



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

HANDS ON WORKSHOPS SUMMARY: TRANSIT

Feb. 12, 2015 from 6:30 to 8:30 p.m. | Gresham workshop | Gresham City Hall, 1333 NW Eastman Pkwy Gresham
Feb. 17, 2015 from 6 to 8 p.m. | East Portland workshop | East Garden Restaurant, 12424 SE Division St, Portland
Feb. 28, 2015 from 11 a.m. to 1 p.m. | East/Southeast Portland workshop | Fubonn, 2850 SE 82nd Ave, Portland

KEY THEMES AND OUTCOMES

More than 165 people contributed to discussions about the route options and eight station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. Youth leaders and Bhutanese and Tongan community leaders attended the Gresham workshop. Elders from the Asian Pacific Islander community participated in their native languages at the East/Southeast workshop. The workshops were a collaboration among the Division Midway Alliance, the Asian Pacific American Network of Oregon, the cities of Gresham and Portland, TriMet and Metro, Multnomah County and the Oregon Department of Transportation. This summary focuses on the discussion of transit and potential route options for the new bus rapid transit line.

Willamette River crossing options - Participants overwhelmingly supported using the Tilikum Crossing.

Portland north/south crossover options - Participants overwhelmingly supported using 82nd Ave.

Gresham north/south options - Participants stressed the importance of connecting to Mount Hood Community College and employment centers along Stark St and supported the elimination of the Gresham Transit Center as the easternmost point of the new line, as well as the route option on Powell Blvd south of Downtown Gresham.

RIVER CROSSING OPTIONS

Tilikum Crossing

- Tilikum makes sense
- Already made for transit
- It's dedicated, not dealing with cars, already made for buses
- Going in as far South as possible
- Is a better choice than Ross Island
- Tilikum is better because there is no traffic
- They agree with taking Tilikum Bridge
- Tilikum is better connected to OHSU and more accessible
- If you put too much on Tilikum, is it going to minimize the infrastructure?
- Gideon is a bottle neck. Flow - will it be addressed? ODOT is looking at possible connection and route times
- Not every bus that crosses Tilikum has to follow the same route through Powell/Division
- Additional buses can other routes to still capture speed
- Tilikum makes a lot more sense
- Concerns about Gideon/Powell connection
- Tilikum will be a major attractor
- preferred
- Tilikum Crossing makes more sense
- Less congestion and faster than Ross Island

Ross Island Bridge

- Ross Island has congestion. If we can solve this....or if the line can improve congestion then ok – dedicated.
- Kill/not a fan of Ross Island
- Too congested
- Is tight and crowded
- Time waster
- remove

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

Cesar E Chavez Blvd

- Have to deal with current congestion
- Busses that don't stop are louder - residents around Cesar Chavez - have you talked to them?
- Electric tend to be quieter

- More stops can benefit businesses
- 39th and CC might not be ideal because you can hardly drive with the buses as it is now
- Have you looked at Holgate and 122nd? Used to be 4-lane road
- Would lose connection to PCC
- 39th already has narrow sidewalks
- Not bike friendly
- If this is selected really consider what to do with bike and ped
- No Cesar Chavez – too slow/congested
- Group consensus: No on Chavez
- No density on Cesar Chavez to do bus route. Too narrow.
- Too narrow and not good for turns
- Disturbs the neighborhood
- remove
- All vote no – too much traffic
- Remove from options
- Agree that Cesar Chavez is not good option
- Nearly all raised their hands
- Take Cesar Chavez off the table
- No one asked to keep Cesar Chavez
- drop

50th Ave

- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but it might be faster
- Need to redo turns
- Doesn't go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- 50th is incredibly narrow and tight.
- Traffic jam on 50th
- Take 50th off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- windy
- remove
- 50th and 52nd Ave – whichever is more economical

- Whichever is easier or easiest to do
- Whichever is wider
- Narrow ROW
- Either 50 or 52nd Ave
- Try to maintain local service
- Future employment growth?
- Division – Warner Pacific college/ high school
- Already multi-family housing and senior homes
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

52nd Ave

- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but It might be faster
- Need to redo turns
- Doesn't go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- Because Warner Pacific College and Franklin HS
- Take 52nd off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- added bikeway this year, sad to rip it out
- serves Franklin
- Narrow Division
- remove
- 50th and 52nd Ave – whichever is more economical
- Whichever is easier or easiest to do
- Whichever is wider
- Either 50 or 52nd Ave
- Try to maintain local service
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

82nd Ave

- Can a rapid bus slow down 82nd?
- You would have normal traffic...there is 4
- Even a flashing light at 82nd NW and many people try to cross
- N/S best
- Has a slope which could be challenging
- Can we move it even higher at 205 area – 82nd or 92 of these choices?
- Discuss Potential ROW needs
- Also like 122nd in theory – tight turn at 122nd and Powell
- Better from equity perspective
- How does 82nd compare for I205 traffic
- 82nd connects to PCC and the heart of the Jade District – makes sense
- 82nd service to Fubon
- 82nd best option
- Education is purpose of commute
- Fubon and PCC
- Connect to 72
- Students at PCC
- Banks are close to 82nd
- Pacific Islander and Burgenese communities
- 82nd feels safer – more activity; eyes on the street; more people and shopping centers
- How fast can we get to Division and still access PCC? Mixed feelings about 82nd because of traffic delays
- Need speed on 82nd and transit priority
- Turning onto a wide road
- Pick up more people on Powell
- Better for getting to friend's houses, parks and places near 82nd
- 82nd is a larger street and could be better option without effecting neighborhood streets. Turning on 82nd will be faster
- 82nd line will encourage more development
- We don't trust that people won't park on 82nd
- What are your preferences for where to add BRT lanes?
- Road diet – slow down traffic / do separate lanes

- ODOT owns Powell and 82nd. Why choose that route? ODOT owns the middle of roadway. City owns
 - Is 82nd an appropriate corridor for bike lanes?
 - 82nd is very overwhelmed with cars for pedestrians. Needs buffers. Putting telephone poles in the middle in the middle of sidewalks
 - 82nd is unanimously the preferred route
 - Needs to be more investment in pedestrian infrastructure
 - Not safe for bicyclists and pedestrians
 - Could spur development
 - Very busy and crowded
 - Intersections are congested at 82nd/Powell/Division
 - Split east and west routes
 - Division 39-50 to narrow
 - Hitting PCC is important
 - Will TriMet cut local service after BRT?
 - Influences how you plan for stops/routes/service
 - 39th? Too small. Tight corner at Division. Hill on 39th could be an issue, too
 - West to east at 82nd
 - preferred
 - Concerned about how much Division is narrow until 82nd
 - Don't think it would support another bus line
 - Is the natural choice
 - Powell is wider to 82nd
 - Need for improved crosswalks across 82nd Ave at Hawthorne because of slope/hill and access to Harrison Park
 - Powell is wider to 82nd
 - Division is wider of 82nd
 - 82nd has potential to be the next Hawthorne
 - 82nd is a destination should serve
 - Traffic is too bad at inner Division
 - Fear of losing
 - Keep bus stops in same locations, noon-three
 - If you could provide off-street parking to mitigate
 - Refer to visionary plan for Jade
 - How can construction impact businesses?
 - Interested in selling property for stop and station cover
 - Must serve
 - Division from 50 to 82nd has most destinations especially with transit use
 - Franklin High
 - More rapid
 - Affordable housing should be part of future plans
 - More parking
 - More crosswalks at 82nd and Division
 - Consider pedestrian bridges across 82nd and Division intersection
 - Furniture store at 82nd and Division Jade District still strong advocate for a community center
 - One disability dedicated bus way possibilities out of Powell
 - Possibility that road may be widened
 - Implications for property and buildings
 - If 82nd, this is a central location, so this is a connection place for increased transit access
 - If the bus can be every 5 minutes people will not need to wait, will be more smooth
 - Where do people go for daily walks along 82nd?
 - Informing stops
 - Long-term consider widening 82nd
 - There is a lot going on
 - Concerned about the trees on 82nd, when leaves fall they clog drains and also make it hard to walk – evergreens
 - Informing stops - all – Powell, 82nd, Division – center point and connector to many more streets and routes – good faster
 - 82nd - S – central economic point
 - 82nd to busy, but 92nd ok, not too far to go
 - What are people's preferred route? All except one voted for 82nd 12 yes, two abstain, one equal 82nd/92nd (14 overall)
 - preferred
- 92nd Ave**
- Need more frequent flashing crossings from Max / 92nd and 122nd

- Can we move it even higher at 205 area like 82nd or 92 of these choices?
- Also like 122nd in theory – tight turn at 122nd and Powell
- How does 92nd compare for I205 traffic
- 92nd less traffic
- No shopping center and no access to PCC
- Interested in bicycle track on 92nd. Similar to downtown
- No density on 92nd to do bus route
- Too narrow
- Bad air quality
- 92nd floods
- Couplet - east to west at 92nd crosses PCC but most students would be from west based in district boundaries at MHCC
- Back up Powell west bound
- Bus may reduce congestion
- How frequent will the bus run?
- remove
- Keep as an option
- Could serve a population that isn't being served now
- Low volume street would allow bus to go faster, more efficient
- Would serve street without transit
- Need more connections to Lents area
- More North/South connections
- It's poorly served by bus between 82 and 20
- Also Cheery Blossom area is very under served and there are lots of people in this area that use transit
- Not on 92nd because it is too residential
- No economic activity, confirming that 92nd is a top choice
- Keep 92nd as an option?
- All voted to drop it from options
- One person said that 92nd is ok, 82nd too busy and not too far to go

GRESHAM NORTH/SOUTH OPTIONS

Gresham Transit Center

- Not good
- Waste of opportunity to help people
- Needs to service MHCC

- Need to get Gresham TC to connect to all lines. All these options are available on Eastman.

Eastman Pkwy

- Meet with North Central Neighborhood
- Good if did swing through downtown
- Loop around is bigger connecting to downtown, if loop could go deeper into downtown Gresham
- Gets ruled out - out of the way
- Eastman is good. Efficiency with buses vs cars.
- Group consensus: no opposition to removing Eastman for further consideration

Cleveland Ave

- Ride between Powell and Division
- Division works well now
- Lot of opposition
- Disruptive to neighborhood
- No additional opportunity for development
- Neighborhood association is opposed
- Dangerous for children
- 8th street is not a bad route
- It's irrelevant
- Too skinny
- Neighborhood will fight if the speed limit is proposed to increase from 25 mph
- Does not have heavy traffic
- 25 mph is maybe too slow
- Is a promising location
- Seems too residential, single family
- Many residents are likely to object to the Cleveland route
- Second choice
- Two people at the table prefer Cleveland
- Buy off on Cleveland - the travel time is significantly faster

Hogan Rd

- Better connection
- Development capacity
- Possible terminus at Stark and Kane

- Bypass Kane - instead go up Hogan and Stark, Stark and Kane is terminus, getting to 5th is the goal
- Lots of businesses and apartments, Salvation Army
- No bus right now
- Longer route not an issue
- Nice that it connects to Sunset Park
- MHCC and Legacy
- Could you take red sunset around the park to avoid turn at Stark intersection
- Speed limit higher but lots of congestion
- More signals for crossing and signaling for BRT
- Serves more than Cleveland
- PGE
- Lower income. This is who BRT should serve
- Has capacity and existing road width – better than Cleveland
- Existing lighting is good, safer
- Good connections to existing destinations plus no existing bus service on Hogan
- Will in the future be
- Last choice – too much traffic

Kane Dr

- Stop/wind and cold *See Notes for Stop plan view
- Potential to spark some development
- Transit stop on Division and Kane
- Wouldn't serve Legacy
- Move MHCC stop on campus
- Benefits of exposing more students to transit and riders to education
- Better local street facilities from Powell Valley to bus stops.
- Powell and 223rd would be ok to eliminate
- Need service to Reynolds HS and businesses nearby

- It's so far and lines 80/81 already serve Kane
- It's too far from hospital and have to transfer
- People who are uneducated do not understand how to make transfers
- If the BRT routes on Kane, keep the 20 bus line of Stark. It is important for reaching destinations
- Kane option only has one bend or turn – straightest route
- Two people at the table prefer Kane
- Better for rapid travel for gaining speed
- Easier sell
- Easier physical build
- Faster
- There is fairly dense residential on Kane and the scale fits better for BRT over Cleveland

Powell Blvd south of Downtown Gresham

- Powell between Eastman and 182nd poorly served
- A lot of people
- Frequent service on Powell for that stretch of Powell on Gresham
- After cross-over, how will it affect Powell?
- No longer an option for HCT on Powell east of I205
- Why not just use Division into Portland? Studied by dropped due to impacts
- Too complicated
- Doesn't make sense
- Option: cut through Hood instead of Hogan – might be better
- Too much out of direction
- Served by local route
- Powell option undesirable for downtown businesses (business owner of 23 years)
- No opposition to removing
- OK to drop

Table discussion

- Auto Process card – pre-pay /load card to patronize anything along the route – saves transit time, etc.
- Why can't the bus connect with Rail (a. underground)
- There was some discussion around the east side along the Max (see green)
- Group generally supports access to parks and schools
- What can be eliminated? – Ross Island
- Crossover routes
- What are the costs and do they have a major factor in decision making?
- Purpose is to have lower costs generally. Not only one factor of others
- What is the purpose of the project?
- Newer type of bus, more efficient, faster with fewer stops likely.
- Still have local service with multiple stops
- Still under consideration to have local on same street
- Will fewer stops mean faster travel – yes
- Bus only lanes should be prioritized for the extent of the route. This increases the speed of service and makes the BRT more favorable and attractive versus other modes.
- Desired transit amenities include: comfy seats, covered stops and TV with estimated bus arrival time
- Already bus service to MHCC but BRT objective is offering faster service
- Existing bus on Main Street – tight area
- Downtown - people alight bus on 2nd and walk east ward
- Getting BRT to go beyond existing transit center – it's key for facilitating access to MHCC
- Mother of 2 college students. Resident at 181st and Binford. Students attend PCC and PSU. She has to drive them at least partially to school and drop them off on Division. Transition – 181st and Powell area seems good for families with kids who can't afford cars for their kids. Big apartment complexes. Her son - existing infrequent service and too many connections.
- Ms Han - doesn't ride the bus but gets the concerns of mom and son
- Natalya (mom) bus needs to better serve children and college kids
- There are also existing safety concerns with existing transit. Shelters should have a lot of good due to lighting illicit activities at bus shelters
- Education connection is essential - MHCC, PCC, PSU, because a lot of students take classes at more than one of these schools.
- Alan G reiterated how to deal with downtown – how BRT relates to downtown is a key issue, how BRT relates to Gresham Transit Center
- Table did not all agree on dots, but seemed to be in general agreement during the exercise
- Would the yellow routes serve a different demographic and would they heed or use the BRT route? If not, then drop those routes
- If done, it needs to have a high design. Design aesthetics is important. Do the most you want to do for transit service and enhance the area
- Not be a detriment if a building
- Don't put in more capacity at the expense of design
- Develop design standards – 5 ft set-backs and front doors on residential units with children, fronting on a busy street is not good. Need different design standards on such streets
- Vista site and demographics – future people working on Vista site are more likely to drive and afford that choice. College students are more likely, too.

- Concerned that current lines on Powell/Division will be gone if BRT comes in. take division bus instead of Hawthorne bus
- How are BRT buses going to take turns connecting to Powell/Division?
- Taking the road down to single lane in inner Powell is problematic/not possible/already too much traffic. ODOT says taking out lane is not really an option. BRT trying to use the space they have.
- Powell to Foster is the only major access
- Concerns about sharing the lanes with BRT on Powell. A separate lane is better but is it possible?
- Stops between 70 – 82nd on Powell
- How bus could connect at Max stations near 205 at Powell and Division
- Better to just say Powell/Division - Don't translate the street names they are the names of the street and people use Powell/Division even if they don't speak English
- There are also frequently differences between the way bureaus and departments translate things and it can be inconstant and confusing
- 86th and Powell - this stop has many people and the bus doesn't come enough, more than 20 minute wait - too long
- Concern about services
- Hard to take the bus in winter – shelter both sides
- Raised lifts are also important to seniors, +/- 20 minute waits
- Portland downtown line – put this on Division
- TriMet drivers move too fast right after people get on – please wait for seniors and others to sit down
- Want shelters at every stop
- Interested residents: previous experience with BRT
- Small business owner in the Lents neighborhood
- Still a driver because there are no shortcut or fast lanes. BRT would be a great option
- Enhanced bus shelter – really desired. My shop becomes a bus shelter in bad weather because there is no shelter
- Has Hawthorne Bridge been considered?
- Project does not clarify that # and #9 will continue as usual. People think the new route is a replacement.
- How often does bus run? Just at peak hours?
- Bus stop would be negative in front of small businesses that lack of street parking.
- Need to maintain on-street parking on Division near 84; many small businesses there don't have their own parking lots (Thai Fresh)