well

- Right of way and traffic flow – sufficient room without constraints on inner Powell; Division east of I-205 has a good deal of right of way and minimal traffic congestion; Kane has good traffic flow and ample road space.
- Bike-specific infrastructure that reduces vehicle traffic and that makes biking feel safer (for everyone, including families) and like an efficient travel mode.

Does not work well

- Unsafe areas for bicyclists and pedestrians – biking on Division between Gresham and I-205 does not feel safe with no shoulders and fast-moving vehicles; pedestrian crossings of Division are difficult to make between Hogan and Kane.
- Unsafe transit areas – Green Line MAX at I-205, stops at Powell and Division have poor lighting and visibility and are poorly signed; stops and crossings could better serve riders to/from Mt. Hood Community College.

- Unsafe intersections – high crash rate for Division and 122nd.
- Areas with traffic congestion, back-ups, and traffic delays – inner Powell, especially during morning commute on Ross Island bridge and when freight trains come through; traffic backs up on Eastman at Town Fair; pedestrian crossings cause traffic delays on Division east of Eastman at Gresham High School and on Division at 119th.

Considerations for enhanced transit

- Safety improvements – minimize bike-bus conflicts; improve crossings on Powell for pedestrians and bikes; make bus stops safer; make it safer for vehicles to turn into businesses.
- Improved connections – to more businesses and medical services; to transit.
- Accommodate bikes with new transit (identify routes, consider space on the road, provide capacity for bikes on transit).
- Provide express-type service.

**Comments:**

Comments correspond to a numbered, colored dot on a map. The comment details are captured in the tables below.

- **G** = (green dot) works well
- **R** = (red dot) doesn't work well
- **Y** = (yellow dot) consideration for enhanced transit

**RESPONSES**

Metro

- Interactions with bikes, pedestrians, and transit
- Safety at crossings
- Interaction with freight
- Like separated bikeways
- Inner Powell delay for freight and cars

<b>Dot</b>	<b>#</b>	<b>Comment</b>
G	1	52nd and Division, traffic diverter works well because it allows comfortable biking in the neighborhood with kids; prefer less vehicle traffic for biking, feels safer.
G	2	50s bikeway to work is great, feels more protected. I'm more a fair weather biker, and it feels safer to use it when I travel with my kids. It's efficient, better than Powell where I wouldn't ride a bike, and it's probably faster than taking Powell, too.
G	3	Woodward-Clinton bikeway. I take the whole thing from where I live on 72nd. That bikeway is the quietest spot in the whole neighborhood.
G	4	Powell between Ross Island Bridge and I-205 has lots of right of way and space for transportation options.
G/Y	5	Bus pullouts between 82nd and 282nd – I like when the buses pull out of traffic, but I understand the issues with the buses getting back into traffic. Driver will wait in the 82nd and Division pullout.
R/Y	6	From I-205 into Gresham, the bike lanes are not too safe for biking, particularly through Division & 122nd. If BRT goes through, will there be protected bikeways on the route? The challenges for biking are: there is not enough space for bikes, there are no shoulders, and people drive very fast.
R	7	122nd & Division is the highest crash intersection in the region.

G	8	There are not many horizontal (medians) and vertical (overhead crossings) constraints. A turn pocket that's open is really great.
R/Y	9	205 MAX at 92nd at night there is not much light, and it's a dark, scary corridor off the road behind Burgerville. Not signed well, confusing. It's well-paved though. I have more concerns about the Powell stop than Division, but both could benefit from lighting improvements.
Y	10	On Williams, they moved the bike lanes from the right side of the street to the left side because of conflicts with all the bicyclists and the buses crossing in and out of the bike lane. In the P-D corridor there is potential for reduced lane capacity, and a nicer facility may mean more bikes. How do you plan to manage bike-bus interactions. Already mentioned a preference for separated shared-use paths, and that seems better than bike-bus interactions. Williams is a potentially good example of how to handle bike-bus interactions well, also Moody Ave on SW waterfront. They've changed the speed and slowed traffic. The biggest problem is where buses cross the bike lane.
Y	11	Option to bring bikes on BRT.
R	12	20th to Ross Island during morning commute can get really delayed around 8 am. Freight trains stop all traffic. Light at Milwaukie goes out. All contribute to congestion.
R	13	Driver behavior. Drivers disregard traffic markings and signs on the bus mall, particularly at Taylor and downtown at 5th and 6th. Cars are not allowed to make a right, but they do all the time.
R	14	Congestion occurs on inner Powell when the freight train comes through. The back up happens first on 11th and 12th and then creates a chain reaction of back up.
Y	15	Crossings on Powell for bikes and pedestrians especially Foster-Powell don't feel safe where there is basically an island at Burger King with a short pedestrian signal. The new crossing at Powell and 65th is good. More crossings like that on Powell are needed. It will be important to get to Division.
Y	16	130s come down Division, a diverter is needed for bikes and pedestrians. Look at safety improvements at stations. More bus stations – connect to more businesses in the Division Midway area. Need safer turn movements.
Y	17	Like 82nd as a transition street because of the businesses, but it's a challenge with one lane. There is a lot of width at 205, and the east side might be a good place to get to Division. If use 205, you will miss PCC and all the businesses. It's better to serve the businesses.

### Gresham Library

<b>Dot</b>	<b>#</b>	<b>Comment</b>
G	1	Division works well for driving east of I-205 to before downtown Gresham, east of Eastman. It does clog at 122nd, though. It is straight and wide.
R	2	Issue: school kids crossings clog just east of Main St. at school crosswalks. There are no signals, so people just cross.
R	3	Eastman to entrance of Town Fair shopping center – traffic backs up
G	4	Kane is easy to drive. It moves, except when the bus is stopping. There is also a lot of school bus stopping.
R	5	From Hogan to Kane it is difficult for pedestrians to cross.
R	6	Many people go by bus to Mt. Hood, but there is no place for the stop. Many riders are

		crossing. A bus pull out could help
R	7	On Division at 119th, signal is mostly for pedestrians, causing it to back up. Perhaps more pedestrian crossings nearby would distribute crossings. Perhaps pedestrian crossing signal could be timed and coordinated with 122nd.
	8	More street lighting
	9	Hogan
G	10	Division east/west through the triangle is not as bad as other routes. Division to Kane via a left turn would not be so congested. It could be a good route for transit.
R	11	Hogan and Burnside: challenges north/south crossing through the triangle
	12	Division east of Hogan is nice and wide and could accommodate a bus lane.
Y	13	Is there a way to loop in and connect into shopping mall, Vista Center, and hospital to serve them?
Y	14	It would be particularly important to serve the hospital.
	15	– Hogan route would serve the residents and park along there. However, some segments have constrained right of way.
	16	Have a local bus do a circulator loop and the BRT connects into it.
	17	Consider doing an express (limited stop) bus on Powell/Division.
	18	Access to downtown Gresham Transit Center is a challenge.
	19	Consider a stop/station pattern that has more stops in/near downtown Gresham and Portland, then with fewer stops in between.
	20	Division-Midway representative saw the importance of having stops at least at 122nd, 148th, 162nd, 181st, and MAX (for an express bus).
	21	Gresham: Have a stop at the transit center. Detour BRT onto Main to avoid crosswalks.

### **Transportation input from Powell-Division online survey, spring and summer 2014**

Public input collected from online surveys provides a wealth of information about what works well and what could work better for transportation in the Powell-Division corridor. Commuters and residents use many travel modes to access destinations within and through the study area. A need exists to connect a variety of transportation modes to destinations within the corridor and to improve traffic flow. Throughout the corridor, walkable neighborhoods and residential areas with supportive businesses and comfortable station areas create attractive, transit-oriented places. A summary of the findings from the online surveys follows.

#### **Findings**

- Consider mobility for the entire corridor not just the transit route
- Connect enhanced transit to businesses in the corridor
- Locate station areas in ‘places’ and ensure that the stations have shelter and seating, are clean and safe, and connect to other transit
- Increase multi-modal use in the corridor by adding infrastructure such as sidewalks, crosswalks, bike route connections, and family-friendly routes and by providing convenient, accessible ways for people using a variety of travel modes to access transit
- Provide short- and long-distance transit rides throughout the entire corridor that connect well to destinations and transfer areas
- Improve traffic flow in the corridor, which could include strategies like transit that minimize the number of vehicles on the road and which should also consider infrastructure improvements that minimize secondary traffic issues in neighborhoods adjacent to Powell and Division
- Improve transit service to provide quick trips through and within the corridor during rush hours and other times of day and night

