



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PUBLIC ENGAGEMENT REPORT

APPENDIX

SEPTEMBER 26, 2016

Stakeholder interviews
Survey data from inner Division online survey
Comment from inner Division open house
Public comments and letters

BRINK

Inner Division Transit Improvements Stakeholder Interviews

Conducted 7/21/16 – 7/20/16

Brink Communications interviewed four key inner Division stakeholders to provide a deeper perspective on the issues being addressed during this phase of public engagement. The stakeholders included:

- a local business association leader and local business owner
- a long-time resident, neighborhood association leader and pedestrian advocate
- a community coordinator with a major grocery store
- a residential relations manager with a local development firm

CHALLENGES

What are the biggest challenges with transit and traffic on SE Division right now?

The continued construction on SE Division is a concern. The business community is afraid of disruption on Division. It will be important how we talk about the impact.

– *Local business association leader and local business owner*

People in the neighborhood are reacting to change. They are concerned about speed, construction/torn up road, and Tri-Met eliminating bus stops. It seems smart to me but I did hear concerns about how far people will have to walk.

– *Local business association leader and local business owner*

A lot of the business community is living in the neighborhood. For businesses that are impacted by construction, having Tri-Met offer free ads on buses would go so far to mitigate concern about visibility. You need to highlight the positives without buzzwords or technical terms – use real language.

– *Local business association leader and local business owner*

Some people are very emotional and angry – in the last meetings, concerns were voiced first, and the presentation after addressed the questions. Switch that up.

– *Local business association leader and local business owner*

Right now, you really get stuck behind the buses while you're driving. There's not a lot of room to get around the buses, so you just sit there. In tight spots, drivers are pulling over to let the busses through.

– *Residential relations manager with a local development firm*

I get asked about transportation by a lot of prospective tenants. People often bring a car when they move (to SE Division Street) and then get rid of it. They rely a lot on public transportation.

– *Residential relations manager with a local development firm*

The City needs to do something about the blockage at 11th & Division. When railroad gates are down, people stop all east/west traffic on Division. What they need to do is paint big Xs to not block intersections and add signage.

– *Long-time resident, neighborhood association leader and pedestrian advocate*

On 11th (one block North/South of Division), take away a lane for more queuing. On Eastbound Division to 11th, drivers want to turn right and half the time they block the through traffic as well.

– *Long-time resident, neighborhood association leader and pedestrian advocate*

We've noticed that we haven't seen a huge uptick in traffic and congestion from recent development between 26th and Cesar Chavez. The traffic tends to go east toward Cesar Chavez – it's such a slow drive that people tend to want to go around. People are going to Hawthorne and Powell instead. If you're going across the river, you're going to avoid the congestion on SE Division since there is only one traffic land in each direction.

- *Community coordinator with a major grocery store*

The Seven Corners area of SE Division hasn't changed as much, but we are going to have a new space developed across the street soon. It will be a building that serves people with vision and hearing impairment. Designed with accessibility in mind. They've been working with Tri-Met to make sure the bus stop is accessible. That will change things too – it used to be that there wasn't much going on between 26th and 12th. But between 26th and Cesar Chavez is more of a traffic nightmare.

- *Community coordinator with a major grocery store*

One thing I've noticed is that ever since the new Orange Line has been in effect, the street lights at the rail crossing at SE Division and 8th have been delayed for a very long time – I've sat at that intersection for a very long time and everyone has a red light. Even the drivers sitting at the intersection and going in the same direction as the train are stuck at the light for no apparent reason.

- *Community coordinator with a major grocery store*

IMPROVEMENTS AND CHANGES

To improve safety and ease congestion for people who drive, bike, and walk along the corridor, Metro and TriMet are working together to streamline transit service along SE Division. These improvements to bus service would help to reduce traffic congestion and allow vehicles to travel quickly and smoothly. The potential changes to streamline service could include:

- Longer, articulated buses that speed up boarding and carry 60 percent more riders
- Coordinated traffic signals to reduce delays
- Fewer stops and bus stop upgrades

Which of these changes do you think will receive the most positive response?

Addressing congestion is key – everyone is concerned about it. Driving down Division is like 15 miles an hour – so people are getting used to the slower speed.

– *Local business association leader and local business owner*

Bus lines need to be described as more efficient and shorter trips, but not that the bus will be speeding down Division.

– *Local business association leader and local business owner*

From bus riders, the bigger buses.

– *Long-time resident, neighborhood association leader and pedestrian advocate*

1: The longer buses and speedier boarding and having the buses take up less time on the road would be great. #2: Coordinated traffic signals would be huge if it could reduce red light delays.

- *Community coordinator with a major grocery store*

Which change might spur the most concerns? Who do you think might have concerns?

What concerns might they have?

The 11th Avenue crossing and the fact that there wasn't money to deal with that – the train stops for 45 minutes at a time. That is a problem and people want it dealt with.

– *Local business association leader and local business owner*

Construction for the business community. Ways to talk/think about the construction in a way that isn't as disruptive as the last round. What is the most efficient way to do it may not be best but what is the most business-friendly way to think about it.

– *Local business association leader and local business owner*

If Tri-Met and Metro will be working on street improvements, there are things that the business community and neighborhood have been asking for years would be good to include:

- Pedestrian friendly lighting
- Benches
- Trash cans
- Electricity for holiday lighting for trees

Can we offer these? They've been part of the Green Street proposals but always get cut.

– *Local business association leader and local business owner*

Removal of stops. Bus stop removal is a big thing. They already cut them before and now they are going to cut them again. It is too far to walk. Some people might have to walk ¼ mile extra – if they are already walking ¼ mile, will they walk more?"

– *Long-time resident, neighborhood association leader and pedestrian advocate*

In this area, I don't think any of them will be a big deal. People walk everywhere, so walking a couple extra blocks isn't a big deal.

– *Residential relations manager with a local development firm*

I know this neighborhood is nervous about change. When changes happen, residents are resistant to them. If the communication goes out about the reasons for these changes, then I think there could be a positive response. Otherwise people could think that longer buses will clog up traffic or require more stops.

- *Community coordinator with a major grocery store*

BENEFITS

Improvements to the bus system would create a number of benefits for the neighborhood.

Bus riders along SE Division would see:

- Faster loading
- Improved amenities at bus stops
- Quicker and more reliable trips

People driving and biking down SE Division would spend less time waiting behind buses, especially important on a busy corridor without passing lanes. In addition, some existing bus stops could be used for other purposes, such as:

- Street seats in front of restaurants
- More street parking
- Bike share stations
- Loading zones
- Vehicle-share spaces

Which of these benefits do you think will be most important to people living and working along the corridor?

The ability not to be passed up by a bus. I think people would appreciate that. They should keep the curb extension for crossing the street. Keep that part, but maybe add more parking. How about putting in trees that Tri-Met took out of our plans at the bus stops? This has been an issue for the street.

- *Long-time resident, neighborhood association leader and pedestrian advocate*

Pedestrian seating, a gateway to the neighborhood, and carshare and bikeshare – business owners are looking for get customers into their stores that are not adding to the street – they would be popular.

- *Local business association leader and local business owner*

One of my coworkers who is blind has said that she has had a situation where she thought she was at a bus stop but she wasn't because it was taken away. We'll likely to see an uptick in riders who are visually impaired with the new development and it will be important to communicate those changes. Many businesses would be thrilled to see more street parking – that would be most

exciting to a lot of people. Walking a couple blocks, as long as it is communicated to people well, it will be well received if it means quicker and more reliable trips.

- *Community coordinator with a major grocery store*

COMMUNITY INPUT

We are looking for community input to guide the process of creating a better bus along SE Division. What are the best ways to reach people who live and work in the area and let them know about opportunities to share their opinions?

UD+P Property management would be happy to help communicate the benefits of the project to tenants. Help explain that they may see a stop go away, but here are the reasons and the benefits.

- *Residential relations manager with a local development firm*

The neighborhood association is populated with grumpy old homeowners who drive everywhere and don't want buses or bikes. I've been sending our notices to the apartment dwellers. Signs at the bus stops are a good way to reach people.

- *Long-time resident, neighborhood association leader and pedestrian advocate*

We struggle with that as well – our business association sends out emails and don't get responses. As a business association, we walk to business to business to business. They are frazzled.

Working and focused on growth and they look at business important emails first. Things outside their business get moved several days down the road.

- *Local business association leader and local business owner*

Business owners on Division/Clinton are mainly the primary purpose in the store. It would help to have a leave behind in the store to get them to respond. Clinton Bikeways was a brouhaha because PBOT didn't talk to the businesses. Most of the concern and anger was based on the process. The diverters now are not that big a deal.

- *Local business association leader and local business owner*

I think signage of any kind, on bus stops and elsewhere, will be a good first step. Communicates to riders. Even some flyers mailed to each of the businesses along the corridor. And the business association.

- *Community coordinator with a major grocery store*

What other questions or concerns do you think people will have about the project?

We have met with the business association about trash in the neighborhood. We'd like to see more trash cans at bus stops. Many businesses are willing to sponsor a trash can, but it's not an option right now. We are willing to sponsor our own trash can.

- *Residential relations manager with a local development firm*

There is a worry about loss of parking at stops that will be extended from business owners. More buses on Division but this won't mean more, just longer. People who ride the bus will be concerned about the stop spacing. Between Chavez and 26th, there are four bus stops. They took out half of the bus stops when they redeveloped Division. People are going to need to know how far they are going to walk. People are already traveling to Division and then are walking further. (Example: 6 blocks south of Division and then four blocks down Division). Reaching the bus riders will be difficult – signs in buses and at stops will help. They should think about calling OPAL to talk about this.

– *Long-time resident, neighborhood association leader and pedestrian advocate*

Language, the right education, and making sure education is not an issue.

– *Local business association leader and local business owner*

The biggest obstacle will be that it's change in this neighborhood. It seems vague, but honestly, I have experienced it with the building going up across the street and the struggle to get buy in from the neighborhood. Even a great community-oriented organization, people get upset about change. Even our store, when we remodel or get new equipment, people get upset and there's been a lot of frustration. There is a PTSD-like reaction now that there has been so much change. Otherwise, it sounds like this is great news for the neighborhood.

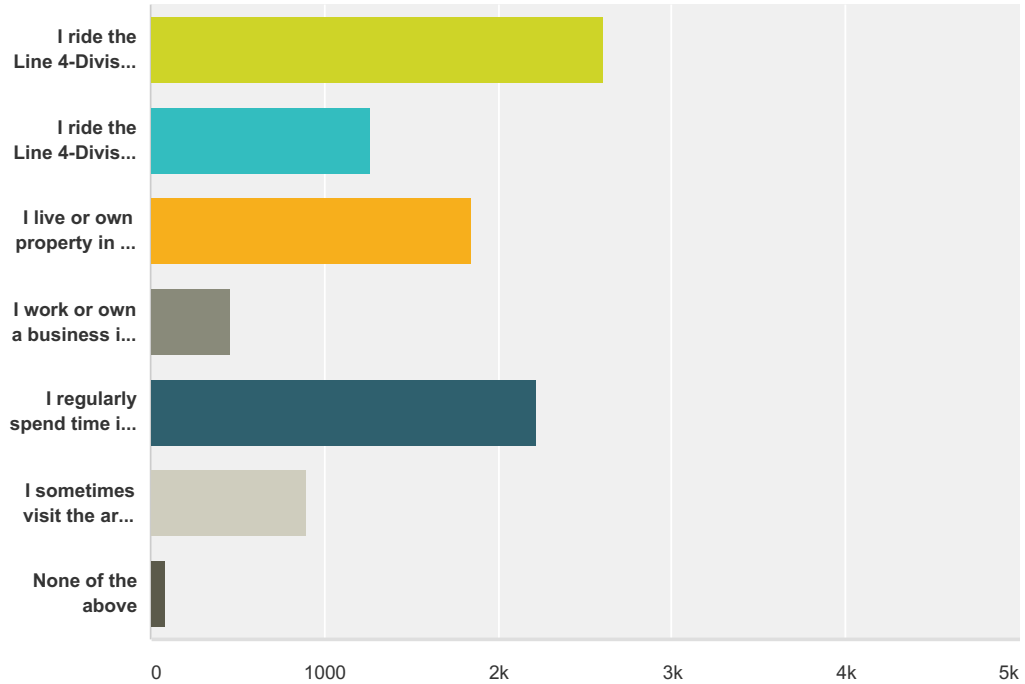
- *Community coordinator with a major grocery store*

We'd be happy to put any communication up to help people understand the project. We did a similar thing when they put in the bioswales and that was very helpful.

- *Community coordinator with a major grocery store*

Q1 Tell us about yourself. Use the map below for reference. (Please select all that apply.)

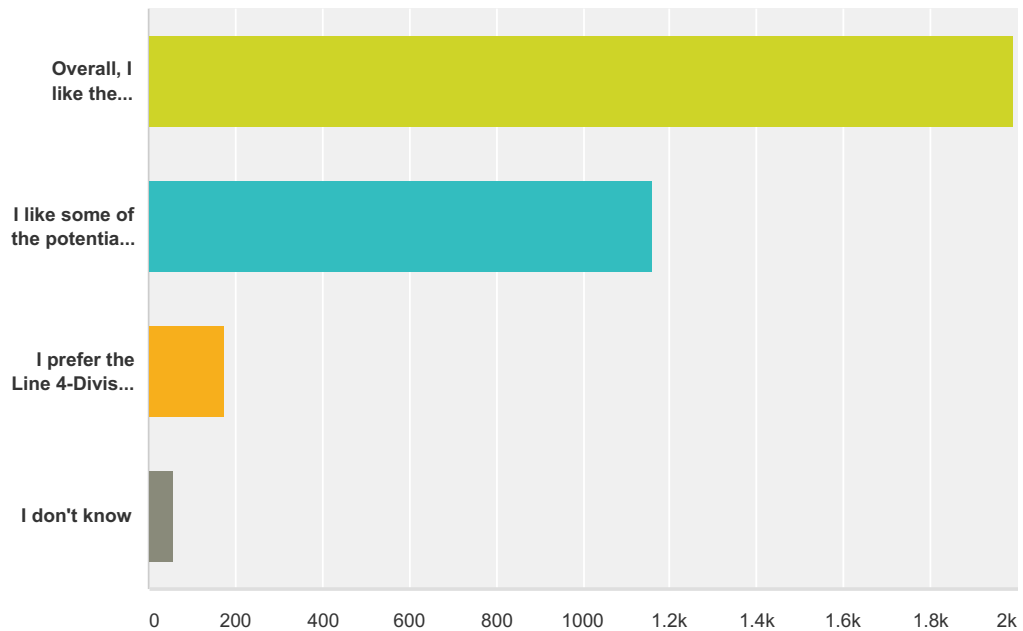
Answered: 4,039 Skipped: 18



Answer Choices	Responses	
I ride the Line 4-Division on this part of inner SE Division Street	64.55%	2,607
I ride the Line 4-Division in other areas	31.27%	1,263
I live or own property in the area highlighted below	45.68%	1,845
I work or own a business in the area highlighted below	11.36%	459
I regularly spend time in the area highlighted below	55.06%	2,224
I sometimes visit the area highlighted below	22.21%	897
None of the above	2.08%	84
Total Respondents: 4,039		

Q2 What do you think of the potential changes?

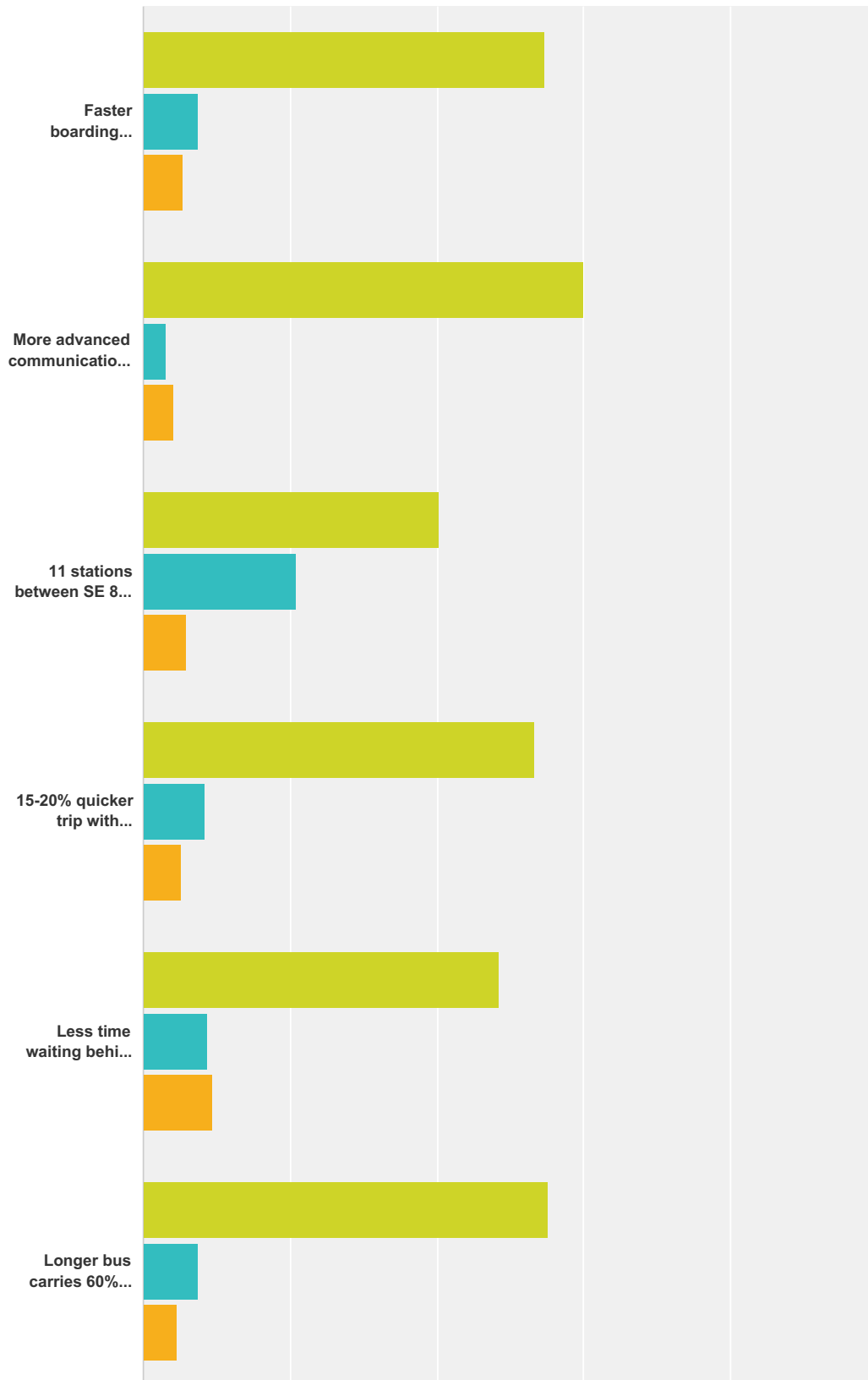
Answered: 3,387 Skipped: 670



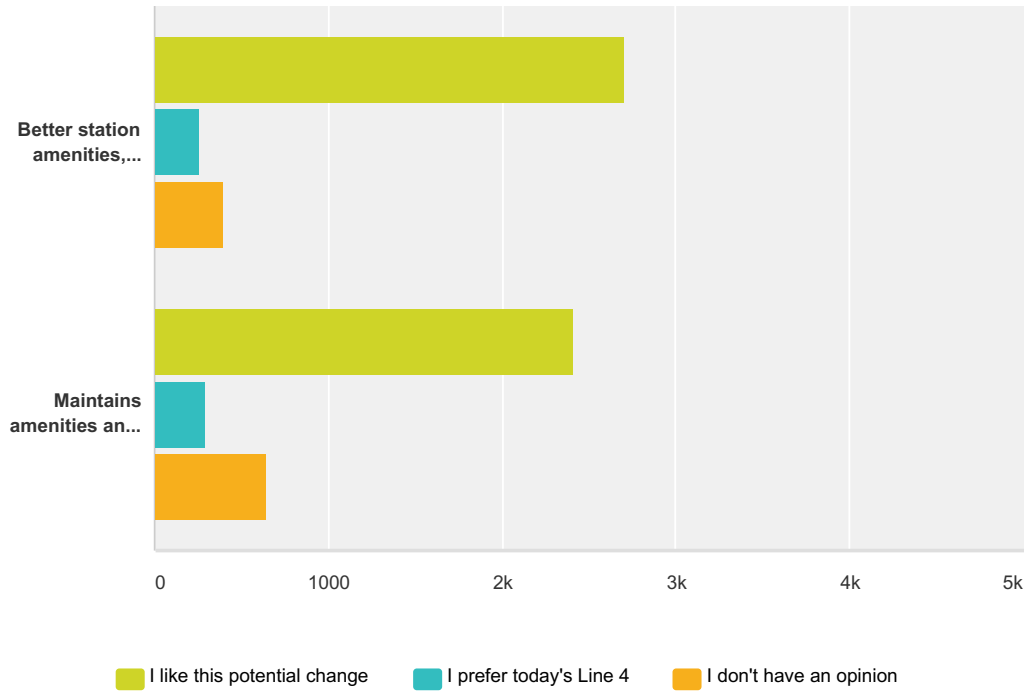
Answer Choices	Responses	
Overall, I like the potential changes	58.75%	1,990
I like some of the potential changes, but not all	34.25%	1,160
I prefer the Line 4-Division without changes	5.23%	177
I don't know	1.77%	60
Total		3,387

Q3 Tell us what you think about each of the potential changes compared to today's service with the Line 4.

Answered: 3,393 Skipped: 664



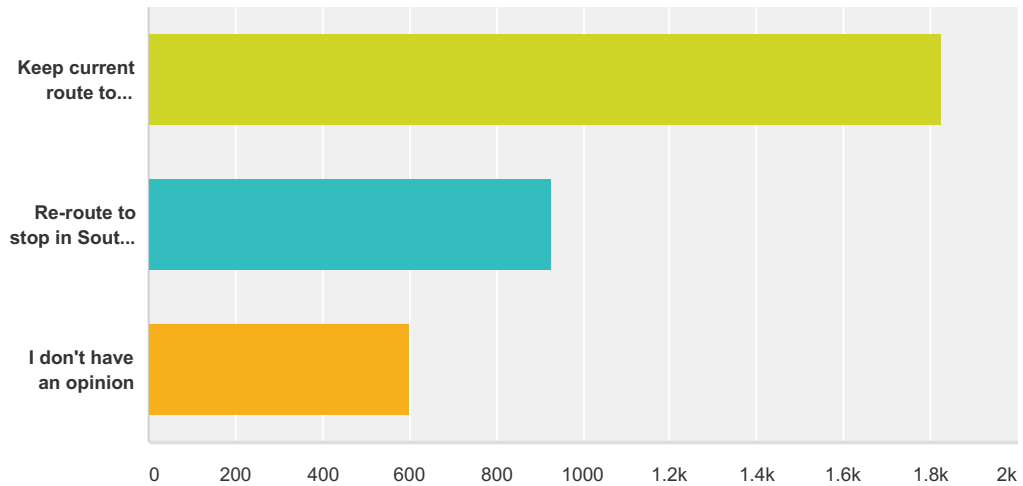
Inner Division transit survey



	I like this potential change	I prefer today's Line 4	I don't have an opinion	Total
Faster boarding through multiple doors	80.94% 2,734	11.01% 372	8.05% 272	3,378
More advanced communication with traffic signals to keep bus on schedule all day	88.93% 2,995	4.78% 161	6.29% 212	3,368
11 stations between SE 8th and 82nd avenues (74% use same stop; person walks 0-4 blocks, once on Division)	60.10% 2,018	31.09% 1,044	8.81% 296	3,358
15-20% quicker trip with improved reliability from fewer stops, faster boarding and coordinated traffic signals	79.94% 2,666	12.38% 413	7.68% 256	3,335
Less time waiting behind buses since buses stop less often and for shorter times	72.57% 2,421	13.22% 441	14.21% 474	3,336
Longer bus carries 60% more people; fewer pass-ups	82.00% 2,751	11.24% 377	6.77% 227	3,355
Better station amenities, including weather protection at every station; distinct and consistent look for buses and stations	80.47% 2,707	7.85% 264	11.68% 393	3,364
Maintains amenities and street character, some modest changes at station	71.99% 2,416	8.67% 291	19.34% 649	3,356

Q4 Potential changes in 2021 could include re-routing the bus to South Waterfront before continuing to Downtown Portland. The re-routing would add time to a trip to Downtown Portland, but would connect to South Waterfront destinations. What is preferable to you?

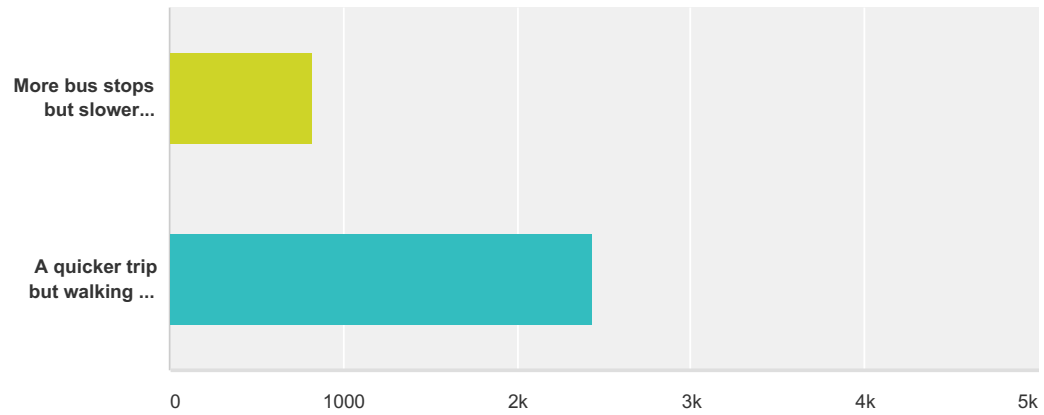
Answered: 3,354 Skipped: 703



Answer Choices	Responses	
Keep current route to Downtown Portland	54.44%	1,826
Re-route to stop in South Waterfront before continuing to Downtown Portland	27.67%	928
I don't have an opinion	17.89%	600
Total		3,354

Q5 Which would you prefer: More bus stops but slower service, or walking farther for a quicker trip?

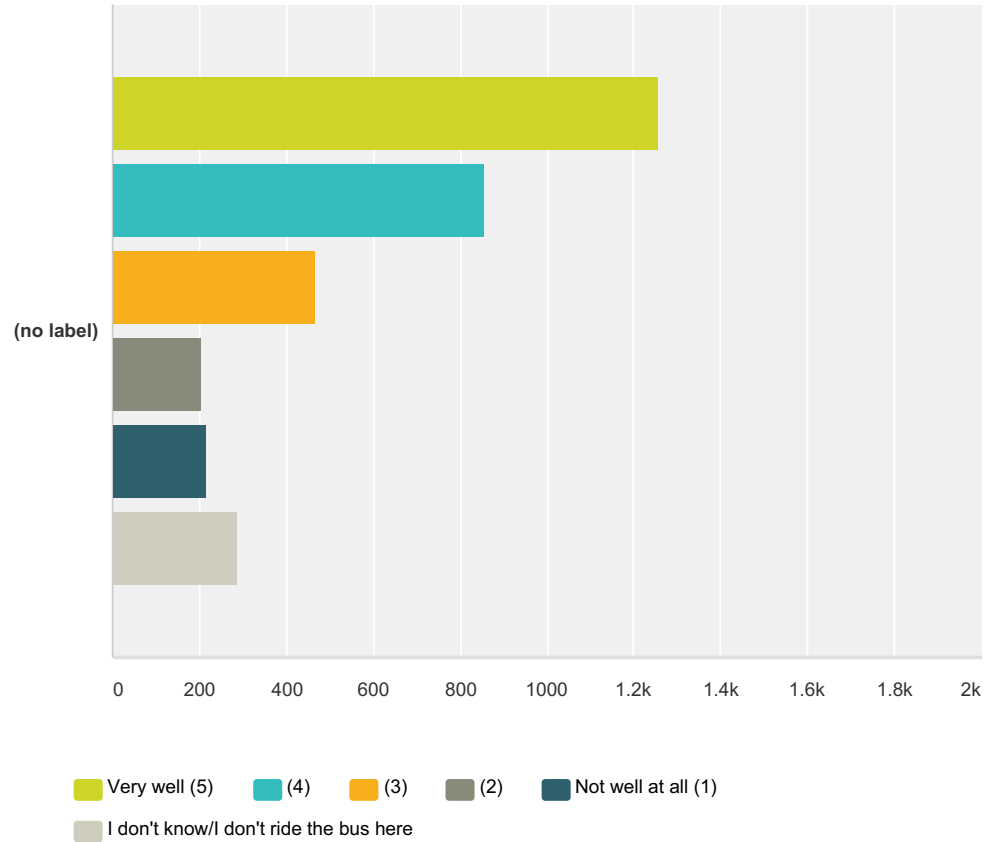
Answered: 3,247 Skipped: 810



Answer Choices	Responses	
More bus stops but slower service	25.25%	820
A quicker trip but walking a bit farther	74.75%	2,427
Total		3,247

Q6 On this stretch of Division Street, how well do the proposed station locations meet your travel needs?

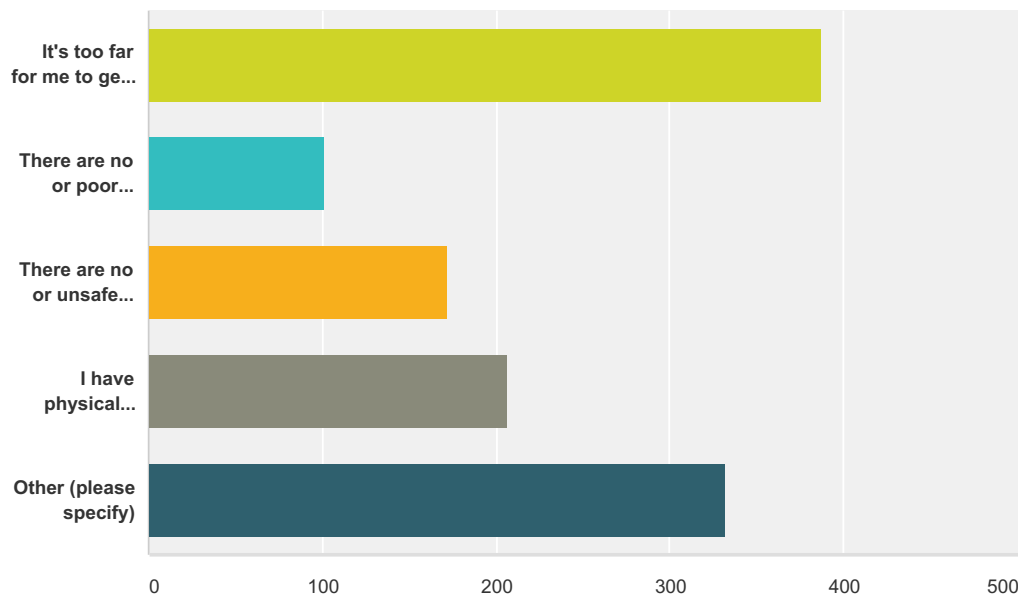
Answered: 3,288 Skipped: 769



	Very well (5)	(4)	(3)	(2)	Not well at all (1)	I don't know/I don't ride the bus here	Total	Weighted Average
(no label)	38.17% 1,255	25.97% 854	14.17% 466	6.27% 206	6.60% 217	8.82% 290	3,288	3.56

Q7 Why do the proposed station locations on this part of Division not meet your needs?

Answered: 841 Skipped: 3,216



Answer Choices	Responses
It's too far for me to get to	46.02% 387
There are no or poor sidewalks	12.01% 101
There are no or unsafe crosswalks	20.45% 172
I have physical limitations	24.61% 207
Other (please specify)	39.48% 332
Total Respondents: 841	

**Q8 Where on this part of Division Street
would you add a station to make your trip
easier? Please use cross-streets.**

Answered: 598 Skipped: 3,459

#	Responses	Date
1	27th and division	9/12/2016 8:26 AM
2	32	9/11/2016 10:31 AM
3	30th	9/11/2016 9:07 AM
4	Not sure	9/10/2016 8:08 AM
5	52	9/9/2016 10:09 PM
6	37th	9/9/2016 8:40 PM
7	keep it as is	9/9/2016 11:47 AM
8	71st Ave	9/9/2016 10:21 AM
9	Sorry, these buses are too large for Division St.	9/9/2016 8:17 AM
10	50th & Division	9/8/2016 10:33 PM
11	Perhaps SE 30th	9/8/2016 9:06 PM
12	SE 42nd and SE Division directly in front of the Cascadia Behavioral Health Clinic. This stop also serves the patients and employees there.	9/8/2016 2:25 PM
13	30th.	9/8/2016 1:58 PM
14	Division,26	9/8/2016 9:31 AM
15	3	9/8/2016 8:03 AM
16	28th	9/8/2016 7:58 AM
17	62nd, 71st/72nd, 30th, 78th	9/8/2016 3:41 AM
18	move the 26th stop to 28th	9/7/2016 11:38 PM
19	crosswalk with light at 28th Place	9/7/2016 8:51 PM
20	22nd	9/7/2016 4:26 PM
21	please don't remove any stops	9/7/2016 1:40 PM
22	NONE! Leave it alone - you've already ruined it between 60th and 82nd. Please just STOP this costly nonsense.	9/7/2016 9:44 AM
23	Keep 41st stop	9/7/2016 7:27 AM
24	keep all existing stops	9/6/2016 11:41 PM
25	48th	9/6/2016 10:45 PM
26	Se 70	9/6/2016 10:01 PM
27	80th headed downtown, but I can walk and don't care much.	9/6/2016 9:23 PM
28	37th	9/6/2016 8:09 PM
29	At or near 30th	9/6/2016 3:37 PM
30	42nd	9/6/2016 3:26 PM
31	See my previous comments	9/6/2016 2:57 PM
32	51st-60th 57th	9/6/2016 6:59 AM
33	68th-76th DIVISION AND 72ND	9/5/2016 11:07 PM

Inner Division transit survey

34	34th-Chavez 35th place	9/5/2016 5:39 PM
35	12th-20th 26th-34th 17th, 30th	9/5/2016 2:54 PM
36	Keep existing stops Just leave the stops as they are.	9/5/2016 2:37 PM
37	37th, 32nd, 30th, 18th, 16th	9/5/2016 1:49 PM
38	SE 55th & Division	9/5/2016 11:10 AM
39	I need a stop close to 55th	9/5/2016 9:48 AM
40	30th	9/5/2016 9:30 AM
41	28th	9/5/2016 9:28 AM
42	71st, 56th,	9/5/2016 9:20 AM
43	12th, 17th, 21st or 22nd, 26th, 30th, 34th	9/5/2016 9:20 AM
44	None	9/4/2016 10:08 PM
45	29th/30th	9/4/2016 9:09 PM
46	48th--it's not about station locations, it's about the total walk. This is not senior and disabled friendly..	9/4/2016 6:18 PM
47	I think keeping at least one of the two stops at 28th or 30th would make sense.	9/4/2016 5:49 PM
48	I would not add any stations. (Is this a survey or a PR effort?)	9/4/2016 5:01 PM
49	49th	9/4/2016 1:46 PM
50	None	9/4/2016 12:34 PM
51	given all the new apartments, maybe two stops between 39th and 26th?	9/4/2016 7:53 AM
52	30th and division	9/3/2016 4:51 PM
53	50th avenue	9/3/2016 4:06 PM
54	37th and Division, 30th and division	9/3/2016 3:24 PM
55	All the existing ones	9/3/2016 12:55 PM
56	45th-51st 48th or 50th, with crosswalk at 48th	9/1/2016 8:52 PM
57	34th-Chavez I use the one at 37th and Division.	9/1/2016 4:06 PM
58	68th-76th 71st and division	9/1/2016 7:21 AM
59	51st-60th not me, others: maybe between 51 and 60th.	8/31/2016 8:25 PM
60	26th-34th 34th-Chavez 30th, 32nd, 37th	8/31/2016 4:51 PM
61	26th-34th At least one more in between 26th and 34th.	8/30/2016 11:40 PM
62	Keep existing stops 14, 16, 18, 28, 30,32, 36, 54, 62, 64, 70, 72, 80	8/30/2016 1:19 PM
63	12th-20th 26th-34th 16th and 30th	8/30/2016 9:39 AM
64	Other transit service Supportive No where! Half the stations and put sine resources into Columbia st	8/30/2016 7:36 AM
65	Keep existing stops every where	8/29/2016 1:18 PM
66	Already proposed location 45th & Division and Division at Cesar Chavez blvd.	8/29/2016 1:18 PM
67	Spacing Places with high elderly and disabled populations	8/27/2016 4:57 PM
68	26th-34th 30th.	8/27/2016 2:15 PM
69	68th-76th 71st	8/25/2016 3:19 PM
70	Already proposed location 92nd & division	8/24/2016 10:54 PM
71	34th-Chavez 37th & Division	8/24/2016 4:52 PM
72	26th-34th 28th place	8/24/2016 3:34 PM
73	26th-34th 26th and 35th stops are to far apart	8/24/2016 11:16 AM
74	Supportive Riding from Gresham to Downtown, so fewer stops would be best.	8/24/2016 9:23 AM

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75	12th-20th 15,	8/23/2016 11:52 PM
76	34th-Chavez 38th	8/23/2016 6:08 PM
77	26th-34th 34th-Chavez 51st-60th 30th, 36, 55	8/23/2016 4:26 PM
78	12th-20th 16th (current stop)	8/23/2016 9:33 AM
79	68th-76th 71st	8/23/2016 6:53 AM
80	Uncategorizable Reliable	8/23/2016 6:20 AM
81	12th-20th 26th-34th 76th-82nd 30th and division, 15th and division, 79th and division	8/22/2016 6:09 PM
82	Spacing take em all away	8/22/2016 9:46 AM
83	Chavez-45th 42nd-43rd	8/20/2016 4:07 PM
84	68th-76th Between 68 and 76th	8/20/2016 2:24 PM
85	26th-34th 30th	8/19/2016 11:18 PM
86	26th-34th 34th-Chavez 45th-51st 51st-60th Chavez-45th 26th through 60th	8/19/2016 2:37 PM
87	26th-34th At a minimum keep either the stop at 30th or 32nd open, preferably both. They are very popular stops. If these close I will most likely stop taking the bus and revert to driving again since the bus will no longer be convenient.	8/19/2016 1:25 PM
88	Uncategorizable I wouldn't add anything to this stretch because HIPSTER FUCKEADS DONT DESERVE ANYTHING EXCEPT A BLACK EYE	8/19/2016 10:42 AM
89	Keep existing stops I like the stops where they are now.	8/18/2016 7:47 PM
90	68th-76th 73 and division	8/18/2016 4:22 PM
91	26th-34th 30 ave	8/18/2016 3:50 PM
92	Chavez-45th Keep the existing 42nd & Division Stop	8/18/2016 3:25 PM
93	Chavez-45th 41st and division (at Cascadia and OHSU walk-in)	8/18/2016 3:07 PM
94	Chavez-45th 42nd and Division at the OHSU/Cascadia clinics	8/18/2016 3:00 PM
95	12th-20th 20th-26th 26th-34th 23rd, 30th, 16th	8/18/2016 11:43 AM
96	12th-20th 26th-34th 51st-60th Between 12th-20th, 26th-34th and 51st-60th.	8/18/2016 10:43 AM
97	Already proposed location NE 122nd	8/18/2016 9:16 AM
98	12th-20th 16th	8/18/2016 5:28 AM
99	26th-34th 51st-60th Chavez-45th several: 30th, 42, 55	8/17/2016 1:49 PM
100	Chavez-45th 41st and Division	8/17/2016 12:18 PM
101	12th-20th 15th, 39th,	8/16/2016 3:20 PM
102	12th-20th SE 17th and Division	8/16/2016 11:26 AM
103	Uncategorizable no	8/16/2016 10:13 AM
104	Already proposed location 82nd and Division should be a major bus stop	8/16/2016 9:34 AM
105	26th-34th 30th	8/15/2016 9:58 PM
106	Chavez-45th 43rd or 42nd	8/15/2016 9:30 PM
107	26th-34th 28th place and division	8/15/2016 3:57 PM
108	12th-20th 20th-26th 51st-60th 60th-68th 16th, 30th, 55th, 64th, etc...	8/15/2016 12:24 PM
109	34th-Chavez 37th/38th	8/15/2016 12:17 PM
110	26th-34th SE Division& 32nd Ave	8/15/2016 10:15 AM
111	45th-51st 50th makes more sense	8/15/2016 6:21 AM
112	River-12th 8th/Division	8/14/2016 6:02 PM
113	26th-34th 28th Place and Division	8/14/2016 6:32 AM

Inner Division transit survey

114	Unsupportive Adding a stop will not help. Longer buses are not feasible for this section of Division Street. The suggestion that longer buses will help is absurd and actually is dangerous.	8/13/2016 1:32 PM
115	26th-34th 28th Pl.	8/13/2016 1:21 PM
116	26th-34th SE 30th	8/12/2016 9:34 PM
117	26th-34th 28th+Division	8/12/2016 6:15 PM
118	26th-34th 30th	8/12/2016 4:12 PM
119	26th-34th 51st-60th 30th and Division, 55th and Division	8/12/2016 3:26 PM
120	26th-34th 28th and Division	8/12/2016 2:38 PM
121	26th-34th 28th Place for the Students of Hosford Middle School	8/12/2016 2:10 PM
122	12th-20th 16th	8/12/2016 11:40 AM
123	60th-68th 64th st.	8/12/2016 10:33 AM
124	26th-34th 32nd Ave	8/11/2016 2:21 PM
125	60th-68th 64th	8/11/2016 8:44 AM
126	26th-34th 30th	8/10/2016 8:36 PM
127	26th-34th 30 and division,28 division34 and division	8/10/2016 8:02 PM
128	Spacing Nine block spacing is too far to be convenient service.	8/10/2016 1:39 PM
129	26th-34th 30th	8/10/2016 8:47 AM
130	26th-34th 51st-60th 68th-76th 30th,55th 72nd	8/10/2016 8:16 AM
131	Keep existing stops I frequent many parts of this route. Stops 2 blocks apart serve me best.	8/10/2016 7:44 AM
132	51st-60th Keep existing stops 57th. But all stops need to be retained	8/10/2016 6:14 AM
133	51st-60th Keep the stop at 58th I'm handicaped can not walk that far	8/10/2016 6:13 AM
134	12th-20th 26th-34th 16th & 30th division	8/9/2016 6:56 PM
135	Unsupportive Long buses west of Chavez is crazy and unworkable. The addition of swales and pedestrian cross-walks made the area more walkable and less appropriate for Rapid Transit.	8/9/2016 2:32 PM
136	Keep existing stops Umm, everywhere where there are stops now. And then just /add/ an express bus at rush hour that only serves these stops.	8/9/2016 2:31 PM
137	Other transit service why don't you separate the BRT coming in from Gresham from the line 4 service at 82nd? the BRT could go express to Downtown via 50th and Hawthorne and the 4 line to turn around at I 205	8/9/2016 11:38 AM
138	26th-34th SE 33rd Ave	8/9/2016 8:35 AM
139	12th-20th 17th	8/9/2016 7:56 AM
140	Supportive These all work, for me	8/9/2016 7:17 AM
141	26th-34th 30th	8/8/2016 11:31 PM
142	26th-34th 30th	8/8/2016 7:52 PM
143	26th-34th 30th and Division	8/8/2016 7:25 PM
144	51st-60th 58th	8/8/2016 5:58 PM
145	12th-20th 26th-34th 51st-60th 60th-68th 68th-76th 16th+Division, 31st+Division, 55th+Division, 65th+Division,(remove 68th+Division), 70th+Division	8/8/2016 4:59 PM
146	26th-34th Division and 30th	8/8/2016 4:11 PM
147	12th-20th somewhere between 12th and 20th.	8/8/2016 3:20 PM
148	26th-34th SE 31st	8/8/2016 2:16 PM
149	12th-20th 45th-51st 51st-60th 16th, 48th, 56th	8/8/2016 1:31 PM
150	26th-34th switch 34th with 32nd	8/8/2016 1:11 PM

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151	Unsupportive There is no need for a bus station. You are wasting our tax dollars.	8/8/2016 12:30 PM
152	34th-Chavez 37th and Division as currently exists	8/8/2016 12:19 PM
153	60th-68th 68th-76th 76th-82nd At 62nd, 70th, 78th	8/8/2016 12:07 PM
154	Already proposed location 45th	8/8/2016 11:02 AM
155	Spacing One in between each stop. If the passenger misses their bus they can't run 8 blocks fast enough to catch the next one.	8/8/2016 9:10 AM
156	26th-34th Division and 28th pl	8/8/2016 7:48 AM
157	26th-34th 34th-Chavez Remove 34th and add 37th , shift 26th stop further east to compensate. 39th is too busy and I don't like waiting at that stop	8/8/2016 6:54 AM
158	Other transit service I need bus on weekends ends same as week days...	8/8/2016 6:24 AM
159	26th-34th 30tg	8/7/2016 10:37 PM
160	51st-60th 55 and Division	8/7/2016 9:01 PM
161	12th-20th Division and 17th	8/7/2016 8:47 PM
162	26th-34th 32nd and division	8/7/2016 8:23 PM
163	Already proposed location 162nd	8/7/2016 8:09 PM
164	26th-34th 30th	8/7/2016 6:00 PM
165	26th-34th 30th Avenue	8/7/2016 3:53 PM
166	Spacing No more than 4 blocks between stops. Some of these or 8 or 9 blocks. Thats a long way especially if it might make i miss bua	8/7/2016 3:42 PM
167	26th-34th Se 30th	8/7/2016 11:25 AM
168	26th-34th 30th and division	8/7/2016 9:24 AM
169	Spacing Remove only one stop between these stops - not two or three!	8/7/2016 8:53 AM
170	68th-76th Right around 72nd & division	8/7/2016 8:27 AM
171	Keep existing stops Keep it as it is now.	8/7/2016 7:18 AM
172	12th-20th 26th-34th 16th, 30th,	8/6/2016 11:15 PM
173	12th-20th 16th	8/6/2016 10:53 PM
174	Already proposed location 60th	8/6/2016 10:46 PM
175	Spacing 8 block stretches without a stop is too much. Stops should be 4-6 max.	8/6/2016 9:49 PM
176	26th-34th 32nd	8/6/2016 9:38 PM
177	26th-34th 30th	8/6/2016 9:33 PM
178	26th-34th 28th place	8/6/2016 9:30 PM
179	51st-60th Not sure besides Clinton park	8/6/2016 8:11 PM
180	26th-34th SE 31st.	8/6/2016 7:11 PM
181	Uncategorizable ldk	8/6/2016 6:55 PM
182	26th-34th 30th	8/6/2016 6:38 PM
183	51st-60th 52nd and Division St.	8/6/2016 6:32 PM
184	76th-82nd Se 77th	8/6/2016 4:33 PM
185	45th-51st 50th & Division	8/6/2016 2:23 PM
186	26th-34th 30th	8/6/2016 1:12 PM
187	26th-34th SE 30th	8/6/2016 12:31 PM
188	26th-34th Need stops between 26th and 34th - obvious	8/6/2016 12:24 PM
189	12th-20th 26th-34th 51st-60th 17th; 29th; 55th	8/6/2016 12:00 PM

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190	Keep existing stops I'd keep the stops as they are now. Many stops are part of what makes the buses convenient. Not just the 4, but all with easy to locate stops	8/6/2016 11:59 AM
191	51st-60th 54th or 55th street and Division	8/6/2016 11:51 AM
192	26th-34th between 26 and 34	8/6/2016 11:07 AM
193	Chavez-45th Se 42nd, there's a clinic there	8/6/2016 10:50 AM
194	26th-34th between 26 and 34	8/6/2016 10:36 AM
195	Ped improvements All streets with bus stops will need clearly marked crosswalks. Cars don't stop for pedestrians on division.	8/6/2016 10:23 AM
196	26th-34th between 34th and 26th	8/6/2016 10:08 AM
197	26th-34th 28th	8/6/2016 9:54 AM
198	26th-34th 30th	8/6/2016 9:38 AM
199	45th-51st 47th	8/6/2016 9:04 AM
200	26th-34th 30th	8/6/2016 8:32 AM
201	Chavez-45th The stop at 42nd is great. It's right across from a crosswalk and very wide-doesn't block the sidewalk. The 39th stop gets very crowded.	8/6/2016 8:14 AM
202	26th-34th 34th-Chavez 30th and maybe 37th	8/6/2016 7:59 AM
203	Already proposed location SE Division and SE 20th	8/6/2016 5:29 AM
204	26th-34th 30th or even 28th	8/6/2016 5:18 AM
205	ne 142nd division	8/5/2016 11:23 PM
206	26th-34th 30th	8/5/2016 11:14 PM
207	12th-20th 26th-34th 34th-Chavez 45th-51st 51st-60th 60th-68th 68th-76th 76th-82nd Already proposed location Chavez-45th 17th, 28th, 30th, 37th, 42nd, 45th, 49th, 51st, 54th, 56th, 58th, 60th, 62nd, 66th, 70th, 72nd, 74th, 80th	8/5/2016 11:13 PM
208	26th-34th 34th-Chavez 31st 36th	8/5/2016 10:20 PM
209	Already proposed location 26th	8/5/2016 9:55 PM
210	26th-34th 30th	8/5/2016 9:16 PM
211	12th-20th 16th	8/5/2016 9:12 PM
212	26th-34th 32nd.	8/5/2016 8:09 PM
213	51st-60th 52nd	8/5/2016 6:28 PM
214	Other transit service Not division... Powel, foster. There has been plenty of change and development on division.	8/5/2016 6:21 PM
215	45th-51st SE 48th Ave	8/5/2016 5:57 PM
216	12th-20th 26th-34th 51st-60th 16th, 30th, 55th	8/5/2016 5:24 PM
217	Spacing I'm fine, I worry about people carrying heavy packages, tourists, the elderly, the young and the disabled.	8/5/2016 1:12 PM
218	Chavez-45th 42nd/Division	8/5/2016 12:29 PM
219	Chavez-45th Anywhere between SE 42nd Ave and SE 44th Ave (and Division)	8/5/2016 10:27 AM
220	Uncategorizable you stated new stops would be 0-4 blocks apart - these are all 6-8.	8/5/2016 10:26 AM
221	Uncategorizable Stops are not the issue for me.	8/5/2016 9:54 AM
222	Keep existing stops Maintain the current route	8/5/2016 9:52 AM
223	34th-Chavez 37th	8/5/2016 9:37 AM
224	Chavez-45th Keep the stop either on Division & 42nd or Division & 41st.	8/5/2016 7:53 AM
225	26th-34th 28th & division	8/5/2016 7:32 AM
226	26th-34th 30th	8/5/2016 7:27 AM

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227	26th-34th 30th	8/5/2016 7:21 AM
228	Keep existing stops Good as is	8/5/2016 7:02 AM
229	Ped improvements In areas where the street is not too narrow in inner SE, and areas E of 39th that are dark and scary to walk through now.	8/5/2016 6:28 AM
230	Spacing The distance between the preferred and the next stop is too great if you miss your stop.	8/5/2016 2:19 AM
231	Spacing stations are spaced too far west of 39th.	8/5/2016 12:00 AM
232	26th-34th 34th-Chavez 51st-60th 60th-68th 68th-76th 30th, 37th, 56th, 64th, 72nd	8/4/2016 11:57 PM
233	45th-51st Other transit service Between 48th and 50th. Move line 71 to 50th.	8/4/2016 11:51 PM
234	26th-34th SE 30th & Division	8/4/2016 11:15 PM
235	Already proposed location i would add a station between 122nd and 181st ave that can intersect with another bus route to take you north , all the way to Halsey.	8/4/2016 10:40 PM
236	Spacing every 4 actual blocks	8/4/2016 10:00 PM
237	12th-20th 17th & division	8/4/2016 8:45 PM
238	Supportive nowhere	8/4/2016 8:09 PM
239	26th-34th 30th	8/4/2016 8:03 PM
240	26th-34th 34th-Chavez 45th-51st 51st-60th Chavez-45th 30th, 36th, 43rd, 48th, 55th	8/4/2016 7:26 PM
241	51st-60th 55th	8/4/2016 7:09 PM
242	Supportive None	8/4/2016 6:29 PM
243	51st-60th One more after the 51st stop	8/4/2016 6:10 PM
244	Supportive Chavez is great for me!	8/4/2016 5:57 PM
245	26th-34th 30th and division.	8/4/2016 5:44 PM
246	Keep existing stops This part of Division needs all the bus stops it currently has. My trip, from 37th to 82nd, would not be easier with the proposed changes.	8/4/2016 4:31 PM
247	26th-34th 30th	8/4/2016 4:13 PM
248	Spacing I wouldn't add any, as long add nine are removed from the current route.	8/4/2016 3:25 PM
249	45th-51st I would prefer SE 48th & Division but I could go to 50th & SE Division	8/4/2016 3:06 PM
250	26th-34th Between SE 34th and 26th	8/4/2016 3:01 PM
251	26th-34th 30th	8/4/2016 2:43 PM
252	45th-51st division and 50th	8/4/2016 2:42 PM
253	20th-26th 23rd and Division	8/4/2016 2:36 PM
254	Chavez-45th Division & 42nd Ave	8/4/2016 2:28 PM
255	Chavez-45th I love having a stop on the street my home is on...41st.	8/4/2016 2:05 PM
256	34th-Chavez I'm ok with 34th, 35th, or 37th. 35th would be the closest	8/4/2016 1:53 PM
257	Already proposed location 82nd and division	8/4/2016 11:44 AM
258	Spacing You are going to have a huge number of able bodied and younger travellers as demographics and house prices change. You need to use an equity lens not tryany of the majority	8/4/2016 11:22 AM
259	26th-34th 45th-51st 51st-60th SE 30th, SE 48th, SE 55th	8/4/2016 10:51 AM
260	Keep existing stops Wherever there are stops now. Please don't change stops.	8/4/2016 9:34 AM
261	Supportive none	8/4/2016 9:00 AM
262	26th-34th 45th-51st 29th, 48th	8/4/2016 8:13 AM
263	26th-34th 33rd and Divison	8/4/2016 12:36 AM
264	Uncategorizable Wherever metrics say	8/4/2016 12:24 AM

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265	Uncategorizable ldk	8/3/2016 11:07 PM
266	26th-34th 29th	8/3/2016 10:41 PM
267	26th-34th 30th	8/3/2016 10:35 PM
268	Keep existing stops I would keep the current stops as they are.	8/3/2016 10:05 PM
269	26th-34th Between SE 28th Place & 32nd Ave	8/3/2016 8:23 PM
270	26th-34th 30th	8/3/2016 7:37 PM
271	51st-60th 52nd	8/3/2016 7:35 PM
272	26th-34th 30th	8/3/2016 7:03 PM
273	26th-34th Between 26th & 34th	8/3/2016 4:58 PM
274	Spacing Less stops or no buses at all. We need more parking on division. Buses slow everything down because they can't turn out of the road. It ruins livability. Mass transit should be illegal on Division...so should riding bikes.	8/3/2016 4:48 PM
275	26th-34th SE 30th	8/3/2016 4:41 PM
276	51st-60th The map is too small to read - keep the 52nd stop	8/3/2016 4:34 PM
277	26th-34th 34th-Chavez 36th, 30th	8/3/2016 4:16 PM
278	26th-34th Between 34th and 26th	8/3/2016 4:12 PM
279	51st-60th At the foot of the path to the east of Franklin field	8/3/2016 4:09 PM
280	68th-76th 71	8/3/2016 3:53 PM
281	26th-34th 32nd and Division	8/3/2016 3:40 PM
282	34th-Chavez 37th	8/3/2016 3:32 PM
283	12th-20th 26th-34th Se 16th, 30th, etc	8/3/2016 3:20 PM
284	12th-20th 20th-26th 26th-34th 34th-Chavez Chavez-45th 17th, 23rd, 28th, 30th, 32nd, 36th, 43rd	8/3/2016 2:52 PM
285	Spacing I don't know where a bus stop would be better. I think spacing out current stops more evenly would be better. But don't reduce number of stops.	8/3/2016 2:44 PM
286	Keep existing stops keep all current stations	8/3/2016 2:41 PM
287	26th-34th 30th and Division	8/3/2016 2:36 PM
288	12th-20th SE 17th ave	8/3/2016 2:11 PM
289	51st-60th 52nd/53rd instead of 51st	8/3/2016 2:00 PM
290	26th-34th 30th or 32nd	8/3/2016 1:32 PM
291	Unsupportive Your proposed plan removes my stop - thanks	8/3/2016 1:26 PM
292	51st-60th 56th Ave	8/3/2016 1:24 PM
293	Spacing Every 4 blocks where the map has every 8	8/3/2016 11:27 AM
294	68th-76th 71st and Division	8/3/2016 11:14 AM
295	26th-34th 34th-Chavez Unsupportive 32nd and 36th.Lots of new developments supposedly carless. Large older population also that you will loose. Plan is absurd.	8/3/2016 11:08 AM
296	26th-34th between 34th and 26th	8/3/2016 10:59 AM
297	26th-34th 28th	8/3/2016 10:12 AM
298	26th-34th around 30th	8/3/2016 9:57 AM
299	12th-20th SE 17th and Division	8/3/2016 8:38 AM
300	45th-51st Leave the one on 48th	8/3/2016 8:37 AM
301	26th-34th Division and 32nd	8/3/2016 8:33 AM
302	Supportive I already use 26th and Division. Don't want that to change	8/3/2016 7:30 AM
303	26th-34th Keep 30th	8/3/2016 7:30 AM

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304	Supportive More buses will be great	8/3/2016 7:19 AM
305	26th-34th Add Bet 34th and 26th	8/3/2016 7:15 AM
306	Spacing At least one, if not two additional stops between each of the shown stops.	8/3/2016 6:23 AM
307	12th-20th around 16th Ave.	8/3/2016 5:30 AM
308	Already proposed location 20th and division	8/2/2016 11:46 PM
309	68th-76th 72bd	8/2/2016 11:12 PM
310	26th-34th 32nd	8/2/2016 11:11 PM
311	26th-34th Chavez-45th 28th pl at tidbit food carts and 41st at ohsu clinic	8/2/2016 11:00 PM
312	60th-68th 64th	8/2/2016 10:37 PM
313	26th-34th 30th and Division	8/2/2016 10:30 PM
314	26th-34th 51st-60th Add a stop between 26th and 34th and 51st and 60th.	8/2/2016 10:17 PM
315	26th-34th 30th, water	8/2/2016 10:13 PM
316	26th-34th 60th-68th se 64th and se division, and se 30th and se division	8/2/2016 10:11 PM
317	Spacing I prefer the two blocks per stop...easy and with the high density, needed.	8/2/2016 9:25 PM
318	26th-34th 32nd or 28th	8/2/2016 7:52 PM
319	51st-60th 58th	8/2/2016 7:48 PM
320	26th-34th it sure why you are moving the stop at 37th. If you're going to just have one at 34th then there should be one at 30th	8/2/2016 7:36 PM
321	Keep existing stops N/A I would not want a change.	8/2/2016 7:09 PM
322	Spacing every 2 blocks	8/2/2016 6:52 PM
323	34th-Chavez 37th	8/2/2016 6:47 PM
324	Spacing No more than 6 blocks from eachother	8/2/2016 6:42 PM
325	26th-34th 30th and division	8/2/2016 6:20 PM
326	Supportive I've no issues with the amount of stops. I just think we need more frequent buses and perhaps bigger buses to accommodate the mass of people that ride the 4.	8/2/2016 6:05 PM
327	Spacing every 2 blocks. this is a ridiculous. proposal especially for elderly who already walk 4 or 5 blocks to get to Division.	8/2/2016 5:34 PM
328	26th-34th 28th and Division	8/2/2016 5:22 PM
329	26th-34th 30th	8/2/2016 5:19 PM
330	26th-34th 30th and division	8/2/2016 5:16 PM
331	26th-34th Division and 30th	8/2/2016 5:00 PM
332	Chavez-45th SE Division and 42nd	8/2/2016 4:37 PM
333	26th-34th 28th	8/2/2016 4:11 PM
334	26th-34th 30th and SE Division	8/2/2016 3:33 PM
335	Spacing Space stops slightly closer. Does not need to be today's stops.	8/2/2016 2:59 PM
336	12th-20th 20th-26th 26th-34th 34th-Chavez 51st-60th 68th-76th Chavez-45th 17th, 23rd, 30th, 37th, 42nd, 55th, 72nd	8/2/2016 2:32 PM
337	Spacing Reducing the number of stops does not speed up travel without dedicated right-of-way, because it increases dwell times at remaining stops. TriMet knows this and should be honest about time-savings with it's current plan.	8/2/2016 2:09 PM
338	26th-34th more stations between 26th and 34th	8/2/2016 2:00 PM
339	Spacing a station in this section of the route would not make the route more effective	8/2/2016 1:48 PM
340	26th-34th An extra one between 26th and 34th.	8/2/2016 1:37 PM

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341	26th-34th 29th or 30th	8/2/2016 1:34 PM
342	26th-34th 30th	8/2/2016 1:28 PM
343	26th-34th 30th	8/2/2016 1:15 PM
344	26th-34th 32nd	8/2/2016 1:07 PM
345	Chavez-45th 41	8/2/2016 12:56 PM
346	Chavez-45th 42nd	8/2/2016 11:38 AM
347	12th-20th 26th-34th 17th and division / 29th or 30th and division	8/2/2016 11:35 AM
348	26th-34th 28	8/2/2016 11:19 AM
349	Chavez-45th 42	8/2/2016 11:04 AM
350	Supportive These are fine.	8/2/2016 10:54 AM
351	12th-20th 16th and SE Division	8/2/2016 10:21 AM
352	68th-76th 72nd & division	8/2/2016 10:09 AM
353	68th-76th 71st	8/2/2016 9:28 AM
354	26th-34th 28th and Division	8/2/2016 9:19 AM
355	26th-34th 51st-60th 55th, 30th	8/2/2016 8:46 AM
356	26th-34th 30th and Division	8/2/2016 8:24 AM
357	68th-76th keep 7300 stop	8/2/2016 8:24 AM
358	12th-20th 26th-34th 51st-60th Spacing 16th, 30th, 56th, 72nd Nearly half mile is too far!	8/2/2016 8:16 AM
359	12th-20th 26th-34th Chavez-45th Stops at 16th, 30th, and 42nd would be missed. I work at 42nd and our building has a lot of bus riders.	8/2/2016 8:05 AM
360	26th-34th Keep 32nd. It is one of the most used on and off -- a couple of the mosr popular hang outs are there.	8/2/2016 7:55 AM
361	26th-34th 30th and division	8/2/2016 7:48 AM
362	Uncategorizable I don't know.	8/2/2016 7:43 AM
363	12th-20th 26th-34th 51st-60th 68th-76th between 12th & 20th, 26th & 34, 51st & 60th and 68th & 76th	8/2/2016 7:24 AM
364	26th-34th 32nd	8/2/2016 7:16 AM
365	85th and Division. There is already a pair of stops there, I just don't want you to remove them.	8/2/2016 7:09 AM
366	12th-20th 17th	8/2/2016 6:29 AM
367	Already proposed location 181 division	8/2/2016 6:12 AM
368	Uncategorizable N/a	8/1/2016 11:10 PM
369	Already proposed location Chavez and division	8/1/2016 11:04 PM
370	26th-34th SE 30th	8/1/2016 10:06 PM
371	68th-76th SE 71st	8/1/2016 9:58 PM
372	26th-34th 68th-76th Btw 26th and 34th, on 70th	8/1/2016 9:53 PM
373	12th-20th 20th-26th 23rd and division. Also definitely somewhere between 12th and 20th. That's a really long stretch.	8/1/2016 9:47 PM
374	26th-34th Se 30 & se division	8/1/2016 9:37 PM
375	Keep existing stops They are just fine now	8/1/2016 9:31 PM
376	Spacing in the high traffic entertainment area no more then 4 blocks apart pref 3	8/1/2016 8:55 PM
377	26th-34th 32nd st	8/1/2016 8:53 PM
378	12th-20th 16th	8/1/2016 8:45 PM
379	68th-76th 72nd	8/1/2016 8:42 PM

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380	Spacing At major intersections	8/1/2016 8:15 PM
381	26th-34th Prefer 30-33rd av to 26 or 34	8/1/2016 8:04 PM
382	34th-Chavez Division and 37th	8/1/2016 8:03 PM
383	Spacing No more than 6 blocks between blocks.	8/1/2016 7:52 PM
384	26th-34th 28th and Division (Hosford Middle School)	8/1/2016 7:26 PM
385	68th-76th 71st and Division works well for folks on both north and south of Division.	8/1/2016 6:50 PM
386	12th-20th between 12th and 20th	8/1/2016 6:39 PM
387	Chavez-45th 42nd ave	8/1/2016 6:37 PM
388	Chavez-45th 42nd and Division	8/1/2016 6:15 PM
389	26th-34th Division and 30th	8/1/2016 6:14 PM
390	Chavez-45th 40th	8/1/2016 6:13 PM
391	26th-34th Keep either 28th Pl or 30th stop. Don't eliminate both.	8/1/2016 5:56 PM
392	26th-34th Between 26th and 34th	8/1/2016 5:42 PM
393	51st-60th Division and 55th	8/1/2016 5:18 PM
394	26th-34th Spacing Between 26th & 34th; or put two stops equally spaced between 26th & Chavez	8/1/2016 4:51 PM
395	45th-51st Keep 47th	8/1/2016 4:48 PM
396	26th-34th 30th	8/1/2016 3:34 PM
397	26th-34th between 26th and 34th	8/1/2016 2:28 PM
398	Uncategorizable What kind of station? I am sorry if I have missed this explanation. The sidewalks are congested as they are.	7/31/2016 9:21 PM
399	Already proposed location 39th	7/31/2016 5:20 PM
400	45th-51st 50th and Division (I have boarded at 48th and Division for over 20 years)	7/31/2016 5:09 PM
401	Other transit service more frequent to serve residential access	7/31/2016 3:26 PM
402	26th-34th 30th	7/31/2016 2:28 PM
403	26th-34th between 26th and 34th	7/31/2016 1:24 PM
404	12th-20th 20th-26th 26th-34th 51st-60th 16th, 24th, 30th, 55th	7/31/2016 11:26 AM
405	51st-60th 55th	7/31/2016 10:57 AM
406	Chavez-45th I don't live at those gaps; currently use 41st but could start using 39 or 45.	7/31/2016 10:36 AM
407	Keep existing stops Leave majority of stops as-is	7/31/2016 4:37 AM
408	Uncategorizable no where. I don't use these stops.	7/30/2016 9:11 PM
409	34th-Chavez 34 & 36th. The stop at 35th Place has already been removed.	7/30/2016 8:48 PM
410	26th-34th 30th ave	7/30/2016 8:23 PM
411	Keep existing stops I would keep all of the existing stops. For a while, tri-met made an effort to allow stops at any corner during winter for safety. This was a great plan and should be continued.	7/30/2016 7:24 PM
412	26th-34th Leave the stop at SE 28th Place. Also, on this page and all other pages showing "proposed stops" you should have included the map of the current stops.	7/30/2016 5:41 PM
413	26th-34th Ped improvements I like the one at 32nd, maybe combine the 32nd and 34th and have one at 33rd? (Although it's already 6 blocks from Chavez...) So many pedestrians crossing the street might as well keep all the stops between 20th - Chavez. Plus HORRID parking in that area. Less stops = more car drivers .	7/30/2016 3:02 PM
414	12th-20th 26th-34th 16th, 30th	7/30/2016 12:45 PM
415	Chavez-45th 41st and division	7/30/2016 11:58 AM
416	26th-34th 28 and Division	7/30/2016 12:21 AM

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417	26th-34th 34th-Chavez 30th, and about 37th	7/29/2016 11:32 PM
418	Spacing Bus stops are too far apart.	7/29/2016 8:58 PM
419	26th-34th 34th-Chavez 30th, 42nd, 36th	7/29/2016 3:09 PM
420	26th-34th 30th	7/29/2016 3:00 PM
421	26th-34th 34th-Chavez 60th-68th 68th-76th 30th, 37th, 64th, 72ndish, 79th	7/29/2016 2:48 PM
422	26th-34th 51st-60th 30th , 55th	7/29/2016 2:03 PM
423	Spacing Every 3 blocks. Doesn't matter where, as long as there is no more than 3 blocks to walk between each stop.	7/29/2016 1:14 PM
424	12th-20th 26th-34th 30th and 16th	7/29/2016 11:06 AM
425	26th-34th In between 26th and 34th.	7/29/2016 9:18 AM
426	26th-34th Between 26th and 34th	7/29/2016 9:03 AM
427	34th-Chavez 36th Ave.	7/29/2016 8:33 AM
428	26th-34th 30th	7/29/2016 8:30 AM
429	26th-34th 28th	7/29/2016 8:20 AM
430	12th-20th 26th-34th At about 16th and 30th.	7/29/2016 7:41 AM
431	Keep existing stops I would leave stops where they are currently.	7/29/2016 7:22 AM
432	26th-34th 30th	7/29/2016 7:20 AM
433	12th-20th 20th-26th 26th-34th 34th-Chavez 45th-51st 60th-68th 68th-76th Chavez-45th 15th, 23rd, 30th, 42nd, 48th, 55th, 64th, 72nd	7/29/2016 7:20 AM
434	Keep existing stops I would keep all of the present bus stations and buy more buses for the division route making the service more efficient with 60% more room on the buses, like for example, what the city of Las Vegas, Nevada has done to enhance their bus lines by adding more buses and improving the quality of time with better service intervals for bus passengers between their trips.	7/29/2016 12:35 AM
435	12th-20th 26th-34th 51st-60th 60th-68th 68th-76th 16th, 30th, 55th, 64th, 72nd	7/29/2016 12:29 AM
436	Uncategorizable Not sure	7/28/2016 11:52 PM
437	12th-20th 26th-34th 16th, 28th or 30th.	7/28/2016 11:40 PM
438	26th-34th 30th and division	7/28/2016 10:19 PM
439	68th-76th 71st Ave	7/28/2016 10:16 PM
440	Spacing Anywhere there is a 6+ block gap, and there are quite a few.	7/28/2016 9:44 PM
441	51st-60th 53	7/28/2016 9:33 PM
442	Already proposed location 20th	7/28/2016 9:25 PM
443	26th-34th SE 32nd Avenue	7/28/2016 9:05 PM
444	Uncategorizable N/A	7/28/2016 8:56 PM
445	SE 85th	7/28/2016 8:10 PM
446	34th-Chavez 37 the and division	7/28/2016 7:59 PM
447	26th-34th 60th-68th 30th and 65th	7/28/2016 7:38 PM
448	12th-20th 26th-34th 51st-60th 68th-76th 16th, 30th, 55th, 72	7/28/2016 7:31 PM
449	Already proposed location 12 and 82	7/28/2016 7:09 PM
450	Spacing every 2-3 blocks	7/28/2016 7:06 PM
451	Uncategorizable No sure at the moment.	7/28/2016 6:56 PM
452	12th-20th 26th-34th 30th, 16th,	7/28/2016 6:56 PM
453	12th-20th 26th-34th 15th, 30th	7/28/2016 6:55 PM
454	Already proposed location Chavez	7/28/2016 6:52 PM

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455	26th-34th 30th	7/28/2016 6:49 PM
456	26th-34th 32nd Ave	7/28/2016 6:48 PM
457	Uncategorizable Yes	7/28/2016 6:47 PM
458	26th-34th 30th	7/28/2016 6:46 PM
459	12th-20th 26th-34th Chavez-45th 14th, 30, 42	7/28/2016 6:45 PM
460	26th-34th SE 30th	7/28/2016 6:42 PM
461	12th-20th 26th-34th 51st-60th 60th-68th 30th& division, 15th&division, 55th&division, 65th&division	7/28/2016 6:41 PM
462	26th-34th anywhere between 26th and 34	7/28/2016 6:40 PM
463	26th-34th SE 30th would be perfect, and a station already exists.	7/28/2016 4:14 PM
464	Keep existing stops Use current bus stops	7/28/2016 11:37 AM
465	45th-51st 48th or 50th. 51st is just terrible!	7/28/2016 8:46 AM
466	68th-76th se 72ND	7/27/2016 9:43 PM
467	Chavez-45th 41st	7/27/2016 5:23 PM
468	Keep existing stops current locations	7/27/2016 4:01 PM
469	12th-20th SE 17th	7/27/2016 1:07 PM
470	Keep existing stops All along. I visit multiple locations.	7/27/2016 12:36 PM
471	26th-34th 34th-Chavez 30th and 37th.	7/27/2016 11:56 AM
472	26th-34th 31 ave	7/27/2016 9:51 AM
473	Keep existing stops the current stops are convenient for me already.	7/27/2016 8:53 AM
474	12th-20th 26th-34th between 34th & 26th; between 20th & 12th	7/26/2016 9:40 PM
475	26th-34th 30th, and move the stop at 34th back to 35th Pl. 34th is a tough intersection, and westbound it's a tough block.	7/26/2016 9:08 PM
476	45th-51st 48th & Division	7/26/2016 8:41 PM
477	20th-26th 51st-60th Half way between each stop shown, two between 26th and 34th, and two between 51st and 60th.	7/26/2016 6:30 PM
478	26th-34th SE 30th and SE Division	7/26/2016 5:43 PM
479	68th-76th I like having the stop at 71st and Division	7/26/2016 5:38 PM
480	26th-34th SE 29th	7/26/2016 5:07 PM
481	Chavez-45th 41st	7/26/2016 5:06 PM
482	12th-20th 20th-26th 26th-34th 16th, 23rd, 30th, in other words make it work for impaired	7/26/2016 4:48 PM
483	Keep existing stops ok as is	7/26/2016 4:41 PM
484	26th-34th 60th-68th 30th and 64th	7/26/2016 3:55 PM
485	34th-Chavez 37th	7/26/2016 3:37 PM
486	26th-34th 31st ave	7/26/2016 3:17 PM
487	Spacing I would not have stations more than three blocks apart	7/26/2016 2:56 PM
488	45th-51st 48th and 50th	7/26/2016 2:15 PM
489	26th-34th At least keep SE 30th. Many apartments and businesses. C'mon. Think about it.	7/26/2016 2:01 PM
490	26th-34th 30th and SE Division	7/26/2016 1:18 PM
491	26th-34th 32nd or 30th	7/26/2016 1:00 PM
492	26th-34th 29th or 30th	7/26/2016 12:58 PM
493	12th-20th 20th-26th 26th-34th 34th-Chavez Chavez-45th keep all existing stops between 45th and 12th	7/26/2016 11:17 AM

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494	Spacing every two blocks.	7/26/2016 11:02 AM
495	26th-34th 30th	7/26/2016 10:47 AM
496	12th-20th 26th-34th 51st-60th se 55th, se 30th and se 16th	7/26/2016 10:23 AM
497	26th-34th 30th and Division	7/26/2016 9:58 AM
498	Other transit service Spacing Keep all current stops for regular bus. Have articulated buses do "L" limited stop routes. If there is only one lane on Division St., you have picked the wrong street for rapid transit. Also, people will have to wait to cross streets, which is a huge headache on 7th at the tracks.	7/26/2016 9:39 AM
499	Keep existing stops Don't remove any stations.	7/26/2016 8:40 AM
500	26th-34th 32nd and division	7/26/2016 8:28 AM
501	26th-34th 30th	7/26/2016 7:48 AM
502	26th-34th Between 26th and 34th	7/26/2016 7:27 AM
503	26th-34th Se 30th & division	7/26/2016 6:57 AM
504	12th-20th 17th	7/26/2016 6:53 AM
505	Uncategorizable n/a - we have ample	7/26/2016 6:20 AM
506	51st-60th 55th and Division	7/26/2016 3:46 AM
507	51st-60th 57th	7/25/2016 10:40 PM
508	26th-34th SE 30	7/25/2016 10:19 PM
509	Uncategorizable Put the bus on Powell as originally planned. What is wrong with you?	7/25/2016 9:26 PM
510	Already proposed location 34	7/25/2016 9:25 PM
511	26th-34th Se 30th. There is a middle school at SE 28th place that should be served as well	7/25/2016 8:58 PM
512	26th-34th 30th for sure. But I don't like this plan overall as it doesn't save time once you add extra walking time.	7/25/2016 8:13 PM
513	Spacing add like, 4 more stops between 26th and 68th	7/25/2016 2:26 PM
514	12th-20th 20th-26th 16th Ave, 30th Ave	7/25/2016 12:58 PM
515	Keep existing stops Other transit service Keep all bus stops for local service. Add BRT (express) service that stops only at proposed stations.	7/25/2016 12:33 PM
516	River-12th any before 12th	7/25/2016 10:56 AM
517	Bus/car interactions I think the stations should be spaced out but also take advantage of existing locations where the bus can pull off the main lane and let cars pass. Since Division is so narrow and already built up between 12th and 50th, I think the stops should be selected based on ability to pull out of the lane of traffic and spaced as best they can be given that constraint. I don't know how you selected these stops or if there is the ability to pull out of the lane of traffic. I would give up parking all day every day to get the bus out of the lane of travel.	7/25/2016 10:21 AM
518	26th-34th There should be a stop between 26th & 34th	7/25/2016 7:45 AM
519	26th-34th The gap between 26th and 34th is pretty big.	7/25/2016 7:35 AM
520	Keep existing stops This part of Division needs all the bus stops it currently has. My trip, from 37th to 82nd, would not be easier with the proposed changes.	7/25/2016 12:47 AM
521	Ped improvements The current stop at 64th, but with a safe, lighted crosswalk	7/24/2016 1:58 PM
522	12th-20th 20th-26th 26th-34th 34th-Chavez 45th-51st 51st-60th Chavez-45th 12th-60th	7/24/2016 12:38 PM
523	60th-68th 64th	7/23/2016 5:34 PM
524	68th-76th The light at 75	7/23/2016 4:36 PM
525	Chavez-45th 42nd Ave and SE Division St	7/23/2016 1:41 PM
526	26th-34th Spacing Minimum of every 3 blocks, especially between 26th and 34th	7/23/2016 12:54 PM
527	34th-Chavez 36th	7/23/2016 12:45 PM
528	51st-60th 55th	7/23/2016 10:52 AM
529	26th-34th Between 26th & 34th	7/23/2016 10:43 AM

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530	45th-51st 50th	7/23/2016 10:18 AM
531	26th-34th Between 26th and 34th	7/22/2016 8:52 PM
532	12th-20th 26th-34th 60th-68th 68th-76th 17th, somewhere around 30th,somewhere around 64th, 72nd	7/22/2016 8:08 PM
533	Supportive I think the choices are good....just not perfect for me	7/22/2016 7:34 PM
534	26th-34th either 30th and division or 32nd and division	7/22/2016 6:56 PM
535	26th-34th Division / 30	7/22/2016 4:55 PM
536	26th-34th Perhaps between 26th and 34th; there is a lot of traffic in that part of Division anyway, so it would not seem to slow things down much more than they already are.	7/22/2016 3:57 PM
537	26th-34th 30th and Division	7/22/2016 2:56 PM
538	Keep existing stops Keep ALL the stops where they are.	7/22/2016 2:48 PM
539	Spacing every 6 blocks	7/22/2016 1:48 PM
540	51st-60th 58th	7/22/2016 12:23 PM
541	60th-68th Ped improvements Se 64th and division with a cross-walk across Division	7/22/2016 12:16 PM
542	51st-60th between 51st and 60th	7/22/2016 11:27 AM
543	20th-26th 26th-34th SE 30th and Division; SE 23rd and Division	7/22/2016 10:46 AM
544	Chavez-45th 43rd	7/22/2016 10:17 AM
545	60th-68th 64th	7/22/2016 7:14 AM
546	26th-34th between 26th & 34th -- 30th, for example, is right by a huge food cart pod	7/21/2016 10:45 PM
547	12th-20th 26th-34th 17th & Division, 28th Place & Division	7/21/2016 10:18 PM
548	20th-26th 30th	7/21/2016 10:15 PM
549	26th-34th 30th Avenue - both sides are major stops.	7/21/2016 6:48 PM
550	Keep existing stops Stops prior to 39th should be retained	7/21/2016 6:35 PM
551	60th-68th 64th	7/21/2016 6:29 PM
552	26th-34th 30th	7/21/2016 6:22 PM
553	26th-34th SE 28th place	7/21/2016 6:14 PM
554	26th-34th 30th and division	7/21/2016 6:00 PM
555	12th-20th 20th-26th 26th-34th 34th-Chavez 45th-51st 51st-60th 60th-68th 68th-76th Chavez-45th 16th, 23rd,30th, 36th,41st,48th,55th,64th,72nd,79th	7/21/2016 4:56 PM
556	Spacing I would add back half of the Line 4 stops this plan takes out. Nothing specific, but will give people (elderly, handicapped, families w/ young children) more options.	7/21/2016 4:41 PM
557	26th-34th Between 34th no 26th	7/21/2016 4:40 PM
558	Spacing Add 1-2 more stops by reallocating all stops. One between 51st and 82nd and one more between 52nd and 12th.	7/21/2016 4:29 PM
559	34th-Chavez SE 30th.	7/21/2016 4:18 PM
560	26th-34th 34th-Chavez 35th Pl, and something around 30th	7/21/2016 3:33 PM
561	68th-76th 71st	7/21/2016 3:31 PM
562	68th-76th division and 72	7/21/2016 3:25 PM
563	26th-34th At 30th and Division and everywhere else that you made it 6-8 blocks. We are not all able and aged 28	7/21/2016 2:57 PM
564	Supportive No more stops, these are more than enough.	7/21/2016 2:21 PM
565	Keep existing stops Other transit service Why not keep existing stops, but alternate between express service with limited stops and regular service to all stops?	7/21/2016 2:13 PM
566	60th-68th 64th	7/21/2016 2:08 PM

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567	Unsupportive This entire project is a waste of money. Very costly for MEAGER improvements.	7/21/2016 1:51 PM
568	26th-34th Somewhere between 26th and 34th. 30th seems to make the most sense.	7/21/2016 1:48 PM
569	Keep existing stops I like the oresent stops. Artics on Division will have unintended consequences.	7/21/2016 1:11 PM
570	26th-34th 51st-60th 60th-68th 68th-76th 30th; 55th, 64th, 72nd	7/21/2016 12:58 PM
571	Uncategorizable varies	7/21/2016 12:52 PM
572	26th-34th 68th-76th I think there should be another stop wherever there are more than 6 blocks between stops on this map. I myself want one between 68th & 76th. Hosford middle school students need one close to 28th Pl.	7/21/2016 12:43 PM
573	12th-20th 26th-34th 51st-60th 16th, 30th, 55th	7/21/2016 12:42 PM
574	26th-34th 31st and Division	7/21/2016 12:28 PM
575	Spacing Just more. One stop between 26th and Chavez and one between Chavez and 50th doesn't seem like enough, especially with all of the new apartments going up. With fewer stops the bus will have to stop less, but there will be way more people getting on/off at stops so the length of stopped time might be longer.	7/21/2016 12:12 PM
576	River-12th SE 8th avenue and Division	7/21/2016 12:12 PM
577	68th-76th I would add a stop at 71st. It is one of the few decent access points from south of Powell.	7/21/2016 12:09 PM
578	26th-34th 34th-Chavez Between Chavez and 34th, 34th and 26th	7/21/2016 12:03 PM
579	26th-34th I would expect high demand for 30th, not for me, but because of all the businesses there.	7/21/2016 11:55 AM
580	26th-34th 28, 30	7/21/2016 11:55 AM
581	Already proposed location Keep 34th it is two blocks but walk able.	7/21/2016 11:50 AM
582	12th-20th 26th-34th 16th and at 30th.	7/21/2016 11:43 AM
583	26th-34th between 26th and 34th	7/21/2016 11:41 AM
584	Already proposed location Keep 34th it is two blocks but walk able.	7/21/2016 11:35 AM
585	45th-51st 51st-60th I think the stop at 51st should be either at 50th or 52nd. It seems that you would be removing street parking and blocking more driveways on 51st (keeping in mind that I don't travel that far on bus and I may be incorrect).	7/21/2016 11:30 AM
586	26th-34th 30th	7/21/2016 11:29 AM
587	45th-51st 50TH	7/21/2016 11:26 AM
588	12th-20th SE 17th and Division	7/21/2016 11:24 AM
589	Keep existing stops I don't trust you to NOT remove my stops. do NOT make changes to the current stops.	7/21/2016 11:22 AM
590	26th-34th 51st-60th 30th, 55th	7/21/2016 11:21 AM
591	68th-76th Division and 72nd, but only if the route goes to the south waterfront, otherwise i don't care.	7/21/2016 11:21 AM
592	12th-20th SE 16th and Division	7/21/2016 11:21 AM
593	Spacing at least one stop every 4 blocks	7/21/2016 11:18 AM
594	26th-34th Around 30th	7/21/2016 11:16 AM
595	12th-20th Spacing 16th some stops are 8 block apart.	7/21/2016 11:11 AM
596	Uncategorizable Boozoo Chavis	7/21/2016 11:06 AM
597	26th-34th division and 28th or something between 26th and 34th - that is a big gap	7/21/2016 10:59 AM
598	60th-68th 62nd and Division	7/21/2016 10:56 AM

Q9 Is there anything else you want to share with us?

Answered: 1,233 Skipped: 2,824

#	Responses	Date
1	Supportive Love this idea!	9/12/2016 6:48 PM
2	Parking - get rid of No discussion of parking changes? On street parking during peak commutes slows BRT. Seattle does dedicated parking restrictions during inbound and outbound commute, basically creating a bus lane. Would this work here?	9/12/2016 10:29 AM
3	Concern for others Safety and security I highly encourage you guys to endorse people exiting through the rear doors. And then allowing people with bus passes to enter through the back doors once the bus is clear. It's an honor system till you get a digital card for people to swipe or what ever, but it will improve how quickly your buses leave.	9/12/2016 8:27 AM
4	Follow up Ped safety Station locations Some of the outcomes for the new proposal were stated as fact. I don't know that in practice the new plan would live up to those expectations. Will every bus be accessible? How will "faster boarding" accommodate the many disabled people who regularly ride the bus? With more people boarding at each stop, how much faster can it really be?	9/11/2016 8:48 PM
5	Current service Station locations Supportive Maintain current service with express and limited stop service re-instated.	9/11/2016 3:26 PM
6	Unsupportive This is a very slanted survey in how the questions were structured. I have gone to several of the meetings and this is not what people want. If upper management is being told that the neighborhood groups support this, that is not correct.	9/11/2016 10:33 AM
7	Division fit Unsupportive I believe Powell is the better street for this new bus line. Division is already very congested and longer buses would only make this worse. Powell has 2 lanes already! And it is a Highway. Division street has had all the changes/development it can currently handle. If the new bus is longer, I anticipate it's stops may take longer. I don't think it would hasten traffic flow on this narrow corridor. Please reconsider Powell as Option 1.	9/11/2016 9:09 AM
8	Driving - traffic concern Frequency I also drive sometimes down Division and all the stops the buses make really holds up traffic. Fewer stops will help move traffic along, too.	9/11/2016 7:54 AM
9	Bikes Division fit Driving - traffic concern Unsupportive I strongly prefer the proposed bus to go on Powell, as was originally decided. I haven't read any compelling reason not to. Please don't ignore the public's insight and wishes. Or forget the notion altogether. The gain is hardly worth it, if there is any gain at all. Division is a nightmare already. Frankly, I think Clinton or Lincoln would seriously be better routes as much as possible. Bikes and buses, just like Tillicum Crossing. And I'm a biker.	9/9/2016 10:13 PM
10	Current service Station locations Keep ALL the existing bus stops. It is hard enough to get to them as it is now. If you have fewer stop, I will have to use the lift service.	9/9/2016 10:13 PM
11	Supportive Great ideas! I love the 4!	9/9/2016 8:41 PM
12	Beyond scope Driving - traffic concern Unsupportive Why would longer buses equal faster service? The buses will be stuck in traffic no matter what. Also it would be great if you could add more of the standing "stop" buttons to the buses.	9/9/2016 6:49 PM
13	Beyond scope Less stops throughout the North Portland/ Fessenden area. So much time is added on when we are stopping what seems like every block, it is a very winding trip. I currently takes me almost an hour to get from downtown to the Fessenden & N Haven stop.	9/9/2016 3:34 PM
14	Beyond scope Concern for others Division transit ideas Unsupportive I cannot see how a longer bus with less stops will be any faster than the current bus at rush hour because the section of Division from SE 60th Ave is choked with private motor vehicles anyway. Why not install rails and make this service a streetcar. We all know the streetcar is slow but it is much more comfortable than a bus so I would not mind spending more time on a commute. There are no streetcars even planned for the SE beyond the one that runs on the Central Eastside and is no use to commuters from SE at all. I would use TriMet more often but I hate that people are allowed to smoke near bus stops. All smoking should be banned on the transit mall downtown and within at least 50 feet of a bus stop.	9/9/2016 10:28 AM

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15	Concern for others Division fit Division transit ideas Unsupportive The proposed buses are far too large for Division Street. Buses of this size belong on Powell Blvd. The only reason that Division is being proposed is that Powell didn't fit the criteria for federal funding so Trimet is now trying to shoe-horn this bad proposal into little Division St. and cook the numbers to meet the funding criteria. If this proposal goes forward, I propose running the buses down Brooklyn Street and putting a big bus stop on the corner of Brooklyn and 35th. This is a terribly slanted survey that ignores critical constraints on Division St. and also ignores my community's livability.	9/9/2016 8:28 AM
16	Concern for others Frequency Safety and security I'd be more in favor of longer trips to bus stops if the sidewalks in this neighborhood were more accessible for wheelchairs & walking aids. The sidewalk condition needs to be taken into account.	9/9/2016 2:22 AM
17	Concern for others Worried about impact on property values.	9/8/2016 10:39 PM
18	Division fit Division transit ideas Driving - traffic concern Unsupportive I agree with a Letter to the Editor of September's SE Examiner written by Stephen Sasser as follows: "It was almost as if the City & Metro employees had no comprehension of the actual impacts that this proposal would generate. Division Street has a 25mph speed limit with at least 2 school zones that bring the limit down to 20mph. Gridlock that occurs at the main intersections at 11th,12th,20th,26th,39th,50th & 52nd are already untenable. That combined with the curb extensions & bioswales introduced within the last few years add up to a street that is already choked w/traffic. How does the government think that adding long, articulated buses to that mix is going to work? Tilikum Crossing...built for trains & buses, leads to SE Tilikum Wy, which could take an articulated bus, by means of a gentle right turn, to Powell Blvd, only 2 blocks south. Powell Blvd is Hwy 26, which goes directly to Gresham & is 4 lanes wide." I know there is concern about the underpass at 17th, but Powell is where the rapid transit should go, not Division Street. Speed up current traffic on Division by eliminating some of the bioswales, allowing the bus to get out of the existing traffic lane when stopping, which allows cars to pass freely. Put the bioswales on the side streets, not on busy Division Street.	9/8/2016 9:21 PM
19	Driving - traffic concern Supportive In a way, Division has already been ruined by the addition of all the bioswales and crosswalks (it is already very slow to navigate the street by vehicle). None of the proposed changes will make it any worse, so if they will diminish the amount of time buses will be on the street delaying auto navigation, then the plan could be an overall plus.	9/8/2016 7:50 PM
20	Supportive Nice work	9/8/2016 6:53 PM
21	Station locations Stations, new bus Supportive Glad there are plans to address many of these issues. Would be great to know what some of the proposed 'station changes' would entail as that can really change the feel of the area.	9/8/2016 6:32 PM
22	Supportive Thank you for giving us participation in this process. Am eager to see the results in every area. This was easy, user friendly, quick & again, appreciate the involvement of trimet users, taxpaying, lifelonglers! Please continue on this path, we appreciate all you are.	9/8/2016 1:46 PM
23	Beyond scope Follow up My women neighbors and i have experienced a very forward bus driver. Lloyd albrecht who repeatedly asks us for a date and our number. Then if you say no. He session to grab his crotch. We're extremely embarrassed to say anything. He seems to be a fill in or something	9/8/2016 9:19 AM
24	Bikes Division transit ideas Driving - traffic concern Frequency Station locations Stations, new bus Explore changing bus stops from every 2 blocks to every 4 blocks, coordinating with traffic signals, and articulated buses with 3 entrances on ALL LINES that are busy. Encourage bikers to use bicycle corridors such as Clinton -- it's safer when different users are separated. Would it make sense for wheelchair riders to call for a personal ride (in TriMet van) rather than slowing down regular buses while boarding with the ramp? It takes 2-4 minutes to get a mobility device onto a bus, so the 40+ bus riders along with umpteen motorists behind are all delayed. TRAFFIC AND TRANSIT PLANNING ARE NOT KEEPING UP WITH THE INFLUX OF NEWCOMERS WHO BRING THEIR CARS WITH THEM. FIVE YEARS FROM NOW WILL BE TOO LATE.	9/8/2016 9:07 AM
25	Driving - traffic concern Ped safety Unsupportive For a major arterial to Gresham, this is the worst solution for moving traffic. With the city proclaiming that pedestrians have the ultimate right of way(no accountability) and narrowing of the whole inner corridor, longer and bigger buses(still subject to vehicle and pedestrian traffic) would most likely slow traffic even more than now. Powell would be handling even more traffic and that would slow down also. For those of us who use the eastside for work, recreation, and shopping, this seems like a good solution on paper. But I live here, not on paper.	9/8/2016 8:59 AM
26	Division fit Stations, new bus Unsupportive Division street has just narrowed streets in the past two years, added bioswales and, with the increased businesses and apartment complexes has become incredibly crowded and backed up. Creating longer buses seems like it will have a negative impact on traffic and create additional congestion.	9/8/2016 8:00 AM

Inner Division transit survey

27	Division fit Driving - traffic concern Unsupportive Division is not a safe street for articulated buses. Dangers in turning, servicing stops, and traffic evasion will lead to increased accidents, collisions, and operator turnover. I know TriMet has tried this before, with limited success, ultimately phasing out the articulated buses as the inefficient hazards that they were. Articulated buses remain inefficient and wasteful, with hybrid buses requiring even more maintenance and fuel (due to the battery systems failing and forcing the onboard engine to power the bus) than their diesel-only counterparts.	9/8/2016 3:46 AM
28	Ped safety Station locations Unsupportive I'm a disabled senior, some days the extra walking will present a physical hardship for me, & deter my shopping more at Division businesses. Also, remember the stop at SE 43rd is for Cascadia/OHSU walk-in clinics. this is a critical stop to keep for health emergencies.	9/8/2016 1:12 AM
29	Unsupportive No	9/7/2016 11:50 PM
30	Bikes Division transit ideas Parking - get rid of NO bikes... there are other roads like a few blocks away that is meant for them to ride on. 2 lane both ways ... outer lanes are bus only/ no parking, build some parking somewhere. Or if anything make a small light rail going down to 50th or something. think something new and exciting, make it go up to Powell somewhere and have it come back down Powell till the river and have it double back to division or something.	9/7/2016 11:45 PM
31	Division fit Unsupportive I think that division may just not be a big enough street anymore to be a primary transit route. The real solution should be to make Powell the more attractive option.	9/7/2016 10:54 PM
32	Beyond scope Concern for others Frequency Ped safety Station locations The current stop at 28th Place, with a crosswalk and a light, serves Hosford Middle School. That is a very safe crossing for these 11-13 year olds and is right by the school. The stop at 26th place is not as safe because it requires the kids to walk further, and the intersection at 26th is busy with many cars making right and left turns, whereas not many cars turn at 28th Place. Also, the stop at 26th is next to a convenience store with beer and cigarettes and attracts adults of all kinds -- not great for adolescent kids to be waiting there. A separate comment: the section of Division from 28th Place (where the foodcarts are) through 34th is very dense with both shops, restaurants, and apartments, more than the area between 21st and 28th, and more than the blocks above 34th. Because of this density it makes sense to have one stop somewhere in the ten blocks between 26th and 34th. (It adds up to ten blocks because of a couple of "Place" streets in addition to the "Avenue" streets.)	9/7/2016 9:04 PM
33	Division transit ideas Driving - disincentivize Frequency Pull outs I think bigger buses and fewer stops (essentially "express" buses) would be an improvement over the current situation, but over the long term true bus rapid transit (=dedicated travel lane for public transit) would be far better. To get more people riding transit, it has to be more appealing than driving their own personal vehicle, and for buses, the only way to do this is give the bus its own lane and make it faster than driving. Without a dedicated lane, as the population grows in this part of town, traffic will just get worse and the buses will always be stuck going the same speed or slower than the people driving their own cars. I bike commute daily through this corridor and it always takes me less time than it would to take the bus (and less time than driving during rush hours). I would love it if public transit could become the fastest, easiest option for getting from SE Portland to downtown, and I think true Bus Rapid Transit is the best way to do it.	9/7/2016 8:29 PM
34	Follow up How will this proposal impact the brand new Orange Max Line? Based on the maps, there appears to be overlap. I've seen nothing mentioned about it.	9/7/2016 6:29 PM
35	Division transit ideas Station locations Please prioritize faster trips downtown over potential route changes	9/7/2016 4:43 PM
36	Division fit Driving - traffic concern Parking - not enough Ped safety Unsupportive You estimates about how well these super-long buses would work of Division are way overstated. Division is almost impossible to travel in a reasonable length of time now, even for a passenger car. On any given trip, there will be a half dozen cars trying to park and a dozen places where pedestrians jump out like rabbits into crosswalks, not to mention frequent bicycle traffic - both through and local. Allowing so many apartments to build on Division (almost all of which are associated with cars, by the way, just with no where to park them) has added terrifically to the congestion. It often takes 2-3 lights to get through a stoplight. What will happen when the articulated bus gets trapped halfway through a light by left turners and pedestrians? Putting bus rapid transit on Division would only exacerbate the current problem to a tipping point. I am against it. I am also concerned that this survey does not really ask these questions, but rather paints a rosy picture of the supposed advantages and asks us whether we would like these improvements. I voted no on each one, because I am aware of the paired disadvantage. Put the transit bus from Gresham to downtown on Powell, an actual 4 lane highway, where it belongs.	9/7/2016 4:34 PM
37	Station locations Supportive If people really think having less stops is "too inconvenient" or something that's crazy. Tell them to add one minute to their planned time and walk the extra 50 steps. It'll be good for them.	9/7/2016 1:52 PM
38	River crossing Station locations Unsupportive Changing the route to skip the SE 7th and Madison/Hawthorne Bridge leg would be incredibly inconvenient.	9/7/2016 1:47 PM
39	Uncategorizable I am so glad that you are listening to the public before putting through such drastic changes that will eliminate service for so many in our community.	9/7/2016 1:42 PM

Inner Division transit survey

40	<div>Division fit</div> <div>Division transit ideas</div> <div>Driving - traffic concern</div> <p>It looks to me that this agency already has its mind made up and additional input is futile. However, there is a serious flaw in placing the "long bus" on SE Division St. Division is at two lane street until SE 82nd Ave and Division is already overused. I live here and see this every single day. There are school buses, garbage trucks, 40 ft tractor-trailers, fire trucks, ambulances, bike riders and of course heavy car traffic. With Clinton St no longer being a viable secondary arterial and Division/Clinton neighborhood a very popular tourist attraction we now have serious gridlock at rush/dinner hours and just heavy use normally. Additionally, more condo/apartments bring more and more people, many of whom have little need to visit Gresham. Please reconsider using SE Powell Blvd instead. State funding will be available because Powell is also known as State Highway 26 and is a four lane road with turn out lanes. Powell Blvd. is also easy access within Gresham.</p>	9/7/2016 11:14 AM
41	<div>Frequency</div> <div>Ped safety</div> <p>This survey is clearly designed to get the answer you want to hear. Why aren't smaller, more frequent buses an option? How do you account for all of the pedestrian crossings on Division? Weren't long buses a problem before? What changed that you think they will work now?</p>	9/7/2016 9:56 AM
42	<div>Division transit ideas</div> <div>Unsupportive</div> <p>Please stop wasting money here. Please put the money toward a housing resolution. Folks don't need to take the bus to work if they don't have jobs or a home. Bring back two lanes each way to Division street and for Pete's sake, please do NOT shrink Foster Road. If you survey people lived in this area, you would see just how awful it is now. If you don't LIVE here, don't make decisions about OUR neighborhood.</p>	9/7/2016 9:48 AM
43	<div>Current service</div> <div>Frequency</div> <div>Unsupportive</div> <p>As an employee of Elephant's Delicatessen's central kitchen on SE Clay and 7th, losing the 4's service to this area would tack on an extra 15 minutes of walking to my commute (as the 10 runs so infrequently on my work days). This would cause me to skip riding the bus altogether and instead drive to work.</p>	9/7/2016 9:36 AM
44	<div>Division fit</div> <div>Division transit ideas</div> <div>Driving - traffic concern</div> <div>Follow up</div> <div>Pass ups</div> <div>River crossing</div> <p>I didn't understand the question about current route vs stopping at the south water front... did you mean, not going down Hawthorne, and going across Tillikum instead? I couldn't answer that one without knowing. Would have been more clear to see two different maps, one showing the current route and one showing the proposed route. Otherwise, since the text said something about the new route stopping on the south waterfront but didn't say anything about the bus skipping hawthorne, I was left wondering if the bus was going to do a loop. Lastly, though I absolutely do notice the slow-down on Division from the busses, Division has become a little dangerous lately and I think we should be driving down it slowly. I'm not sure if the solution is to add longer busses -- it seems dangerous to me to have a bigger vehicle on such a small street. Powell and Hawthorne are both close by, so I'd vote for longer busses on those streets with people walking in toward Division or taking the small bus that currently runs down the small street. I don't see hoards of people waiting at bus stops on Division or pushing to get off all at once, so I'm not sure the longer bus would actually speed things up on this street in particular as much as research shows, which seems to refer mostly to many people boarding and deboarding at once.</p>	9/7/2016 8:59 AM
45	<div>Driving - traffic concern</div> <div>Ped safety</div> <p>People are already trying to speed. If cars don't get held up behind busses they will blast through my neighborhood, becoming a hazard to bikes and pedestrians.</p>	9/7/2016 7:29 AM
46	<div>Station locations</div> <div>Supportive</div> <p>Really glad to hear you're thinking about eliminating more stops. It makes it really hard to see any benefit to the bus route today with so many stops so frequently</p>	9/7/2016 12:10 AM
47	<div>Unsupportive</div> <p>I do not support the proposed changes</p>	9/6/2016 11:42 PM
48	<div>Frequency</div> <div>Stations, new bus</div> <div>Unsupportive</div> <p>This is a waste of money. You just got done making division super narrow and destroyed it as a transportation lane. Now you're trying to put in a bigger bus with less stops. Pedestrian crosswalks between SE 10th and 82nd will erase any time-savings. I have lived in this neighborhood for 63 years and I assume you want me to move. I am working on it now.</p>	9/6/2016 10:14 PM
49	<div>Beyond scope</div> <p>I'm guessing the hop passes are part of these changes as well and I'm concerned about the impact of a cash free system on low income riders.</p>	9/6/2016 9:55 PM

Inner Division transit survey

50	<div>Division fit</div> <div>Driving - traffic concern</div> <div>Follow up</div> <div>Frequency</div> <div>Unsupportive</div> <p>The consideration of Division for a Rapid Bus service seems to be forced not by a motivation to make transit better and faster on Division but because federal funding isn't available if Powell is used? With the increased congestion on Division, it is not clear to me that Division would make for faster transit. I am sure that metro has looked at this question. Can you point me specifically to the studies/calculations to arrive at the determination that Division would be fast enough to allow for federal funding? Fundamentally, Inner Division was not designed to be a rapid transit street. It appears to be quite the opposite: lots of 20 mph school zones, only 2 lanes, a lot of crosswalks west of Chavez (though not nearly enough east of Chavez). It is now a pedestrian designed area. If you have driven down Division recently, you will know that it is the slowest street to drive down in Southeast, and not because of the Line 4 buses. Finally, the way in which many of the proposed benefits are described, it sounds as if switching to longer buses with less frequent stops would be better for many bus routes all over Portland. Why is Division singled out? If the proposed benefits are so great, why are we only considering them for Division? I cannot believe that Division is so unique and so in need of improvement to its bus service. All of this makes me question the proposed benefits. Very little rationale is given (or I could not easily find it) to back-up all of the proposed benefits. The benefits are simply stated as fact, but there must be uncertainty in the outcome of each benefit. For example, how do we know that a Bus Rapid Transit solution will result in less time for drivers waiting behind buses?</p>	9/6/2016 9:52 PM
51	<div>Beyond scope</div> <p>Yeah, 52nd sucks. I understand construction and school traffic, but it isn't working. Perhaps trimet can get with the traffic light folks. Not a great spot to alter the flow that was and create more wait time.</p>	9/6/2016 9:31 PM
52	<div>Beyond scope</div> <div>Ped safety</div> <p>I run a nonprofit located at the corner of 42nd and Division. We support adults with intellectual and developmental disabilities in accessing their community every day. Our primary activities rely upon the proximity to the stops at 42nd Ave. in either direction. In addition, the stop underwent major construction a couple years ago and has been successfully transformed into an accessible, safe crosswalk for pedestrians.</p>	9/6/2016 6:18 PM
53	<div>Division transit ideas</div> <div>Driving - traffic concern</div> <div>Pull outs</div> <div>Unsupportive</div> <p>This is a ridiculous survey, as there's really only one way to respond -- i.e., "I approve of the project a lot," or "I basically approve of the project." Why can't SE Powell be used for transit from Gresham for downtown, since it has four lanes and there's the potential for park-and-ride with the pull-off parking lots? Division is already too crowded, and there will never be enough room for cars to pass buses that are stopped.</p>	9/6/2016 4:39 PM
54	<div>Division transit ideas</div> <p>How is this BRT? The bus doesn't have an exclusive lane. Also, living halfway between Division and Powell, this would make much more sense on Powell. Or, at the least, PBOT and Metro need to explore a light rail line or subway on Powell.</p>	9/6/2016 3:38 PM
55	<div>Division transit ideas</div> <div>Parking - not enough</div> <div>Ped safety</div> <div>Unsupportive</div> <p>I have already had to stop going to many Division businesses that I have frequented for decades because parking is impossible. Public transit is now pretty much the only way to get there. This plan discriminates against the disabled, the elderly, and also businesses who rely on easy access via public transit (especially since it is now almost impossible to park along Division.) Rapid Transit should be on Powell Blvd, not on Division. I agree with the comment at a recent meeting that "Sometimes you have to say no to the money if it doesn't make sense."</p>	9/6/2016 3:03 PM
56	<div>Division transit ideas</div> <div>Driving - traffic concern</div> <div>Unsupportive</div> <p>You have ruined division street for meaningful traffic movement already. the congestion is ridiculous , the street is narrowed and more dangerous to drive. Powell up to 82 or 122nd then over to division, like hwy 26 does is much more practical. There is no rapid anything on se division. It is awful to drive it.</p>	9/6/2016 12:56 PM
57	<div>Supportive</div> <p>This seems like a good plan. Good work and this is a nice communication tool. I don't mind buying into improvements I understand. Thank you.</p>	9/6/2016 11:16 AM
58	<div>Follow up</div> <p>What are you basing your findings on? The stated benefits of longer buses with fewer stops should be supported by traffic demand analysis that consider current and future scenarios of modeled traffic. Increased density has been successful but there has been little or no thought to transportation improvements. More people in a small space = congestion. Without data to support it, it is difficult to believe the benefits of the 2021 bus scenario will be actualized.</p>	9/6/2016 10:25 AM
59	<div>Follow up</div> <p>Please do a trial run with an articulated bus. Train up some drivers and have them run the proposed route. Even if they aren't picking anyone up. Don't fall prey to the designer mentality at the expense of operator experience. Low cost, high benefit to do a trial.</p>	9/6/2016 7:45 AM
60	<div>Station locations</div> <p>Some proposed changes seem like good ideas--longer buses that carry more people and improvements to stops, but the distance between stops, in some cases 8 blocks, is far too great. I recommend trying other options first and see how things improve. I have the same comment about stops in downtown; they are much too far apart. At around 5 pm huge crowds gather at the few stops creating obstacles for pedestrians. I also have concerns about the way some of the questions on this survey are worded. I'm especially concerned about q 1. The statements are heavily biased and you've combined 2 options in one question. For example, one question asks if we want faster service and fewer stops. Of course we all want faster service, but we may not want to sacrifice a shorter walk to the closest stop. Before drawing conclusions you need to evaluate if the survey asked the right questions.</p>	9/6/2016 7:20 AM

Inner Division transit survey

61	Concern for others Driving - traffic concern Ped safety Safety and security You note "Person travels 0-4 blocks to station," but based on the proposed stops it looks like there's nothing shorter than 6 block travel, with a 9 block stretch proposed between 51st and 60th. I'm concerned how this will impact elderly and disabled people. Also, I don't believe it will be faster. Division is currently very congested at peak hours. Within the next couple years there will be over 500 new apartments/condos in the 50th and Division area. With the population increase, there will be greater congestion. Lastly, I would like to see safety improvements to Division over speed improvements. Currently there are 2 crosswalks between 39th and 50th. Those 2 are at 41st & 42nd. The next crosswalk is at 50th, an 8 block distance. With all the new development in the 50th area, I'd like to see greater crosswalk frequency. For example, midway at 45th, then further up at either 48th or 49th. These are already natural, difficult crossings.	9/5/2016 7:36 PM
62	River crossing Definitely re-route to Tillikum Crossing/South Waterfront. Hawthorne bridge has enough congestion as-is	9/5/2016 6:00 PM
63	Concern for others Ped safety Supportive I am privileged in terms of being able bodied and don't mind walking 1-4 blocks to other bus stations. However, many people who are dependent on public transport don't have that advantage. My concern is that buses remain accessible to everyone. Thank you :)	9/5/2016 5:37 PM
64	Division transit ideas River crossing It is incongruous to many people that TriMet would build a \$135 million dollar TRANSIT/PEDESTRIAN ONLY bridge, Tillikum Crossing, and then even CONSIDER not running the rapid bus transit line over it, but instead continue to run it down Division to 7th and over the Hawthorne Bridge and back, with the Hawthorne Bridge's narrow sidewalks and heavy bike usage. Seriously, \$135 million dollars for a transit/pedestrian bridge and you are considering not using it for the Gresham to Portland rapid bus line. I can't imagine why anyone would choose this route. Re-routing off of division and down over Tillikum Crossing would make far more sense.	9/5/2016 3:51 PM
65	Driving - disincentivize Unsupportive I feel as if you are only taking auto users into consideration if you move forward with this plan. Fewer stops DOES NOT help those taking public transit. Honestly, busses behind schedule is the least of anyones worries now that most can track a bus with an app on their smartphone or via calling transit tracker. Busses are frequent enough that no one is that annoyed by a bus being off schedule. So stop using that excuse for these changes. Please stop trying to cater only to drivers when you propose these transit changes.	9/5/2016 2:43 PM
66	Bikes Division fit Division transit ideas River crossing Unsupportive 1. I question the representation and the data calculation used to represent that "average travel time" from Gresham to downtown would decrease on Division with longer buses and fewer stops. It seems misleading to use travel times outside of AM/PM peak hours to make the "average travel time" seem better, when in reality 90 % of users care about AM/PM peak travel times. You need to publish the data on travel times during the hours that matter to most people, the morning and evening commutes. 2. Division west of SE 39th to SE 26th is heavily used by pedestrians. There are at least 12 marked/striped but unsignalized crosswalks between SE 39th and SE 30th, and every one of those cross walks is heavily used during the hours of 8 am to 7 pm. This is partially what causes significant back ups, and the other cause is getting stuck behind a bus. Signal timing cannot time pedestrians out of existence, or improve travel times on this stretch with no signals to manipulate, and the buses will have to make multiple stops for pedestrians. Again, I question your calculation of decreased travel times. 3. Longer buses are going to require approximately 40 feet of a stop area. This will require removal of additional parking spaces on Division, and removal of some bioswales that the city just spent millions installing. That is a waste of taxpayer dollars. Also the city already made Division a two lane street, and traffic is backed up from 7th/8th to 39th during the evening rush hour, with particularly bad congestion at 11th/12th and from 30th to 39th. The max and trains are causing part of the back up and TriMet cannot do anything about that. Also with traffic backed up, that traffic diverts onto adjacent local streets that do not have the capacity to handle the increased traffic and the speeding and road rage behavior that accompanies it. 4. It is incongruous to many people that TriMet would build a \$135 million dollar TRANSIT/PEDESTRIAN ONLY bridge, Tillikum Crossing, and then even CONSIDER not running the rapid bus transit line over it, but instead continue to run it down Division to 7th and over the Hawthorne Bridge and back, with the Hawthorne Bridge's narrow sidewalks and heavy bike usage. Seriously, \$135 million dollars for a transit/pedestrian bridge and you are considering not using it for the Gresham to Portland rapid bus line. This is a bad idea.	9/5/2016 2:15 PM
67	Division transit ideas Unsupportive IMHO, This survey is biased to the result you want. Powell would be far better for these buses, even if accommodation needs to be made for RR crossings.	9/5/2016 1:54 PM
68	Uncategorizable The first part of the survey seems ridiculous... "Faster bus. Do you agree or disagree?"	9/5/2016 11:12 AM
69	Stations, new bus Supportive Bring long buses to more routes!	9/5/2016 11:00 AM
70	Frequency Ped safety Station locations Supportive I like the idea of bigger buses, but I live and have appointments on Division and cannot walk the distance between some of these stops without assistance. If there was an express that stopped only at the new proposed stops and there was still a non-express that stopped at the current stops that would be good.	9/5/2016 9:50 AM

Inner Division transit survey

71	<p>Bikes Current service Division fit Division transit ideas Driving - traffic concern Parking - not enough</p> <p>Unsupportive As a long-time resident (28 years) in the 30s blocks just off Division, I am deeply disappointed that the city is seriously considering these changes to the transit on Division. When the city decided in the last few years to make "improvements" to Division Street by narrowing the street due to cutouts and bio-swailes, removing street side parking spaces, and not providing pull-out areas for buses so drivers and cyclists can easily and quickly get around them to keep traffic moving, one could argue these changes were more in line with keeping the feel of a residential area that is meant for local use (mainly by residents) and has a walkable feel. The Division Street corridor in the proposed area IS mainly residential, and should therefore keep the smaller scale of such a district that the city has already implemented. The city cannot have it both ways. Longer buses may carry more people, but they are still LONGER and BIGGER, being sent down a TWO-LANE road in a largely residential and highly pedestrian area. This makes no sense. Division Street cannot at the same time be altered to favor walking and bicycling AND become a major transit thoroughfare, the likes of which belong on streets that are highways such as Powell. As a designated highway with double the number of lanes, why isn't Powell the only option under discussion here?? If nothing is done to speed up Powell, as a currently designated State highway, and these changes are made to Division to make it the transit expressway, all you will have managed to do is not address transit problems on Powell and ruin Division Street even further for those who live here.</p>	9/5/2016 9:48 AM
72	<p>Ped safety Station locations Unsupportive I strongly suggest not limiting bus stops in the densely populated portion on inner division. It hurts those with physical limitations and it also could affect ridership into businesses in the region. Thereby affecting local commerce and businesses.</p>	9/5/2016 9:31 AM
73	<p>Division fit Driving - traffic concern Unsupportive Division is already a very crowded street. I do not see the longer buses reducing congestion. The area from 11th - 12th on Division is very busy and difficult to get through any of the intersections going any direction. The short blocks and rail stops recently added in the area because of max cause frequent south-going back-ups on 11th already. I can see a longer bus on Division backing up traffic on Division east of 12th and west of 11th on a regular basis.</p>	9/5/2016 9:24 AM
74	<p>Follow up Station locations Not enough stops! some people already go quite far within their neighborhood to add several more blocks to travel once they reach division. Also what is the rider data for those particular stops? 76th seems like a weird choice as does 60th. neither of those seem anecdotal to have large numbers of riders boarding</p>	9/5/2016 9:23 AM
75	<p>Concern for others Division fit Division transit ideas Ped safety Unsupportive I am very concerned about longer and faster buses going through an already congested section of Division between 20th and 60th steets on Division, with emphasis on between 28th and Caesar Chavez where you have so many pedestrians crossing back and forth without any traffic awareness already. These buses will want to move quickly and this is a recipe for disaster. Powell is the best corridor where fast is already happening.</p>	9/5/2016 7:59 AM
76	<p>Driving - traffic concern Safety and security It seems the buses are very wide for Portland streets. Are there narrower options? Bus drivers of oncoming buses often 'hog' the center line or go over the center line through the narrower stretches of Division (12th up to around 60th) so, when they do, cars need to avoid collision with the corner of the bus. It's actually somewhat terrifying and also obtrusive/dangerous for oncoming cars. It just seems a narrower option would be safer for all.</p>	9/5/2016 6:45 AM
77	<p>Parking - get rid of Pull outs Uh so one huge source of traffic hold ups is that the busses stop in the middle of the street. I'm pretty sure that this isn't within Trimet's power to change, but how about the City removes some street parking and replaces it with pull-out bus stops? I mean seriously. They are doing all this upzoning along the Division corridor with super minimal parking allowances. Higher density at a higher price and with less parking means you're gonna force more people onto transit. So why can't the City/county support Trimet and reduce congestion by creating pull out bus stops? Just a thought.</p>	9/4/2016 10:19 PM
78	<p>Beyond scope Division fit Unsupportive Powell Blvd would make a much better through transit street than Division. Division is a retail, walking street due to its narrowness, especially after putting in the water diversion and distribution curbs. It is madness to make it a major corridor between two major metro areas. Powell should be the corridor of choice for metro to connect Portland and Gresham. I think you have lost your collective minds! Building hundreds of apartments with little or no setbacks from the street.... narrowing Division to put in the water diversion/distribution sinks, and then jamming up the lanes with larger buses are all all elements counter-productive of one another. Lots of money spent on making Division a walking street for shoppers and so on, and then making it a major through-traffic corridor is stupid! Build light rail all the way out Powell.... do not jam up Division further with more transit....</p>	9/4/2016 10:17 PM
79	<p>Beyond scope Division fit Driving - traffic concern The current situation on S.E. Division is a NIGHTMARE. It is impossible to access S.E. Division from S.E. 70th during the afternoon until after 6pm. The turn lane is not effective. The city planning between 39th and 72nd is a disaster which has not yet come to full fruition. It is TOO CONGESTED.....and we ain't seen nothing yet with the projects slated that are not yet complete. The buildings will look like a ghetto in 10 years. I know this is not your bastion but please pass the word on as if anyone is listening to the residents. GREED, GREED GREED is all it is.</p>	9/4/2016 9:59 PM

Inner Division transit survey

80	Division transit ideas Safety and security Unsupportive I love the idea of a light-rail on Powell. If we want rapid transit, it should be a dedicated lane. The roads are already congested in inner SE than in the past few years and there are more pedestrians and cyclists than before. It needs to be safer and smarter.	9/4/2016 9:10 PM
81	Uncategorizable Weirdos take the 4	9/4/2016 9:03 PM
82	Bikes Driving - disincentivize Pass ups Ped safety Unsupportive We do not need longer buses. I live in the area and ride the bus. It is never overcrowded. We do not need more traffic on Division. Keep the bigger buses on Hawthorne and Powell. Division should be made for more bikes and people, not more amenities for cars and buses.	9/4/2016 8:17 PM
83	Driving - traffic concern Parking - not enough Station locations Supportive I drive from Mt. Tabor to SE 11th/Division. Traffic is bad now with people parking in limited spaces and bus stops. I'm not sure that longer buses with more openings will be faster than a regular stop, although it's great in theory. Restaurant area between 26th and 34th should have a stop for people going to the restaurants as there is no parking for blocks (lots of apartments with no parking spaces, and homes without off-street parking).	9/4/2016 6:32 PM
84	Beyond scope Division fit Follow up Division is a two-lane street with pedestrians crossing. Now you propose long buses and making it a "fast" bus? An efficient speedy transit option belongs on a street that can handle the changes. This is reminiscent of the freeway proposal many moons ago. Whatever happened to the Powell proposal where there is adequate space to make real changes for a fast-track bus? Is this Division change happening because the developers are building many apartments without parking on and around Division? Folks near Division can walk from Powell just as well as walking longer to get to fewer stations.	9/4/2016 6:26 PM
85	Bikes Driving - traffic concern Pull outs Station locations It has been very disappointing that the major renovations to Division did not make accommodations for buses and bus stops to avoid traffic slowdowns. The choices presented in this proposal create a false choice between more stops and reducing traffic. If the bus had a place to pull aside, traffic could flow around the bus. Also, it is easy for me to see increasing bus length as generating new traffic and safety problems for cars and particularly bikes. Bikes are already not particularly safe around buses, and with increased length, it seems harder to navigate safely around aggressive cyclists. Longer buses trying to turn will likely also result in new traffic problems.	9/4/2016 5:54 PM
86	Driving - traffic concern Ped safety Unsupportive You have already made a mess of Division Street. Stop the insanity. Driving in either direction between 99 and 82nd is a mess. Walking is dangerous. More or bigger buses will not solve the problem. The entire "development" of this part of Portland is doing nothing but making a previously livable area almost totally unlivable.	9/4/2016 5:03 PM
87	Concern for others Current service Safety and security Station locations Unsupportive Please do not reduce the number of stops. Many vulnerable people ride the bus and trimet should be looking for ways to make transit easier for them, not harder.	9/4/2016 4:03 PM
88	Division transit ideas Unsupportive Rapid bus transit seems incompatible with keeping Division as a narrow walkable street. Seems better if done on Powell as originally planned.	9/4/2016 1:50 PM
89	Division fit River crossing While the proposed changes sound good, I absolutely do not believe the current size, congestion, and constant construction on Division is at all conducive to an express bus. It already takes twice as long to get 10 blocks as it did 2 years ago. Powell is much more appropriate and better aligned with Tillikum	9/4/2016 1:47 PM
90	Station locations A few more stops out past 45th.	9/4/2016 1:34 PM
91	Division transit ideas Driving - disincentivize Driving - traffic concern Division should be one way street to autos if you make this change	9/4/2016 1:23 PM
92	Unsupportive Do not build the brt on division	9/4/2016 12:37 PM
93	Beyond scope Division fit Driving - traffic concern Follow up Frequency my random thoughts as i took this survey: Clarify: will there still be the regular busses or only the BRT? it makes a difference in the flow. The survey is a classic example of push-polling. What are the precise data that Division will be less affected than Powell? seems counterintuitive. Is the major point that the existing buses can't be passed by cars anyway, so if the new busses *run as frequently* but don't make as many stops it will be faster? This needs to be firmly articulated as it clearly depends on the service frequency. [A major problem in our stretch of Division - the 30s - is that the side streets are too narrow for two cars + parking, causing congestion getting into and out of the neighborhood. It's not directly related to the proposal, but can slow the buses if the cars ahead of THEM can't turn.]	9/4/2016 7:59 AM
94	Current service River crossing Station locations I take the bus from near 82nd & Division to downtown to catch the MAX blue line to Beaverton---it would add hardship to increase the time that it takes to get downtown because of going thru South Waterfront. I really hope the 4-Line will not add this extra distance and time to its route to downtown.	9/3/2016 8:32 PM
95	Division fit Division transit ideas Unsupportive Division Street is wholly inadequate choice for articulated buses.Powell on the other hand is the obvious better route with some changes.	9/3/2016 7:17 PM

Inner Division transit survey

96	Unsupportive You probably have made your decision and will do as you planned. Surveys will not change your decisions or plans. Riders have no choice.	9/3/2016 4:11 PM
97	Bikes Division transit ideas Station locations Stations, new bus I'd be cool with express buses that stop at fewer stations, but having a bus stop every 8 blocks is a bit much. Maybe line 4 Express has the long buses with even fewer stations and line 4 has the same number of existing stations. And bikes don't really ride on Division, so they aren't stuck behind buses... Double doors will be nice - especially when the ramp is deployed at one door. Hopefully the buses can have faster ramps designed for these special new stations...	9/3/2016 3:30 PM
98	Follow up I've seen higher pricing for rapid bus lines in other cities. I am curious whether or not this rapid line would cost more per ride. I fully support keeping the price per ticket the same or spreading the cost throughout the trimet system	9/3/2016 2:59 PM
99	Unsupportive Don't mess with it. It isn't broken.	9/3/2016 12:56 PM
100	Uncategorizable Not at this time	9/3/2016 12:27 PM
101	Station locations Stations, new bus Supportive Please do the plan to close many of the bus stops. It stops waaaaay to often. It's slow, there are places where you could get to either stop in less than a block. It slows the whole thing down.	9/3/2016 12:33 AM
102	Supportive I love you.	9/3/2016 12:06 AM
103	Division transit ideas Better synchronize the bus schedule with the green line so that it eliminates long waits for the bus or max	9/2/2016 10:06 PM
104	Follow up It would be helpful if this also included more info about the upcoming 82nd & Division interchange. Not sure what the impact would be to this proposal	9/2/2016 3:41 PM
105	Ped safety More crosswalks if less stops!!!	9/2/2016 2:02 PM
106	Concern for others I agree that there are an excessive amount of stops at some points but I worry about the personal affect on residents or commuters that may rely on this as part of a longer commute.	9/2/2016 3:18 AM
107	Driving - traffic concern Parking - get rid of it looks good the only thing its not getting rid of the traffic. streets are to narrow from 82nd ave to 12th ave. there are too many business and new overpriced studios being built almost on top of the streets. division st can't handle the traffic. like parking on the street and pass other cars and the buses can't pass each other with parked cars on the street. the best thing probably is to eliminate parking and put in street car in but a lot more efficient then those on the waterfront.	9/1/2016 10:55 PM
108	Driving - disincentivize Driving - traffic concern I would like to see more frequent service, and frequent service extended further into the evenings. Division is such a narrow street, particularly with all the new bump-outs, I question your assumptions that fewer stops will really make traffic flow any faster. If it's still used as heavily by cars at rush hours, what difference will your solutions really make for commuting? If there were a way to divert car traffic from Division to Powell, it would make a greater difference to every other mode of travel on Division, especially during the monstrous morning and evening rush that has developed. Are you depending on the annoyance/disgust factor to drive people that way? You never mention what the plan is for Powell, which was the first choice for this rapid-bus scheme. Its multilane construction makes Powell much more a major artery for passenger cars--will it stay that way?	9/1/2016 9:03 PM
109	Concern for others Division transit ideas While it is true that I don't live or work in inner division and as so, this project would not personally have much effect on me, as a member of the Committee on Accessible Transportation for TriMet, my main concern with this project is the subtraction of the current bus stops; I am all for this project, but what I would like to see is a combination that includes the new rapid transit bus, but keep the current bus 4 as well. The reasons for this compromise is that as a person with a disability and in advocating for people with disabilities, the distance between stops would be an issue and while I think bigger busses and better reliability would be an advantage, by taking away stops and replacing the current bus 4 route would actually serve as a disadvantage as it would create a hardship for those who rely on bus 4 whom have a disability to walk farther between stops. Sacrificing stops to save one or two minutes is not a very good trade off for those with disabilities. This is why I would like to see a plan where rapid transit still happens, but with the current bus 4 still available (even if not as frequent)	9/1/2016 4:51 PM
110	Division transit ideas Why not run express buses but have those stop at Hawthorne & 6th, Division & 12th, 20th, 28th and Cesar Chavez? That would still leave options for people with limited mobility	9/1/2016 4:26 PM

Inner Division transit survey

111	Driving - traffic concern I live between Clinton and Division on 33rd. The traffic congestion increase over the past two years is staggering, and a great deal of that is from the bus traffic. Many mornings you can stand on the corner of 21st and Division and look up the hill and see three or four buses lined up. This will not change with longer buses and fewer stops. It will only change when the underlying traffic issues of SE Division are addressed, such as left turns at that intersection of 21st, or the bottleneck that occurs at SE 11th/12th and Division. Also at issue is the increasing difficulty that residents have getting onto Division from their street. Illegal parking is rampant in the neighborhood, especially on evenings and weekends, and un-marked/unenforced pedestrian crossings make walking a hazard. The Division corridor has suffered enough from the overdevelopment and lack of foresight. Please don't make it worse than it already is for residents!	9/1/2016 1:52 PM
112	Driving - traffic concern Parking - not enough Stations, new bus The new service is an excellent opportunity to feature zero emission electric articulated buses. This could improve local air quality along Division Street as well as reduce noise pollution to neighboring properties. Electric service would be a win-win for this corridor. I am concerned about congestion at rush hour along this route and the potential for eliminating parking in the pedestrian oriented districts on Division from 28th- 52nd. Slow moving traffic and parked vehicles create a better environment for pedestrians vs a transit mall setup.	9/1/2016 12:15 PM
113	Stations, new bus You could add vending machines to bus shelters..	9/1/2016 9:49 AM
114	River crossing Station locations 1. Having the bus go to the South Waterfront before going downtown is a very bad idea. 2. The #4 bus stopping frequently on Division is one of the reasons why I love Tri-Met and Portland. Having bus stops further apart would require planning, inconvenience, and looking for signs for stops instead of paying attention to the conversation of friends with whom I'm walking. Walking an extra 2 blocks can be a big deal when walking alone at night, or walking in the rain, walking with heavy bags, or walking with an injury or disability. Having to walk 4 blocks to get away from an annoying or scary person at the bus stop would also be a very big change for the worse for transportation quality. The stops every couple blocks is one of the reasons why buses in Portland are great, so please don't change that. Once I'm on the bus I can relax and pass the time by reading, doing work from the office, chatting with a friend, or looking out the window, so a faster trip with fewer stops isn't a trade off that interests me.	8/31/2016 11:51 PM
115	Uncategorizable Poop	8/31/2016 9:26 PM
116	Beyond scope Division fit I'm skeptical that BRT on a 2 lane road like Division will really work as advertised, especially given the increased density and traffic on Division. Powell seems like a much better fit, as it has room for BRT. I lived in Eugene when BRT was introduced, so have some knowledge of it.	8/31/2016 8:28 PM
117	Unsupportive This isn't a line improvement. This is fewer busses, with fewer stops. The busses are longer but that's it. Nice spin.	8/31/2016 4:52 PM
118	Concern for others Station locations I'm concerned about the impact of fewer stops on elderly and disabled riders, many of whom rely on transit. With rampant infill on Division, the neighborhoods' characters are already getting ruined for current residents. Isn't this change in transit just pandering to the developers and encouraging them to push us out of our homes for multi-tenant buildings? I want the lower middle income people who live on this route to still be able to live here, and I feel that this change is part of a large plan that will make living in this area impossible for these people.	8/31/2016 2:59 PM
119	Current service Stations, new bus Longer buses for line 4 will not work in other areas. Specifically, the right turn onto N Mississippi Ave from N Fremont St. Currently, the bus can only make that turn if the cars going S-bound on Mississippi stop 30 ft. before the stop sign to let the bus turn. The solution is not longer busses... its TALLER busses. I don't know if there is a City of Portland-related obstacle to making this happen, but double-decker busses are predominant on a global scale, and American cities are starting to pick up on the idea. Portland needs to as well. The 2nd level does not need to be extraordinarily tall, just enough room for people to crouch over to a seat and sit down.	8/31/2016 2:23 PM
120	Uncategorizable This sounds like your going to have what Eugene has. I think its called the EM. You should take a peek at how they do it. The bus is essentially max on wheels. It even has its own lane.	8/31/2016 12:49 PM
121	Current service Line #4 is AWSOME ! Thank you.	8/31/2016 6:49 AM
122	Division fit Division transit ideas Division is very narrow, so please DO NOT add longer bus. It will be a problem to move the mass. Instead of adding longer bus, why not cut your route into half. Do data review and find out when do you need to add more bus services and why the bus can not meet the "on time" requirement. Consider the rider issues. Who takes the bus and see if there are more delays due to the composition of the riders or drivers. On the route, who use the route regularly and if they need to take a different route and educate the rider to take a different route or travel in a different time or use other means of transportation.	8/30/2016 8:00 PM
123	Current service Bus 8 is also way over crowded. And service of buses to Gresham is a joke.	8/30/2016 7:59 PM
124	Uncategorizable nah	8/30/2016 5:30 PM

Inner Division transit survey

125	Division transit ideas Yes. Division is too congested with only 1 lane and not an option for an express run the way you suggest. You should run a Division Express up Powell Blvd and turn left on 52nd and meet up with Division on 52nd - that would be the first stop after downtown.	8/30/2016 1:24 PM
126	Concern for others Division transit ideas Station locations I do like the idea of an express bus, however I don't feel lower Division is a great place for it with all the pedestrian traffic. If there are a lot of people commuting in the upper Division area, perhaps there can be an express bus that diverts to Powell after the bridge and return to Division in the 60s or 80s to bypass the congestion of the lower Division area. I don't feel making few stops helps the neighborhood use public transit, but may deter people from riding the bus if the stops are further away and may be more difficult for elderly, children and disabled.	8/30/2016 9:49 AM
127	Current service Stop coddling the ne corridor of Hawthorne burnside powell and division, this community needs you more elsewhere. Like a Columbia commuter from nopo to the airport that doesn't an hour.	8/30/2016 7:40 AM
128	Current service This bus line (4) has the most difficulty for me as far as obtaining a seat. I have a walker that I need to get around, when I go to Cascadia Behavioral Healthcare, I have supplies with me for my class, so I cannot fold up my walker. The bus drivers have explained that when multiple people with honored citizen id's sit in front, he cannot ask them (even though they have no motility issues) to move one seat behind the front seats. I feel it is important for me to get my walker out of the isle, it is a danger to other passengers and myself when it is in the isle. The Association for Disabilities needs to designate walkers as a proper motility device, and persons without motility issues should move to other seats and give walkers priority.	8/29/2016 1:22 PM
129	Concern for others Station locations please think about the needs of the elderly these bus stops are too far apart	8/29/2016 1:20 PM
130	Division fit Driving - traffic concern 1. So much time effort and planning was put into designing the streetscape for Division--something you would have to tear up to provide stops for these long buses. 2. Extending signal time for buses is a bad idea on a street where students from Hosford and Abernethy schools rely on a responsive walk signal to cross Division and where there are lots of pedestrians, many from out of town, crossing at multiple locations on Division. This is not an appropriate location for an express route. 3. Existing buses are already traveling over the center line. While the proposed longer buses will not be wider, they will be less nimble, making this problem even worse. 4. I get the sense that TriMet et. al. are pursuing this project with so much determination not because it makes good sense, but because there is a big pot of federal money available that warrants trying to make one of the ugly sisters look like Cinderella.	8/29/2016 12:39 PM
131	Concern for others Station locations As an older adult, representing older adults and/or disable people, for individuals who are too able bodied to qualify for TriMet Lift but have difficulties with mobility beyond 2 blocks (I am not one of them), how are you going to meet their needs. Think about it, in the next 10-20 years even more Boomers will be over the age of 65. You can't make changes based on abled-bodied citizens. I walk about 2 miles a day, but I know people my age, because of a medical condition and/or disabilities who can't walk more than 2 blocks.	8/28/2016 3:34 PM
132	Supportive I have 1 child who takes the bus to school and another child who takes the bus to college. A more reliable bus service would be very helpful.	8/27/2016 3:24 PM
133	Division transit ideas Perhaps beyond the max line at 205, a different bus that doesn't pass along inner Division could finish the route? We're going to need a subway eventually.	8/27/2016 2:16 PM
134	Uncategorizable Na/a. Thanks	8/25/2016 9:24 PM
135	Ped safety Consistent curb cuts throughout the neighborhoods, particularly if you reduce number of stops.	8/25/2016 3:21 PM
136	Driving - traffic concern Stations, new bus I think there is a real risk, with increased population density and traffic density that any speed improvements will be absorbed by increased traffic. Also from experiences abroad, while rear door entry with a smart payment card massively decreases loading time, without fare evasion prevention there is also a loss of income.	8/25/2016 8:42 AM
137	Station locations I took line 4 just the other day, going east: passengers consistently exited at every stop! I recall thinking to myself that there should have been fewer stops.	8/25/2016 5:28 AM
138	Beyond scope Having the green line max train through Gresham and connecting to the clackamas station is a much better idea then increasing bus sizes. The max line is a more efficient, more environmentally friendly, more comfortable option	8/24/2016 10:56 PM
139	Beyond scope Parking - not enough I know you've done the research, but Powell seems like the more logical place to put the bus line. Also, although I am a bike rider more than a car driver, I hope you can preserve parking on Division, even with longer buses/stations. The less parking on division, the more impact to the neighborhood.	8/23/2016 8:15 PM

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140	Current service Division transit ideas Station locations The #4 Division has been crowded for MANY years, I have been passed by full buses since 2000. There were ALWAYS too few "limited" and "express" buses on both the #4 and #14 Hawthorne bus lines, that should have been fixed many years ago, to add more "limited" to both lines. I hope you fix the #14 line next. Stopping every two blocks on all the inner city lines is ridiculous, it should be every 5 blocks minimum, way too many stops on all bus lines make drivers furious and very dangerous. I've seen near head on collisions too many times, of frustrated drivers zooming around the buses on Division and Hawthorne both. Also need to make an express track for MAX to bypass the downtown stuff. It takes so long to get to the west side of Portland you may as well drive. Mass transit MUST be faster and more efficient than driving if you want more people to use it.	8/23/2016 7:13 PM
141	Beyond scope Having a closer connection between the Orange Line and Line 4 (or another inner SE option) would help immensely. Currently, the Orange Line is really not helpful to get to points North of Division in the SE from Milwaukie or other Orange line starting points.	8/23/2016 9:58 AM
142	Bikes Driving - traffic concern The intersection at 20th and Division is a real problem in the mornings and evenings. If the light at 20th is biased towards buses, this will create long back ups in the morning and evenings for local commuters who already regularly accelerate through the lights. The bike traffic there compounds this.	8/23/2016 9:36 AM
143	Current service River crossing I take the 14 because the 4 is too slow. South Waterfront would be a deal breaker and I'd keep taking 14 (50 th / Lincoln)	8/23/2016 8:21 AM
144	Current service Focusing on division is only half of tje problem. A LOT OF FOLKS, equal to or GREATER THAN the affected on division, take this route from downtown to north portland. You NEED to overhaul the route it takes, and streamline it considerably as THIS TOO causes the bus to fall behind schedule, especially at peak hours!!!	8/23/2016 12:08 AM
145	Bikes Safety and security Station locations As I woman it feels more safe to keep the existing bus stops so that there is less time walking to a bus stop. At night time walking four blocks or more is a long distance to walk alone, or in the rain. A longer bus and timing the traffic lights to the bus should be enough to make an improvement. It is not just thinking about what makes it easier for a car following a bus, but what makes transit easier for the people who are riding the bus. Let's keep this rider focused on not car driver focused. A car driver can benefit from slowing down. Division is not a street for bikers to be on- Clinton street is a safer option.	8/22/2016 6:13 PM
146	Station locations Supportive This project makes absolutely no sense if it doesn't significantly speed up the commute. Way too long to wait right now. 2 or sometimes 3 buses will sometimes go by because it's too full inside. Hurry this up. I'd prefer 4 or 5 stops inside 82nd actually	8/22/2016 5:40 PM
147	Division fit Parking - get rid of Pull outs Widen the street / cut into parking spaces at bus stops so cars and bikes can go around the bus . Make bus pull off car lane while loading passengers	8/22/2016 4:44 PM
148	Frequency More buses running this line during peak hours	8/22/2016 3:42 PM
149	Division transit ideas There should be a bus from North Portland to the 82nd Avenue area that doesn't go through Downtown Portland. Like Bus 6 used to be.	8/22/2016 1:37 PM
150	Pull outs When buses pick up passengers, they should leave enough room for cars to continue by. BIG problem now.	8/22/2016 1:21 PM
151	Stations, new bus I wouldn't mind updates to the bus stops themselves, as long as they're not obnoxious like the new bright orange bike town racks/	8/22/2016 8:31 AM
152	Unsupportive Any effort to use the results of this marketing effort to show support for the BRT on Division would be dishonest and shameful. You have not presented a true survey with pros and cons, instead relying on leading questions that make it difficult for anyone not to answer the way you want them to. Already, your signs for faster, better transit have jumped to the conclusion and left the opinions of residents and bus passengers out of the equation.	8/21/2016 6:00 PM
153	Division transit ideas I miss the 4L and 9L limited-service buses.	8/21/2016 5:52 PM
154	Station locations I hate how vrowded and busy the four line is. There are sooo many busses running on it, but yet, they always seem to be packed, late, and stop every other block. Ever other city, cou try ive been to had fat fewer buss stops, making routes faster. Walking a few extra blocks.is NOT Inconvenient. Portland trimet is the worst public transit. Not.beacuse of how much they offer, they are just extremely. ...inefficient Sincerely, joel	8/21/2016 5:52 PM
155	Parking - get rid of Consider eliminating on-street parking on SE Division between 12th and 82nd to create more lanes of travel, perhaps HOV or bus-only lanes.	8/21/2016 3:07 PM
156	Supportive This project has the potential to set the precedent for public transportation projects in Portland for years to come. I encourage the leaders to go bold! Transit is a healthy part of our future and needs to be done right. People may not always like change, but that doesn't mean it won't be accepted. This will be a great launching point to set the tone for Portland's forward thinking vision away from car-centric culture. Please don't be afraid!	8/21/2016 9:15 AM
157	Supportive I'm glad that the planning process has begun. I wish faster service could begin sooner!	8/20/2016 8:22 PM

Inner Division transit survey

158	Driving - disincentivize It seems as if there is too much emphasis on car commuters comfort and worrying about their wait times. This should not be a consideration. In fact we need to do more to make people drive less not cater to cozier drive times, it is not sustainable for Portland. Please rethink this piece.	8/20/2016 7:00 PM
159	Current service Why are some benches made so you can't actually sit on them, all tilted and stuff? Like I know it's because you don't want homeless people on the benches at night but what about actual people waiting for the bus, paying for fare... After a long day of being on my feet all day and especially in this hot weather, sometimes with stuff to carry like groceries...	8/20/2016 4:08 PM
160	Station locations I ride from 130th into inner s.e. for work, and the frequent stops really slow down the momentum. One person gets off, then 20 seconds later another person gets off... The downside of further distances between stops, would be for people with disabilities and the elderly. I'm sure this could be managed and everyone would probably just get used to the new locations.	8/20/2016 8:55 AM
161	Supportive Honestly, I just wish these changes could be implemented sooner. The redesigning of buses will take time, that's understandable. But stretching the distance between stops could be done much sooner. Not only would it improve the service, making it quicker, but there is also the added element of encouraging everyone to walk more and improving health.	8/19/2016 11:40 PM
162	Current service I ride the 4 form 101 to downtown every day to work it's not to bad but get on the 4 after six there is no nowhere to sit and it seem like a longer wait	8/19/2016 8:52 PM
163	Beyond scope If I have a day pass there should be a taxi that trimet owns and you can use it as much as you want I can go from Gresham to Vancouver to Portland to Tigard faster then the bus From Gresham to Vancouver by bus take little over one hour and the taxi service takes 30 minutes that half the time that it takes	8/19/2016 2:14 PM
164	Driving - traffic concern Pull outs I wish that TriMet and the various City of Portland Bureaus would coordinate better. Our neighborhood is suffering due to each agency making changes without coordinating with each other. Examples include - unprecedented construction with road closures for over a year, reduction in traffic lanes on Division, creation of bioswales so buses can't pull over, commuters discovering Clinton as a thoroughfare during construction detours which ultimately resulted in traffic diverters on Clinton so residents can no longer get to their houses which we pay taxes on and last the addition of multiple Biketown kiosks resulting in unfamiliar tourists cycling without helmets on Division further adding to congestion. Ughhh.....	8/19/2016 1:34 PM
165	Division fit River crossing Longer busses don't work well on curvy stretches of road. They're also a traffic hazard when the stop is near an intersection or on-street parking. Adding the waterfront loop would just increase the odds of traffic delays--something like the weekday expresses that just ran between 82nd and the waterfront/downtown area would probably better suit.	8/19/2016 9:33 AM
166	Stations, new bus Will the new longer buses be articulated?	8/18/2016 9:02 PM
167	Current service Please keep bus stops cleaner and provide trash cans	8/18/2016 8:15 PM
168	Division fit Unsupportive Division has many busy residential and business neighborhoods. There is a lot of pedestrian and local car traffic already. It is only a 2-lane street. This is not a corridor well suited to bigger buses moving faster. I want to preserve the local neighborhood environment. We already had to deal with traffic changes due to Milwaukie Max line. Bigger buses with fewer stops will not improve our neighborhoods. Sounds like this fits Trimet's plans, not what is best for neighborhoods. Put them somewhere else, and work to provide better service on Division that meets the needs of local neighborhoods.	8/18/2016 7:58 PM
169	Concern for others Station locations there are a number of disable people who live along this line. To make them walk more than a few blocks will increase their suffering. You will open yourself to violations of ADA	8/18/2016 4:25 PM
170	Uncategorizable No.	8/18/2016 3:50 PM
171	Station locations The current bus runs along a route with an Urgent Walk In facility for both Mental and Medical. It is important for these Patients to get off as close to the clinic as possible and the 42nd & Division stops right in front of the building.	8/18/2016 3:27 PM
172	Concern for others Station locations I am a nurse practitioner at OHSU Family Medicine at Richmond walk-in clinic. Currently there is a stop outside our clinic which is in the same building as Cascadia Behavioral Health Clinic. I have concerns about access to both of these clinic for our patient as many of then utilize trimet as their primary means of transportation. Taking away the existing bus stop would mean our patients would have to travel further, which for those with multiple comorbidities and/or other acute and urgent needs poses a risk and is worrisome.	8/18/2016 3:12 PM
173	Concern for others Station locations Most of the patients that I see in clinic use the bus to get to clinic	8/18/2016 3:01 PM
174	Beyond scope I'm very disappointed that that this project isn't living up to its potential. Its time to get real and make a big change - which means dedicated lanes for BRT, regardless of whether there is a need for more ROW and removal of a lane of traffic. Why spend the money if its only going to result in a minor change?	8/18/2016 1:35 PM

Inner Division transit survey

175	Bikes Stations, new bus Unsupportive I don't believe longer buses will make the ride faster. Division has become very narrow and congested and longer buses will just add to the congestion. Bikes should be over on the Clinton corridor, not Division. I think many of the proposed changes will make the ride slower and less safe for the driver and passengers. If the passengers don't go past the driver there is no security on the bus.	8/18/2016 11:47 AM
176	River crossing Station locations I'm concerned that rerouting the return to OHSU area on the waterfront would cause delays with traffic down there. If the trip downtown was not substantially delayed, then I would be more open to the idea. I really like the bus stop at 34th! Please don't change that! The one at 26th seems well placed, too. Thank you for working on this!	8/18/2016 10:52 AM
177	Current service I ride the number 4 bus usually twice a day. What I have observed (even during rush hour) is the hold up of buses is due to traffic, people not being ready to get off the bus (so everyone has to wait for them to get off the bus), people exiting through the front door (which holds up the people getting on and everyone has to wait for that person to walk the entire length of the bus) and the way the driver drives (trimet has a ton of drivers that STOP at green lights!!). Cutting the number of stops does not fix any of these issues and only limits the public's access to the buses. Adding more doors would help. So would training your drivers to drive in a responsible manner or to instruct people not to exit through the front door and/or not leave a stop if/when no one is exiting the bus instead of waiting for someone to decide to get off so that the public will learn to be ready to exit the bus.	8/18/2016 10:47 AM
178	River crossing It would be extremely convenient for those of us who go to school at PSU or work at OHSU for the bus to cross the Tillikum Bridge. In order to get to CLSB or PSU from Division and 34th it takes a transfer.	8/18/2016 9:04 AM
179	Stations, new bus It would be nice if there were portapottys at some stops, businesses have gone to locking their bathrooms and having them strictly for customers only due to the influx of drug addicted people.	8/17/2016 10:35 PM
180	Driving - traffic concern Stations, new bus How will people pay if there are multiple ways to enter the bus. Will it become like Max? It is unfair for those of us who buy tickets or passes for Trimet to allow others to ride for free. Will there be more people checking fares? Will it also be like Max where the majority of people board through one door? What guarantee is it that people will get on or off faster? It really gets congested down at 11th and 12th. How will these buses get through any faster? When cross traffic blocks the intersection no one can move.	8/17/2016 10:31 PM
181	Uncategorizable I appreciate you seeking feedback on future changes that affect us.	8/17/2016 8:10 PM
182	Beyond scope Build a max line headed east between hawthorne and powell! ??????	8/17/2016 6:52 PM
183	Current service prices shot up with rising fuel costs, and then stayed crazy high despite dropping fuel prices. I'd like to see prices SLASHED rather than adding new features and 'improvements'.	8/17/2016 1:50 PM
184	Division transit ideas The 4 is not an "Express" bus. It's a good line as it is **BECAUSE** it stops so often. If the goal is to speed up transit times to downtown, perhaps consider adding an express route that skips stations.	8/17/2016 12:20 PM
185	Supportive Dear TriMet, Great idea.	8/17/2016 11:59 AM
186	Current service I don't yet own property in this area, but my business will close on a new office property in about one week. So perhaps I should have checked that bus. It's somewhat unclear: will there not longer be any "local" bus service on Division? Rapid-only?	8/17/2016 8:49 AM
187	Current service Trimet sucks so bad these days, so so so so bad. This is far from the only improvement needed.	8/16/2016 8:12 PM
188	Frequency Station locations Put on more 4 buses on the line rather than taking out stops and using longer buses.	8/16/2016 3:21 PM
189	Current service the 9 runs through south waterfront and the 4 has many connecting stops when it goes across the hawthorne bridge making it a useful line to connect to other busses	8/16/2016 1:28 PM
190	Concern for others Please consider that because of construction and student placement to SE 92nd and Powell, actual Franklin student numbers using this line have been low for 2 years. Next fall 1500 students will be back at Franklin at 54th and will all have bus passes.	8/16/2016 12:15 PM
191	Beyond scope I'd prefer to see bus rapid transit on Powell, not Division.	8/16/2016 11:02 AM
192	Uncategorizable no	8/16/2016 10:13 AM
193	Division transit ideas Keep stop at 136th & Division	8/16/2016 7:55 AM
194	Concern for others I'm generally in favor of fewer stops, but I do wonder about your passengers that use a cane/walker/chair. I suppose they might be more likely to plan for getting to a specific (known) location, but I can see potential for frustration. Of course, it's also a shame that grade separated transit simply isn't possible here; at least not without significant neighborhood disruption.	8/15/2016 7:55 PM
195	Stations, new bus If the improvement plans include permitting riders to onboard at more than one door, ticketing will have to change and fare enforcement will need to increase. Will you do away with ticket purchases on the bus and require a fast pass card to ride? Will you increase the number of paid fare inspections? If more people start riding without paying, this increases the cost to ride for everyone.	8/15/2016 5:03 PM

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196	Concern for others The City needs to meaningfully address the displacement of low-income people that we know will result from this project. That means serious \$ must be invested. Lip service isn't enough.	8/15/2016 3:32 PM
197	Bikes more separated bike infrastructure please, less money on expensive fancy bus technology like intelligent traffic lights	8/15/2016 2:29 PM
198	Beyond scope Current service Division fit The street itself is so crowded, that a larger bus will just add to the traffic, not decrease it. It would be a better idea to have this going down Powell or Burnside. Also, we need more frequent service on Hawthorne, and we need more and more frequent buses in the evenings and weekends. People cannot leave their cars home, if they cannot get home.	8/15/2016 12:28 PM
199	River crossing re: routing through south waterfront OR to downtown ... couldn't you alternate? eg: 1st bus on route 4 goes to downtown, next bus goes through south waterfront ... etc.	8/15/2016 11:59 AM
200	Concern for others Station locations Fewer stops may place a burden on elderly and disabled!	8/15/2016 10:08 AM
201	Frequency It is cheaper and more convenient to the rider to run standard size buses more frequently than it is to stock spare parts for articulated buses that would operate less frequently.	8/15/2016 9:27 AM
202	Uncategorizable Thanks for keeping your riders in mind, Trimet!	8/15/2016 6:40 AM
203	Bikes less bicycle traffic on division. Clinton is a bike path, it should be used.	8/14/2016 8:37 PM
204	Bikes Keep bicycles off of division and require them to use Clinton street! It is better for both drivers and riders.	8/14/2016 8:33 PM
205	Safety and security Stations, new bus I'm unsure about the multiple entries to the bus. One of the things that makes me feel safe on the bus vs Max is that everyone passes by the driver, so people without tickets don't board and ride around on it all day like they seem to on Max.	8/14/2016 4:09 PM
206	Division transit ideas River crossing My preference for the current route over the South Waterfront route would change if the timing differential were small (less than 7 minutes? perhaps). Consider adding additional legs to this route that serve the neighborhoods South of Powell -- for example a leg that turns off down 52nd to follow the path of 71 toward Flavel -- the Darlington half of the Brentwood-Darlington neighborhood (area south of Flavel) is in desperate need of a fast line to downtown that does not require transfers. Mt. Scott and Brentwood-Darlington are becoming popular areas for the new generation of workers at OHSU and PSU.	8/13/2016 10:23 PM
207	Beyond scope It is my understanding that these changes come at the cost of upgrading a transit corridor through Powell. These changes seem like simple efficiency upgrades that should be considered for Powell as well. Why not reduce congestion in both places? Why does one come at the sacrifice of another?	8/13/2016 6:06 PM
208	Frequency Parking - get rid of River crossing One problem on parts of Division is that parking on both sides of the street narrows lanes so buses have to sometimes partially use both lanes. This is problematic when there is a lot of contra flow traffic. Strategic limitations on parking would be useful. Also, frequencies of every 10 minutes or better would be preferable to longer buses (though I would never say no to them). I simply say this because frequency is more important than bus size or any other features. The routing through the South Waterfront is a good idea because Madison street gets so clogged up at rush hour. The extra distance down to PSU may end up evening things up, but at least we'd get more major destinations and a reliable trip time out of Downtown. I don't think losing the 4 along SE 7th Avenue would be a serious loss. The benefits of 4 service to PSU and the South Waterfront and OMSI greatly outweigh the negatives of losing service on 7th.	8/13/2016 5:38 PM
209	Beyond scope Please remove any reference to Powell Blvd since you decided early on to not examine LRT on Powell at least out to I-205. This is still, I believe, considered a High-Capacity Corridor by some people in our metro region. From day one you removed LRT from any consideration (I went to the meetings and saw/heard the bias.). Now with this add-hock upgrade to #4 you are ignoring the Powell and Holgate lines. But no thinking outside the box for SE PDX, right. You had the opportunity to create a system wide asset with LRT to I-205 for a new MAX line and moving Green from CTC to the faster downtown access route (more riders from Clackamas and balanced eastside LRT system for crosstown trips). Hope you consider this comment as the others I have sent you for what it is, constructive criticism. Maybe consider electric overhead wires for #4. Maybe the only issue would be the hill in Gresham??? Then again maybe you go with Diesel Hybrids for #4 and don't put in permanent overhead wires so that in 40 more years you finally get around to a LRT line for this corridor on Powell. I know, I know, wishful thinking.	8/13/2016 5:24 PM
210	Division fit Unsupportive For the reasons that I outlined, I would like to reiterate that this proposed change would not help but actually be counter-productive. Division is one-way in each direction. It is a narrow street. What would happen is that running these buses besides offer slower and less convenient bus service would push traffic onto Clinton Street, which is a designated bike route. This change makes no sense. Clearly you are looking for a solution to a problem at the expense of this street and neighborhood. I strongly recommend that you return to the original Powell Blvd. plan or even add a light rail along Powell, which is really needed. I need to point out that the neighborhood is united in their opposition to this change and there will be litigation.	8/13/2016 1:40 PM

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211	Division fit Unsupportive Please publish your data on actual passenger use at each stop. My observation is that most riders are just passing through. Therefore no need for long double cars with multiple exits. Some pretty dubious assumptions about benefits with the proposed changes. Division is already squeezed down to a very narrow two lanes. Really, what makes you think running double length buses through there, with attendant expansion of on/off ramps, loss of even more parking, won't clog up traffic even more? I guess this would be more credible when we see County Commissioner Jules Bailey (31st block) start taking the bus every day to work.	8/13/2016 1:31 PM
212	Concern for others Station locations Eliminating the 28th stop may cause problems for students using this line to attend Hosford middle school.	8/13/2016 10:43 AM
213	River crossing If you change the route I'll have to find another bus and won't take the 4. The 4 is the closest bus to where I work, so please don't change this route.	8/13/2016 8:16 AM
214	Concern for others Division transit ideas Supportive I am really excited about this change, but must it be the ONLY option? I am concerned about older/disable riders/parents who ride with very young children. Four blocks doesn't sound like a lot of walking until you do it dragging along a 1- and 3-year-old, or are going to dinner with an elderly friend walking with a cane. We also need to keep a couple runs an hour that maintain the current "milk run" line.	8/13/2016 7:12 AM
215	Current service Unsupportive Between downtown and 162nd avenue we fill-up the bus approximately four times including the isle (during the 1600 to 1730 hours daily). During the early morning commute (on the first bus) we fill-up the bus, including the isle, monday through Friday, from 148th and division to downtown. NO IF the bus is late by any amount of time ADD more people to the isle. YOUR SOLUTION: add more people? Where's you head at? Dollars and Cents?	8/13/2016 6:32 AM
216	Unsupportive This idea won't solve density issues.	8/12/2016 9:38 PM
217	Current service Frequency Lot more buses on every route	8/12/2016 7:08 PM
218	Concern for others Station locations Consider kids and elderly when changing stops. 4 blocks is a lot for them	8/12/2016 6:42 PM
219	Stations, new bus I like the idea of weather protection at every stop but I don't want more money spent on another remodel. The last one was unnecessary. It doesn't need to be pretty, I'd rather have money spent on valid concerns raised by passengers or more drivers than a new streamlined look. It's a waste of capital!	8/12/2016 6:14 PM
220	Station locations The bus stop locations were my main concern. I live in the area and like riding the 4 along the happenings of division along 20th-34th. So maybe add 1 more stop around 30th?	8/12/2016 4:21 PM
221	Beyond scope Division fit Division street is already very well served by the # 4 Bus, but is too narrow to handle increased traffic. There needs to be more emphasis on getting an Option for BRT onto Powell that is more helpful to Pedestrians, Transit Commuters and Bike Riders. Powell is dangerous and broken with significant more need to be improved. Put the investment and emphasis on Powell Street!	8/12/2016 3:22 PM
222	River crossing If the #4 starts going to South Waterfront, I will start driving. Notoriously difficult to get into and out of South Waterfront, especially in the afternoon. I just won't add that to my commute, on top of walking to the bus and from the bus. I can drive door to door from Inner Southeast to office in the Pearl over Morrison Bridge in 25 minute or so.	8/12/2016 12:44 PM
223	Bikes Yes. Suggest closing off Division to bicycles. We have closed Clinton to car through traffic, and Harrison is also a bike street. Taking bikes off Division, especially during rush hours, would help.	8/12/2016 12:22 PM
224	River crossing Stations, new bus I am opposed to the "board at both doors", as the aisles are crowded, and not everyone has a smartphone or bus pass, and I am sure this will keep the vulnerable members of our neighborhood (elderly, low income) from riding the bus. I certainly hope cash fares are not going to be a thing of the past. If so, ticket machines should be available. I think the south waterfront stop is a waste of time. Earlier buses, later buses. Not everyone works M-F 9-6, you know.	8/12/2016 12:03 PM
225	Stations, new bus Just use bigger buses	8/12/2016 11:41 AM
226	Current service Also you need to improve the ride for handicapped people to be able to set down when they board before driver drives the but the person could fall.	8/12/2016 11:36 AM
227	Beyond scope I am in favor of all of the proposed changes. What I am not in favor of is all the density that inner SE is taking on. I know this survey is not addressing that but I thought I would use this forum to say that density increases should be evenly distributed though out the city (read--WEST SIDE)!!!	8/12/2016 7:59 AM
228	Division transit ideas Designate a street for buses, just as there are designated biking streets. Clinton for bikes and pedestrians. Division for cars and pedestrians. Caruthers?? and Division for buses.	8/12/2016 2:10 AM
229	Driving - traffic concern Ped safety might need lights for pedestrian crosswalks on division (like they have on nw11th and couch) to allow cars through the sea of pedestrians. also: I walk, cycle, and drive, and while I appreciate the safety features for cyclists, I feel that car drivers are being badly neglected. with recent changes, 52nd & division & 60th & division get backed up for blocks at a time. if that's in part because if timing of traffic lights, please address this.	8/11/2016 10:35 PM

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230	Beyond scope Driving - traffic concern I would strongly suggest looking again at Powell Blvd. I would also STRONGLY suggest re-opening Clinton to through vehicle traffic if this change in any possible way, including construction, would slow traffic. I would also suggest placing or moving bus stops so that they do not appear to be at crosswalks. When driving it is difficult to know if the person standing on a corner on SE Division is waiting for a bus or waiting to cross the street.	8/11/2016 4:49 PM
231	Current service Division transit ideas Routing through PSU is a great idea, but the survey text only mentions the south waterfront, which isn't a major destination yet, so that might affect your results. The improved reliability that comes from not dealing with Hawthorne bridge lifts is a nice bonus. That said, I'm rather disappointed with this process. Most of the proposed changes could be implemented today at relatively low cost and without a wasteful, lengthy and expensive public planning process. When you put the existing signal priority system on every bus in the fleet you didn't spend years talking about it, why is this new system different? You don't need to spend years developing a plan to remove bus stops. Just go out and do it. You don't need to spend years developing a plan for bigger buses, just go out and buy them. If you wanted to you could do it right now, TODAY. Why haven't you? Realistically, all of the things you have proposed should be implemented on every bus route in Portland, not as some major new project but as part of ongoing operational improvements. Why is reducing the number of bus stops not being proposed on 82nd? Why are bigger buses not being used on Barber? Have you become so focused on Division that you've lost sight of the bigger picture, that everything needs to work together as a efficient network? The only serious improvement to transit would be by having dedicated lanes, like every other big city on the west coast. But if all you are going to do is take out a few bus stops and give the buses a new paint job, then STOP WASTING EVERYONE'S TIME AND DO IT ALREADY. And for the love of god don't call it BRT. You'll just embarrass yourselves.	8/11/2016 4:44 PM
232	Uncategorizable No.	8/11/2016 4:33 PM
233	Supportive Y'all must have spent a lot of time crafting this plan and I really appreciate all the hard work! It's crazy down here and the landscape has just changed so much it's great to have a conversation about what can happen to improve transit.	8/11/2016 4:21 PM
234	Division fit Driving - traffic concern Bus stops need to be sited to allow traffic turning off Division onto side streets to do so. Long buses at some of the current stops would definitely block cars trying to turn onto local residential streets. I often bus, but sometimes drive and Division is absolutely horrible at rush hour! I think these changes should be done, but if they cause major headaches (as the Clinton bike diverters did for many local residents), there should be some avenue in which alterations can be made. Stay flexible and keep users, residents, business owners in the loop! Thanks!	8/11/2016 2:14 PM
235	Current service Ironical that the stop, at SE 36th & Division, that had a hanger pointing me to this survey, did not have a stop number posted. All stops should have stop numbers visible! Not having them makes it less convenient to call for next arrival.	8/11/2016 12:45 PM
236	Station locations 26th to 24th with no stops seems like a long stretch, by passing a lot of new apartment dwellers.	8/11/2016 12:41 PM
237	Concern for others Station locations This proposal discriminates against people who are injured, handicapped, or elderly. They should not have to walk so far to get a ride on public transportation.	8/11/2016 10:23 AM
238	Supportive I love this idea.	8/11/2016 9:02 AM
239	River crossing Do not reroute over Tillicum.	8/11/2016 7:03 AM
240	Division transit ideas Supportive i have lately been taking this bus line less frequently, its painfully slow. These changes sound very positive! Is there any talk of turning Division into a transit only through way? Open to buses, bikes and pedestrians only...	8/10/2016 9:27 PM
241	Supportive I appreciate your efforts to improve service on division!	8/10/2016 8:37 PM
242	Concern for others Station locations Losing stop hurts senior and local transit less stops more difficult will make division	8/10/2016 8:06 PM
243	Uncategorizable Why not talk about division beyond 82st? Does the people in ride trimet in east Gresham are not important? Or let me guess. People of color don't matter. Ho ok that make it clear how racist is this city and trimet!	8/10/2016 4:59 PM
244	River crossing I really really don't like the reroute to S waterfront idea. Its already a very long trip to downtown. I like the idea of an express bus that would only stop at say 3 or 4 stops on the 8th to 82nd span, but I know that's difficult given that Division is only one lane.	8/10/2016 4:08 PM
245	Bikes Is it possible to advocate for protected bike lanes to reduce bus/bike interactions?	8/10/2016 3:58 PM
246	Supportive This is pretty biased wording of a survey. But good idea to bring BRT to division	8/10/2016 3:20 PM

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247	Concern for others River crossing Station locations Using the Tillicum crossing would mean that the bus crosses freight train tracks. I worry that the bus will frequently be late because of this. The bus stop locations are personally fine for me, but I worry that the distance between the stops past 39th will be hard for people with limited mobility.	8/10/2016 1:37 PM
248	Current service More and more people are brining their bikes n to the buses, also I've noticed an increase in the disabled using public transportation.	8/10/2016 12:32 PM
249	Current service River crossing Station locations Supportive The Division bus (even prior to all of the new construction on SE Division) is notoriously slow. Especially slow in the afternoon getting from approx SE 7th out to SE 39th (CChavez). I stopped taking the 4 bus because of this (I now only take it occasionally). I now take a combination of the 14 Hawthorne bus and any 5th/6th street bus downtown because it is quicker than taking only the Division bus. Please do NOT add additional route segments (through the waterfront) to this already slow bus. I am highly in favor of longer buses and less stops to help the situation.	8/10/2016 11:32 AM
250	Concern for others Driving - traffic concern Station locations Stations, new bus Travel and parking in the Division street area has become a NIGHTMARE since all of the high rises have gone up, lanes have been taken away along Division and areas along Clinton are now closed to cars. It is congested along Division not only because of cars and busses, but also due to the amount of bicyclists jamming up these streets, not obeying road laws. I have so many things that I have to transport to and from my work that taking public transportation is unfortunately not an option. One concern I have with these proposed changes to buses and more stations being put up is are you considering people with disabilities? My husband is legally blind and I know it would be extremely stressful for him if he had to worry about finding a different door to exit through. And how much more room will bus shelters take up, as nice as they are in poor weather? Have you also considered what a MESS the area just below 12th and Division has become with the CONSTANT delays due to all of the trains, etc. on the train tracks?!?! I wonder what your bus drivers have to say about this, as everyone I know who works around here are aware of what a hassle it is for both workers and customers in this area. Some of your questions on this poll are just plain dumb---OF COURSE WE WANT LESS TRAFFIC AND CONGESTION ON DIVISION!!! Who DOESN'T want that?!?!?! The people who are responsible for planning for growth have done an extremely poor job, so far and should ALL BE FIRED!!!	8/10/2016 10:57 AM
251	Station locations Supportive I love that you're thinking of decreasing the number of stops on line 4, specifically on division. I don't use 4 all the time, but when I have, I've always thought there are way too man stops. I think this is a great idea!	8/10/2016 8:24 AM
252	Uncategorizable Reading the Facebook comments, I see a lot of opposition. Yet, I expect you will go forward d with your plan anyway. Do you consider this a waste of time? I assume this public comment is required by law.	8/10/2016 8:19 AM
253	Concern for others Station locations As an able-bodied person, fewer stops and a faster trip sound great! However, please do not leave the least mobile/highest need population out of your plan.	8/10/2016 7:45 AM
254	Current service Station locations Unsupportive As said, fewer stops on Division as well as the far fewer stops in downtown leads to terrible service and is an awful idea. Removing stops will not increase ridership. I agree that something needs to be done about bus 4, but it's the buses that pool in downtown that are going east that is a bigger problem. The schedule has many buses going through downtown just before 5pm and then fewer after about 5:15. That makes no sense.	8/10/2016 6:22 AM
255	Supportive This sounds like great pro-active planning. Thanks for looking ahead & looking at the big picture!	8/9/2016 8:40 PM
256	Division fit Stations, new bus I do not believe the cost of the longer buses is worthwhile. I do not believe they will provide faster traffic flow, since the same number of people will board. I believe the longer buses will hamper traffic more, since cars will not be able to drive around a stopped bus as they can now. Lower Division is a narrow, congested street already, so these larger buses would serve no benefit. Bus Rapid Transit needs a dedicated lane, and this is not available on Division.	8/9/2016 7:22 PM
257	Beyond scope When I am riding my bike along the new orange track over Powell, I see the potential for another line east to Gresham (elevated for the interior portion then conforming to the streetscape at the more residential sections). I understand MAX is expensive, but as you are all well aware, it's long term costs balance out well.	8/9/2016 3:52 PM
258	Current service The line 4 needs changes through the north portland area	8/9/2016 3:07 PM

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259	Division transit ideas Unsupportive Yes. I could not be a bigger transit advocate, including of major capital projects like new MAX lines. And we should be spending gobs more public money on transit than we are. BUT: This seems like a true boondoggle -- and one that is not worth the tradeoffs even if it were free. Serving 74% of people better is unacceptable; that's not progress. And why would we pay money for this? For a 15% efficiency boost? No way. I know first hand how packed the buses get on Division, and something needs to be done about it (a helluva lot faster than 2021, please!), but let's address the problem itself instead of getting fixated on BRT and then making it feel like it's needed. As others have said before: Why the heck aren't we just adding express buses on Division during rush-hour? Maintain the existing stops for people with little kids, disability, who just don't want to walk very far, etc. -- and for all late-night / midday trips when Division isn't congested and the buses aren't either. Then just address the problem that exists -- rush-hour capacity -- with an addition line (4X or something). And sure, if there's some money to be had for better weather protection at major stations, better signal preemption, better bus pullouts, buses that can accommodate all-door board, then great -- those are features that several lines across the city should get access to. But why we would spend \$\$\$ to get service that is better in some ways and worse in others and unnecessary at all but rush-hour times is completely beyond me. Like, seriously, WTF are you thinking?	8/9/2016 2:45 PM
260	Concern for others I would like to restate that I have spoken to many folks about their transit needs. So many people are not interested in one route downtown - they want short walks, more stops and better cross town service. I know the BRT has Federal support but we need to look at the actual needs of bus riders.	8/9/2016 2:35 PM
261	River crossing Please consider separating the how to get the BRT down town issue from what to do on Inner Division. The Gresham bus used to use Hawthorne and an express BRT running from the PCC campus , downn Division to 50th and then down Hawthorne with stops only at 52nd (Franklin High) Caesar Chavez, and the using the bus lanes from 11th to the bridge would serve as a much faster route downtown, as well as allowing better service on Division with the 4 bus turning back to downtown at the LRT stop at I 205. The 4 could cross the new bridge and the BRT would not need to cross the train tracks.	8/9/2016 11:46 AM
262	Concern for others Refer to ADA guidelines when starting new projects for persons with disabilities needs.	8/9/2016 11:37 AM
263	Beyond scope Powell is a better street is you are concerned with moving people for east county/gresham to downtown.	8/9/2016 11:10 AM
264	Beyond scope Realistically, the ceiling for these proposed changes is underwhelming. Division can't solve large future transit problems; a single pedestrian can totally stop traffic every 10 feet (which is the way the community is designed & should work). These tweaks are fine & can help some - but may not be worth the costs. Meanwhile, as the city explodes, there need to be bigger solutions. Powell obviously needs to change -- fight that battle instead of lettind ODOT stymie progress. Zone it for high rises, tax those buildings, build an elevated MAX line.	8/9/2016 8:11 AM
265	Driving - traffic concern Reopening Clinton to car traffic would ease congestion on Division. There has been a notable slowdown on the 4 since barriers were installed on Division.	8/9/2016 7:58 AM
266	Frequency Stations, new bus I think it is important to consider the environmental impact to air quality and congestion as well as livability. Division is overcrowded with both people and cars. If the bus service and the entire bus riding experience is improved, will more people leave their cars at home and ride the bus? Having weather protection at the stops will help. Having to walk farther (while I don't mind) will probably not help. Frequent service is a must. Abandon the schedule and just run frequently. I never check the schedule or know what time a bus is expected. when I get ready to ride, I check the app on my phone and either leave home or wait a few minutes before heading out. Does anyone use the schedule anymore? Just knowing a bus is expected every 15 minutes, for example is enough. Having to sit on an idle bus because it is ahead of schedule is maddening when rushing to work in the morning.	8/9/2016 7:40 AM
267	Station locations Supportive There are too many stops. Please eliminate some of them and let's get this line moving! Great work!	8/9/2016 7:24 AM
268	Uncategorizable No	8/9/2016 7:18 AM
269	Uncategorizable Thanks for trying to fix this.	8/8/2016 11:32 PM
270	Supportive Took longer than 3 minutes to take this survey. And, do we really have to wait 5 years for this? Buy a bigger bus, put it in service -- how long can that take?	8/8/2016 10:49 PM
271	Station locations I live on SE 30th Ave, one block South of Clinton and have for the last 40 years. Running down to 26th & Clinton to catch the #10 when I missed the #4 used to be easy, but now I'm not so sure.	8/8/2016 7:58 PM
272	Driving - traffic concern Even with coordinated traffic lights, I have a really hard time imagining buses going too fast on Division--all the new Division building and streetscaping is entirely designed to slow traffic down and make it safer for pedestrians. I'm not sure that high-speed busing is a good idea on a street that has been traffic calmed and pedestrian-filled.	8/8/2016 7:26 PM
273	Uncategorizable Nope. Thanks for keeping this survey accessible and down-to-earth and free of plannerly jargon.	8/8/2016 5:24 PM
274	Current service Bus riders should enter in the front and exit in the back AT ALL TIMES. I see this in Denmark and it works very well.	8/8/2016 4:52 PM

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275	Division transit ideas 1. Keep existing stops for frequent local service 2. 6, not 11, of those stops should be modified to accommodate BRT service (60' buses). 3. These 6 stops serve all crosstown bus lines and account for approximately 50% of all boardings. 4. Dispatch BRTs immediately ahead of locals to avoid passing local leader. 5. Duplicate Division service on Powell. (total of 12 modified stops vs. 11 for only Division). 6. Duplicate similar local/BRT service between 82nd and Gresham TC. 7. Operate BRTs during peak periods and other high volume times of days. 8. Serve MHCC with the existing #20 Burnside Bus upgraded to Frequent Service avoiding costly operational duplication.	8/8/2016 4:47 PM
276	Current service Bus, max and street car services in Portland are probably the slowest in the world. Too many stops close to each. Poor connecting schedules - bus to max/street car etc. The city lacks fast and efficient service!	8/8/2016 4:20 PM
277	Division transit ideas Have you thought about express buses? One that goes from point A to point B without any stops? As usual, Gresham is not even considered for any updates or changes... Why only improve to 82nd?	8/8/2016 4:16 PM
278	Concern for others Would have liked more information. This was too neat and very vague which won't give you great statistical information about this route change. You should talk to actual riders on the buses directly for a few weeks to get a more accurate assessment of the needs of the bus lines.	8/8/2016 3:30 PM
279	Current service Please, please do a survey to ask folks about the 4-Fessenden/St John's. Not sure why the two #4 busses are linked - can they please be separated and each improved individually, ideally providing far more frequent service added to Fessenden? Thanks. I think it would be a great help if they didn't have to rely on each others' schedules to change and improve service. I think the 4-Fessenden should be as frequent as the 15 in NE.	8/8/2016 1:56 PM
280	Beyond scope Create bus dedicated lanes	8/8/2016 1:31 PM
281	Division fit Driving - traffic concern I am concerned that some parts of division (around salt and straw, the narrower areas) will be dangerous for cars . They are already currently cutting it close to cars, and elongating the buses may cause accidents. Maybe it's possible to reroute the longer buses if this is an issue.	8/8/2016 1:18 PM
282	Concern for others Driving - traffic concern This is a horrible idea which will cause more, not fewer, traffic problems. Do not fix what is not broken. Spend your money on cheaper bus fare to entice more folks on your buses. Spend more money on making buses as safe and comfortable as possible with good ventilation and attractive interiors.	8/8/2016 12:33 PM
283	Beyond scope Division fit Instead of longer buses which would take up waaaaayyyy too much precious room on the streets causing major frustration for bikes and cars riding behind them...I suggest using shorter-smaller buses on the current route, decreasing time between buses while adding more of them during peak hours to meet demand and using fewer during off hours. Instead of wreaking havoc on the population with major changes, just add more buses in a smart way. You could use the current size buses in a mix of smaller ones, too. This would speed up the bus route, cost less by far and increase customer satisfaction.	8/8/2016 12:18 PM
284	Concern for others Station locations Would fewer bus stops be bad for handicap and/or elderly people? How do you mitigate this problem?	8/8/2016 11:20 AM
285	Current service We need fewer stops overall for most bus lines. There are too many stops for so many buses. It would be great to have a bus (4 or another) that takes one from SE to the Moda Center without having to go over the bridges. So I could go directly there, more quickly.	8/8/2016 11:08 AM
286	Beyond scope Tilikum Crossing, the new transit bridge, built for trains and buses, leads to SE Tilikum Way, which could take an articulated bus, by means of a gentle right turn, to Powell Blvd, only two blocks south. The last time I checked, Powell Blvd. is Hwy 26, which goes directly to Gresham and is four lanes wide. Leave the Division #4 bus as it is and whisk passengers to Gresham on the highway.	8/8/2016 11:05 AM
287	Driving - traffic concern This project must prioritize transit reliability over maintaining current automobile capacity, including converting standard traffic lanes to transit lanes. The improvements proposed will be meaningless without dedicated ROW at key choke points.	8/8/2016 9:50 AM
288	Station locations Fewer stops are good to prevent traffic, but fewer bus stops means the passenger will have to wait for the next bus instead of trying to run to the next bus stop. This could actually make people more late, unless the bus stops are more frequent...	8/8/2016 9:11 AM
289	Driving - traffic concern a longer bus that stops less frequently for a shorter period of time could make traffic worse on division: this sounds like a hard bus to pass in a vehicle	8/8/2016 8:29 AM
290	Supportive It is great that there are plans in place to address this issue, but the problems are bad now. I hope to see some improvements sooner than 2021.	8/8/2016 7:50 AM
291	Bikes More/bigger bike racks please	8/8/2016 6:54 AM
292	Current service Weekends bus and max schedule should be same as weekdays. It is really inconvenient for someone who depend mostly on max and buc to travel to work on weekends. I would really appreciate for this change.	8/8/2016 6:27 AM

Inner Division transit survey

293	Driving - disincentivize Add large parking lots to inner Division, and 39th/Division. Cut off car access. Pedestrian, bus, bike access only.	8/8/2016 12:29 AM
294	Current service Stations, new bus Please provide well lit stops between 60th-82nd. I often get passed at night because my stop (75th) is poorly lit.	8/7/2016 10:56 PM
295	River crossing Please don't divert to the South Waterfront. Many of us need to access downtown for work and don't want an even longer commute. This change would be far worse for our commutes and a submitting waste if city resources.	8/7/2016 9:52 PM
296	Beyond scope Concern for others Driving - traffic concern I'm concerned for folks with disabilities, and also with how congested Division is already from 60th down. Plus I was really hoping Powell would get some much needed attention.	8/7/2016 8:58 PM
297	Supportive Hurry up and make these changes :)	8/7/2016 8:10 PM
298	Concern for others Station locations Taking away stops will negatively impact on those already lacking mobility, such as the disabled and the elderly. That's a terrible, terrible idea to benefit yuppies who only take the bus when it's trendy to do so.	8/7/2016 6:56 PM
299	River crossing The current bus route is very convenient for me to get to work at 5th and Main. I get off on 2nd. I very much would prefer that the route stays the same in the future.	8/7/2016 6:38 PM
300	Uncategorizable N/A	8/7/2016 5:46 PM
301	Beyond scope Station locations This feels like taking away bus stops on Division because we're not willing to dedicate a travel lane on Powell. It's hard for me to see that as anything other than prioritizing car travel at the expense of bus riders, and it feels unjust. Most of the improvements that are proposed could also be accomplished using regular buses and just increasing frequency. Line 4 is not broken.	8/7/2016 5:31 PM
302	Division fit Parking - get rid of I feel the buses have such a hard time getting around is partly due to that cars park so close to a intersection. All the housing on Division was built with the intent not to house cars, so let the city and developers live what they promised. Reduce on street parking on Division.	8/7/2016 5:28 PM
303	Unsupportive Buses suck take them off the roads. Hate getting stuck behind them and breaking laws to get around them. Get rid of the max and build more roads and freeways	8/7/2016 4:44 PM
304	Beyond scope Supportive Bring these improvements down to Powell as well, please.	8/7/2016 4:35 PM
305	Driving - traffic concern Station locations While this plan sounds good on paper, I'm skeptical that you can improve on-time service on inner Division without dedicated lanes, and the current configuration doesn't have room for that west of 52nd. Removing stops may improve run times, but this adds almost 1/4 mile walk for some riders. Add that to the quarter-mile they may already be walking, and it is likely to be the one straw too many, pushing them away from transit and potentially further clogging Division.	8/7/2016 4:25 PM
306	Division transit ideas When Division narrows from 82nd to 8th, that is a part of the big problem there. Has Tri-Met gone away from the limited buses? I suggest that there be six stops in the narrowed area every third bus during rush hour & every other bus on non-rush hours. These should be labeled as Limited Buses on the marquee & the announced stops.	8/7/2016 4:04 PM
307	Uncategorizable The need for more room on buses varies a lot depending on Time of Day -- does the change plan reflect that?	8/7/2016 3:54 PM
308	Division transit ideas I have ridden the #4 from Cesar Chavez to Gresham on a regular basis. At other times, I needed to go downtown each week or to North PDX. This route feels way too long. How about chopping it into 2, at least, to also facilitate keeping it on schedule?	8/7/2016 3:51 PM
309	Concern for others Station locations I would be comfortable with 80% of riders keeping their current stops with preference given to the handicapped keeping their stops.	8/7/2016 11:59 AM
310	Supportive I would love to see these changes implemented as soon as possible	8/7/2016 11:58 AM
311	Driving - disincentivize Frequency How about making this stretch of Division car-free (between 12th and 34th)? What about even more frequent service (every 5-10 minutes)	8/7/2016 11:48 AM
312	Stations, new bus Not more places to get on the bus. But more places to get off would be nice instead of one exit.	8/7/2016 10:10 AM
313	River crossing Going through the Water Front is a great idea which it will connect with the Orange Line Max.	8/7/2016 9:55 AM
314	Concern for others Station locations My only concern with fewer stops is handicapped access. I would need to see statistics on this	8/7/2016 9:54 AM

Inner Division transit survey

315	Division fit Stations, new bus the bus itself is much to big for the street. i think smaller taller buses would be better, not longer.	8/7/2016 9:04 AM
316	Uncategorizable Thank you.	8/7/2016 8:54 AM
317	Current service I think that instead of waiting until 2021 to impose the front door as an entrance only is too late. Bus riders need to be more informed that it is an entrance only, and that you must exit off the back if possible. It takes twice as long it seems for riders to get on when there are people coming off the front. The only people that should be exiting out the front are people with disabilities, children and seniors.	8/7/2016 8:30 AM
318	Stations, new bus A longer bus with multiple boarding and de-boarding doors is interesting. How will one collect fares? Won't it take longer at these "stations" to board and de-board a bus? How many of these buses would be purchased and would these buses only be exclusive to Division St? You've stated ideas, but more detail is needed to make a common sense decision. The locations for these "stations" really have no room to put a station. There are bus stops here, how would Trimet and the City of Portland go about installing these "stations" on Division St?	8/7/2016 8:16 AM
319	Bikes Ped safety I like the changes, but would strongly prefer bike- and pedestrian-friendly bridges over Division, Powell, Holgate, Hawthorne, and other busy streets between 8th and 52nd. This would help separate bus and car traffic from cyclists and pedestrians.	8/7/2016 7:21 AM
320	Division fit The proposed longer buses may be awkward at some parts of the route or in traffic. I hope test runs are done before TriMet makes any expensive commitments, so drivers can assess the practicality of the larger vehicles under actual working conditions.	8/7/2016 1:10 AM
321	Current service I ride the number 4 everyday, Robert is an awesome driver. My favorite on the line for sure. Adam Robinson	8/7/2016 12:24 AM
322	Station locations People who ride the bus need convenient stops.	8/6/2016 10:54 PM
323	Pull outs Bus never pullet off the road completely when dropping off rider which backs up cars. When the bus is long gone after my drop off us riders are standing on the sidewalk facing/dealing with those upset vehicles.	8/6/2016 10:51 PM
324	Pull outs Wonder if cars will be able to pass buses when they are stopped for passengers?	8/6/2016 10:25 PM
325	Driving - traffic concern I'm concerned about the single lanes of traffic that allow left turns holding up traffic for a late bus that is "managing" signals. Thank you	8/6/2016 10:23 PM
326	Station locations 8 block stretches without a stop is too much. Stops should be 4-6 max	8/6/2016 9:50 PM
327	Beyond scope The changes you propose could be better implemented on SE Powell. Division is already too crowded to add the longer buses, plus the reduction in stops would seriously inconvenience too many current riders of #4 who are physically impaired. These problems could be avoided by switching your plan to Powell.	8/6/2016 9:37 PM
328	River crossing Please don't route over tilikum.	8/6/2016 8:31 PM
329	Concern for others I am mostly concerned with the bus serving areas beyond 82nd. While inner-Portland keeps road-dieting people off arterial streets, we have large numbers of poorer residents further east who have less access to inner-eastside and central city. Thank you for having options for people close in to walk further to get buses moving faster	8/6/2016 8:21 PM
330	Current service Would these changes help with a return ride home from downtown? Getting on a #4 bus from 5th & Taylor downtown at 5-5:45 is very tight. Often people can't get on to get home? And getting on a westbound bus in the morning at 61st is standing room only. But I appreciate the frequency of service in the morning. Would like more frequent service eastbound until after 6pm.	8/6/2016 8:19 PM
331	Current service It would be nice if the bus 4 and the 71 shared similar time routs so riders that take the 4 to the 71 to transfer to the max on 122nd can have a less complicated time. There are times when the 4 is running well on time and the 71 is running very slow and other times when the 4 is delayed so we miss the opportunity to catch the 71 to the max.	8/6/2016 8:14 PM
332	Concern for others Station locations My concern about fewer stops is that there are many Tri Met customers who are aging and/or who experience disability, who this could prove incredibly challenging for.	8/6/2016 7:48 PM
333	Supportive I have no family car and use trimet, particularly bus 4, everyday. I am on board with the proposed plan and look forward to experiencing the changes. That's if my husband I are not priced out if portland 1st..	8/6/2016 7:40 PM
334	Supportive Please make these changes as fast as possible 2021 is too far awake!	8/6/2016 6:56 PM
335	Current service Have better signals on buses. Post stop tabs so if not requested a bus could bypass stops	8/6/2016 6:46 PM
336	Station locations Supportive There are currently way too many stops on the #4. Less stops is a GREAT idea	8/6/2016 6:27 PM

Inner Division transit survey

337	Beyond scope Bikes Driving - traffic concern Thank you for addressing this problem. Traffic is becoming more and more of a challenge. I would like to see more light rail in SE and improved bike lanes	8/6/2016 6:02 PM
338	Driving - disincentivize Ban all cars immediately.	8/6/2016 5:58 PM
339	Unsupportive because of congested streets due to new construction, existing poor traffic management and tight-knit neighborhoods as well as expected population growth...proposed plans will not to change the outcome. the truth...get used to the delays and the new proposals are doomed. powell ave will never work. division #4 will survive. new articulated buses will be a failure once again. transportation wonks keep coming up with new proposals that put riders at a disadvantage. but you already know this.	8/6/2016 4:28 PM
340	Current service Follow up I have opinions as t improvements that could be made to both routes 4 and 9 but do not have the time or space to express them here. I'd be interested in discussing my ideas but don't know where to start.	8/6/2016 2:56 PM
341	Stations, new bus Restrooms at stations would be nice if you have to leave the station to find a restroom then you miss your bus i understand the homeless squater problem but there has to be a way	8/6/2016 1:04 PM
342	Driving - traffic concern None of your "improvements have made anything any better for people who live in inner SE. Tons of laws but no enforcement. People are driving too fast, they don't stop or slow down for pedestrians crossing from curb to curb, cyclists are aggressive and don't believe transit laws apply to them, cars are left unmoved on the street for weeks at a time, people block sidewalks for pedestrians and wheelchairs when they park in driveways but hang over onto sidewalks. A total mess. City of Portland has created a culture where jerks are indulged and the rest of us are expected to put up with it. Make sure people using transit are paying the fare - other cities can do it - why not Portland? Streetcar has been a total and expensive failure.	8/6/2016 12:31 PM
343	Current service Educate/encourage people to exit through the back exit door. I constantly have to wait for someone to walk all the way to the front to exit through the front entrance door before I am allowed to board. We should be boarding/exiting simultaneously.	8/6/2016 12:07 PM
344	Bikes Less bike connections in inner Division. No bike lanes on the street.	8/6/2016 12:04 PM
345	Driving - disincentivize I don't believe Trimet should be concerned with cars stacking up behind buses. Cars have many routes they can take, a bus only has 1. If a car driver doesn't like it, they can find another route with no inconvenience. Not so for a bus rider. On small streets like Division, the only time cars back up behind a bus are during commute hours. Drivers who are concerned about getting stuck behind a bus should consider just taking the bus instead. Because the thing is, with the #4, if you're driving a car and are stuck behind the bus, chances are the bus is going the same place you are. It's not like Powell or Burnside where you can be using those streets as a throughway to get some place the bus isn't going, like the westside. Division St. pretty much goes to the Hawthorne bridge/downtown, you know? I	8/6/2016 12:03 PM
346	Division fit Unsupportive Division is already bogged down, this will only increase time on this limited 2 lane thoroughfare. Dumb idea.	8/6/2016 12:02 PM
347	Unsupportive stop wasting money on things that don't need to be "fixed"!!!!!!!!!!!!!!!	8/6/2016 11:09 AM
348	Concern for others Station locations If the bus stops are further apart, there are some senior citizens or disabled who will also have to travel further to get to those stops. I think it's better for them if the bus stops are left how they are now.	8/6/2016 10:30 AM
349	Concern for others Parking - get rid of I lived on Division and 14th, and I think it's absurd that parking is allowed between 8th and 12th on division. A lot of the backups seem to occur not only during rush hour (when parking is banned) but during the day when trains hold up traffic. Because people park on division during the day, the street is down to one lane, and those wishing to take a left or right on 11th hold up traffic along division in either direction. Banning parking on these blocks seems like common sense. There are plenty of other side streets. The city could also make more money from ticketing parked cars. I only use transit, so this is of benefit to me, but probably unpopular with car owners. I'm also concerned about accessibility and I hope you'll address that issue.	8/6/2016 10:27 AM
350	Driving - traffic concern The city created this congestion problem by reducing the number of lanes on Division and eliminating bus turn outs.	8/6/2016 9:57 AM
351	Current service Division transit ideas Stations, new bus My stop is one of the stops that would stay, and right now I'm healthy enough to walk even if I had to walk a little further. Can you just run a few more limited stop busses? Doesn't the Powell bus stop at PSU first? Seems like you could have Powell bus to PSU, Division bus to downtown, Hawthorne bus to PSU, Belmont bus to downtown, etc. I like the IDEA of nicer stops, but unless they're made out of concrete, you won't convince me that they'll stay nice for very long.	8/6/2016 9:15 AM
352	Current service Division transit ideas Instead of adding articulated buses with 60% more seats, you should run 60% more buses. That would add the same number of seats, but improve frequency, which in effect shorten trip time, probably more than eliminating stops does. Right now I wait an average of 6 minute for the bus, but if I only had to wait 3, that makes the trip 3 minutes faster for me. And it eliminates the worst 3 minutes - waiting at a bus stop.	8/6/2016 8:35 AM

Inner Division transit survey

353	River crossing Station locations Supportive I like almost everything, but cutting half the stops seems like a lot. I don't think we need all the current ones, but please consider keeping a few more. Also, don't reroute to the waterfront! There are very easy connections to get down there. I think it matters way more to get downtown, especially for commuters. My morning bus is already very full and almost everyone is going downtown.	8/6/2016 8:18 AM
354	Bikes Concern for others I'm concerned about the impact on people with disabilities. However? I have been really impressed with bus rapid transit in Seattle so I am hopeful. I'd be curious to see how the new times compare to driving the same distance. I'm concerned that longer buses means even fewer bikes per person per bus.	8/6/2016 7:50 AM
355	Driving - traffic concern The city has dramatically increased density along Division. Many of those new residents have brought cars with them. If these changes make getting downtown more inconvenient...for example if a longer walk to a bus stop in the rain discourages someone from public transit...with they take cars instead? Will the unintended consequence be an increase in car traffic?	8/6/2016 7:47 AM
356	Current service The bus stay crowded and the riders are rude. Downtown is congested with homeless people and they tend to flood the bus lines. Some bus drivers constantly pick up passengers while the bus is fully packed!!! They never use "Drop Off Only" I at times is claustrophobic and crowded buses makes me scared. And I often have to get off the bus and catch the next one.	8/5/2016 11:26 PM
357	Division transit ideas While fewer stations are great for rush hours, I would prefer Express options during rush hours/daytime but more stops at night that are well-lit.	8/5/2016 11:16 PM
358	Concern for others These new changes are just absolutely disrespectful towards less able-bodied people. No wonder why everyone wants to drive.	8/5/2016 11:14 PM
359	Station locations Stations, new bus By limiting the stops, consider the additional space needed for those waiting for the bus. At 34th, the sidewalk us narrow. More than 2 people at the stop could start blocking the sidewalk for pedestrians. Also consider how underserved that section of division will be with no stops between 34th and 26th, that is far more than 4 blocks separating between stops.	8/5/2016 10:24 PM
360	Division transit ideas Less stops. Make it an express line	8/5/2016 10:00 PM
361	Current service The routes that go only every 20-40 minutes -- I've noticed lately that morning bus drivers are arriving at the sto pearly and then immediately leaving. Despite the app saying they shouldn't be there yet. They just leave, and the next one doesn't come for a LONG while. Trying to get to work when they do this is awful.	8/5/2016 9:57 PM
362	Concern for others Station locations I think there needs to be the same number of bus stops. As a mom with kids, I notice many mothers having to walk with multiple kids and carry everyone's things plus groceries sometimes. If no one is at a stop, then the bus keeps going. It doesn't hurt to have extra, but it is a little less walking for a mom which means a little less stress.	8/5/2016 8:47 PM
363	Division transit ideas What about having an express 4 line? Keep all the stops, but designate certain stops for an express route during busier times. This way those with disabilities don't have to walk farther to a stop, but if someone is in a hurry, they can take the express.	8/5/2016 8:31 PM
364	Supportive Sounds like a great idea!	8/5/2016 7:44 PM
365	Division fit Driving - traffic concern This is not a good fit for Division given the smaller scale of this street compared to others. Bus rapid transit should be kept to major corridors, not on streets that have had mid range TOD. Slower bus service actually helps make Division safer for both by attenuating vehicle speed. Rapid transit not only causes the buses to become a bigger hazard, but encourages vehicles to move through the corridor at higher speed.	8/5/2016 5:28 PM
366	Driving - traffic concern I don't like the trend of alienating cars/drivers ... seems cars are now The Enemy of the city!	8/5/2016 5:07 PM
367	Beyond scope I like aspects of this project like better shelters, but if this is supposed to replace the Powell-Division BRT, this kind of transit service doesn't belong on a small commercial main street like inner Division. I want this project to go back and look at Powell and have the hard conversation with ODOT (that everyone is apparently too scared to have) about restricting one lane in each direction that would be exclusive for transit and could also incorporate freight, carpools, and/or bikes. Powell is a dangerous death street that takes too many lives and splits our neighborhoods apart because of speeds, exhaust, and safety concerns. Powell needs to be fixed and the only reason so many people drive on it today is because there's not good, fast, frequent transit. It's ridiculous that ODOT has been allowed to maintain this street as a high-speed highway that primarily focuses on throughput of vehicles. If that can't be done with the previously proposed version of BRT, it's because dedicated lanes have got to be an option. I want Metro/TriMet to do the work to see how the sort of mode shift to transit that should be expected in a successful BRT project will offset removing a lane (even with population growth).	8/5/2016 4:17 PM
368	Supportive Can this happen sooner that 5 years from now???	8/5/2016 4:11 PM

Inner Division transit survey

369	Beyond scope Stations, new bus I'm perplexed as to why Portland does not do double-decker buses. Is there something to do with clearance heights or stoplight infrastructure? In general, taller makes way more sense to me than longer. Also, at this point why are we not just putting in a Division streetcar. Makes sense to me.	8/5/2016 3:35 PM
370	Supportive Solutions are needed now. Consider putting articulated buses on the road within the next two years at the most. These kinds of buses were used on Route 5 in the 80's and 90's. More people can be transported thereby reducing overcrowding at least. In theory, the proposal is a great idea. The reality is that any area like inner southeast Division needs solutions sooner rather than later.	8/5/2016 3:08 PM
371	Beyond scope Current service Don't get me wrong, I think the changes for the 4 are good. But I don't think it adequately addresses the issue. This was originally the plan for Powell/9. I MUCH PREFER this option than the 4. The 9 is busy and Powell is busier. Many, many, many people, including myself, use Powell for their ACTUAL COMMUTE. Inner Division is too congested and too full of pedestrians to be a viable commuting option unless you happen to live or work along it. Getting from my home in Foster-Powell to work near the Portland/Tigard border takes 1.5 hours by bus, one way. That's not a viable commute every day. If this new option ran down Powell, I would take the bus to work instead of driving. I know I'm not alone. There at least needs to be an EXPRESS LINE FOR THE 9 that runs during peak traffic times, just like the 14. That would make such a difference to so many Southeast and East Portlanders.	8/5/2016 2:51 PM
372	Concern for others Division transit ideas Ped safety I'm a bit torn on this. I like the idea of a faster trip, but removing stops removes convenience. This may disproportionately hurt lower income folks, handicap folks, moms w/ strollers, etc. If we want to get cars off the road, we need taking public transit to be as convenient (and fast as possible). Here's an idea, what about having two "4" busses: "regular" and "express" (4 and 4E). Express would only hit the stations you mentioned in the future plan. The regular would hit every stop. I'm a big fan of more frequent busses (I realize this means more drivers and added cost*). Longer busses sound good in theory, but my concern is that this might result in even less frequent busses (once the tallies come in for how many people are picked up at each stop). If we want people taking public transit, it needs to be more (or at least equally) convenient than driving. Can we have a bus every 5-7 minutes instead of 10-15? It takes a couple minutes to start up a car anyway, so this makes it competitive. Also, I understand there are peak times, and this is when busses run more frequently, but my gut tells me less frequent transit in the evening and later hurts low income people who often get stuck with less desirable shifts. *Needing more drivers means more jobs though, this can be beneficial. I think the current price is insanely good. \$5 for busses, max and street car for the day. In D.C. it's ~ \$15 just for the metro. I think there is room to increase the cost (especially if we increase the convenience and speed.) Division is an interesting street. We've tried to make it an artery for traffic flow, and a pedestrian area. I feel this creates many congestion problems. Perhaps we should remove some crosswalks and improve the remaining ones (bump out the sidewalk a bit to increase visibility, even flashing yellow signals that can be pressed.) I'd recommend that the rule be cars must stop to let pedestrians cross, but busses have the right of way. The goal is safety and efficiency. The street is also often too narrow; in many section, an East-bound bus may have to wait in a spot so the West-bound bus can pass. We need to figure out how to widen Division. Another congestion issues is cars turning off of Division. I think we need a middle/turn lane at more intersections. (Yes, the makes the narrow-street problem worse.) We probably reclaim space by removing some street parking to widen the roads in key areas for the middle/turn lane. I'd also suggest removing several parking spaces on Division and turning them into temporary/pick-up/drop-off spaces (5 minutes?). This could incentivize people taking taxis/uber/lyft and cutting down on car-ownership which is unnecessary for many people. This could also help expand the taxi/uber industry as car ownership falls. Arguably it will also lead to less accidents, as presumably taxi-drivers are "professional" while your average driver is not. Also since they are not the one being transported, they aren't prone to emotional states drive by the need to rush. I'd also encourage charging for street parking (with some exceptions for owners/renters of property, they get a "permit"). Let's use these funds to subsidize taxis/lyft/uber and possibly car-share programs to disincentive ownership and improve Portland. Lots of thoughts. I love Portland and wanna see our transit continually improving for a safer society.	8/5/2016 2:22 PM
373	Division transit ideas Maybe an express like the 14 Would be helpful during peak hours. Traffic is already terrible on Division .	8/5/2016 2:06 PM
374	River crossing While I like the idea of the bus taking the dedicated Tilikum bridge, the 4 is used to connect SE into downtown for work purposes. Adding that distance would be disastrous for work commuters.	8/5/2016 2:04 PM
375	Station locations Longer busses, same stops.	8/5/2016 2:01 PM
376	Driving - traffic concern Station locations These proposed changes are not appropriate for the mixed use of Division. Speeding traffic up on this street is a bad idea. Slow, frequent stops are the best for the inner SE.	8/5/2016 1:13 PM
377	Current service Max lines are trimets best service. I avoid bidders whenever possible because they are slow and crowded. Add a max line in this area of SE (Powell?) Then use buses to get passengers between max lines and various destinations. Why are there so few lines that run east-west? My commute to work takes me between 30 and 45 minutes in the morning when i take the bus, yet the 3.5 miles takes me less than 15 minutes to drive door to door. Bus service in portland is horrendous.	8/5/2016 1:06 PM

Inner Division transit survey

378	River crossing Please do not route the 4 over the Tilikum Bridge. I would probably hardly ever use it if it went that way and would use the 10 or 14 instead. Southwest Waterfront adds too much time and is too out of the way.	8/5/2016 1:04 PM
379	Concern for others This plan sounds like the main benefits in speed are going to come at the expense of people with mobility challenges who will have to walk further to a stop. That might be the right choice, but what about giving all bus riders a higher level of service? Buses on Division need to be given priority as traffic, especially at intersections. You should be most concerned about buses waiting behind cars, not the other way around.	8/5/2016 12:56 PM
380	Concern for others *Can foresee an increase in requests for Trimet lift services - people with mobility/medical transportation needs	8/5/2016 12:31 PM
381	Station locations Could you add another stop on the East side before going over the bridge to downtown? There are doctors and businesses that I use on Division.	8/5/2016 12:15 PM
382	Beyond scope Driving - traffic concern I think rapid bus transit from east to west is a fantastic and much needed amenity, but I think it should happen on a street that has more than one lane going each direction, especially in the inner city blocks (say, inside of 39th). I heard that the State will not allow us to use Powell, but could we get an exception just for the inner blocks? If not, I think we should consider making the street wider and/or disallowing street parking (especially during high traffic times) to enable the flow of bike and car traffic. We all know traffic is only going to get worse as the City grows, and on these two lanes roads it doesn't matter how many stops the buses have if other traffic is so congested that the bus can't get through.	8/5/2016 12:09 PM
383	Beyond scope Obviously this is a costly suggestion, but I would much prefer a street car with this exact same stopping pattern as the new proposed line 4	8/5/2016 12:06 PM
384	Driving - disincentivize Would it be feasible to make Division bus-only? I'm thinking particularly from 11th-ish to Chavez. Clinton is right there, so bikes don't need to travel on Division. I have no real idea what that would look like, but I wonder if it's been considered. Maybe as the next step after this update?	8/5/2016 12:03 PM
385	Concern for others Station locations My only concern for less stops is for riders with less mobility. It doesn't bother me to walk a little longer (and I live on a main stop that won't change) but what about those who can't walk or move between stops quickly?	8/5/2016 11:49 AM
386	Current service I am not sure if longer buses will help or having more frequent buses... Also the majority of traffic transit time in my experience has been getting through downtown. Once out on Division the trip is quick. Particularly trips to/from Moda Center	8/5/2016 11:28 AM
387	Division transit ideas Driving - traffic concern I think a major issue is that due to Division having two lanes while continuing to densify and being used as a thoroughfare for local car commutes. Thus, added street traffic and the proliferation of on-street parking make it difficult for buses to maneuver and move speedily. Obviously street widening and bus-only lanes are impractical, so maybe it would be a possibility for there to be a similar set up as Burnside during commuting hours where on-street parking is prohibited. Possibly 7-9 AM and 4-6 PM?	8/5/2016 10:52 AM
388	Supportive I sometimes bus to and from work; I would use the bus a lot more of the time if the service were improved like this.	8/5/2016 10:43 AM
389	Driving - traffic concern I also drive on Division, so I know how terrible it is to get stuck behind a bus. Streets should be widened so that buses and pull over to let cars pass to the left. Division should also be made two lanes each way to facilitate faster driving.	8/5/2016 10:29 AM
390	Uncategorizable In the heading, you state that current stops average 0-2 blocks apart and the new alignment would be 2-4. With the proposed stops, you are showing 6-8. Which is it?	8/5/2016 10:27 AM
391	Division fit Driving - traffic concern Unsupportive Even when busses are not on any given stretch of Division from 12th to 50th, there is a huge amount of foot and bicycle traffic that makes progress very slow for vehicular traffic. Division is also very narrow which means that when a large truck is parked to make deliveries or pick ups, it can be hard to get around them. SE Division is a mess currently due to a lack of planning. I don't believe that making Division a Rapid Corridor is going to work.	8/5/2016 10:02 AM
392	Uncategorizable Thanks for sending this survey - it's good to have our voices heard.	8/5/2016 10:02 AM
393	Beyond scope Driving - traffic concern I'm worried about increased congestion on Inner Division. It's too already crowded. Inner Powell is MUCH better suited to rapid transit. Please keep looking at Powell Blvd improvements.	8/5/2016 9:41 AM
394	Driving - traffic concern The worst decision made for Division Street was to create the bioswales and stormwater planters. I'm all for "green", but this was not the street to have them. They impede traffic flow and cause frustrating snags for anyone traveling on the street. I've seen near-miss accidents innumerable times. I now avoid the street when I can because it takes far too long to get from point A to B. They were a complete waste of money. This opinion is shared by many. Thanks for asking!	8/5/2016 9:20 AM
395	Frequency More buses might work too.	8/5/2016 9:11 AM

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396	Pull outs Buses should allow traffic to pass for a minute - perhaps somewhere around 26th they could have a good stop where backed up traffic is encouraged to get past.	8/5/2016 8:47 AM
397	Concern for others Station locations I am genuinely concerned that the extra 1-4 blocks for disabled people might be overly taxing for them. It is all well and good for able bodied to walk an extra couple of blocks, but that isn't the same impact to everyone.	8/5/2016 8:06 AM
398	Concern for others Safety and security The city has not met its obligation to consider the needs of the neighborhood when it allowed so much multi-resident housing without requiring developers include parking. It is this more than anything that has led to the horrible connection on and around Division. Many families with children have left because of safety concerns. The flavor and community of the nearby neighborhood streets has been severely compromised	8/5/2016 7:07 AM
399	Current service I appreciate all the drivers are currently doing to make the best of the challenging situation. I do get frustrated when on occasion I text the Trimet system with a bus stop # and get no reply. Sometimes I have to decide whether to wait or do something else, and real-time info is crucial.	8/5/2016 7:01 AM
400	Beyond scope Pull outs Station locations I believe buses need their own dedicated lanes/streets to be effective. Consider claiming Clinton as a dedicated bike/bus route, then tri met can maintain the same amount of stops. Alternatively, if the status quo is maintained, create bus pull off areas that permit traffic to pass and keep the flow moving.	8/5/2016 6:38 AM
401	Bikes Driving - traffic concern Pull outs Busses on division are problematic because of the amount of pedestrians and the width of the street. It would be helpful if no cars were allowed to park around a bus stop for a greater distance on both sides of the road and to arrange bus stops in ares that they can safely pull to the side so that cars can safely pass while bus is stopped and in a manner that does not block the cars view of pedestrians. Also bikes should not be permitted to ride in traffic from 20th - 50th it s way too dangerous and there are alternate bike routes a few blocks in either direction.	8/5/2016 6:26 AM
402	Current service Driving - traffic concern At the stop at SE 11th and SE Division, something should be done about the traffic signal concerning the trains causing traffic buildup. Put up a sign warning people not to block traffic, and that they should go around to 20th or over McLaughlin Bridge. Bringing on too many baby strollers and electric wheelchairs seems like a safety hazard. Busses do not have enough leg room.	8/5/2016 5:37 AM
403	Current service Division transit ideas Break up the 4 so that st johns isn't dependant on division traffic. Less stress on the drivers too.	8/5/2016 5:28 AM
404	Current service BRT is cool, but will you keep a few local buses?	8/5/2016 1:19 AM
405	River crossing I love riding the 4 from Inner SE to downtown. Please do not route it to the South Waterfront area. Please keep Vision Zero principles (spending \$\$ in ways that will save the most lives, not make car trips faster) in mind as you plan.	8/5/2016 12:45 AM
406	Beyond scope In the South San Francisco Bay (San Jose, Cupertino, Mountain View, Palo Alto etc) line 522 is an example of a long bus with less stops (on a higher mph street than Division) and it passes people at bus stops all the time and is often ahead of schedule which results in more passing by. My concern is the quality of bus riding linked to a population's loyalty to public transit. I think adding another East/West line to supplement Division and Gresham neighborhoods might be a good way to disperse traffic, and reach the South Waterfront without adding to bus drivers time constraints or the length of commutes.	8/5/2016 12:23 AM
407	Concern for others Division transit ideas Station locations People already have to rush in the mornings to make their buses. Please don't eliminate stops, making them have to get up even earlier and travel even further, which means not only more hassle but more chance of missing the bus with every intersection's traffic throwing in a new variable. If there were a second line that served as an express in addition to an every-15-minutes #4, that would be great, but don't uproot the current stops and leave nothing serving them. Also, considering how much rents are rising on Division anyway, don't give landlords more incentive to raise rents based on proximity to a diminished number of bus stops.	8/5/2016 12:00 AM
408	Concern for others Station locations I understand the motivations for reducing stops, but I'm worried about the impact it may have on riders with disabilities. I'd love to see evidence that that consideration is specifically being taken into account in the selection of the stops that will be kept.	8/4/2016 11:58 PM
409	Supportive Great job!	8/4/2016 10:24 PM
410	Uncategorizable Thank you for doing great work!!!	8/4/2016 10:10 PM
411	Beyond scope I don't understand why you're surveying people. The changes will be made regardless. But one of the largest transit problems in close-in SE is the railroad crossing at 11th/12th and Clinton. The train will just stop in the middle of the intersection for 30+ minutes during rush hour, backing up everything, including Division. All that money to put in the MAX line and nobody considered an overpass? If you could alleviate that enormous problem, I guarantee you'll see all kinds of improvements.	8/4/2016 10:07 PM

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412	Concern for others Division transit ideas Station locations Fewer stops would be a burden for disabled people. I'd just prefer bus-only lanes or lanes that become bus-only at certain times of day (and are actually enforced, unlike the transit mall).	8/4/2016 9:19 PM
413	Stations, new bus Supportive I think having longer busses is a great update.	8/4/2016 9:12 PM
414	Concern for others Station locations Supportive I work at an organization that serves adults with developmental and intellectual disabilities. We rely on public transportation each day and frequently ride the bus #4. It would certainly be a hardship on many of the folks that we served to take away some of the bus stops. We truly appreciate Tri-Met for providing accessible transportation throughout the city of Portland. I think the other proposed changes are wonderful, but it is important to consider those who are differently-abled and may not be able to easily walk four + blocks to get to the next bus stop. Thanks for asking for our feedback!	8/4/2016 8:54 PM
415	Current service On several occasions I have noticed that the 4 bus is largely occupied by school groups from elementary schools along Division. I have taken the 4 bus to get to work many times and generally budget the time I need; however on some of these occasions the time taken by the school group leaders trying coordinate with the bus drivers (i.e. Arguing or discussing whether they had "reserved the bus" as in one instance), or the time required to board all the students, has added on such a substantial amount of time as to make many riders, myself included, late to our next transit connection or job. While I respect these students' educational needs, I wonder if their field trips can be transported by private bus in the future.	8/4/2016 8:48 PM
416	River crossing Thank you sooo much for you attention to this issue. I own a home off of 190th and Division and commute to OHSU which takes me about an hour and half on a good day. The change to go through the South Waterfront will save me so much time and I could avoid downtown completely...which would make my transit experience world's better! As you may now, it is also impossible to park on the hill and OHSU parking is extremely expensive for employees and we have more and more patients coming to the hospital. Thank you thank you thank you!!!!	8/4/2016 8:10 PM
417	Uncategorizable you suck at life	8/4/2016 8:10 PM
418	Concern for others Current service Station locations There needs to be a bus line that travel 21st and 20th from Powell to at least Broadway. There's way to big of a gap between 12th and 39th for disabled people ,like myself or elderly. It also turns a simple two bus trip into a three bus trip. Thanks	8/4/2016 7:24 PM
419	Concern for others Station locations I worry about how reducing the number of stops will impact riders with reduced mobility/ disabilities. Otherwise, I think that the changes are a sensible solution to a difficult problem.	8/4/2016 7:13 PM
420	Unsupportive Division is a miserable street to be on as-is; stop making it worse.	8/4/2016 7:10 PM
421	Uncategorizable No	8/4/2016 7:02 PM
422	Frequency River crossing Station locations I think it might be better to have a stop at 28th place (access to middle school). Rerouting so 4 works well for OHSU growing campus on the south waterfront seems huge. Mostly we need more frequent service as well.	8/4/2016 7:01 PM
423	Bikes Stations, new bus The buses need more bicycle racks, space, storage, or whatever. It's awful getting passed by the bus for having a bicycle or not being able to ride the bus because there are already two bikes on the bike rack. Please make the bike racks accommodate up to 4 bikes	8/4/2016 6:59 PM
424	Concern for others Station locations I want you to walk from 34th to 39th in a wheelchair or walker	8/4/2016 6:08 PM
425	Driving - traffic concern make division one way street, Powell can be opposite route	8/4/2016 6:01 PM
426	Beyond scope Uncategorizable This project, while positive in many ways, does nothing to improve commute-hour transit time for riders. The back-ups on Division as they exist during rush-hour means any improvements in transit time will be negated queued up at lights. To spend so much money on this project for so little gain seems misguided. I realize there's are ROW restrictions galore but is the current proposal worth the cost? Perhaps the money could realize greater gains elsewhere, perhaps in a more substantial project.	8/4/2016 5:54 PM
427	Beyond scope Supportive Basically a very good concept. Street car would be better, but not likely to happen.	8/4/2016 5:45 PM

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428	Concern for others Station locations Eliminating 15 bus stops between 82nd and 11th on Division is a reduction in service, not an improvement. Tri-Met's transit tracker now estimates the travel time from 82nd to 11th to be 22 minutes. The proposed changes would only save riders about four minutes on-bus travel time on that stretch of Division. People who would have to walk further to get to a bus stop would see no time saving at all in their overall trip, and would be outside longer. This will mean messier, more water logged buses as more riders will be completely soaked by the time they get to the bus stop. Eliminating 15 bus stops will be a real hardship on elderly people, disabled people, and people who must carry things on the bus (such as groceries or children) - in other words these changes will make vulnerable people more vulnerable, add hardship to the lives of people whose lives are already hard. I do not believe this plan will significantly improve traffic flow on Division. The problem with the traffic on Division is caused by density, not buses. BRT buses may board faster, but they will still have to stop for pedestrians just like all other vehicles. This plan seems like it was written by people who do not take the bus.	8/4/2016 5:24 PM
429	Concern for others Station locations Despite being a fit person in her mid-30s, I have recently experienced what mobility issues can really be like when I broke an ankle. It was hard enough for me to walk half a block to catch the bus, much less an additional 1-4 blocks. And I wasn't even that mobility-limited, by comparison with what could have been, and with others I see on the bus every day. 1-4 extra blocks may not seem like much on paper, but for those with mobility limitations - the disabled, elderly, injured, etc. - it truly would be a SUBSTANTIAL extra barrier. Trimet is a wonderful service upon whom many of these people (and others) depend - please don't throw such a substantial barrier in their way! Keep the same number of stops; public transit should be about accommodating ALL members of the public.	8/4/2016 5:22 PM
430	Beyond scope Bikes Please make sure that the bike lanes are improved on Division east of 60th (and extended to 52nd) as part of this project. Also, I think this line should continue using the Hawthorne Bridge to more directly serve downtown, but long-term there should be elevated light rail or dedicated-lane bus rapid transit on Powell and then to the Tilikum Bridge.	8/4/2016 4:59 PM
431	Current service After 6:00 PM or 7:00 PM, the \$2.50 fare should include the rest of the evening. If two people want to go downtown (or to Mississippi or St Johns) for the evening for a movie, a concert, or a few drinks, \$5 per person round trip seems high. It's enough to keep people from taking the bus and instead just driving their car.	8/4/2016 4:54 PM
432	Pull outs Make pullouts for the bus so cars don't have to wait for the bus.	8/4/2016 4:51 PM
433	Driving - traffic concern Pull outs I followed a bus on SE Division and noticed why buses and traffic do not flow efficiently. There are not enough pull outs for buses to get out of traffic and many pull outs are too short for the bus to pull out of the traffic lane. This keeps traffic from moving therefore increasing congestion. Extended stops for handicap and other problems make it worse. A longer, two segment bus will not solve the problem. If your proposal is to design a pullout for the long buses, why not fix the current problem so the buses can get out of the traffic lane. This is especially a problem west of SE 60th.	8/4/2016 4:50 PM
434	Driving - traffic concern You aren't doing anything to decrease traffic on the street. It's a mess as it currently is. While I am in favor of eliminating stops, it isn't going to speed up traffic at all so it doesn't seem like it will be a huge win.	8/4/2016 4:44 PM
435	Beyond scope This survey misses the ENTIRE point of the Powell-Division corridor. I LOVE having far, far fewer bus stops per mile, and I love having advanced technology/communication and much faster boarding, etc. However, most people like the 4 line just like it is. What is REALLY needed is bus RAPID transit on inner Powell and outer Division (with regular buses running on 82nd for now--and NO need to buy up any properties on 82nd). The 82nd Avenue portion is only **three percent** of the length of the corridor. That means that fully 97% of the corridor could be converted into a world-class BRT corridor. Let's do THIS instead of completely wasting everyone's time and money on a "solution" that would only make things WORSE for existing 4 line riders. Big solutions require us to be *extremely bold*. And yes, it will be costly, but I'd rather spend \$400 million (and get \$200 back from the feds--nice bonus!!) on a world-class solution (that also leaves the existing 4 and 9 lines intact) than spend \$100 million on something that makes the current situation WORSE.	8/4/2016 4:33 PM
436	Concern for others Unsupportive Your survey doesn't ask the right questions. of course I want the bus to travel faster and cause less delay to motorists and bicyclists, but not at the expense of seniors and people with disabilities who have to walk farther for a stop. It may only be 4 blocks, but they may have had to walk several blocks to get to Division too. Also, a corridor like this that has an ever increasing number of pedestrians trying to cross Division is a poor choice for express service. The buses will necessarily be delayed by this, in which case they may as well be stopping at all the existing stops.	8/4/2016 4:31 PM
437	Concern for others Station locations My concern is for those 26% of people who have to walk farther - we don't know who they are, and what if they have difficulty going farther than 3 blocks? Why couldn't there be a compromise where you added a station in the spots where there is 8 or 9 blocks between stations, so that the 26% will be better served, in case it would be problematic for them since we can't know each of their circumstances. It would mean adding maybe 4 stations. Seems to me with a project of this size 4 stations is not such a big compromise, perhaps you could leave the existing stops without adding amenities in those 4 locations (at 16th, between 12th and 20th, for example).	8/4/2016 4:19 PM

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438	Current service Stations, new bus Just curious if the same type of planning is in the works for other routes. I ride the 15Belmont from SE 76th to and from downtown a lot. But the planning for 4Division looks great! I ride that often, too. Also, will the new, longer buses be articulated?	8/4/2016 3:57 PM
439	Concern for others Station locations I really like the idea of having less stops on Division (I have always thought it was cumbersome for the bus to stop so many times, especially in the clogged portions of Division which have recently been built up), but I am slightly concerned that the most significant distances between stops are when you get further east. This would not impact my ride personally, but I know that a lot of people depend on the bus further east and would likely be impacted by this. Traffic moves quicker once you're past 39th and especially 52nd, so I think the benefit of removing excess stops would not apply at this point.	8/4/2016 3:38 PM
440	Division transit ideas Yes. If you had three services: #4a, #4b & #4c. 4a makes all the current stops; 4b makes the proposed stops; 4c stops at Cesar Chavez, 82nd then all the stops from 122nd east. The opposite would apply to all inbound trips. This is the perfect solution for the people you serve.	8/4/2016 3:29 PM
441	Uncategorizable Thank you :)	8/4/2016 3:20 PM
442	Frequency Service should be more frequent than every 15 minutes. Every 15 minutes is not frequent service.	8/4/2016 3:09 PM
443	Bikes Frequency Safety and security Stations, new bus Because the Division bus is frequent service, almost like a shuttle, there is no need to "stay on schedule". Just make sure the GPS prediction is accurate and the stations give arrival time estimates. More important that buses move fast than stay on schedule. Please add secure bike parking to stations! As stations are farther apart and Division service becomes faster, more people will ride to the bus. But it sucks to get off the bus and find your bike gone. How about crowd-sourced security camera monitoring? Love that stations line up with BIKETOWN stations. Can we get BIKETOWN stations farther out (East of 34th)? Maybe BIKETRIMET needs to be a thing?	8/4/2016 3:08 PM
444	Driving - traffic concern I previously completed this survey and the more I think about it, I've changed my mind in certain areas. While longer buses can hold more people, it also has the potential of blocking more traffic on an already congestion commute. I can imagine areas such as 11/12th avenues, 17th & 20th where traffic can be backed up and only a few cars at a time can make it through the light. With longer buses regardless if the bus can control the green light, the traffic ahead of it will still need to move a further distance before the longer bus can actual travel through the light without blocking the other traffic.	8/4/2016 3:06 PM
445	Current service The loading and unloading of passengers in wheelchairs, slower mobility, or those with strollers needs to be expedited. It takes way too long to get people to move out of those first bench seats and then get the rider that needs those spaces actually on the bus and moving. Idk if the bus driver needs to make people in the front of the bus aware they're going to have to move before they even stop the bus, or if they should load all other passengers at the stop first. This is what delays trips constantly, and it's soooooo frustrating. Also, people who put their bag on the seat, or sit in the middle of a bench seat and spread their legs apart so no one can sit next to them should be kicked off the bus. I have been on so many packed busses when someone (mostly men) does this. It's so rude and they act like they're the only person on the bus. We need to shame these people publicly and transit police should start giving tickets for this. It's completely absurd that anyone should ask someone else to move their stuff so they can sit down. I'm not talking about the smelly fat lady with the huge rolling suitcase, or the mom carrying her baby with a stroller and bags of groceries. I'm talking about the beer gut mouth breather and the random high school kid playing on his phone. Fix that.	8/4/2016 2:55 PM
446	Current service I take #4 almost every day. I can't count how much time wasted in waiting for a bus coming! It happens so often that 2 or 3 bus arrives one by one after a long, long waiting. This poor quality of service negatively affects my mood, adds stress to my daily routine, and takes away my time that could be used in a more productive and more enjoyable way. I beg you to do something, the sooner the better. Thanks!	8/4/2016 2:50 PM
447	Safety and security If there are longer busses (which i think is a good idea) I feel there needs to be something in place to make sure people in the rear of the bus are safe. I ride this bus everyday and there are a lot of meth addicts and people obviously under the influence on this bus. While some are fine others can be combative and how can a driver keep tabs on what is going on in the rear of the extended busses?	8/4/2016 2:45 PM
448	Uncategorizable Nope. :)	8/4/2016 2:44 PM
449	Stations, new bus When you improve bus kiosks and seating on Division, can you include bus arrival times like you have on the bus malls? If you do, then I know if I have time to pop into a store, or get a coffee. thanks! The diagonal seats are silly. I would prefer seats you can sit in, but don't encourage drunken naps in either.	8/4/2016 2:03 PM
450	Beyond scope Portland is too afraid of change. If Division needs to be significantly altered to make it usable, do so.	8/4/2016 12:48 PM
451	Beyond scope Rapid Transit should use Powell Blvd.	8/4/2016 12:29 PM
452	Current service This line is so frustrating. I'll usually take the 10, which is further away, to avoid it.	8/4/2016 12:26 PM
453	Pull outs When improving stations, please develop a bus lane separate from lane of traffic so drivers can quickly and safely overtake the bus without having to wait to veer into opposing traffic.	8/4/2016 12:15 PM

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454	Current service Driving - traffic concern Parking - not enough People in the bus will sometimes stand when seats are available, causing unnecessary crowding. Drivers need to be aware of this and be proactive in addressing it. Also, all the changes to Clinton and Division Streets have made it a real pain to drive on Division. I feel like there isn't enough parking around Division and people circle endlessly looking for a spot, meanwhile the city is removing parking in favor of driveways and bike shares and 'traffic calming'. As a resident, I'd prefer more parking.	8/4/2016 11:42 AM
455	Concern for others Station locations I don't like fewer stops. It makes it harder for seniors and disabled citizens. I do not like the fewer stops on the Transit Mall at all.	8/4/2016 11:36 AM
456	Concern for others Are all decisions being run through a lens of accesibility if not you will go backwards in terms of equity and access. is each bus entrance accesible with lift. Are you making people with mobility issues go further so able bodied can have faster transit time. Include an expert with disability and live up to your mission and do not allow surveys to create a mandate that does not meet all our communitied needs	8/4/2016 11:25 AM
457	Current service I find most problems are with the other passengers. they smell, are rude, have no manners. they do not give up their seats to pregnant, or elderly or handicapped. should have a driver and a conductor who can evict these people for causing trouble. too bad there wasn't more room for packages and baby carriages people are burdened with. sorry, the older I become the less willing I am to tolerate people's nonsense.	8/4/2016 11:16 AM
458	Unsupportive It is unrealistic to try and force a "Bus Rapid Transit" onto Inner Division, even limiting the number of stops is not going to improve transit time when the bus is stuck behind traffic and the speed limit is 25 mph in this section. The bus cannot pass vehicles and vice versa, longer busses means more people getting on and off at the fewer bus stations, meaning longer "Stopped" times. In aggregate, there will be little if any time savings on this route, and this is detrimental to the businesses along the route that rely heavily on walk in customers that come by bus to shop if the nearest station is 6 blocks away.	8/4/2016 10:57 AM
459	Beyond scope It would be awesome if we could implement BRT throughout the entire Metro Area. With the earthquake hazard of 'the Big One' hitting us one day soon, and other constraints (high heat, etc.) that prevent MAX from being a fully functional mode in all types of conditions, BRT is a much more pragmatic option that can be brought to all parts of the Metro Area at a much lower cost than MAX. I am concerned about all of the money that was dumped into the most recent studies of Powell-Division BRT, and hope that you have a viable path forward now.	8/4/2016 10:07 AM
460	Beyond scope Current service Need to focus on improvements to Powell. Add dedicated lane for real RTB. Division is too crowded & slow even at non rush hour times. Get the #9 off the Ross Island bridge	8/4/2016 9:28 AM
461	Current service Division transit ideas More buses, more often. "Every fifteen minutes" turns into two buses at once, and both are ten minutes late at least. How about every five or eight minutes between Noon and 7pm. Rush hour starts early on division because of schools as well as jobs. If the buses ran more often, they wouldn't need to be bigger, and more of an eye sore. Plus it would open more jobs.	8/4/2016 9:25 AM
462	Stations, new bus I wonder if the longer buses will be like the articulated ones we used to have; the way Division is now,that will be a problematic design.Fish-tailing in wet weather could occur,and snow will cause other issues.	8/4/2016 9:21 AM
463	Bikes Driving - traffic concern Pull outs I live right off of Division, andride the bus seldomlly. I feel a great deal of the traffic problems are not because of the buses. The change from 4 lanes to 2 lanes from 60th to 82nd had a huge impact on traffic. AND, I still prefer to ride my bike on Woodward/Clinton, as the traffic on Division is fast and there tends to be broken glass and other hazards in the bike lane that can't be avoided. I think it should have functioned like Burnside, with a parking lane that opens up for heavy rush hour traffic. I do think longer buses and fewer stops will help, but I worry about disabled patrons accessing those stops. Also, it is troublesome that the roads become so narrow that you can't pass the bus from 60th down to the river.	8/4/2016 9:13 AM
464	Beyond scope SE really needs a light rail more than changes to the bus line . Down Powell would be great!	8/4/2016 8:45 AM
465	Station locations It seems like there should be a stop at 30th too. There are quite a few streets that have a "Place" i.e. 28th Place too. This means that the stretch between 34th & 26th is actually more like 10 or 11 blocks.	8/4/2016 8:30 AM
466	Ped safety Pedestrian safety amenities will need to be improved, but fewer bus stops creating more pedestrians in a move in the right direction	8/4/2016 8:02 AM

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467	<div>Beyond scope</div> <div>Concern for others</div> <div>Division transit ideas</div> <div>Station locations</div> <p>Your proposal states 11 stops between 8th and 82nd, only 0-4 block walk. By my math that is 76 blocks, divided by 11 stopd, is 6.9 blocks of a walk. If your designers can not do math, or misprerentent such a simple cipher, HOW IS WHAT YOU PRESENT TO BE BELIEVED? It makes the entire presentation out to be a SHAM. Division from 82 to 60 was changed to be one lane inbound (only restriping) and then 39 to 11 was remodeled with single lane vehicular traffic. Busses will still travel at the same speed as rush hour traffic. Yes, a longer bus will load more able bodied people in more loading lanes. If there is a rider with a mobility device, with a stroller, with a cart of groceries or personal items - the loading time does not change. Somehow I just can not believe your promotion (see above sham) about decreased travel time in this corridor. My proposal - make one new express line along Division from Gresham in to 82nd then along Powell and across the Tillicum. Run two local lines, one in a loop from Gresham to 82nd on on Powell and Division and the other from 82nd to the 12th street Orange line station along Powell and Division. The two local lines would be frequent lines. The express bus would be rush hour only, but be frequent during the rush hours (say 6-9a and 3:30-6:30p).</p>	8/4/2016 7:39 AM
468	<div>Station locations</div> <p>Even 11 stops are probably more than necessary.</p>	8/4/2016 7:28 AM
469	<div>Stations, new bus</div> <p>I love this idea. Boarding the bus in multiple locations is what I have seen in other countries, where people depend on public transportation. I'm glad it's on the table, because it seems so much more efficient.</p>	8/4/2016 6:31 AM
470	<div>Current service</div> <p>Thanks to all the current Line 4 bus drivers - they're all great!</p>	8/4/2016 6:29 AM
471	<div>Station locations</div> <p>Wondering about stop at SE 34. Ideally should be halfway between SE 26 and Chavez? Maybe more like SE 32 or 33?</p>	8/4/2016 6:20 AM
472	<div>Unsupportive</div> <p>I think your questions have been carefully crafted to get the answers that you want. I think articulated buses are huge mistake.</p>	8/4/2016 6:11 AM
473	<div>Concern for others</div> <div>River crossing</div> <div>Station locations</div> <p>While the proposal to cut down the number of stops works well for me, I am concerned about the impact moving stops two or more blocks away might have on elderly, disabled, or passengers traveling with children. With longer buses and green light improvements there will still be a decent improvement. Additionally, I do think adding closer access to the orange line by circling nearer to the Tilikum Bridge will be a nice improvement. I know I'd use the orange line a lot more if that re-route had been made closer to when the bridge opened, even if it was just a short loop across the railroad tracks and then back onto the current route.</p>	8/4/2016 5:15 AM
474	<div>Station locations</div> <p>I'm not totally sold on the idea of fewer stops.</p>	8/4/2016 5:06 AM
475	<div>Current service</div> <div>Division transit ideas</div> <p>Alter some of the tripper schedules so that they go only from downtown to Gresham, or from downtown to NE Portland, taking some of the load off of the full time routes.</p>	8/4/2016 4:12 AM
476	<div>Station locations</div> <p>Fewer stops doesn't necessarily mean quicker trips. To me it sounds like there will be more people boarding at each bus stop and this can be more time consuming depending on how they pay their fare or if they have a wheel chair etc.</p>	8/4/2016 1:05 AM
477	<div>Concern for others</div> <div>Station locations</div> <p>While the reduction of stops sounds like a benefit to me personally, I'm concerned about the hardship that would place on differently abled people. Its absolutely no issue for me to walk a few more blocks. However, I'd imagine that someone in a wheelchair, walker, etc would be significantly taxed by this.</p>	8/4/2016 12:51 AM
478	<div>Frequency</div> <div>Station locations</div> <div>Stations, new bus</div> <p>I like the bigger busses idea, but what I really want is more frequent service. It's more important to me than a quicker ride. Smaller or the same size busses but on a more frequent schedule would be more useful to me, even if the number of stops is reduced from today's number.</p>	8/4/2016 12:43 AM
479	<div>Current service</div> <p>Don't Fuck up again with shitty back doors and poorly installed sideways seats. The mobile ticket application is fucking amazing! More innovation like that. Who makes that?</p>	8/4/2016 12:26 AM
480	<div>Station locations</div> <div>Supportive</div> <p>This seems like a great plan within the existing street design. The current bus stops far too frequently so I like consolidating the stops.</p>	8/4/2016 12:14 AM
481	<div>River crossing</div> <p>Have a super day. Don't send me to the South Waterfront.</p>	8/3/2016 11:34 PM
482	<div>Driving - traffic concern</div> <p>When I walk or drive on Division the traffic moves slowly because there are many cars, trucks, and deliveries for businesses. The buses won't move faster if the traffic is already slow, no matter how long the bus, how many doors are used to load, or the number of bus stops.</p>	8/3/2016 11:14 PM
483	<div>Concern for others</div> <div>Ped safety</div> <p>If making the distance between stops further apart, I hope the city will make the sidewalks more ADA friendly.</p>	8/3/2016 10:47 PM
484	<div>Parking - get rid of</div> <p>No parking on division</p>	8/3/2016 10:42 PM
485	<div>Station locations</div> <p>I agree with reducing the number of stops, but this proposal goes too far. There are a lot of riders in this area!</p>	8/3/2016 10:37 PM

Inner Division transit survey

486	<div> <div>Concern for others</div> <div>Current service</div> <div>Division fit</div> <div>Driving - traffic concern</div> <div>Frequency</div> <div>Station locations</div> </div> <p>I have absolutely no support for the idea of buses being able to control the stoplights along major streets, nor any streets at all. Portland has enough congestion without TriMet being allowed to choose when the lights turn. If you want to improve service, send out buses from multiple stations to the routes that have the most congestion, such as the 4, 6, 8, 9, 12, 20, and 72. It might also be nice for the line 15 to cut service down during rush hour. At Grand Boulevard and Belmont Street, I frequently see four line 15 buses go by before a single line 6 comes by during rush hour. Sending out a new 6 from another lot when one gets stuck downtown would help the over 15-minute wait for a supposed "frequent service" line. As for your other proposals, how exactly would a driver be able to prevent someone from boarding who has no valid fare if there are multiple entrances and exits on the bus? Isn't that enough of a problem on the MAX and streetcar? And cutting a line's stops to "make the bus come faster" makes no sense for seniors, children (and their guardians), or the disabled. Why should your customers have to walk extra blocks than they already do so that TriMet is able to do what it claims to already do: provide frequent, punctual service? Oh, yes, and who's going to pay for these fancy long buses you propose? Probably the riders will get to enjoy another one of your "necessary" price hikes this September without any improvement in service again, right? Here's a business model you might want to go back to: make yourself accessible to the most customers possible and provide them with the best service possible. It sure seems that over the past ten years, TriMet has lost sight of its purpose: providing safe, efficient, and environmentally sound public transportation for the citizens of the tri-metro area. Instead, the riders are put through excessive price hikes based on the "cost of fuel," when we all know it is to pay the legal fees necessary from having your company put through the wringer for building rails before you had the appropriate permits, and paying for new MAX cars that we did not ask for. And then service to underserved areas was cut due to "lack of interest," when it was because they were not pulling in enough profit. Next, "frequent service" was cut down for no shared reasons, and the customer service office hours were shortened so our complaints would not come through. But TriMet would just LOVE to have the so-called "approval" of the citizens for projects that would once again jack up the cost of using your public service. Fact: You do not have mine. Your ideas are outrageous, expensive, and have no relation to the actual problem at hand.</p>	8/3/2016 10:29 PM
487	<div>River crossing</div> <p>Rerouting g through SW waterfront is an awful idea and will negate any time gains from route changes for commuters headed downtown. The orange line already takes this route and was a huge disappointment for downtown workers due to it taking significantly longer, even when the 4 is overcrowded and stuck in traffic.</p>	8/3/2016 10:07 PM
488	<div>Beyond scope</div> <p>Street car or max line!!!</p>	8/3/2016 9:27 PM
489	<div>Beyond scope</div> <p>I wish BRT or Max was on the table. Longer buses are okay, but it's new rolling stock and a stopgap measure.</p>	8/3/2016 8:57 PM
490	<div>Current service</div> <p>This would also be a huge help to the number 9 line. Which also has all of these issues.</p>	8/3/2016 8:32 PM
491	<div>Concern for others</div> <div>Station locations</div> <p>This "improvement" does not support aging in place , nor does it make it easier for less-than able-bodied persons to access public transportation.</p>	8/3/2016 8:26 PM
492	<div>Frequency</div> <p>Changing the every 15 mins to more like every 5-8 mins would be perfect....just saying and hopefully buses wouldn't be full.</p>	8/3/2016 8:04 PM
493	<div>Division fit</div> <p>I'm not convinced this plan would mean faster trips or more convenience. This section of Division is increasingly congested, by cars and by pedestrians, as well as bikes. More persuasion needed!</p>	8/3/2016 6:48 PM
494	<div>Uncategorizable</div> <p>No</p>	8/3/2016 6:25 PM
495	<div>Uncategorizable</div> <p>Division is already slow and congested. Adding long buses that can't turn will make it slower.</p>	8/3/2016 6:10 PM
496	<div>Beyond scope</div> <div>Station locations</div> <p>Two things: 1. Move the stop on 26th to 28th; 28th's a less busy intersection and more cars turn off of Division at 26th (which the bus hinders) 2. Something to be done in cooperation with the city: make Division and Clinton streets into a pair of one-way couplet streets between 12th and either 26th or 50th streets; Division would flow west and Clinton east.</p>	8/3/2016 5:53 PM
497	<div>Ped safety</div> <div>Station locations</div> <p>I would use the station at se 45th, but crossing there is very dangerous during peak traffic because drivers don't usually stop for pedestrians. Please install a crosswalk there to make it safer for pedestrians to cross Division.</p>	8/3/2016 5:47 PM
498	<div>Bikes</div> <div>Driving - traffic concern</div> <p>Mass transit and elitist bike riders are ruining the commute for folks who have to travel long distances in short periods of time. Changing lanes from 4 to 2 and allowing developers to build buildings without adequate tenant parking disgusts me. Honestly, bicyclists don't belong on the street with cars. If we created an infrastructure specifically for bicyclists and mass transit that moved these forms of transportation away from regular vehicles it would be so much better than this stupid modal integration movement that has been occurring for the past 20 years. You better not reduce Foster to two lanes....that would be fucking idiotic!</p>	8/3/2016 4:55 PM

Inner Division transit survey

499	Stations, new bus city spends money to remove parking to make for better bus stops and safer street crossing then within a year or so of project being done trimet wants to eliminate a bunch of the bus stops. so many times i see the bus with space inside it. seems like it is only full during a short period of time in the late afternoon. why can't folks get on the smaller buses once the new fare pay system is working? in other larger cities like san francisco, you can get on front and back exits and just swipe your fare card. bus drivers do not need to have to issue any tickets because people know they need to get a fare card before they ride public transit. new hop fare card readers should be on all exits/entrances of all of the buses and the trains.	8/3/2016 4:50 PM
500	Division transit ideas Create an express bus that boards at large intersections, such as 82nd and Division, 60th and Division, 122nd and division, and only stopping at main destinations such as PCC, naito pkwy, etc	8/3/2016 4:45 PM
501	Division transit ideas Express buses are needed	8/3/2016 4:35 PM
502	Concern for others Driving - traffic concern River crossing Station locations Walking to the further stops would not be bad when the weather is good but considering we are in a raining climate , then no. The only reason the bus is slower than in the past is that the powers to be in PBOT decided to make Division ONE LANE from 60th to 82nd and from 12th to 26th as they took away the commuting lane to make it more ' bikeable --even though the designated bike street is one street over and more walkable --even though it had sidewalks. Division is super congested from 26th to 52nd due to the fact that the city allowed so many apartment buildings to be built w/o parking. PBOT did not care how many cars came into the neighborhood (including all City of Portland construction trucks, UPS, School Bus, Fed Ex trucks,etc) during commuting times. So I really have no faith in whatever these experts say that would make it better. Also my question is that the people that make these decisions actually ride the bus at commuting times as reality is different than theory. And if the change is made to make it go across the new bridge and up thru the PSU, I would end up driving instead of taking the bus as it would just add time to commuting as bus rates are not that cheap anymore.	8/3/2016 4:30 PM
503	Safety and security Safety for passengers from other passengers is still an issue. Let's address that first.	8/3/2016 4:30 PM
504	Beyond scope This is getting to be a joke. You need a dedicated right of way if you want to make any serious improvement. This project has been watered down over and over in order to pay homage to our SOV overlords. We have modeshare goals, and we have policies prioritizing buses over SOVs. It's time to act like it, claim some dedicated right of way and build "real" BRT or, preferably, light rail in the corridor.	8/3/2016 4:17 PM
505	Concern for others Current service Had the city planned better Division wouldn't be such a mess. This is a small solution to a bigger problem. This problem is also on Morrison/Belmont, Burnside, and many other areas where there is large growth without proper planning. The longer busses should be used in all high traffic areas like we had in the early 90's (the accordion busses)	8/3/2016 4:13 PM
506	Bikes Please consider bus islands where possible to avoid bus/bike conflicts. It's no longer acceptable to have buses cross into bike lanes when we are trying to make bike lanes safe enough for a wider portion of the population.	8/3/2016 4:07 PM
507	Bikes Stations, new bus The reduced number of stops would be easier to deal with if coordinate with Biketown to make travel to stops easier from adjacent areas. If Biketown extends up Division in the future, placing the bike racks near stops and make sure adjacent neighborhoods have adequate racks would make catching the bus easier. Also, I hope the longer buses will have enhanced bike racks. In Seattle, the racks carry 3 bikes. We need more in Portland.	8/3/2016 4:03 PM
508	Current service I ride regularly and wish the buses were cleaner and policies like crated pets and folded carts/strollers were enforced.	8/3/2016 3:41 PM
509	Current service I hope that rapid bus transit will be considered for other lines in the future. I beat the #20 bus home every afternoon not because I'm a champion cyclist, but because it stops so often. It's also often full by the time it gets to SW 2nd and W Burnside, and so counting on it to get me home in a timely fashion is not possible. Buses are a much more practical solution than light rail, for the simple fact that they aren't stuck on a route which can become blocked and because the impacts up front (purchasing right-of-way, environmental impact studies) take much less effort.	8/3/2016 3:40 PM
510	Bikes Bikes shouldn't be on Division, esp the stretch from 60th to 12th, when there is Clinton set up for bikes. I say this as a biker and transit traveler.	8/3/2016 3:35 PM
511	Bikes Parking - not enough It seems that Division Street already lacks parking for sake of planters and bike racks. Wouldn't longer busses mean less parking and bigger bus stops? Move the bike parking to side streets	8/3/2016 3:34 PM
512	Pass ups My number one concern is rush hour commute fullness and being passed by. Anything that reduces the frequency of being passed over by a full bus is beneficial. Nothing as frustrating as that! Otherwise, very pleased with the new buses and the great drives on line 4. Thank you, Emily Alkek (6th and W. Burnside on the bus mall for work; 36th and Division stop at home)	8/3/2016 3:12 PM
513	River crossing I think routing the 4 through the south waterfront is a very bad idea. Most people are trying to get downtown not to the south waterfront. By going through the south waterfront before getting to downtown the trip will take longer negating all of the proposed improvements which are supposed to make trips quicker.	8/3/2016 3:04 PM

Inner Division transit survey

514	Beyond scope Current service Why are there not dedicated bus lanes on 26/Powell over the Ross Island Bridge and en route towards Tillikum Bridge/ SE Waterfront? This, seems, at least, to me, a faster cheaper solution to the myriad problems facing commuters/travelers between points.	8/3/2016 3:01 PM
515	Stations, new bus I hope there are plans to have a different payment method--either something with smartphones or a card system where you could load money on the card and quickly swipe it when getting on the bus.	8/3/2016 3:01 PM
516	Station locations Those longer buses will have a heck of a time navigating Division. There are major destinations left out by deleting so many stops. 43rd has the OHSU facility. 17th has the Paulson Center. 34th to 26th is way too far for all that new development. Sounds bad for business since there is no parking and now no bus service? I'm less inclined to want to walk the extra 8 blocks to the bus and to the destination - plus the trip back. Luckily for me my usual stop is not on the chopping block (yet).	8/3/2016 2:58 PM
517	Current service Consider similar changes (particularly fewer stops) across more lines, such as the 15. Also, reduce fares, even if it causes Trimet to run a deficit. Fares should be reduced to be more competitive in comparison to a rider driving to work, as this will encourage more car-owners to commute by bus and thus reduce traffic as well as danger to bikes and pedestrians. If this works, and the buses start filling up, increase the number of buses. These changes should be prioritized over improvements to roadways for private vehicles. This is what I would do if I was king. I do understand that it isn't quite so easy.	8/3/2016 2:58 PM
518	Concern for others Current service NO ONE EXPECTS PUBLIC TRANSIT TO BE FAST. It is there to be consistent, convenient and frequent. We moved to Portland in 2008 because at that time it had good public transportation. What a mistake. EVERY change has been for the worse. Especially changes to #9 route: if there are further ways to make this line more inconvenient, and to avoid simple adjustments to help THE PEOPLE WHO NEED PUBLIC TRANSIT MOST--DISABLED, CHILDREN-- TriMet will undoubtedly find out how to make public transit less desirable.	8/3/2016 2:46 PM
519	Concern for others Station locations Being disabled, walking hurts and is hard. People driving and people biking aren't at the same disadvantage as me. A few seconds waiting isn't going to cause them physical pain.	8/3/2016 2:46 PM
520	Pull outs Stations, new bus To allow entering busses on multiple doors encourages cheating, unless there are fare inspectors at all doors. Have busses pull over to the right when picking up/dropping off passengers so that traffic can move freely. Then give busses right of way when continuing their route.	8/3/2016 2:45 PM
521	Ped safety There is not a single question in this survey that mentions pedestrians. I read "faster," "quicker," "more efficient" all over this proposal. (Count up the number of times these words that emphasize SPEED appear in the survey.) Here's the problem with that: over the past three years the number of pedestrians walking up and down Division--especially between 20th-39th--has increased exponentially. The image of fast, long buses whizzing up and down this crowded street "faster," "quicker," "more efficiently" endangers pedestrians on street corners and crosswalks. Stand on the sidewalk around Salt -n-Straw, Pok Pok, food carts at 28th, etc. at about 7pm and ask yourself: do we want to see a fast bus whizzing past here? This is dangerous.	8/3/2016 2:40 PM
522	Station locations Bus lines provided coverage for all this development without parking. Now that the street is crowded with all these new residents who do actually own cars you want to cut back on bus stops. We no longer use Belmont buses due to the distance between stops.	8/3/2016 2:40 PM
523	Current service The current policy regarding strollers and children is arbitrary. Traveling to and from stores, daycare and PSU, it is challenging to pack for an infant and toddler in a manner that allows enough hands for an individual person to carry baby, hold toddler hand while simultaneously breaking down a stroller. The current policy allows the driver to arbitrarily demand for the stroller breakdown without any consideration for the care providers ability to hold onto a child for the duration of the ride. There is no standard policy, and no posting to refer to. It is left to the driver to decide. I have been required to breakdown while the only people on the bus, and not required othe times.	8/3/2016 2:30 PM
524	Stations, new bus Some things in this i think would help but others i think is a bad idea. Like the better shelters is a good idea but, homelessness is a huge issue and people would sleep in it or use it like a restroom. Maybe better bus ideas to carry more people, double decker? My son says he would give drivers self defence or better defence for their safety.	8/3/2016 2:20 PM
525	Frequency Stations, new bus I have been riding the #4 to my job in the pearl district for much of the last 9 years. The problem is that the buses are crowed in the morning and afternoon not that they are "that slow". Decreasing the stops will not change that in the slightest. Adding more buses closer together my help far more than decreasing stops. The developers and the city buying off on the developers plans has caused this problem as well. Is it possible to make transportation plans one of the benchmarks for development of a given area. I'm sure Woodstock Ave. (One of the next areas to be fully developed and density to be increased) would appreciate this. This all said - You will do what you do and not care what people think.	8/3/2016 1:34 PM

Inner Division transit survey

526	Beyond scope Given the density of Division St. traffic, it is unclear to me that longer, fewer busses will have any effect on transit times. Clearly, the pie-in-the-sky solution would be an underground metro running to Gresham but I can imagine that funding would be impossible. Another controversial approach would be to divert all private car traffic to Powell and Hawthorne during peak hours and run this stretch of Division as bus, bike, and pedestrian only. I've seen this approach in Spain and Germany. This would also necessitate a small electric microbus fleet running this stretch to assist the needy.	8/3/2016 1:27 PM
527	Stations, new bus Concern that a larger/longer bus size may be too heavy big for old construction buildings and racing down road. As it is, bus shakes our 1910 bungalow when it goes by, especially when it's after 10pm when street is quiet, and routes can go faster.	8/3/2016 12:59 PM
528	Beyond scope Driving - traffic concern I feel like this is another attempt to make the Mt. Hood Freeway happen on Division. I realize that all the recent intense development without PARKING for heavens sake, has increased the pedestrian load on the buses. This is good. HOWEVER, those same folks who actually DO HAVE CARS and park in the neighborhood and sometimes use the bus service, but more frequently use their cars. I feel like there needs to be a better way - fix POWELL BLVD. so that rush hour doesn't mean a 1 hour 'ride' from 46th to the Ross Island Bridge. THIS is the real issue. We need better connections from Division to Powell, both by bus and by car. It is still faster to travel Division even with all the folks coming in from east of 82nd, than it is to use Powell. That is absurd.	8/3/2016 12:56 PM
529	Current service River crossing My biggest struggle with taking this bus line is how long it takes me to get to PSU. The quickest possible trip requires a line change and can take up to 45 min. I prefer not to drive but it's hard to argue when I can drive there in 15-20 min. The proposed plan is excellent and would shorten my trip, but I especially think the line running across the south waterfront would benefit many people, especially students who cannot drive or wish to avoid it.	8/3/2016 12:46 PM
530	Station locations I have been riding tri met for four years now and I think it's time we cut the stops close to half. It is a win win for everyone even if they do not see it now. People can learn to accommodate the new system, it's intelligent.	8/3/2016 12:09 PM
531	River crossing Proposing to cross the tilikum means crossing the train tracks and that seems like a disaster. Would love to figure out a way to have fewer main streets blocked/stopped so frequently by freight trains.	8/3/2016 12:07 PM
532	Concern for others Station locations I think allowing elderly/disabled riders to disembark at non stops would be great to consider at all times, and not just the evening. I would worry how this would affect them for getting to their stops though.	8/3/2016 12:03 PM
533	Driving - disincentivize Ped safety 1) Transit > private motor vehicles. Please increase bus speed at any cost to motorists. 2) Bus bulbs at every stop, so people waiting for the bus don't block the sidewalks for pedestrians. 3) Don't care about stop aesthetics, as long as service is faster. 4) Please stop sharing the stories of drivers negatively impacted by transit (i.e. in your Division Street voices page) or people in general espousing uneducated opinions on transportation and planning (i.e., Mary Welch in the Division Street voices regarding transit oriented development).	8/3/2016 11:56 AM
534	Current service Division transit ideas Driving - disincentivize River crossing Stations, new bus I am not sure about the longer busses and traffic. I like most of this proposal. Would you use shorter buses on non peak hour trips? I would like to see the bus stop station be more comfortable than what I now see! More seating, comfortable seating more shelter from wind and rain! I hate bus stops that have minimal seating with high tech looks! It makes me angry when I see a bus stop that is obviously expensive and modern looking but has no place to sit down! Maybe kids don't mind standing but as a person in my 60's and long time tax payer, I deserve to be able to sit comfortably when I wait for the bus! Also, make sure maintenance of ticketing machines, and schedule displays are kept in perfect working order! I like the idea of using the Tillicum Crossing but I don't work downtown so I am not in a hurry to get to a job. What about European style trams or MAX coming out Division or Powell? I think we should consider restricting cars from using Division between SE 26th and Cesar Chavez! Now that Division has been made impossible to use in this section by reducing parking and over building, I think that this should be a car free section (except for some handicap drop off and postal and some deliveries.	8/3/2016 11:51 AM
535	Current service I have not noticed any problems with the division 4 line. My main concern is the Powell 9 line. Buses come extremely infrequently and very late. They are always incredibly full and stop much too frequently.	8/3/2016 11:45 AM
536	Driving - traffic concern Petition to legalize Filtering for motorcycles, and consider petitioning for road restrictions during Rush Hour to only buses & carpools. Regardless of bus improvements, Division will still be at a crawl without further infrastructure changes.	8/3/2016 11:30 AM
537	Station locations This seems like something cooked up by someone who drives everywhere, not a bus user. The scale is all out of whack. Leaving such a big gap in service between 34th and 26th seems insane. Why bother having a bus? Plus it avoids a big chunk of the commercial district between 28th (food carts) and 34th. At the very least seriously consider keeping a stop around 30th.	8/3/2016 11:21 AM

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538	River crossing It seems like a less popular bus line would be better for routing through South Waterfront. Maybe Powell or Holgate lines? Besides the crowding on Division and time it takes to get downtown, the north/Fessenden end of the line is also popular - I've often ridden from north neighborhoods to SE (or SE to N) and a route through SW seems excessive! More time and people on an already overcrowded route.	8/3/2016 11:19 AM
539	Division fit I'm concerned that longer busses may have trouble fitting through tighter areas on the route, such as the turn at the west end of Division onto 6th or 7th Ave.	8/3/2016 11:16 AM
540	Unsupportive It is not ideal right now but it is not broken. Your plan will make it worse. You will lose ridership particularly in the close in southeast. Those long articulated buses will create more problems that they will solve. Federal funding should be used what is really needed. This is a total waste of my tax dollars and will not make for shorter commuting.	8/3/2016 11:12 AM
541	Division fit Driving - traffic concern My biggest problem with trivet on SE Division and Hawthorne is the buses cannot stay in their lane especially when turning. I have been yelled at by a few buses when I'm just driving along to my home on SE 30th and Division (which I've owned 10 years!) because the bus decides to jump over the yellow lines and expect me to yield. It is not my fault I have the right of way. It is not my fault the bus cannot first in these narrow lanes especially with the stupid bump outs for I'll planned storm drains.	8/3/2016 11:04 AM
542	Current service Please apply these improvements to the other frequent service lines.	8/3/2016 10:49 AM
543	Concern for others Supportive I think that this a great project overall and I appreciate the effort. But PLEASE keep ADA requirements a priority. So many who use the transit system have very limited mobility.	8/3/2016 10:45 AM
544	Concern for others My only concern would be for any elderly people who ride and how the new stops would effect them, otherwise I think fewer stops and larger buses sounds great. But what happens after 82nd? I ride from 135th to downtown, would the larger bus continue on the remainder of the route or would I need to transfer to another bus?	8/3/2016 10:35 AM
545	Division transit ideas I think we need to keep major bus lines on Powell and Hawthorne. Those are much bigger streets with more commercial use. Division is a small street with a lot more residential traffic. We do not need a massive transit line right next to our homes. We need bikes and cars. Not gigantic buses. I see people on the buses all the time....they are never even close to being full. Keep the same buses but stop less frequently. It will create a more economical and peaceful street. Thank you.	8/3/2016 10:15 AM
546	Current service Please train/instruct bus drivers to actually pull over to stops (where space is provided) rather than just stopping in the middle of the lane. This is especially bad during rush hour in the evening, and causes more congestion.	8/3/2016 10:11 AM
547	Current service Driving - traffic concern Ped safety Safety and security Station locations Unsupportive Are you crazy? You believe that the buses will move faster, but have you seen the traffic on Division? And the people trying (and needing several attempts) to parallel park, which holds traffic up? And the number of people walking across the street, which holds traffic up? People wanting to make a left turn and waiting for a long line of traffic coming the other way? The current buses are not the reason for the slow traffic on Division. The mess at 7 Corners, with people turning left either into Ladd's Addition or onto 20th, or into New Seasons can cause traffic to wait through 4-5 lights (it has happened to me several times). Better bus communication with lights might just make it worse for those trying to enter Division. Even if the buses are faster - due to the fewer stops, which is ridiculous, as the WHOLE PURPOSE OF A BUS IS TO PICK UP AND DROP PEOPLE OFF-and someone who rides the bus wants to be picked up and dropped off as close to their destination as possible - with the current (and most likely rising) traffic problems as more people move into Portland, traffic flow on Division will just get worse. And as for cutting out the stops to supposedly make the buses go faster? People may think it is not so bad in good weather, but in the fall and winter and in the dark? Most people would not appreciate having to walk farther, women might be nervous about walking farther in the dark (there have been instances where a woman and two children were accosted in my area near Division). I am fortunate to live close to one of the stops that will be retained, but cutting it down to 11 stops? If I (a woman) had to walk - for me it would be 6 blocks from my house - in the dark (not to mention bad weather), I would drive. Period. Crime is going up in our neighborhood (see NextDoor reports). I am way more careful now than I was even 5 years ago. You say these proposals are 'improvements'. To me, they are NOT. However, I don't (and most of the people I have talked to who dislike these 'improvement' changes) expect that anything we say will make any difference. These changes will go through whether we like it or not. The City That Works doesn't really seem to care about most of the people who live in the lower Division neighborhood. However, I will say this one more time: I would prefer the bus route to be kept the way it is. Your buses will not go faster than the traffic and the traffic is slow now - and it is slow NOT because of the buses stopping. That may hold it up a bit, but also causes breaks in the traffic, which aids people who need to make a left turn.	8/3/2016 10:07 AM

Inner Division transit survey

548	Beyond scope Ped safety Unsupportive I utterly dislike the presumption that rapid transit can be compatible with two-lane walker- friendly Division. There is no way that a longer bus plus other changes will make bussing on an already-crowded little street any faster. Pedestrian safety is already at risk. I know Powell was the first suggested routing for a while and then was dropped like a hot potato. Powell already has the space for a more dedicated thoroughfare. Somehow, I just have this gut feeling that this is all fueled by the massive high-density development along and near Division. But no one has mentioned that. They are just trying to figure out how to make Division work. Powell has so much more potential. Let's go back and take another look.	8/3/2016 10:07 AM
549	Pass ups Station locations The proposed change of "Person travels 0-4 blocks to bus station, once on Division" is a wonderful idea, not just for this bus line but for all bus lines. On average, I can basically walk a block a minute in these short block areas, so the farthest I would ever be away, once on division, would be a 4 minute walk. That is just a drop in the bucket compared to my 1.5 hour Trimet commute. I would say bus stops can even be stretched farther out, if anything. There is no need to have stops so close. If there is a stop 2 blocks away from me, of course I WOULD go to that one instead of one 4 blocks away, but I don't NEED to. The bus has to stop twice for people at the other stops. All it does is clog up the streets. Boarding is always fast and not the issue.	8/3/2016 9:45 AM
550	Concern for others Ped safety Supportive I personally think fewer bus stops is a great idea! However, I am also an able bodied individual who is able to make this trek. Please keep in mind individuals who might not be able to travel (up to 4 blocks) further than their original stop. Thank you!	8/3/2016 9:15 AM
551	Concern for others Ped safety Supportive The changes are fine where I live, but my concerns are the 1-6 blocks for those who ride on a regular basis and are elderly or with a disability.	8/3/2016 9:03 AM
552	Beyond scope Follow up Add back the westbound auxiliary lane between 12th and Orange.	8/3/2016 8:02 AM
553	Concern for others Ped safety Station locations My only concern with less stops and longer walking time is that the elderly and people with disabilities would have to travel farther by foot/wheelchair/etc. 2 blocks seems reasonable, but 4 blocks is a stretch.	8/3/2016 7:58 AM
554	Beyond scope Follow up Tell us again why you can't have the bus run on outer Division, turn south onto SE 82nd, then run west on Powell to Tilikum Crossing.	8/3/2016 7:49 AM
555	Current service Frequency Pass ups With the proposed changes there should still be frequent service as it is now until there is a baseline to determine how the changes affect bus occupancy. The busses are incredibly full during am and pm peak currently.	8/3/2016 7:40 AM
556	Station locations 30th is a logical distance between other proposed stops. And a major living and business area.	8/3/2016 7:33 AM
557	Concern for others Station locations Please take into consideration the distance elderly and disabled people need to walk to get to the bus. Especially in the rain.	8/3/2016 7:25 AM
558	Supportive More bus will be great	8/3/2016 7:20 AM
559	Division transit ideas Station locations To eliminate stops in the most highly dense areas is ridiculous. Reinstate #14 route thru downtown.	8/3/2016 7:18 AM
560	Driving - traffic concern Division is currently very tight in some/most parts today. Buses slow or stop for buses or other wide vehicles coming the other direction. I am highly skeptical that longer buses would not increase this issue.	8/3/2016 6:59 AM
561	Beyond scope The 14 line and I believe the 9 line had express busses for rush hour. Try adding a 4 express and maybe consult the Toyota Production System Support Center? http://tssc.com They offer support for non-profits.	8/3/2016 6:44 AM
562	Concern for others Station locations Supportive I like the idea of fewer stops, but 8-9 blocks between stops seems like it could be too much for people with difficulty walking.	8/3/2016 6:33 AM
563	Current service You guys waste a lot of money on pointless things like the dumb fences to prevent people from hopping on the train with no ticket. They prevent nothing.	8/3/2016 6:31 AM
564	Concern for others Driving - disincentivize Ped safety Station locations Unsupportive I think this plan is a travesty being pushed by automobile interests. The entire premise is that by reducing the number of bus stops and increasing the size of the buses that 'service will be improved'. The only 'improvement' I can see is that automotive traffic will move a mite faster on Division...but, to obtain that, you will make residents walk further just to access a bus....this will be a burden particularly to the parents of small children, the disabled and the aged. Is this the legacy you wish to leave behind after the public agencies diverted shiploads of public revenue to subsidize real estate developers to build massive numbers of residential units without adequate off-street parking for the auto owners. Tri-Met and the City of Portland are complicit in actually destroying the 'liveability' of my neighborhood. I'm disgusted.	8/3/2016 6:30 AM
565	Concern for others Ped safety Stations, new bus Being disabled while many changes such as boarding through multiple doors or adding a bigger bus be it taller two story or longer would be a practical way of solving the problem making fewer stops would be a hardship and you have many older people also on the bus as well as an aging populations in areas of the bus who would be hurt by such a change.	8/3/2016 5:33 AM

Inner Division transit survey

566	Uncategorizable No	8/3/2016 2:58 AM
567	Division transit ideas Station locations Supportive I like the idea of reducing the amount of bus stops, to speed up service, but it might be too much. Maybe there should be an additional bus that stopped at only some of the busiest stops/stations during peak hours. Or, vice-versa, your plan, but with the occasional bus with the current stops for those who want or need their stop.	8/3/2016 1:49 AM
568	Division transit ideas My family lived off Division and 64th for more than 60 years, long before much of inner Division was developed. One thing I thought of was maybe have two different #4 buses eastbound, alternating - one express that picks up downtown and makes no stops except transfer points until, say, 82nd Ave. The other one would only go as far as 82nd, maybe turning around at PCC-Southeast. In the early days of Tri Met, and even before with Rose City Transit (remember the red buses?) they did that. Some went to Gresham, others turned around at 92nd or so. Its something to consider again, I think. Also it may be necessary to split the Division/Gresham and Albina/Fessenden/St Johns segments into two separate lines terminating downtown. There is no current line #5 so maybe the northbound segment could be renumbered.	8/3/2016 12:55 AM
569	Division transit ideas Yes, please make the other part of line 4, the part that serves NE portland into it's OWN route! It makes ZERO sense to connect line 4 that way. This way you have MORE dedicated buses specifcally for the Division street corridor, happier drivers (because they can take a break!), more efficient bus coverage (traffic on Division does not effect NE Portland service, and vice versa), and just a more streamlined experience!	8/3/2016 12:48 AM
570	Beyond scope Bikes Driving - traffic concern Pull outs Supportive Blocking off Clinton has had an adverse effect on traffic flows. As a daily commuter by bike through Clinton, I do enjoy the bike thoroughfare but also never found the traffic increase particularly bad. It was only a temporary overflow when the construction was blocking often one lane on Division. The closure of Clinton as through street has been frustrating for the times I choose to drive instead of bike. The other adverse effect was the removal of traffic lanes in favor of dedicated bus stops, the previous setup on inner Division (21st to 11th). This created a bit of an adverse traffic flow at one of the more crucial portions of Division. I like the proposed plans over all, but the previous traffic adjustments were a net negative for Division's traffic issues.	8/3/2016 12:14 AM
571	Bikes Current service My travel requirements are less than most people. I am retired and generally go shopping to grocery stores on Hawthorne (I live just off 42nd & Division); or to visit my son & his family who live off Hawthorne & 56th. No bus route works for me so I drive. Biking is not an option but I do walk to very local stores such as Rite Aid, Division Hardware, Loprinzi's Gym & Village Merchant, for example...	8/3/2016 12:07 AM
572	River crossing The Hawthorne bridge stop drops me off at work in the growing inner east side	8/2/2016 11:47 PM
573	Division fit Division transit ideas Driving - traffic concern Pass ups I would like to see the number 4 bus be rerouted between SE 20th and 50th to be off of Division entirely. It takes far to long, too many people are on the bus and lots more traffic.	8/2/2016 11:36 PM
574	Ped safety Safety and security I'm concerned about safety regarding the longer walk distances, especially at night.	8/2/2016 11:29 PM
575	Ped safety I hope that the pedestrian friendly nature of division can be preserved through this change.	8/2/2016 11:13 PM
576	Concern for others Current service Division transit ideas Ped safety Station locations I think some of the proposed stops (8 and 9 blocks) are too far apart for people with disabilities or physical limitations. I think this would create a huge burden. I think adding express busses that serice the proposed stops, or even less stops would be ideal. It would be a great option for commuters needing to get downtown fast but still allowing acess of the regular 4 stops for people not able to walk an extra 6 blocks.	8/2/2016 11:13 PM
577	Division transit ideas Pass ups PUSH OUT MORE BUSES! EVERYBODY SHOULD HAVE A SEAT NO MATTER IF YOU ARE 16 AND HEALTHY OR 82 AND BLIND. NO ONE SHOULD HAVE TO STAND.... EVER! BECAUSE IT'S BEGINNING MORE AND MORE OFTEN THAT BUS DRIVERS DO NOT CARE ABOUT THEIR RIDERS... THEY JUST WANT THAT PAYCHECK. I AM DISABLED AND MAY NOT HAVE A WALKER OR A WHEELCHAIR BUT TIME AND TIME AGAIN AM FORCED TO MOVE OUT OF THE DISABLED SEATING FOR SOMEONE ELSE... WELL LET ME CLEAR AND SAY I MOVE FOR NOBODY!!! TRIMET IS PAYING \$\$\$ FOR MORE MAX LINES AND TRAINS WELL IF YOU CAN AFFORD TO PAY FOR THAT THEN YOU ARE ABLE TO PAY FOR MORE BUSES.	8/2/2016 11:12 PM
578	Safety and security A tad concerned with the safety of the longer buses. I have felt mildly unsafe in the back of the bus due to unsavory characters but have been eased by the driver in my view. These longer buses look like something could happen in the back without the drivers knowledge.	8/2/2016 11:02 PM
579	Driving - traffic concern Unsupportive deprecation of Foster as a commuter route looks to put even more strain on E-W routes btwn 82nd/205 and downtown; with more local intensity I question the narrow Division's multi-decade viability for regular rapid at-grade transit AT ALL	8/2/2016 11:02 PM

Inner Division transit survey

580	Safety and security Stations, new bus Are there studies on the safety or additional costs for drivers operating longer buses?	8/2/2016 10:50 PM
581	Bikes Driving - disincentivize Driving - traffic concern Bus traffic is only part of the problem, as I see. Division should not be the thoroughfare that it is, but is the first straight shot to Gresham south of Burnside. Powell was meant to do this, as I understand. I don't really understand the flow of traffic and why so many people use Division for that purpose. Also, nobody should be biking on Division, like this survey seems to suggest. I'm a daily bike commuter and wouldn't bike down Division for even a block. At least until there's the bike lane further up. Otherwise there's a perfectly good bike route two blocks in either direction, North or South of Division.	8/2/2016 10:06 PM
582	Beyond scope Driving - traffic concern I would love to see a plan that includes light rail following Powell Blvd. and extending it to Gresham. This is a longer term goal I know but it would have the biggest affect in helping to relieve traffic in the corridor.	8/2/2016 10:01 PM
583	Driving - traffic concern concerned about additional congestion from longer busses--and longer boarding/deboarding time from more people on the busses.	8/2/2016 9:53 PM
584	Current service Bus times later in the day are further apart making it more difficult to ride at night and on the way home.	8/2/2016 9:51 PM
585	Supportive Sounds like a bus rapid transit system? I liked that when it came to Eugene but there sure was big public outcry.	8/2/2016 9:51 PM
586	River crossing Very helpful to go from se to ohsu	8/2/2016 9:45 PM
587	Concern for others Ped safety Station locations It's great that 74% of riders will be able to use their current stops, but fewer stops causes trouble for people with mobility issues. I work with seniors and frequently hear from them that having to walk too far to the bus stop is a barrier to accessing services.	8/2/2016 9:42 PM
588	Concern for others Ped safety Station locations Supportive My kid rides the bus to get to Grant HS. She has different bus options. I approve of most of these changes, but am a little concerned about so many fewer stops. How many handicapped people ride this bus? Walking a little further isn't that big of a deal for many people, but, by the time you walk 4 or 5 blocks to get to Division, plus 4 blocks to get to your stop, with a stroller, for example, that's kind of a hike...	8/2/2016 9:37 PM
589	Bikes Current service Frequency I use the line during rainy days and bad weather, bicycling my preferred mode of transport. It seems my commute fits nicely with the established stops and route, as I go to work later in the day, and off later at night. I know it takes about the same time for riding or taking the bus. The fact the bus runs every 15 min or better is perfect for me.	8/2/2016 9:33 PM
590	Beyond scope The benches that you can't actually sit on are bullshit.	8/2/2016 9:25 PM
591	Concern for others Current service Ped safety Station locations As someone who has taken the bus with two young kids, minimizing the amount of walking is essential. Please do not cut out stops that help moms, elderly, disabled, and folks who are just plain tired.	8/2/2016 9:17 PM
592	Division transit ideas Split the 4 into 2 routs!!!!	8/2/2016 9:16 PM
593	Bikes Division fit Driving - traffic concern Pass ups No mention on how to will address biker needs. Fewer buses, few bikes could get on Buses often look full but if could accommodate more passengers were to rearrange. Some drivers do a better job than others. Most prefer the easy route and use their not pick up option. Division is still a 2 lane route. Traffic will get jammed so will the buses. Find another route where you can have a DEDICATED bus lane. Who are you trying to fool.	8/2/2016 9:12 PM
594	Division fit Driving - traffic concern Ped safety The busses on Division with the increased traffic and density is, altogether, a mess. Division is NOT equipped to handle the traffic. It is unsafe for pedestrians, drivers get angry and impatient, the sides streets are impacted. There is NOT the infrastructure to handle the increased density! Plans FIRST, increased density AFTER. THE INCREASED TRAIN TRAFFIC WITH MAX too AT 11TH IS CRAZY!! Sometimes cars are lined up from 11th all the way to 28 or 30th!!!	8/2/2016 9:05 PM
595	Driving - traffic concern Follow up If the signal timing improvements for the bus mean that signal timing gets messed up for everyone else using Division, I'm not sure that would be worth it. Need to elaborate more on what that would mean.	8/2/2016 9:01 PM
596	Follow up Pull outs I'm curious to know what level of confidence planners have in the assertions which have been made regarding faster travel times and less waiting behind buses. What modeling was used? We're current traffic volumes our future protected volumes used to make the above assets? I'd also like to point out that I think more could be done to have buses pull over completely out of the way to keep traffic flowing (this is definitely a problem in my opinion).	8/2/2016 8:47 PM

Inner Division transit survey

597	Station locations Supportive I love the idea of fewer stops and allowing people to get on and off at the front and middle. I think this creates a much more efficient Division	8/2/2016 8:31 PM
598	Station locations Supportive Fewer bus stops sounds perfect.	8/2/2016 8:23 PM
599	Driving - traffic concern Ped safety Anything that adds to traffic on Division or impedes my ability to get home, is bad. If longer buses would reduce traffic, I'm all for it, but I live and drive on Division and right now the conflict between buses, cars and pedestrians is untenable.	8/2/2016 8:07 PM
600	Station locations Supportive I agree that there are too many stops on Division. Commuting home (SE 39th and Division) from Downtown (5th and Burnside) would take longer because people would request the bus makes every single stop on Division. Thank you, seems like these are great changes.	8/2/2016 8:07 PM
601	Uncategorizable Thank you!	8/2/2016 7:48 PM
602	Beyond scope Driving - traffic concern In my opinion service is always been pretty awful. Increase in traffic over the last several years has just made service worse.	8/2/2016 7:47 PM
603	Driving - traffic concern River crossing Station locations Unsupportive I feel like this is a change to accommodate people in cars. It feels classist. I don't want to slog 10 blocks through the rain to get to my stop. I ABSOLUTELY object to re-routing the downtown route to uncles south waterfront.	8/2/2016 7:39 PM
604	Parking - get rid of Remove the parking on SE Division to make access easier. The gentrification of Division has made a parking lot out of the road and it's not the bus line itself but the parking along the streets. Businesses need to either find better parking or not allow parking in the main road.	8/2/2016 7:34 PM
605	Concern for others Ped safety Station locations If you force riders to walk more, you need to plan for greater accessibility. Sidewalks are not great. Intersections are not all easy to navigate, so I worry that those in wheelchairs or less mobile people will not have equal access.	8/2/2016 7:21 PM
606	Driving - traffic concern Pull outs Station locations Give more training to bus drivers to; Pull all the way out of the lane as leaving your tail out impeads traffic and the bus has to roll forward before the mirrors can be used effectively. Non use the yield sign while still letting passengers off. And removing stops that completely block traffic while a bus is stopped. 67th and Holgate.	8/2/2016 7:19 PM
607	Concern for others Ped safety Station locations I'm concerned about increased walking distance for people with mobility challenges	8/2/2016 7:07 PM
608	Stations, new bus I don't understand how boarding at multiple doors would work for paying. And I wonder how that many more people on a bus would work for safety of passengers. I understand that fewer stops means less time getting into the stop and back out into traffic for the bus. But if more people are getting on and off at each stop it will take longer at each stop, so may not actually save a lot of time.	8/2/2016 7:04 PM
609	River crossing If the 4 went through south waterfront then I would want the 10 to run more frequently. Or make it easier to transfer from the 4 to the Orange max.	8/2/2016 7:02 PM
610	Pull outs Supportive Yes, assure bus pullouts to assist with traffic. Purchase longer busses like in Seattle	8/2/2016 6:43 PM
611	Beyond scope Supportive This is a good start for the improvement of trimet service but it needs to be vastly expanded. We need taking public transit to be the lifeblood of our transportation. Bus only lanes would help but I would like to see the expansion of light rail systems.	8/2/2016 6:41 PM
612	Division transit ideas River crossing What about splitting the service to accommodate the south waterfront? One service would maintain the current route, the other would accommodate the South Waterfront. This allows for frequent service down Division, maintains quick trips to/from downtown, and could accommodate 30-45 minute service to the South Waterfront. This would connect the South Waterfront but maintains the faster Hawthorne Bridge route to/from downtown. Having every other or every 3rd bus take the Tilikum Crossing could potentially accommodate this.	8/2/2016 6:12 PM
613	Driving - traffic concern Station locations Changes to tradfic light synchronization need to be made as there is very little of the "green wave" effect to reduce gridlock. It would also be important to note that another factor in reducing congestion would be to modify stops to closer follow the SE Belmont stops immediately east of SE Cesar Chavez.	8/2/2016 6:12 PM

Inner Division transit survey

614	Beyond scope Concern for others Ped safety Stations, new bus Unsupportive There are some things that I like about this plan (e.g. bus station improvements). However, I think the proposed route is a mistake and the proposal is being viewed through rose colored glasses. Having Atkinson elementary and Franklin high school located between SE 58th and SE 52nd is a big red flag for this proposed route. Picture this, during the school year, the section of Division and the surrounding side streets are packed with parents (and their cars) dropping off their kids to school. Some kids are crossing Division to get to school. This is already a problem area with the existing bus line and don't see a solution for this in the proposal. In addition, the 134 unit apartment building being built at the corner of SE 50th and Division, with a parking lot that can only accommodate a fraction of its tenants, will cause an increase in the traffic in that area. There is also another, smaller, apartment complex being built on the corner of SE 52nd and Division. As a tax payer, I don't want to see good money thrown into a risky and short-sighted vision. As a resident of one of the neighborhoods along this proposed line who buys monthly passes from Trimet, I would be directly impacted. Based on previous plans shared on this rapid transit project, changes to section of Powell between SE 82nd and SE 50th or SE 52nd may require additional funds, but would provide a better long-term investment both in public transportation and the livability of that section of the neighborhood.	8/2/2016 6:06 PM
615	Beyond scope Great bus drivers! Generally all friendly and busting ass to get people home! It is much appreciated!	8/2/2016 6:06 PM
616	Beyond scope Division fit Is there really room for this on division? Why can't we have brt on powell? This sounds like it won't actually qualify as brt since it has to share the kane with cars and division is only one lane. But I only ride the 4 occassionally so it won't have a big impact on me.	8/2/2016 5:56 PM
617	Beyond scope Follow up Its an awfully long time to wait to implement changes? Can you not start any of them now?	8/2/2016 5:55 PM
618	Current service Division transit ideas Unsupportive Improve other routes. Leave Division below 82nd alone. Service above 82nd needs to be improved. Have a bus that goes up Stark to 82nd Ave then over to Division and then out to Mt Hood College. Have another that would go up Stark to 92nd then over to Powell and out to Gresham. Both of these would improve the 4 bus and the 9 bus below 82nd and provide some service on Stark which has no bus service. Start thinking outside your small box.	8/2/2016 5:40 PM
619	Pass ups Buses that are full should have I bright sign on their window easy enough for people from bus stops to read. And an extra bus should be requested for that route if the bus is too full to pick up more people.	8/2/2016 5:24 PM
620	River crossing Going straight through to downtown over Hawthorne is very important; a reroute through SW Waterfront would make the 4 vastly less desirable and make me likely to take it far far less if ever.	8/2/2016 5:21 PM
621	Current service Station locations Stations, new bus Supportive I live in the apartment building in your picture across from Ava genes. I take the bus to work because driving behind buses is hell. The ride should not take more than 10 minutes. There are entirely too many stops on division with people getting off at each one. Definitely less stops and more weather protection!	8/2/2016 5:05 PM
622	Follow up Multiple doors to exit/enter? Accessible to whom? Physically challenged, blind, those with service animals, using mobile transport? This is critical for all to have access for on/off movements. What kind of ramps/lifts will they be equipped with/ Longer bus? Like the ones in Seattle, I hope not. What do your engineers say to double-decker busses? Abled bodied individuals take stairs to top, and all the mobile transports, and physically challenged on the bottom. Not as crazy as it sounds. You asked, so I'd appreciate some feedback. Thank you	8/2/2016 5:00 PM
623	Ped safety Safety and security Supportive I am disabled. Moves to shutter bus stops unnerve me for that very reason, though I understand and even support the general idea.	8/2/2016 4:57 PM
624	River crossing Station locations Supportive aside from keeping a stop at SE 42nd, the plan sounds good, especially the planned reroute past OMS!!	8/2/2016 4:37 PM
625	River crossing Station locations My family is going to have a six block walk to the bus rather than two, but we are happy to walk more. We always use stops at 30th or 28th. So, we are people losing their two closest stops who are happy with the stop reduction! However, the idea of passing over tillikum is NOT a good one for us. We need the 7th avenue service and stops on Hawthorne bridge and don't like the longer trip time.	8/2/2016 4:35 PM
626	Concern for others Station locations I think most lines should have fewer bus stops. Maybe keep all the stops in place for handicap only and everyone else every 4 blocks	8/2/2016 4:08 PM
627	Current service Parking - not enough Supportive Line 4 has been a consistent source of frustration & annoyance for our family living directly off Division and 45th. I am hopeful that these changes will help. With more apartment units being built with little to no additional parking, I assume there will be more riders and anything we can do to improve this process sooner than later will be worth it.	8/2/2016 3:49 PM

Inner Division transit survey

628	<div>Beyond scope</div> <div>Concern for others</div> <div>Driving - traffic concern</div> <div>Follow up</div> <div>Ped safety</div> <div>Safety and security</div> <div>Station locations</div> <div>Unsupportive</div> <p>I am very concerned that the rapid transit project was moved from Powell Blvd., but I'm happy it's still underway. If Powell is so congested that it won't work with BRT, then isn't it the exact corridor that needs some sort of help to ease congestion? With road diets on Division and Foster, Powell is about to become very dangerous and even more congested, in my opinion. The pedestrian/bike crossings that were added to Powell in the last few years do not include flashers, are typically covered by tree branches and are very difficult to see in winter due to reflections. I really think you should just remove them if you are not going to make them some sort of electrified signal. Please add contact information for the "continuing Powell discussion" to this website. I do not accept the excuse that Powell is under ODOT control, therefore we cannot do anything about the congestion and multi-modal safety factors. This is repeatedly given by City staff. It is still a major street affecting many residents and we need to do something to improve its functionality. About Division, it's great to have BRT, I'm all for it. Please consider how elderly, alter-abled and other underserved populations will access transit with longer travel paths to the stations. Also, if we are improving a 30-minute trip (example of mid 50s to downtown) by 15 to 20 %, that is 4.5 to 6 minutes. Depending on the actual cost of improvements, is it really worth it for inner division? I can see the benefit of increasing service to outer areas and between nodes such as Mt Hood CC and PCC, but I hope you take a close look at inner division and the realistic cost-benefit balance.</p>	8/2/2016 3:37 PM
629	<div>Concern for others</div> <div>Ped safety</div> <div>Supportive</div> <p>Overall, it sounds like a good plan. I'm always in favor of people having to walk more. I understand that this will be a challenge for some.</p>	8/2/2016 3:17 PM
630	<div>Concern for others</div> <div>Station locations</div> <p>Concern for disabled folks like myself who prefer more stop options.</p>	8/2/2016 3:14 PM
631	<div>Current service</div> <div>River crossing</div> <p>Please don't reroute the 4 to South Waterfront, the 9 already goes that way and the 4 is currently convenient for spots along 7th ave up to Hawthorne.</p>	8/2/2016 2:52 PM
632	<div>Beyond scope</div> <div>Unsupportive</div> <p>Just do the right thing and build real bus rapid transit with dedicated bus-only lanes on Powell. Enhancing the bus on division is a waste since you can never have a dedicated lane. Trimet stop wasting taxpayer dollars on status quo solutions and start getting us solutions that will actually go faster and encourage more people to get out of their cars.</p>	8/2/2016 2:43 PM
633	<div>Division transit ideas</div> <div>Ped safety</div> <div>Station locations</div> <div>Supportive</div> <p>I think fewer stops is a good idea, but you need to make some kind of accommodation for disabled people at in-between stops. You could have some type of flag or other visual cue that would show the bus drivers they need to stop for a disabled passenger.</p>	8/2/2016 2:37 PM
634	<div>Driving - traffic concern</div> <div>Station locations</div> <div>Unsupportive</div> <p>I really don't see how you can have a proper BRT without a dedicated bus lane. Division just cannot support a dedicated bus lane. This proposal seems to be just about adding longer buses and eliminating stops which neither helps those living along the route nor improves traffic flow.</p>	8/2/2016 2:33 PM
635	<div>Station locations</div> <div>Stations, new bus</div> <div>Unsupportive</div> <p>It is a transit planning myth that you can reduce travel times by reducing stops but not providing dedicated right-of-way to BRT. Dwell times at the remaining stops simply increases - because instead of fewer people at more stops, you simply have more people at fewer stops. TriMet learned this lesson when they reduced the number of stops on Alberta, which did nothing to speed up travel on the 75 because dwell times at the remaining stops simply increased and there is no dedicated right-of-way for the bus.</p>	8/2/2016 2:14 PM
636	<div>Stations, new bus</div> <p>Don't continue to spend, spend, spend! Don't buy the new longer buses. You guys are trigger happy when it comes to spending millions of dollars! Make the changes you want to make except do NOT buy the longer buses!</p>	8/2/2016 2:14 PM
637	<div>Ped safety</div> <div>Station locations</div> <p>I worry about disabled folks having difficulty with longer lengths between stops</p>	8/2/2016 2:08 PM
638	<div>Division transit ideas</div> <div>Driving - disincentivize</div> <p>How about #4 being turned into a train, w/ no cars allowed up to 82nd.</p>	8/2/2016 2:01 PM
639	<div>Frequency</div> <div>Station locations</div> <p>Make max lines more effective to suburban commuting and adding bus lines to supply those max lines would help create less congestion in inner city bus lines. Or adding express lines that have no inner city stops to help alleviate the longer commutes for those coming and going to the outer city areas.</p>	8/2/2016 1:52 PM
640	<div>Uncategorizable</div> <p>No.</p>	8/2/2016 1:37 PM
641	<div>Concern for others</div> <div>Parking - not enough</div> <div>Ped safety</div> <div>Station locations</div> <p>Why division?!? It is 1 lane with a ton of pedestrian cross walks. It is getting more and more crowded (parking on the street, people crossing the street) that it won't be fast. Also remember Franklin HS is on division and this would impact kids. The HS administration should have a say in this decision. Have you considered Hawthorne? Plus I am hoping not all 4 routes will be express. We need local bus routes also.</p>	8/2/2016 1:12 PM
642	<div>Division transit ideas</div> <p>Why not make a few of the buses during peak riding times express and use the longer buses for them? This is what Chicago does, and I lived in Chicago for years. This seemed to work well.</p>	8/2/2016 12:58 PM
643	<div>Supportive</div> <p>Thanks, this route really needed some reworking</p>	8/2/2016 12:55 PM

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644	Driving - disincentivize Ped safety River crossing Station locations Unsupportive Fewer bus stops discriminates against people with mobility limitations and is not ok. This would be the worst possible change. Catering the route to those going to SW waterfront prioritizes wealthier passengers and only contributes to the rising cost of living in this neighborhood. That's not ok either. Making these changes to make it better for drivers is not a good goal. Supply and demand means that would just increase cars driving on this street. Bikes have good options on Lincoln and Clinton if they are unhappy with Division. Focus on building a bus line and system that appeals and is accessible to more people. That's what this city needs.	8/2/2016 11:50 AM
645	Division fit Division transit ideas Driving - traffic concern Follow up Frequency As mentioned previously, I am very concerned about increased impacts at 20th and division, with new n/s bus line, plus new 4-story building planned for Seven Corners, plus increased later bus service. Bus pollution, noise increase due to stalled traffic which will directly impact livability for residents adjacent to 20th. is there any possibility that the new line Y would be electric /low emission buses? What about removing speed bumps to make buses quieter when they go by? Please take a close look at the impacts on residents living on Caruthers at 20th to see why we are concerned about this collection and of "enhancements". I'm not a NIMBY kind of person, but i am sad to think of how the noise and exhaust will affect livability for my neighbors going forward. Thank you.	8/2/2016 11:41 AM
646	Station locations Categorically get rid of half of all bus stops, AND train stops (through downtown).	8/2/2016 11:37 AM
647	Bikes Current service Division transit ideas Station locations I think taking the bus off of division for a stretch and putting it on Clinton may be the better option. Trimet busses on division really hurts division traffic to do the fact that division only has one lane for a long stretch. In other countries (like Paris, France) busses and bikes often share lanes and having the bus on Clinton (which tend to go at the same speed as bikes) will help keep division clear and allow for the same amount of stops as we currently have.	8/2/2016 11:24 AM
648	Division transit ideas Unsupportive With one lane traffic in either direction, Division street is no place for a rapid transit line. Have you ever tried driving to work (or riding the bus) when a garbage truck is picking up trash on Division, or when a delivery truck is unloading merchandise? The street becomes unusable by anyone else except pedestrians and bicyclists. Add a second driving lane in each direction and then I'll consider whether Division can work for rapid transit.	8/2/2016 10:58 AM
649	Division transit ideas River crossing Supportive Great plan! I would suggest adding one more stop between 26th and 34th (maybe 30th?) as this is the busiest part of inner Division. Also, rerouting over the Tilikum bridge is greatly preferable to continuing over the Hawthorne bridge. It may take a little longer but is much more reliable and allows for more stops downtown.	8/2/2016 10:24 AM
650	Uncategorizable B	8/2/2016 9:48 AM
651	Bikes Division transit ideas Driving - traffic concern Pull outs Being a driver who follows many buses on se division the biggest struggle is the inability to pass. Sometimes I take a few turns through the city and take back roads if I'm in a hurry. Maybe finding a way to have the bus pull into a stop and allowing cars to pass could help even if it's just two or three stops on the road at a traffic light. Plus maybe having a bus light like some bike lanes have them so the bus doesn't have to merge and can have a right of way getting back on the street.	8/2/2016 9:45 AM
652	Supportive Hoping this leads to faster transit throughout the city.	8/2/2016 9:42 AM
653	Uncategorizable There is a lot but has nothing to do with the 4 division	8/2/2016 9:30 AM
654	Follow up This was basically a push poll. Who would say they prefer more time spent waiting behind buses? Are you actually going to put this data in front of anyone as some sort of evidence? Or is this survey just an education tool for the people taking it?	8/2/2016 9:15 AM
655	Division fit Driving - traffic concern Articulated buses could cause traffic headaches at frequently cramped intersections like 21st and 11th.	8/2/2016 9:00 AM
656	River crossing Supportive Please DO NOT divert the 4 to south waterfront. There are no services down there that people riding the 4 need. An express bus running intermittently with a regular bus during peak hours would be amazing. I sometimes ride the 14 when I see an express bus and hook up with the 4 at 50th because the express bus is so nice. An express bus in the morning would be Ahhhhhmazing.	8/2/2016 8:33 AM
657	Unsupportive I don't like the idea of longer buses. I like the idea of more hybrid/lower polluting buses.	8/2/2016 8:32 AM
658	Current service Bus 45 and bus 1 are the two buses that go to my house and I use the 4 to connect to them. Bus 1 has horrible service and I hardly ever get to take it. Bus 45 and bus 4 often never connect right and I end up waiting close to an hour for my bus. I use trimet daily and I would like to see some improvements with this.	8/2/2016 8:27 AM

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659	Ped safety River crossing Station locations Supportive I like the idea of the longer buses that hold more passengers. Reducing stops from 26 to 11 is too much reduction. I agree with having fewer stops but 10 blocks is half a mile, and many of these are 8 blocks apart and one is 9. If you already have several blocks to walk this is way too far especially for the elderly. The reduction is overkill! Add in 4 more stops to the 11 and I would say, yes. I live about half way between the 4 and the 9. I see no need to have the 4 cross the river as the 9. If I want to get to the courthouse, for example, I would find the 4 more convenient, but take the 9 to PSU. Keep the 4 on the Hawthorne Br.	8/2/2016 8:22 AM
660	Beyond scope We are becoming a city with longer hours...bus service needs to cover a greater portion of the day and night	8/2/2016 8:08 AM
661	Current service Driving - traffic concern Pull outs I don't use one of the slowest (for other forms of traffic) mass transits systems in the country. Buses don't get to the curb blocking cars, buses are next to each other a lot if the times. Trimet slows traffic in all directions.	8/2/2016 8:01 AM
662	Current service Division fit Driving - traffic concern I have never owned a car or driven regularly. I have been using public transportation for 40 years to get around where ever I have lived and I have lived in many cities (small and large). People expect too much from public transportation. Yes. There can be improvements to any system....and I am happy you are working on these issues. However the general public thinks public transportation should be as easy as driving a car but it isn't a personalized service. Public transportation is inconvenient or unpopular for most people since most people in the US can't stand inconvenience of any sort. TRIMET will never escape criticism because a lot of the public is either too lazy, feel too rushed and don't like working their schedules around other people or things to be satisfied. I think a lot of the problem with public transportation is with people's expectations and not with public transportation as idea or in practice.. Most cities are designed with cars in mind and so TRIMET is working against a structure that favors cars and individualized patterns of behavior. It is true - Division Street is too crowded with cars and people. Whatever TRIMET does it will be criticized.	8/2/2016 7:59 AM
663	Uncategorizable See comments above.	8/2/2016 7:56 AM
664	Frequency I think that since the 4 is one of the most popular bus lines in Portland, it should continue service later. At least one more bus running past 1 AM would be great.	8/2/2016 7:41 AM
665	Beyond scope Could we do this to the #9 Powell?	8/2/2016 7:30 AM
666	Station locations There used to be options for a bus with limited stops. The 4L was a great option for people traveling further out on Division.	8/2/2016 7:22 AM
667	Follow up Unsupportive My travel to Division is to visit with family and dine on weekends 12th up to Chavez. Could there be a better commercial support system than this on those days?	8/2/2016 7:19 AM
668	Concern for others Ped safety fewer stops will be hard on the disabled, the elderly, adults with small children. put up signs NOW that tell bikes Clinton is just 2 blocks south. i rode on Division for several months before discovering Clinton (this was a number of years ago when i lived in Woodstock, but nothing has changed).	8/2/2016 7:13 AM
669	Beyond scope Follow up TriMet needs to communicate with city construction better. It is unacceptable to place construction signs that block the drivers' view DIRECTLY in front of bus stops. TriMet needs to raise a valid complaint and have these signs moved AWAY from bus stops.	8/2/2016 7:11 AM
670	Beyond scope Current service Follow up I would like to understand why the stops at 82nd (northbound) and Division (eastbound) have been closed for so long. Are they being closed permanently? Maybe if there were more frequent buses (#4) it wouldn't be a big deal, but if you miss the one it is another 20+ minutes for the next.	8/2/2016 6:49 AM
671	Pass ups River crossing Supportive I am excited to hear this news! I dread taking the bus home from work because I get passed up when the bus is crowded regularly. The morning buses are always packed too. It takes so much time to get to destinations during the commute to and from work. I would love an extension to Southwater front. I frequently transfer at SE 12th and Division to take the orange line but it would be nice to continue on the 4. Thank you for your efforts to improve my commute.	8/2/2016 6:44 AM
672	Beyond scope Driving - disincentivize Love to re-route the big trucks to Powell.	8/2/2016 6:19 AM

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673	Bikes Concern for others Current service Division fit Pass ups Station locations Stations, new bus 1) You could speed up boarding if you didn't have every driver "kneel" the bus at every stop whether customers want it or not. 2) You could stop cars and bikes from being blocked during boarding if you let busses actually pull out of the travel lane (rather than intentionally constructing "pedestrian bump outs" to prevent busses from leaving the travel lane, as you've recently done). 3) You could mitigate the problem of frequently full bike racks by allowing bikes on board busses in the wheelchair spaces when they are not needed by wheelchair users, as was allowed (at least on certain routes) before all busses were equipped with bike racks. I've been riding TriMet since 1995 and I know you used to allow this. Cyclists would need to understand they'd have to disembark if the space was needed by Honored Citizens or if the bus filled up. 4) When I bring a bike on the bus it is because I need it at the far end of my trip (where bus service is not available to my ultimate destination), not because I need it to get to my first bus (because I intentionally live near transit). Adding secure bike parking is great for those who need it, but it would not reduce *my* use of bike racks on busses. 5) I lived on the route of the #12 when articulated busses were the primary vehicle serving that route (King City to the Airport at the time). Articulated busses have many problems, including 5a) They will be less able to use side streets when reroutes become necessary, which is somewhat frequent on Division 5b) They seem unnecessarily large on trips that turn out to be "off peak" 5c) They put much more space between the driver and the rear seats of the bus. Mischief is more likely in the back of an articulated bus. You shut down Fareless Square to decrease mischief. If you bring back articulated busses I expect you to bring back Fareless Square. 6) The #9 Powell bus has already been rerouted in a way that serves the South Waterfront. Leave the #4 where it is. One of the things I do most frequently by bus is shop. I *do* want shelters at every stop. I *do* want benches and schedules at every stop. I do not want to walk an additional four blocks with my bags. I used the #75 to shop at Green Zebra Grocery on Lombard recently, and having pulled the stop too late to be let off right in front of the store I was shocked at the distance between that stop and the next along that route. I'm in good health and I was still annoyed. Many of the folks who do their shopping via TriMet are Honored Citizens who would be seriously inconvenienced by such a distance. When I first heard of this Bus Rapid Transit plan I thought you were going to supplement rather than replace existing service. I could support adding an Express Bus to the Division route. I do not think this package of changes as presented, however, adds up to better service. Try having more supplementary drivers and vehicles on hand to deploy as unscheduled additions for when busses are full or running late.	8/2/2016 2:20 AM
674	Concern for others Ped safety Station locations I am concerned about reducing the number of stops and making people with mobility issues travel farther.	8/2/2016 12:03 AM
675	Frequency River crossing All the efficiency you are promoting, which sound great would be lost if you extend the trip downtown by going through the south waterfront. Stay focused and don't create a new problem. I'd also recommend simply adding more buses and more frequent service.	8/1/2016 11:55 PM
676	Pass ups Unsupportive the number 4 bus can be kindof crowded, but in actuality my experience is that it all works out pretty well. I do not think adding additional route/ time to the trip downtown would be a good idea in any case.	8/1/2016 11:53 PM
677	Bikes Concern for others Division transit ideas Follow up Ped safety Station locations Since Clinton Street is a designated bike street, designate Division to be a non bike street for safety. How will Trimet collect fares at multiple bus entrances? I see a lot of senior citizens, people with disabilities and a few wheelchairs that ride the bus, how will the decrease in stops affect them?	8/1/2016 11:46 PM
678	Current service Driving - disincentivize River crossing Can Trimet work with the city to close Division to car traffic from SE 7th or 12th through Cesar Chavez Blvd? Division has developed too quickly for its infrastructure in my opinion. I choose to drive on Hawthorne or Powell because Division is too busy, too congested... essentially a two lane boulevard that drivers treat like a four lane thoroughfare. I try not to ride bus #4 in Southeast for this reason also. I like the idea of rerouting the #4 through the south waterfront because connecting to Division/Hawthorne/Belmont from OHSU would be much easier this way. Also, I think it would be faster in terms of traffic, even though the route would be slightly longer physically. And #10 should be discarded or rerouted. During rush hour, the #10 is stuck in the Ladd's Addition Labyrinth for at least an hour, trying to cross Division.	8/1/2016 11:42 PM
679	Bikes Driving - traffic concern I hate, Hate, HATE the changes made to Division between 28th and 39th. Cutting down to one lane creates horrible traffic jams. I now avoid that area and business even if I live 4 blocks away. And don't get me started on the mess that Clinton St. has become. I used to commute by bike, but no more. Now I drive everywhere.	8/1/2016 11:17 PM
680	Current service Frequency Station locations Unsupportive Don't cut stops Don't cut busses or drivers Don't significantly alter the route Fund public transportation to its fullest Tax the rich to pay for it.	8/1/2016 11:05 PM
681	Concern for others Driving - disincentivize Station locations I don't even understand why this street is open to cars! This and clinton should be bus only streets runing one way. The city is only getting worse we need better plans! Less stops in a poor neighborhood that needs buses is not the answer.	8/1/2016 10:44 PM
682	River crossing Diverting through PSU adds so much time! The current route is perfect and is a great connection between Hawthorne and Powell buses.	8/1/2016 10:44 PM
683	River crossing I like riding the 4 downtown, and think connecting the line to the waterfront is unnecessary.	8/1/2016 10:11 PM

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684	Uncategorizable No	8/1/2016 9:59 PM
685	Bikes Division fit Unsupportive Please do not consider light rail along this part of Division. It's already crowded and this could make biking even less safe here. I bike along Division and have had far too many close calls.	8/1/2016 9:55 PM
686	Driving - disincentivize Station locations Supportive This is as excellent idea and I'm happy that Trimet is thinking outside the box. I would like Trimet to work with city officials to disincentivize commuter traffic in inner SE as part of the effort to reduce congestion. I'd prefer to see more park & rides (underground?) and more bus stops, not fewer.	8/1/2016 9:53 PM
687	Concern for others Ped safety Station locations I used to work at the Cascadia Clinic on 43rd and Division and would be concerned about having a person with mental or physical disabilities walk an extra few blocks. Buses can be scary and I know they were comforted by having a stop pretty much right outside the clinic.	8/1/2016 9:49 PM
688	Driving - traffic concern Unsupportive I thought the MAX was supposed to connect Graham and downtown Portland. Why run a bus down a street that has seen so many changes and an increase in population. The new condos and apartments on Division were built to not have parking and now you are limiting the access to public transportation. Isn't there other streets that can be looked at for this project that haven't seen such so much development? Traffic on Division is terrible. I avoid it driving on it and it's the main Street located closest to my house.	8/1/2016 9:42 PM
689	Stations, new bus Unsupportive Dont spend milliona on all glass fancy bus stops, with televisions. We don't have tax dollars for that...it should solely be about function, not "fashion"	8/1/2016 9:35 PM
690	Beyond scope Supportive Making progressive improvements to bus service is a great idea that we should be doing on all frequent route. But branding a modestly improved bus as a separate product is a huge mistake. It is confusing and makes it more difficult to implement these strategies piecemeal on other routes without a wholesale redesign and rebranding of the line. If it doesn't have exclusive right of way it's not different enough to justify its own brand.	8/1/2016 9:33 PM
691	Concern for others Ped safety Station locations I'm concerned about walking distance for less able bodied riders- 4 blocks is a long way for someone with a disability or even a parent with several children.	8/1/2016 9:33 PM
692	Parking - not enough Reclaim the abandoned bus stops to commercial parking or lease to shop owners in the immediate vicinity.	8/1/2016 9:05 PM
693	River crossing It seems that adding the tillicum crossing would clash with train traffic. I also use the 4 bus to access the eastbank esplanade which would no longer be available to me on the 4.	8/1/2016 8:57 PM
694	Driving - traffic concern I have been both a home and business owner in South Tabor along Division for over fifteen years. Even prior to the urban renewal and development of the last several years, Division has been difficult to use due to poorly timed and inadequate traffic control systems. It's extremely difficult to make left hand turns either on or off the street, which causes significant backup of traffic behind the turning driver. The improvement east of 60th Avenue by adding a center turning lane is remarkable, but the stoplights are still badly timed. I would like to suggest to the committee they consider limiting the streets which drivers may turn left in areas without a separate lane, as well as hire a competent traffic flow engineer to time the lights. Whoever is currently in charge of it seems to have been raised by colorblind lemurs.	8/1/2016 8:28 PM
695	Division transit ideas Follow up Outer SE Division: West bound from Gresham starts as early as 5:00 AM, but first bus East bound reaches outer Division over an hour later (if we're lucky). Why can't one of the busses that leave the garage heading to the Gresham Transit Station be a #4 when it leaves the garage? I routinely see up to six busses heading that direction between 5:00 AM and 5:30 AM, none of which are picking up passengers.	8/1/2016 8:14 PM
696	Beyond scope I would prefer a bus only lane for rapid transit that expands to outer SE Portland and Gresham areas for the #4 line.	8/1/2016 8:05 PM
697	Uncategorizable Thank you for asking our opinions!!!!	8/1/2016 8:03 PM
698	Bikes Division fit Follow up Your survey is very clearly worded with a *heavy* bias toward positive responses to the proposed changes. While I still think I agree, I question your motives in posting the survey. Do you just want stats showing that you asked and people liked it to respond to future complaints? Or did not your allow a skilled survey writer to write this for you? I have very little idea what longer buses will mean to other aspects of drivability, and buses currently seem to have difficulty with corners, but Division is mostly straight, so I guess it will work, but how does that affect all of the other trimet buses? Will it affect possible size of bike racks? Also in this survey, comments about aesthetics are hidden behind other issues, like weather protection improvements, which also seems manipulative, like you're just throwing out comments and buzz words that you think will make people like the proposal.	8/1/2016 7:48 PM
699	Beyond scope If there was some way to have restrooms at transit centers. Maybe if you ever secure the max platforms and keep it to fare paying riders? From the far end of line 84, to almost anywhere, takes forever and most businesses near stops are not restroom friendly.	8/1/2016 7:45 PM

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700	Station locations Supportive Can you implement the "fewer stops" plan ASAP? It seems like an easy change that would save a ton of time and only be a minor inconvenience.	8/1/2016 7:41 PM
701	Driving - traffic concern Ped safety Station locations Division is a safety nightmare. Would it be possible for the bus to stop before a crosswalk so that people getting off the bus would cross the street in front of the bus, visible to oncoming traffic?	8/1/2016 7:31 PM
702	Driving - traffic concern Pull outs Stations, new bus Generally, I have ridden trimet for 20 years. I have lived on the 4 route for 15 years. I really hate how you have narrowed Division street and allowed the bus to block all traffic by widening out the street where the bus stops are. It is sad that the bus doesn't pull out to let people by. There are many wheelchairs that take many minutes to load and this could have been avoided by leaving the street wide where the bus stops instead of narrowing the street where the bus stops. This has really made the commute on bus or in car much slower. Consider it a failed attempt, a lesson learned, and move things forward with allowing traffic to pass the buses and still allowing a merge lane in for the bus with a light that stops the cars and lets the bus take off again. I ride the bus 200 days a year, but when I need to drive it is very painful to see that sad changes that cost us millions. Let's get it right this time.	8/1/2016 7:06 PM
703	Unsupportive It is past time that Trimet is closed and another company allowed to take it over. The tax payers are tired of its poor decisions on the management of projects and money.	8/1/2016 6:52 PM
704	Beyond scope Division transit ideas Buses more often are better than bigger buses. Division seems to me to be a good place for a streetcar.	8/1/2016 6:49 PM
705	Safety and security Supportive I do agree that the changes would be very helpful to commuters but I also feel like if the buses will hold significantly more people, there should also be another Trimet employee or security guard to help maintain the rules of the bus. Most of the people that ride the 4 are teens or young adults who are extremely rowdy and have no respect for other passengers. I've also seen plenty of fist fights along the 4 in certain areas of Gresham and St. John's and I feel like one bus driver cannot pay close enough attention to a larger bus full of people without driving distracted.	8/1/2016 6:44 PM
706	Bikes Current service Division transit ideas Driving - disincentivize Unsupportive I STRONGLY believe these changes won't make a damn bit of difference. You folks are totally deluding yourselves if you think it will. The only way this could possibly work was if you closed Division to cars in which case you should just use Clinton street for buses and bikes ONLY.	8/1/2016 6:44 PM
707	Station locations making more stops in the business districts	8/1/2016 6:41 PM
708	Uncategorizable No	8/1/2016 6:37 PM
709	River crossing I like the reroute through SW Water front, but go through water front after going into downtown. Cross Hawthorne bridge first then Tillikum on the return trip. There should be enough transit between down town & water front without including the 4.	8/1/2016 6:34 PM
710	River crossing While I appreciate the expediency of getting to downtown via Tillikum (which the 9 takes - perfect for that line that otherwise battle the mad traffic using the Ross Island Bridge) Presently, the #4 offers more stops northbound on the inner eastside, giving riders more eastside range and makes the approach variation a distinct service addition instead of just mimicking other lines' routes. Please keep the east side approach as-is.	8/1/2016 6:30 PM
711	Beyond scope Figure out a way that the elderly and disabled customers can have a place to sit on the bus. I'm disabled and most of the time I ride I either have to walk to the back of the bus or stand. Drivers need to ask passengers who don't need to sit there to move. I refuse to ride on the 4 just for this reason	8/1/2016 6:29 PM
712	Supportive Express route! Only stop at connections, 39th 82nd, 122nd, etc.	8/1/2016 6:22 PM
713	Current service Supportive I'm generally satisfied with my current experiences on the 4 line. I don't notice the congestion as much unless it's rush hour or there's construction. I won't be upset if any and all of the changes take place.	8/1/2016 6:21 PM
714	Beyond scope Seems like it makes more sense to split the route from Gresham to downtown, the a different route going from downtown to St. Johns. This was done with I believe the 12 line, yes there was some confusion at first. I think once riders adjust it will be better in the long run. Going to South waterfront will add to delays I believe.. That area already had a lot of traffic with Max, pedestrian and bike riders.	8/1/2016 5:51 PM
715	Beyond scope Division transit ideas Driving - disincentivize Unsupportive You cannot prioritize buses at intersection because of the curb extensions. You cannot create a single, pro-time transit lane on Division because of the curb extensions. This represents a failure of planning- transit SHOULD have been prioritized on this street but it was reduced (in 2008 or 2009). It is time to stop wasting time and money trying to shoehorn a real bus down this street. Create a transit (maybe freight, too) only lanes on Powell. Reduce vehicle lanes to one/direction. retain left turn lanes. re-route the # 4 to Powell and increase n/s service for better connections. Even better, run a MAX line down Powell. It could be elevated from Cesar Chavez west. Limit the station to 3 or 4 to start. Create a couplet with 82nd/85th and switch the alignment from Powell to Division there	8/1/2016 5:43 PM

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716	Supportive I work at the end of bus line 4 on Division so I almost exclusively use this line. Thank you for working to make several changes that will improve the commute!	8/1/2016 5:39 PM
717	Current service Follow up What is going to happen to the current line 4 when this new bus starts up?	8/1/2016 5:02 PM
718	Current service My only issue is that frequently the 4 ends up just behind the bus I need to transfer to, so we pull up to the stop just as my transfer departs.	8/1/2016 5:00 PM
719	Beyond scope Driving - traffic concern Unsupportive The "fiat accompli" of ruling out light rail or combined light-rail/streetcar for the Division-Powell corridor was short-sighted and political. Anticipating difficulty in raising funds is not a good reason to stick us with inadequate infrastructure for the next 50 years. All of the objections raised to rail have easy solutions. (For example, elevated tracks, like those used for parts of the new Orange line, could be used on Powell out to 52nd, preserving traffic lanes to please ODOT.) Busses, stuck in traffic, will never offer an adequate alternative to congestion in heavily used corridors. These changes will put a Band-Aid on it, but after SW Corridor, this will need to be revisited. Then, of course, the costs will be much higher. Staff needs to be willing to tell the politicians when they're not serving the public interest.	8/1/2016 4:56 PM
720	Bikes Concern for others Driving - disincentivize River crossing Stations, new bus I feel that by cutting the amount of stops provided in more eastern areas of Portland you're disserving a lot of the people who ride transit (lower income people and families). This is unfair to those who already have few or no other affordable transit options. It's unfair to make things more convenient for people riding in cars or on a bike; it would be just as easy for them to divert their personal transportation over a block or two to avoid getting stuck behind the bus. I really like the idea of having longer busses with the ability to get on through multiple doors. I also like the idea of providing better bus stop shelters and making bus stops more apparent. Regarding adding stops closer to the waterfront, I like it in theory but I feel as though the transit from SE 82nd to downtown already takes 40+ minutes which is a long time to get to destinations in downtown. I feel that I would rather take line 9 if I needed to get to the waterfront or PSU.	8/1/2016 4:24 PM
721	Bikes Division fit Driving - disincentivize Frequency Parking - not enough Ped safety Station locations Stations, new bus Unsupportive This is a flawed survey. Please have it written by professionals next time - or perhaps test it on people who would give you honest feedback. We were forced to accept certain assumptions in order to answer (or not) many of the questions. Those assumptions are not always correct, e.g. that X action will result in achieving Y goal. Given those flaws, these survey results will not, cannot, reflect actual experience and opinion, assuming that is what you want. Yes, some of the proposed changes are certainly worth implementing and may lead to some improvement, but to assume that these changes will lead to great improvement is naive. Those of us who travel this area regularly have no illusions. Without other, simultaneous, changes along Division, this alleged rapid bus transit line will soon be no faster than our existing light (aka snail) rail or other buses on busy, narrow roads. And instead of staying dry or cool on a slow bus, we'll instead have to walk the extra blocks, with no actual improvement in our journey's start to finish time. Those other changes will need to include: adequate parking in multi-unit residential and mixed use buildings, secure AND sheltered bike parking along Division, more than two spaces ON the bus for bicycles, safe crosswalks and safe bicycle lanes, incentives to drive smaller cars, real incentives by Trimet and local businesses to encourage people not to use their cars - incentives such as improvements in Trimet service including buses that are clean, have working AC, don't break down regularly, arrive regularly, allow bus drivers along the same route to communicate with one another to avoid the bunching up problem, etc.	8/1/2016 4:16 PM
722	Station locations Don't get rid of the 32nd and division stop please!!	8/1/2016 4:02 PM
723	Unsupportive I feel like this is a bandaid solution and that all these changes will ultimately only make the bus slightly faster, not enough to significantly increase ridership/	8/1/2016 3:15 PM
724	Driving - traffic concern Train drivers better and teach them to actually pull over to their stops so as not to have their ass-ends hanging out thus stopping traffic from being able to go around.	8/1/2016 3:02 PM
725	Frequency Make the route continuously frequent through the whole day and slow down after 10pm and enforce sitting not standing by driver up front	8/1/2016 2:10 PM
726	Ped safety River crossing Station locations Please make sure pedestrian signals to cross Division match up with bus stops. Also, if you retain existing Hawthorne Bridge crossing, please make an additional stop at 5th avenue. The bus crosses 5th after stopping at 2nd, but doesn't stop again until 6th and Taylor. That's 8 blocks! many riders need to go south on 5th. I still have to walk two more blocks after I get off a Taylor to get a southbound connection. I don't mind walking, but when the bus is in heavy traffic, this can add 10 minutes to my trip just to head in the southbound direction! (If you use Tillicum Crossing, I'd love it because I'm heading to South Waterfront anyway. In fact, you could make that change right now and I'd be very happy!)	8/1/2016 1:51 PM
727	Beyond scope Driving - traffic concern Safety and security I used to use Division on to commute to work on a regular basis. Over the past several years, it has become difficult to drive on. I now use Powell on a more regular basis depending on traffic. Neither option is time effective. On a good day it takes me 40 minutes to drive the 8 miles to work. Why don't I use public transit? a.) my dog accompanies me to work on a regular basis b.) there are no stops conveniently located to my home c.) I don't feel safe on the bus and in some areas the bus stop either.	8/1/2016 11:40 AM

Inner Division transit survey

728	Uncategorizable Thank you for taking a look at this. It's critical and proactive.	8/1/2016 11:25 AM
729	Driving - traffic concern I've read that longer buses don't turn well and block traffic. I would hope this isn't the case.	8/1/2016 10:26 AM
730	Beyond scope Division transit ideas Driving - traffic concern Pull outs Safety and security We need to make sure Division is an efficient transportation route for cars, because if they can't get through Division quickly then people drive through the neighborhood streets like Woodward and greenways like Lincoln and Clinton. This has become a real safety problem and livability problem in the neighborhoods around Division because Division has become so congested. In addition to transit improvements, there is a strong need for a protected left turn lane on Division at Chavez. Traffic backs up there waiting to make turns. It would also be ideal to have bus pullouts for loading passengers, so that traffic can go around the buses when they are stopped. The redesign of Division from 4 lanes to 2 lanes created much more congestion, in part because it is so difficult to get around buses and they stop so often. With the improvements the bus rapid transit will provide for travel efficiency on Division, PBOT should take out the diverter they put on Clinton at 32nd. The diverter on Clinton at 32nd is causing traffic and safety problems in the neighborhood. PBOT put the diverter in because of increased car traffic on Clinton after they changed Division from 4 lanes to 2 lanes, however if Division could become an efficient car travel route again fewer drivers would want to use neighborhood streets and greenways like Clinton making the diverter unnecessary. The current diverter at 32nd is unsafe and needs to be removed. Restaurant and tourist traffic in the neighborhood is causing a lot of the challenges and needs to be considered as different from typical commuter traffic. One time restaurant/tourist visitors don't learn new traffic patterns as daily users learn them.	8/1/2016 9:39 AM
731	Station locations Supportive I like the new proposed bus stop locations. they are on every main street. I appreciate these changes because i feel like the #4 seriously stops at every bus stop during rush hour times. So if we minimize the stops it will help traffic in a broader scheme of things not just for transit users but for cars as well.	8/1/2016 9:33 AM
732	Beyond scope Bikes More bike storage would make bus transit much more appealing to me. I have forgone bike-transit trips (particularly with my wife) out of fear for a lack of sufficient bike carrying capacity. Even as avid bikers, we wind up driving for trips far out in the region instead.	8/1/2016 9:02 AM
733	Supportive Thank you for all your hard work. I am sure it is difficult to meet the transit demands of the many. "D-street" has the potential to be a bit of a mess, and is already somewhere that I avoid by car, but I think what you have proposed makes a lot of sense.	7/31/2016 10:02 PM
734	Current service Station locations Unsupportive I would hate to sacrifice the quantity of buses during the hour, to a quicker trip. If the bus route changes to go by ohsu then the time saving benefit is lost anyway. I have never complained about the bus service on Division.	7/31/2016 9:26 PM
735	Beyond scope Too many transients "just riding" the bus (and MAX) to get out of the heat and/or weather. No fare being paid, operator just lets them go as it appears increasingly dangerous for an operator to say anything regarding fare.	7/31/2016 9:13 PM
736	Division fit Division transit ideas It would be great if the bus was kept on Division and removed from Clinton street. The ability to give feedback on every set of questions would be more user friendly, when trying to give relevant feedback and I'd hazard would actually generate more feedback.	7/31/2016 8:27 PM
737	Current service Division fit Driving - traffic concern I find it ridiculous that this would even be proposed on Division St. What was once a fully functioning street above 60th has been whittled down to one lane each way. The long line of cars now forced into one lane in single file, make for bumper to bumper slow moving during rush hour. I do not believe a bus will be able to move faster during these times no matter how long it is and how few stops it has. It just simply has no where to go when there is a line of cars ahead of it. And to try to fit these large buses down below 36th where the lanes are narrow and the building so dense seems like too much. I also see all the pedestrian cross walks as slowing down this 'Rapid' bus.	7/31/2016 7:37 PM
738	Pass ups Supportive LOVE the narrower longer articulated bus model! IMO this one single item could be very helpful in addressing the crazy and crowded transit situation on Division. Became a huge fan of these in San Francisco.	7/31/2016 5:13 PM
739	River crossing if the consideration to going through to the south waterfront is the same amount of time as the current route over the hawthorne bridge then it might be acceptable. but, i suspect it is a much slower route to get to downtown and misses some of the convenient stops once over the bridge. on the other hand, with proposed neighborhood development around OMSI and Zidell Yards, better transit connection will be a must. the light rail currently does that and some buses may be an added benefit.	7/31/2016 2:37 PM
740	Beyond scope Current service Unsupportive Use this as an opportunity to fix Powell and not to cram more congestion on Division.	7/31/2016 2:34 PM
741	Pass ups Station locations Add a station at SE 30th. The biggest gap between stations should not be in the busiest, most dense area of Division. I can easily see the SE 34th station becoming overcrowded and spilling over onto already crowded sidewalks.	7/31/2016 2:21 PM

Inner Division transit survey

742	Unsupportive Division is too narrow a street for a fast mass transit. Powell Blvd. is a better route	7/31/2016 11:28 AM
743	Ped safety Station locations Please be sure your chosen station locations keep in mind where seniors and others with compromised mobility live relative to the bus stops - where are apartment houses, senior-living centers and other locations where those bus riders live. It's much easier for 20- and 30-somethings to trudge 4 blocks to the next bus stop than someone who is in their 60's and older, or using a cane, walker or wheelchair.	7/31/2016 10:52 AM
744	Bikes Ped safety Safety and security Yes - the crossing of Division at 41st is terrible for bikes, and is hazardous because of the bend in Division. The crosswalk is also often a long wait as a pedestrian. Furthermore, there is no safe crossing near 45th ave, though it appears there used to be a crosswalk. I strongly urge a bike light for 41st to prevent injury (or worse) to bikers, as well as a pedestrian crosswalk at 45th.	7/31/2016 10:38 AM
745	Driving - traffic concern Parking - not enough Unsupportive Division Street has just been narrowed to accommodate bioswales. That has increased the problems of traffic congestion and lack of parking. Now the proposal is to add more traffic in the form of huge buses? It makes no sense to add these gigantic buses to such a narrow street.	7/31/2016 10:30 AM
746	Concern for others Ped safety Station locations I'm worried about the equality of some of these changes: new, line specific busses mean that a certain area of town is guaranteed a nice amenity when other areas may be going without, and I have concerns about those with mobility issues not being able to get on and off at more convenient places for their life.	7/31/2016 7:57 AM
747	Station locations Stations, new bus Unsupportive Survey is narrowly focused to address only the option that project has decided on. Max gap is actually 10 blocks, not 8 as stated. You are reducing usefulness of local service transit to give small travel time benefit to longer distance riders. Vehicle Les and stops ALREADY have consistent "branding" - why the hell do they have to be "distinctive"? This is so NOT "BRT" - which I see you're not really calling it anymore! Ditch the "stations" (gee - now that there are federal dollars available, you're going to give us back the shelters you've been taking away?), get articulateds, allow all-door boarding via Hop (no need for off-bus payment), do the signal improvements, and what percentage of the service improvements do you get? Without decimating local service.	7/31/2016 4:50 AM
748	Driving - traffic concern Parking - not enough The City of Portland should have considered the traffic problems before the removal of homes and small business for larger high traffic specialty stores and apartments. It is this build up of so many new store and apartments without parking that is causing traffic problems. These additional cars circling the block looking for parking, with people and bikes darting in and out of parked cars along Division causing drivers to need to be very careful and many times block the flow of traffic. The residents along Division and Clinton find many people using the off street parking are coming to Division to shop, eat, drink or party without consideration of where or how they park. I live one block from Division and many times I find parked cars bumper to bumper street parking and at times parked blocking my driveway. I consider myself one of the lucky ones as I do not have to park my car on the street like many of my neighbors who find that they cannot park near their homes.	7/30/2016 9:16 PM
749	Bikes River crossing Unsupportive I ride the 4 into work almost daily. My stop is the one right after the Hawthorne bridge. Adding the Tillicum Bridge and the Waterfront into the mix will take the 4 off my list of buses to ride. As it is, I can bike from 104th to my office faster than the 4 can get me there, and the Green Line, as much as I detest how full it gets at night, will also be faster. There will be no reason to ride the 4 if you re-route it.	7/30/2016 9:15 PM
750	Current service Driving - traffic concern Station locations Unsupportive Adding curb extensions has led to the problem of traffic backing up on Division. This wasn't something neighbors approved, since I was certainly never asked. Closing 2 lanes of traffic, expecting more people to ride transit, while at the same time eliminating some service seems very counter productive. This is an overall bad plan.	7/30/2016 7:26 PM
751	Uncategorizable This was one hell of a propaganda piece. Very slanted.	7/30/2016 6:39 PM

Inner Division transit survey

752	<p>Concern for others Driving - traffic concern Ped safety Safety and security Station locations</p> <p>Unsupportive This is outrageous. Many people take the bus because they have to - not just because they are trying to be environmentally conscious. Your proposals do not consider how much extra walking to the limited stops is involved. You are only presenting how it will be if you live on Division St. Consider the people who are in the neighborhood and who already have a few blocks walk to get to Division St.; now those people are going to have even more blocks added on. What about people with physical limitations? What about the elderly? What about the disabled? Or when the weather is particularly icy and snowy and generally treacherous? Furthermore, having buses that carry 60 percent more people is not acceptable. I certainly will find another way to travel rather than ride a bus with that many people on it. Generally it is quite awful being crammed into the current buses along with the cross-section of humanity that takes the bus. This is not a Tri-Met issue but rather one of the general state of the world. However: to increase the numbers of people in the bus is just going to make it more unbearable for riders and for the poor driver. It increases the chances that there will be more confrontational issues, issues which do arise. In addition, expecting people to enter and exit the buses faster is disingenuous and cruel: it takes time for people to move and just because you need to move your buses faster in order to obtain Federal funding does not mean your individual riders will be able to comply. Shame on you, Tri-Met! Also, regardless of the fact that you say traffic will move faster, the bottom line is that even more vehicular traffic will move off Division and into the neighborhoods when it can. Nobody is going to want to be behind bigger buses.</p>	7/30/2016 6:10 PM
753	<p>Ped safety Safety and security Station locations Stations, new bus I understand budget and priorities, but us folks in deep SE would like a little shelter love, too, please. The merry band of folks who get on at OMG o'clock (also known as the first bus going west) could do with some lighting that would alert the bus driver and keep him from zooming past us in the dark. We do wear reflective clothing. Several of us wave our phones as the driver careers down Division. It is not always enough. It is dangerous, sitting in the dark, in the winter - and you have to step out - PAST the bike lane, nearly into traffic - to successfully alert the oncoming driver. Those drivers must be giving passengers whiplash suddenly stopping, once realising there are passengers waiting. Really. Help us. Please.</p>	7/30/2016 5:25 PM
754	<p>Concern for others Follow up Ped safety Station locations The number 9 goes through south waterfront- does the 4 need to do that as well? I think people on the orange line come through and have better connection opportunities by riding to downtown and don't need more connection options at s waterfront. I understand the need to cut down the stops on division and as an able bodied 30 something person, I would accept walking extra to speed service. I think cutting the stops will negatively impact disabled, elderly, and families with small children, especially when the weather is inclement.</p>	7/30/2016 5:02 PM
755	<p>Division fit Could Division be made wider to make room for bikes,cars,buses ?</p>	7/30/2016 4:42 PM
756	<p>Concern for others Station locations Some of the questions are false. You say bus stops no more than 4 blocks walk when you get to Division . The length between 26th and 34th is 10 blocks bec of extra Places. Other issues like that with this survey. I am disabled (and employed, paying a TriMet tax each year) and am able to have an active life bec I live one block from the #4. It takes me downtown to activity and to multiple options for transfers. It takes me east to mid-county family health clinic on 127th. I can use fixed-route service even in the rain. I can be far more independent on fixed route rather than using the hated Lift service. Reducing some inner-SE area stops will be a heavy burden for many people. We're not the 70+%, so we're being ignored? Have you looked at the demographics of this group? How many physically can't or won't go to further stops, especially in bad weather or the dark? (Feedback on engagement levels: Several times I read of open discussions on this bus route but the alert only gave 2-3 days notice. I need more time in order to get ADA accommodations.)</p>	7/30/2016 3:09 PM
757	<p>Driving - traffic concern Station locations I think it was mean of the city to put those bioswales in when the cost was eliminating a place for the bus to pull in and pick up/ drop off riders. Then they ok'ed more non-parking housing in hopes that new residents will ride the bus. Now they have a horrible mess on Division street. I am sorry the city has made a mess over here for you guys, but I don't think eliminating stops is the answer.</p>	7/30/2016 3:08 PM
758	<p>Station locations Supportive Keep buses moving! Most important, be aware of majority, (74%) rather than the few who would have to travel further. You have handicap service available, I believe to take care of those who truly cannot walk the extra block or two. The time spent walking is healthy, even in the occasional bad weather, and the time spent will be saved in other ways.</p>	7/30/2016 2:56 PM
759	<p>Supportive Keep up the good work!</p>	7/30/2016 2:41 PM
760	<p>Division transit ideas Try looking at double decker buses</p>	7/30/2016 2:30 PM
761	<p>Concern for others Ped safety Station locations Just concerned about people witj mobility issues having to walk longer to get to stops.</p>	7/30/2016 2:09 PM
762	<p>Division transit ideas Frequency Supportive There is still a lack of north/south connections in much of the service area. Increased frequency and reliability on Division is good, but a grid system requires good connections for its potential to be fully realized. In particular, there a gap between SE 12th and Cesar Chavez with no north/connections that run every day of the week.</p>	7/30/2016 12:54 PM

Inner Division transit survey

763	Driving - traffic concern Unsupportive I have lived on division for 6+ years. With all the changes already made to this street. Less parking, 2 lanes. I cannot pull out of my driveway and drive down Division due to huge traffic jams, i have to go up and go all back roads through ladds to get to mlk. Hate this street now, don't make this a major double bus line. Hard enough to get around them now on this narrow street.	7/30/2016 12:48 PM
764	Pass ups During peak times the bus can be filled to the brim when it comes ever 5-10 minutes. having buses only every 15 minutes that only carry 60% more people may not be sufficient during peak hours and still leave people to be passed by the bus because it is full. I live on se 12th, Fairly near to downtown and I have been passed a number of times, especially during winter months. I purchase a monthly pass and expect to be able to use it to ride the bus not be passed regularly when it is raining.	7/30/2016 9:52 AM
765	Bikes Driving - traffic concern Fewer condos and people moving directly onto division will help keep the traffic down. Less construction and aggressive drivers who affect the buses as well as cyclists.	7/30/2016 9:14 AM
766	Current service Station locations If you have to do away with any stops, please make sure you keep the SE Division and 20th stop. Lots of individuals, myself included, rely on that stop as we work at the New Seasons Market in the Seven Corners neighborhood. Also, PLEASE make sure to keep service running as early in the morning as you can. I board the first #4 bus of the day in North Portland on N Alberta and Albina (at roughly 5:04AM everyday) to ride it into SE to the previously mentioned New Seasons Market where I work. I am consistently surprised at how crowded this first bus of the day is, but I know everyone on that early bus is probably also going to work, so it's probably a good thing to keep it going early. Thanks for all that you do. I really love Trimet and can't wait to see the new changes!	7/30/2016 7:29 AM
767	Current service Supportive This all sounds great, but five years is a long time to have to deal with continual overcrowded buses, delayed buses, and the like. Are any of these changes going to be rolling? Such as longer buses sooner than the projected 2021 date, or are they all going to happen pretty much in five years? Also I would like to see increased service at night - or service that better connects with max line arrivals/departures.	7/30/2016 7:16 AM
768	Stations, new bus I like having bus stops labeled just with signs and would not prefer shelters. Shelters are a waste of money that encourage litter, graffiti and have advertising. Signs blend in with the neighborhood and are easily moved/changed when the needs of the city change.	7/30/2016 6:04 AM
769	Beyond scope Line 17 needs help	7/30/2016 12:37 AM
770	Concern for others River crossing 1) How does the plan with fewer stops affect those who are movement-impaired? 2) If the route is changed to the Tillicum, what mass transit will serve the inner stops now made by the number 4?	7/30/2016 12:17 AM
771	Beyond scope Division transit ideas Driving - disincentivize Follow up Sad to declare defeat for any Powell improvement. Would it work to take over Clinton for high speed transit with separate bike lanes and no cars?	7/30/2016 12:00 AM
772	Concern for others Ped safety Station locations The proposed stops are too far apart, and would have some riders walking up to half a mile. For many people, the reduced bus travel time will be offset by the increased walking time, in the rain or in the sun, to get to the stop. And that's for the able-bodied ones.	7/29/2016 11:33 PM
773	Ped safety Station locations Still think obsolete stops should still be available for the disabled.	7/29/2016 11:27 PM
774	Current service My commute from Gateway to SE Division & 23rd takes far too long! It's only 6.5 miles from my house to work, yet can take over an hour to catch the Green line MAX/#4 combo trip. It would be extremely helpful if the #4 synced better with the Green MAX schedule going towards downtown. I often see the train pulling up to the Division/205 as I am getting off the bus, and it is very frustrating to keep missing the train by seconds/minutes. It elongates the total time of my commute. Also, I usually catch the #4 at 20th or 23rd, and the buses coming do not read DROP OFF only, yet do not stop. Often times, the driver will wave as if to indicate there is another bus shortly coming, yet the 1st bus has bike rack space open, and the 2nd and often 3rd buses do not, so I end up waiting even LONGER. You need to have an overflow option to bring our bikes on the bus if there are no wheelchairs aboard.	7/29/2016 9:40 PM
775	Frequency Pass ups River crossing Please do not route the bus to south waterfront. The main draw of the number 4 is it gets in and gets out. Most people are heading into the downtown core. There are not enough direct and frequent service buses east and west and current lines are over capacity for a reason, they are in demand. I would use the 4 even more if it reliable space and frequency.	7/29/2016 7:46 PM
776	Driving - traffic concern Station locations Something needs to happen at 11th and division- traffic is regularly backed up due to trains and transit stops.	7/29/2016 7:45 PM
777	Division transit ideas River crossing I would like to see the #4 Division disconnected from the #4 Fesseden so that problems on one half of the line don't affect transit times on the other half. Most riders don't travel from North Portland, through downtown, and over to southeast Division, so changing busses downtown shouldn't adversely affect very many people. There is little need to route the #4 through the South Waterfront because it is so easy to get off at 12th and Division and walk to blocks over to the Orange line. I've been doing that daily since the Orange line opened!	7/29/2016 7:13 PM

Inner Division transit survey

778	Beyond scope Driving - disincentivize Follow up TriMet's buses, in conjunction with Portland's streets, are quite literally Hell on Wheels. You can't fix the streets and you can't afford better suspensions, but you could add cushions even if they do make the buses harder to clean. If you want to get people out of their cars, provide an alternative that doesn't cause progressive spine injury.	7/29/2016 6:58 PM
779	Frequency River crossing Supportive Transit times must be improved and bus consistency must be improved. I like the idea of rerouting cross the transit bridge not because this is more convenient to where I go. The current route is more convenient were ago. The reason I approve the changes the potential to make buses move faster. Today across the bridge there are many red lights and stop signs to connect up at city streets is must all be converted to bus priority signals. Try Midwest work with the city of Portland to make buses move with priority across both in transit bridge and through inner division. I do not believe time is proposed changes go far enough deliver the quality of service we need on the number 4 line	7/29/2016 6:45 PM
780	Beyond scope Concern for others Follow up Supportive This doesn't have anything to do with the 4, but it would be amazing if the 87 had more frequent trips, and ran later, as well on weekends. The 4 would definitely benefit from longer busses. It would also be helpful if there was a way for folks to stow their parcels so they don't take up so many seats. There are groups of folks who ride together, with rolling grocery carts that take up the whole front end of the bus, often making it impossible for handicapped/elderly folks to get a seat, and it clogs up the aisle so riders can't get on the bus.	7/29/2016 6:20 PM
781	Uncategorizable Thanks for the work/research being done to improve service.	7/29/2016 5:44 PM
782	Beyond scope Follow up Please consider this for other bus lines in SE as well, especially the 14 and 15!	7/29/2016 4:44 PM
783	Follow up Station locations I want to know the stop changes you are considering. Please remember that students take the 4 to get to school (Franklin HS). I don't want them walking 4 blocks in the rain to get there.	7/29/2016 4:15 PM
784	Division transit ideas Frequency Separate the Division line from the Fessenden to improve schedule reliability. Operate more frequent service on the inner portion of Division - 10 minute midday, and night service to respond to the increased density on inner in the past few years.	7/29/2016 3:24 PM
785	Driving - traffic concern Station locations Unsupportive It makes no sense to me that the city would like to limit cars and you would eliminate bus stops.	7/29/2016 3:02 PM
786	Frequency Pass ups Supportive I just want the buses to stay on schedule so it reliable and it get to my destination timely, so whatever changes need to be done to accomplish this goal, I support Trimet's efforts and changes. I understand when Trimet's is impeded by traffic, construction and other things beyond their control and appreciate all your challenges. But too often lately it seems that the busses in the morning are running behind simply due to either more people using Trimet and schedules not being adjusted for that, or the drivers are not going fast enough. Some drivers are quite good at maneuvering the bus and fast from stop to stop, some drivers are slow about going down the street from stop to stop or intimated to be more aggressive if you will.	7/29/2016 2:59 PM
787	Beyond scope Division transit ideas Driving - traffic concern Follow up Frequency Station locations What happened to Powell? Can you get a few of these long busses and try them out on both corridors? Can you have long busses, less stops during rush hour (this would both benefit and not benefit me) and regular busses and more stops the rest of the day? Already, I do not drive down Division (Cesar Chavez to 12th) during most of the day and night unless I am doing it to see the sights. I also don't drive down Hawthorne until 20th. Too many different types of transportation on those streets make it very difficult to even see each other let alone avoid hitting each other. Thank you!	7/29/2016 2:55 PM
788	Beyond scope Follow up I realize this is out of the scope of this survey so I apologize, but I am very curious to know if there is any discussion at all about buses running on Lincoln (especially on Lincoln and 52nd). Personally, I feel like this is very unsafe considering the bikeways. It seems like having the buses stay on 60th all the way to division would make much more sense than cutting down Lincoln and then over on 52nd. I love the idea of the #4 changes though. Thanks for the opportunity to give feedback.	7/29/2016 2:40 PM
789	Concern for others Ped safety Station locations I worry about the elderly and disabled that depend on the bus having farther to go.	7/29/2016 2:29 PM
790	Station locations I LOVE the idea of less bus stops! I think it's a bit ridiculous that the bus stops ever two blocks in most of the section from where I live(across from PCC) to SE 12th. It's very frustrating, annoying & delaying for everyone but the unmotivated person who cannot walk the extra 2-4 blocks. There should only be one stop per 6-10 blocks with a couple of exceptions: where there is a line transfer & the hospital buildings. And if there will be housing at each station(as proposed in the new line changes) this will help during the winter when the weather is weathering.	7/29/2016 2:23 PM
791	Frequency Supportive Bigger buses will help. But adding additional trips would also help (every 10 mins). Changing the way people EXIT the bus may save more time too. Not everyone exits in the back. People that exit the front door slow down the people who are trying to enter. Obviously, some have to exit the front because of mobility devices, but with one exit and one entrance, each stop will take less time overall.	7/29/2016 1:17 PM

Inner Division transit survey

792	Division transit ideas Station locations Can you make fewer stops (walk up to 4blocks to next stop) and extended green lights for buses that run up Grand as well (for example line 6)? Thanks!	7/29/2016 12:32 PM
793	Frequency Pass ups Buses can't not show up!! Everyone is late for work! And the next bus is packed full I've waited for buses and they don't come	7/29/2016 11:59 AM
794	Frequency There needs to be less buses. The street rumbles and shakes all day long. I'm worried that the bigger buses will be much heavier causing the road to break up and further vibrating the neighborhood. My house shakes all day long (especially during rush hour) from the buses.	7/29/2016 11:45 AM
795	Current service I'd love to get faster access between SE and NE, and between SE and NW. Would also appreciate some crosstown (N-S) bus routes, e.g., a way to get between Burnside and Division. Thanks!	7/29/2016 11:36 AM
796	River crossing I would prefer one direct bus line from SE Division into downtown, towards 20th/23rd and Burnside.	7/29/2016 11:34 AM
797	Supportive Articulated Buses	7/29/2016 11:10 AM
798	Driving - traffic concern Stations, new bus Division is getting too crowded. Parking is limited and pedestrians own the road. It is very narrow to be in a car and have a bus headed your way in oncoming traffic and buses limit visibility for pedestrians crossing. Clinton blocks for the bike lane should not have been put up, tri met and the city should've re routed the 4 down division between 39th or 50th and 12th to cut down on congestion and make it safer. Longer buses may create more danger in narrow lanes.	7/29/2016 11:09 AM
799	Current service Serve Foster past 136th out into Pleasant Valley	7/29/2016 10:53 AM
800	Pull outs Station locations Supportive In my opinion Division St #4 suffers most from 2 problems. 1 is to many stops, your new plan is a huge improvement. However, the second main problem is that most Division bus stops are directly in the traffic lane. when a bus stops, it stops ALL traffic. adding a turn-out for the bus in a parking space is ALWAYS better so cars and bikes can get by while the bus is stopped. this is going to be even worse when we have longer buses... in my opinion the problem will remain unless the bus stop que is long enough and wide enough to get the buses out of the traffic lane while at a stop.	7/29/2016 10:28 AM
801	Current service No smoking at bus stops!	7/29/2016 9:31 AM
802	Pull outs Bus drivers need to be trained and instructed to pull out of traffic lanes when at stops. Issue - Some stops are not long enough for buses to pull completely out of traffic lane. Stops positioned after an intersection are easier for a bus to pull into and out of the traffic lane.	7/29/2016 9:27 AM
803	Beyond scope Division fit SE Division is a two lane residential area. I don't think it's appropriate to place rapid transit on this street. Rapid transit is better suited for SE Powell. I understand that TriMet did a survey to see if people would use a SE Powell verses a SE Division rapid transit and found that people would use a SE Division rapid transit more. I think that TriMet should not only go off of what the people say they'd use - public transit is more than what people want, it's what would it best in a city planning perspective. As city planners, I would like to urge you to make a commitment to keep my neighborhood just that, a neighborhood. I think the rapid transit bus line should be implemented on SE Powell then given time to see how people incorporate it into their commutes before suggesting to have it on SE Division, a more residential corridor.	7/29/2016 9:26 AM
804	Current service I am concerned about the new Y line, that runs north/south along 20th street. There is already congestion there, as well as homes who's garages face where the bus stop at 20th/division is proposed that I can see creating a lot of frustration.	7/29/2016 9:24 AM
805	Bikes Ped safety Safety and security Longer buses pose a potential conflict with smaller travellers, most notably bikes and peds. I would not support any measure that creates a greater blindspot for bus drivers without creating separated infrastructure for bikes/peds (bus-only lanes with bus stop islands and raised cycle lanes).	7/29/2016 9:21 AM
806	Station locations Supportive I really appreciate you looking for ways to improve the issues with the #4 bus. Since I am an older person, walking further to catch the bus is difficult. Plus I don't have a car, and don't drive so I don't have that option. I have experience with you changing the bus stops downtown to be fewer and increase the distance between stops, so I know what it would be like if you made this change on Division. I like the idea of longer buses and multiple entry points, but please don't space the stops further apart.	7/29/2016 9:18 AM
807	Current service Please consider more buses prior to 8:00 am	7/29/2016 9:12 AM
808	Station locations I visit Division Street mainly for eating out purpose. I either travel from Downtown or from my home in Sellwood. Most restaurant and shops are concentrated on between 26th and 39th. It seems to me that there needs to be more stops between 26th and 34th.	7/29/2016 9:12 AM
809	Current service Division transit ideas Not enough info for some Qs: more boarding doors? This is only possible on different design. Show design and functional aspects. More costs mean higher fares. Longer buses no good on Division. The district is too small. Longer buses necessitate signal accomodations. Plusses and minuses. Why not more frequent buses at peak hours? Consider S waterfront route as every other bus or select times.	7/29/2016 9:02 AM

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810	Concern for others Driving - traffic concern Station locations Don't ignore the needs of mobility/visually impaired. Not all are "walking" farther. And those that are should have unobstructed and easily traversed routes to get to the more distant stops. I am also concerned about on time performance through this already congested and getting worse stretch of division. May not be a deal killer today but by 2021...?	7/29/2016 8:59 AM
811	Stations, new bus Weather shelter is very important at bus stops. With larger buses and more boarders per stop, bus shelters will need to be quite a bit bigger. On the "4", shelter from the east wind is important in the winter. (I guess I sound like the senior citizen that I am.)	7/29/2016 8:56 AM
812	Division fit Pull outs No matter how you cut it, cars will still be driving bus speed since it is hard to pass on that street from 60th to downtown. Having a longer bus will make it more difficult since the bus would never be able to fully get out of the driving lane, but having less stops will most likely help. I probably will just not drive on Division, unfortunately that means other parallel arterials, e.g. Clinton, will get more traffic.	7/29/2016 8:54 AM
813	Supportive I hope this kind of planning carries over to other bus lines.	7/29/2016 8:47 AM
814	Current service Supportive I ride this portion of the #4 usually for social visits to the neighborhood, and I really like the changes. It's a bit bonkers how much the bus stops on Division, and actually confusing for me about which stop to get off at (particularly between 20th and Chavez).	7/29/2016 8:36 AM
815	Current service Stations, new bus Providing cleaner buses would be the best thing to change. It's obvious	7/29/2016 8:35 AM
816	Uncategorizable Not at this time, thank you.	7/29/2016 8:31 AM
817	Division transit ideas The #4 X-Press line worked well for people in East County. Bringing that back would help with crowding and travel time also. This would also work well when MAX is undergoing construction and those of us who primarily use MAX wouldn't have to stop at each stop along Division to get out beyond 122nd. When TriMet knows of upcoming issues, they should consider more creative solutions, other than just adding more buses.	7/29/2016 8:30 AM
818	Bikes Current service The screen showing the proposed 11 stops should have been earlier in the survey. It slightly changed my mind about the few stops. If Division was closed to vehicle traffic between 12 and 82, and only open to pedestrians, buses and bikes, this would create a cleaner sleeker Division with less problems for pedestrians and bikes patronizing Division businesses. I bike to work to SW 5th and Oak everyday, take the #4 to 32nd and bike home from 32nd to 46th and Harrison every day. The next screen asks if I have a physical disability, and yes I do. I have severe arthritis in my knees. Walking is difficult but because of the different type of knee movement for walking vs biking, and walking creates a pounding on the pavement where biking does not have that pounding. Because of these differences, I am able to bike greater distances, where walking those distances is not an option for me. It would be great if all buses lowered when riders are loading and unloading their bikes. Some of the newer buses are very high for me to get my bike on if the driver does not lower the bus. And honestly, quite a few do not lower the bus.	7/29/2016 8:27 AM
819	Beyond scope What happened to BRT on Powell? Powell needs help.	7/29/2016 8:21 AM
820	Driving - traffic concern I really don't think you can make it so that the buses don't hold up traffic. It's a nice thought, but division is a one-lane street with tons of pedestrians in the 30-blocks.	7/29/2016 8:20 AM
821	Beyond scope Driving - traffic concern One previous option was to bypass this portion of Division altogether, from 50th ave. (or 52nd) - and returning at 12th avenue by re-routing 04 over to Powell and back prior to continuing onto downtown. I am still a strong proponent of this option as congestion in this area is not currently conducive to transit vehicles and adding a much needed longer bus to the route would be even less so.	7/29/2016 7:57 AM
822	Station locations I'm concerned not only with my own current convenience but also with my situation as I age and also for elderly and disabled who ride the bus. 6 blocks is too far between stops.	7/29/2016 7:48 AM
823	Concern for others How will the increased distance between routes affect the sight-impaired residents of these neighborhoods? I think it would make it difficult for those citizens.	7/29/2016 7:39 AM
824	Current service I got on this survey because I expressed interest in Line 'Y'. Without Line Y, I cannot ride Line 4 because it is too far away.	7/29/2016 7:31 AM
825	Stations, new bus Every stop should have a shelter, including a special light that alerts nighttime bus drivers that a passenger is at the stop. Also, shelters that really protect passengers from the driving rain and wind.	7/29/2016 7:26 AM
826	Division transit ideas What about express buses?	7/29/2016 6:30 AM
827	Follow up Why would it take 5 years to make these changes?	7/29/2016 2:02 AM
828	Uncategorizable Please see my above comments from previous page. Thank-you.	7/29/2016 12:39 AM
829	Stations, new bus BATHROOMS, BATHROOMS, BATHROOMS!!!!	7/29/2016 12:30 AM
830	Frequency Plan should include, if not already, more frequent buses in peak travel time. I have noticed less buses after 7:15a vs those before that period. Rainy season also = higher congestion.	7/28/2016 11:49 PM

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831	Current service Later service to 3:00 a.m..	7/28/2016 11:30 PM
832	Concern for others it seems like the first part of the survey is skewed toward most answers being obvious thumbs up for the new system. But they are not weighted. I'm not sure if making an alter-abled body walking or rolling more blocks than 2 is a good idea.	7/28/2016 10:51 PM
833	Current service Safety and security Bus drivers drive too fast. They're a safety concern.	7/28/2016 10:34 PM
834	River crossing By re-routing #4 over the Tillicum it opens the Division area to new visitors without increasing car parking and traffic.	7/28/2016 10:31 PM
835	Division transit ideas Division street is perfect for a streetcar line. We all know the streetcar is slow but so is the bus and the streetcar is much quieter, comfortable and spews out no pollutants.	7/28/2016 10:28 PM
836	Beyond scope I vote for a light rail in this neighborhood.	7/28/2016 10:21 PM
837	Beyond scope Supportive These changes seem practical and likely to solve some of the challenges. Still, I think a longer term solution must eventually be a MAX train through the Division/Powell corridor out to Gresham.	7/28/2016 10:13 PM
838	River crossing How about every other bus travels to the waterfront alternating with a bus that travels downtown?	7/28/2016 10:09 PM
839	Safety and security Stations, new bus My concern about multiple doors to board is security and the driver seeing those that have boarded	7/28/2016 10:08 PM
840	Concern for others Supportive Coordination with traffic lights sounds great. I'm fine with reducing number of stops on the route, but it does seem that some riders have mobility issues that would make the further walk difficult.	7/28/2016 10:03 PM
841	Supportive I don't ride this bus, but have been a long time bus commuter in the past. Your proposals make sense to me.	7/28/2016 10:00 PM
842	Stations, new bus I declined to answer your leading questions, those that assumed your solutions will work as you hope. I've heard no promises that the total number of people moved per hour will increase, only that the capacity of each bus will increase. Unless you can transport more people, this whole project just allows you to pay fewer drivers.	7/28/2016 9:54 PM
843	Station locations Align stops with housing density. For example, 26th to 34th seems like a long stretch of dense housing and commercial to not have a stop. 34th works perfectly for me personally.	7/28/2016 9:50 PM
844	River crossing I really like the idea of rerouting the line thru South Waterfront. I'd like to see the Tillikum Crossing utilized to its maximum potential and OHSU and PSU are large employment and client/student destinations. It also differentiates itself better from the MAX Blue Line which runs parallel nearby. I also think rerouting the line to South Waterfront will also bring money to the 11th/12th/Division/Milwaukie interchange and hopefully be a catalyst to create an overpass over the railroad tracks. As it is now, it is difficult for auto, bus, bike and pedestrian traffic to navigate during rush hour and really divides the neighborhood.	7/28/2016 9:36 PM
845	Stations, new bus Supportive It seems like it would be less efficient to load/unload out of both doors during busy times, because it becomes somewhat of a traffic jam inside the bus with people going in both directions. Otherwise everything sounds great.	7/28/2016 9:36 PM
846	Stations, new bus I use the front for the ability to lower the ramp. Multiple doors may not give me that option. I am not currently disabled so I get pushed to the back of the bus when it's crowded. I am just older and short with hip problems.	7/28/2016 9:32 PM
847	Concern for others Station locations I don't currently ride the #4 bus, but I did on a daily basis when I originally moved to Portland and commuted to downtown from Ladd's Addition. I remember one time I boarded a bus that, once it left downtown and got to the east side of the river, switched to stopping every 4 blocks or so rather than every 2 blocks. (The bus wasn't called an Express bus, but I forget the name on the top that indicated it wasn't one that stopped every two blocks.) Imagine my surprise when I had to walk that extra 3-4 blocks! But, I was young and healthy and the extra exercise was fine. That being said, I wonder how much a larger distance between stops would become a problem for an older adult (past 60 or so)?	7/28/2016 9:29 PM
848	Driving - traffic concern Try an energy efficient double decker bus for some of the stops making the bus longer will still irritate drivers trying to go around the bus	7/28/2016 9:29 PM
849	Stations, new bus Supportive I am glad you are addressing the issue of over crowding on the buses as I am physically unable to stand and not everyone gives me a seat.	7/28/2016 9:27 PM
850	Concern for others Current service Supportive It's a nice idea. I have ridden BRT in other cities (Boston, Seattle, Santa Clara Valley) and found it a good experience. The only issue I see by comparison is that those transit orgs also had regular bus service to the same areas or nearby, so people could choose which option worked for them - especially people who needed to prioritize being closer to a stop at the start or end of their trip or both.	7/28/2016 9:11 PM
851	Station locations I would prefer a walking distance of 0-3 blocks max (6 blocks between stops)	7/28/2016 9:10 PM

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852	Current service You still have to consider dwell times at stops, which I'm sure you have. I guess this is what HOP is for. Can't wait to be able to get a HOP card!	7/28/2016 9:02 PM
853	Beyond scope Current service I would prefer the streetcar or MAX travel east along Division or Powell Blvd. I'm not a fan of buses. I think they're driven somewhat dangerously.	7/28/2016 8:58 PM
854	Stations, new bus more bus shelters with benches	7/28/2016 8:57 PM
855	Beyond scope I feel like this survey was designed so that I could almost only like the changes and not suggest other changes or prefer an accelerated schedule for the changes. Since this is likely somewhat related to BRT on Powell as well the survey seems disingenuous as it doesn't mention Powell. Basically I took the survey in order to leave a comment saying I think the survey is pretty crap for determining what people actually want, and boxes them in to saying what Metro wants. Please put out another survey that asks real questions about what people would prefer and relates the changes to the larger context.	7/28/2016 8:33 PM
856	Concern for others Station locations I live on the 4 line in north Portland, and sometimes I'll catch the 75 and then Connect in Southeast Portland With the 4 of division Street . As a person with a wheelchair or a walker it can be hard if the bus stops are pushed further apart especially when you get for the route toward 82nd the blocks for longer then the inner city blocks. So how will it impact rides that I have physical barriers of getting to postop closer together by moving them out for th so how will it impact riders that I have physical barriers of getting to postop closer together by moving them out for thhe speed time. Plus how are they going to pay for there rides and how are the driver going to help them if they need securement into their positions there's spots for them on the bus and how will that impact the American disabilities act .	7/28/2016 8:29 PM
857	Uncategorizable Buses	7/28/2016 8:22 PM
858	Beyond scope This plan is a degradation of service not an improvement. You need to get serious about dedicated bus lanes to speed up service. The meager time improvements doe not merit stop removal.	7/28/2016 8:19 PM
859	Current service Better connections. The 15 route is absurd--needs work. Express buses for busy lines	7/28/2016 8:19 PM
860	Follow up Is bus really the only option?	7/28/2016 8:16 PM
861	Concern for others Station locations Yes, disabled people walking would not be able to walk the 10 blocks difference at 34-39th is a very long walk cause you are not counting the extra streets like avenues and Boulevards. There are many stops now that are 7 blocks apart when walking. Try being unable to walk without walkers and go from 34th to 39th. It is NOT 5 blocks like it looks on paper it's more like 10. Portland streets are like county streets much longer than even downtown walking. Try walking it with a senior on a walker, you'll get the idea.	7/28/2016 8:09 PM
862	Current service Stations, new bus In other cities, passengers are not allowed to exit though the front. I would prefer that here (save for accessibility situations of course).	7/28/2016 7:59 PM
863	Beyond scope 2021 is a long time to wait for improvements. What are the chances it could start sooner?	7/28/2016 7:47 PM
864	Pull outs This section of division is only one lane in each direction. The bus should pull out of the flow of traffic at every stop to allow cars to move past. This would prevent cars from getting stuck behind a bus for miles. The problem is not the number of stops, it is that the buses just point their noses towards the curb, they don't actually pull over and allow traffic to continue past.	7/28/2016 7:45 PM
865	Uncategorizable no	7/28/2016 7:38 PM
866	Current service Change the weekday morning times for line 4 coming from Gresham station..	7/28/2016 7:29 PM
867	Current service need more buses on the weekend lots off us work at legacy EMANUEL HOSPITAL	7/28/2016 7:26 PM
868	River crossing Yeessssz please more busses should use the Tillikum Bridge. I ride the 9/17 every single day and since they've been using that bridge and bus/train only corridor I've been so much happier on the bus.	7/28/2016 7:25 PM
869	Stations, new bus How would multiple entrances work when dealing with bus fare?	7/28/2016 7:21 PM
870	Current service I don't like 4 blocks between stops downtown. Sometimes I'm not sure where my next stop is and end up walking 3 or 4 blocks instead of 2. This might not have been an issue a few years ago, but it is now. I read somewhere that riders said they preferred 4 blocks between stops. I was not asked for an opinion. I mainly take the #4 to the Richmond Clinic at Cesare or the OHSU Walk-in Clinic a few blocks up Division.	7/28/2016 7:08 PM
871	Supportive I would prefer Bus Rapid Transit.	7/28/2016 7:06 PM
872	River crossing Though the changes would serve me well, it's not clear how much travel time would be added by the South Waterfront diversion.	7/28/2016 7:04 PM
873	River crossing Stations, new bus I propose upgrading BOTH line 9 and line 4 with both crossing the Tillikum Bridge and both terminating at the same place in Gresham. All electric buses would be a huge improvement.	7/28/2016 7:04 PM

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874	Follow up Why would this take until 2021?! You should have asked a question about that.	7/28/2016 7:04 PM
875	Current service Other bus lines need more stops, like line 20. Weekend service for buses that don't run like 34. I have to walk 6 blocks to get to my destination on Saturday where as week days the bus stops a few feet.	7/28/2016 7:03 PM
876	Uncategorizable No	7/28/2016 7:02 PM
877	Follow up I'm wondering if all #4 routes will be in this new format or just during rush hour. Will the proposal be similar to the current Limited busses?	7/28/2016 7:01 PM
878	Beyond scope Division fit The real problem is Division is too narrow and too much traffic. A subway would sure be nice.	7/28/2016 6:59 PM
879	Concern for others What about seniors who have trouble walking or those who shop at WINCO on Powell and 82nd?	7/28/2016 6:57 PM
880	Supportive Usually the information provided in these type of surveys are pretty straight forward. This one felt biased, like decisions have been made and planning is shifting to implementing. I tend to agree with what is proposed, but still another set of eyes could have been used to help make the survey a little easier to get the information that you might have missed, or toned back a bit of what seems to be favored.	7/28/2016 6:56 PM
881	River crossing I now use line #4 to get downtown, but with proposed changes I could also use the bus to get to doctor's appointments at South Waterfront.	7/28/2016 6:55 PM
882	Driving - traffic concern The swales and other so-called "improvements" have made things worse. Articulated buses will need longer bus stops and will increase, not decrease, busses holding up traffic. Please note that you should not communicate desired answers by having a value-holding statement in the intro to the survey question. The present set-up, with some express busses, seems preferable, to me, to the proposed changes.	7/28/2016 6:54 PM
883	Beyond scope I believe Portland Streetcar would accomplish everything this enhanced bus service would and perhaps do so even better than bus.	7/28/2016 6:53 PM
884	River crossing Hopefully rerouting over tillikum does not slow down bus (with train track crossing) and there is a bridge. I work at OHSU and that reroute would be helpful!	7/28/2016 6:52 PM
885	Uncategorizable That's it on my end.	7/28/2016 6:52 PM
886	Concern for others Station locations Courtyard at Mt.Tabor is right on Division, and we have quite a few seniors resistance that take the number 4 bus during the week, so please don't let us walk to the next bus stop.	7/28/2016 6:50 PM
887	Current service Division transit ideas I think there should be a balanced schedule of trips on the line as it is and make the new system an "express". Line 72 would benefit from this as well.	7/28/2016 6:50 PM
888	Ped safety Yeah hundred and 1st and division there should be a crosswalk there that said about a hundred and 7th but a crosswalk at 101st and division would be better	7/28/2016 6:49 PM
889	Uncategorizable This survey is ridiculous	7/28/2016 6:48 PM
890	Concern for others Station locations not everyone can walk a long distance	7/28/2016 6:45 PM
891	Uncategorizable None	7/28/2016 6:42 PM
892	Stations, new bus Supportive I'm in support of most of these changes! But, I have significant reservations about overhauling a very well used local bus in the name of rapid transit. In particular, the gap between 26th and 34th is unacceptable. With the "Places" between the numbered avenues, it's actually 10 full blocks between those two stops, in one of the sections of Division with the most restaurants, apartments, and other services. I would be okay if the stop at 32nd disappeared, but removing 32nd, 30th, and 28th is too much. 30th needs to remain. Someone on my neighborhood listserv suggested, "Why not have limited stops during peak commute hours and regular stops during off peak hours?" While this might add a layer of complication to communicating to people how the new line works, it could be something to consider. Either way, I think you would be doing Division St a disservice by creating such a huge, huge gap between 26th and 34th. We want MORE people to choose to show up on bus, not fewer. With this drastic reduction in stops, I fear that fewer people will bother with taking the bus to Division. And as a cyclist and pedestrian in the neighborhood, I really don't want more cars in the neighborhood -- more people on buses is the goal!	7/28/2016 4:20 PM
893	Concern for others Station locations With the less stations and being further apart from each other will they be a little larger to accommodate the crowd of high schoolers head to from Franklin High School.	7/28/2016 4:01 PM
894	Division fit Parking - get rid of Limit parking on division street as the buses/ large vehicles don't have enough room to move... Or to the business with deliveries have the delivery companies send smaller trucks instead of tractor trailers..	7/28/2016 2:12 PM

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895	Supportive I live east of 82nd Ave., so it doesn't appear that this will effect my travel into downtown other than a quicker trip. I like that idea!	7/28/2016 11:50 AM
896	Beyond scope Current service I think it's a real shame that bus rapid transit failed for Powell. We need dedicated infrastructure for buses. I think more frequent service is better than longer buses and fewer stops to speed up service. We need to make the system convenient and easy to use and intuitive to make it an easier choice to ride. We also should have a bigger price break for monthly passes. I love the bus, but I don't take it because it's not worth \$5 for a 2 mile trip. Think beyond people who commute downtown just for work.	7/28/2016 11:40 AM
897	Parking - get rid of Eliminate parking on one side of the street.	7/28/2016 10:30 AM
898	River crossing Stopping along the waterfront would resolve my biggest transit issue.	7/28/2016 10:27 AM
899	Driving - traffic concern I want you to keep traffic flowing more than I want faster bus service. The roads belong to all people and buses should not have a preference. That will get more of everyone to their destination quicker.	7/27/2016 9:45 PM
900	Current service Include information screen at each stop indicating time before bus arrival.	7/27/2016 5:51 PM
901	River crossing Station locations Really like the new plans that include South Waterfront. Many of us daily commuters and riders could opt for the 14 so it is not a big loss for a big gain. It is tough to figure in South Waterfront with only the 9 and 17 options. Like fewer stops based on data where it would not impact more than 70 percent of frequent riders on this route.	7/27/2016 5:48 PM
902	River crossing Station locations I usually use the 30th Ave stop but using the 34th Ave stop wouldn't make a big difference. However, the proposed route downtown would be detrimental to me. It would add a bus or trolly transfer, which could add over 15 min to my usual route.	7/27/2016 5:33 PM
903	Station locations I prefer longer buses, multiple ways on and off, better traffic light coordination, while keeping all current stops.	7/27/2016 5:24 PM
904	Unsupportive If BRT means fewer buses and longer waits, I prefer today's 4.	7/27/2016 4:51 PM
905	Concern for others Division fit Station locations Unsupportive There is a stop very close to my house (45th). But there isn't for others. I see no stops between 12 & 20. Long buses on this already crowded street are not the answer. I'm an avid cyclist and I ride on Clinton or Lincoln. It makes no sense to ride my bike on Division. I also drive my car and completely understand that if I'm behind a bus, I'll have to wait. It's not an issue for me.	7/27/2016 4:20 PM
906	Concern for others Division transit ideas Frequency Thank you for providing the opportunity for affected community input. I would like to see additional funding spent on increased frequency of service rather than building/maintaining new transit stations. The "improvements" downtown have not been beneficial to senior and handicapped passengers - ie. the distance between bus stops.	7/27/2016 4:12 PM
907	Current service Please keep in mind that the #4 does extend past 82nd. There needs to be improvements to those stops as well. There are no garbage cans at your busiest stops and it's disgusting looking with garbage shoved in bushes or just dropped on the sidewalk at the stop. This is a bad representation of Trimet.	7/27/2016 3:08 PM
908	River crossing South Water front has excellent connections to downtown with Street car and light rail, I don't think it needs the 4 routed through it.	7/27/2016 2:12 PM
909	Driving - traffic concern Fewer stations and long distances only work if drivers are more forgiving about waiting for people who are running for the bus.	7/27/2016 1:29 PM
910	Current service Run earlier on weekdays.	7/27/2016 12:59 PM
911	Division transit ideas Maybe do an Express line, while still providing service with more stops?	7/27/2016 12:38 PM
912	Beyond scope Division fit Please don't give up on options for Powell Blvd. Division is a mess of our making and I think the giant buses are too giant for the little space left in the travel lanes. 10 years ago this might have worked. Too much going on now on the street.	7/27/2016 12:00 PM
913	Current service Division fit Driving - traffic concern One concern with the changes is that Division is too narrow for rapid bus service. Large delivery trucks turn Division into a one lane street impeding traffic flow. At Atkinson grade school, traffic stops when parents are dropping off or picking up children during the school year. A second concern is that the bus schedules are not reliable for #4. If I go to my stop at 60th & Division at the scheduled time, I would miss my connection at 39th. I therefore have to go to the stop 20 minutes early in order to make my connection. Frequently, the first bus to come will pass me by because it is running late, then there will be 2 to 4 busses running close together but not always in a timely fashion for me. I don't see how the changes will improve bus service for me.	7/27/2016 10:21 AM
914	Station locations Unsupportive I don't think spending \$150 million is worth gaining an extra 3, or even 8 minutes per trip. Fewer stops is a definite deterrent. I say: with that money (unless there are restrictions on it), buy quiet, electric buses, which may be available about when the project starts) and add more. There are many new apartments along Division and I'm sure people don't want huge, noisy transit disrupting crossings smelling up the street.	7/27/2016 9:55 AM

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915	River crossing Please don't reroute buses along Tillicum. The direct route downtown is the most attractive. Also, please include the length of time this would add to the overall commute. I might be swayed if the overall time is not added, as it already takes me an hour to get downtown by bus -- longer during rush hours.	7/27/2016 9:48 AM
916	Supportive Looks like you did a great job on this, thanks!	7/27/2016 9:06 AM
917	Concern for others Current service Station locations Please don't ignore the older or disabled folks that ride your bus on a very regular basis. Extending the distance between stops may not seem like a big deal but it can be. Especially in areas where connections to other bus lines are made...I noticed a marked increase in missing busses for my personal commutes through downtown when you made a similar change to the bus mall.	7/27/2016 8:58 AM
918	Supportive I like these proposed changes and hope one day a streetcar or more light rail in this area will be available for this area of town	7/27/2016 6:41 AM
919	Driving - traffic concern Im not sure that I believe the statistics. Does eliminating the stops really save time. If 74% of people use the popular stops, then do the current buses actually stop that often at these lesser used stops? Division is already congested, and I believe that slows the buses down more than the actual bus stops. Cars being pushed into Division from Clinton has helped make the pollution worse with more stationary traffic and this has also slowed down the buses. The planners need to make other roads such as Powell faster for traffic, which would then alleviate the congestion on Division and increase bus speed. Whilst adding bike routes is great and safer for cyclist, pushing cars down already congested roads only slows down buses and increases pollution. If Powell had been speeded up previously, then I believe fewer cars would have used Clinton, and turning Clinton into a bike only zone would have been unnecessary	7/26/2016 10:38 PM
920	Beyond scope I prefer the bus rapid transit on Powell Boulevard with a dedicated lane for buses, and a more pedestrian-friendly streetscape.	7/26/2016 10:23 PM
921	Driving - traffic concern Pull outs Division is a major thoroughfare, not a greenway. The changes made there, with the water capture facilities, bumped out curbs, etc. have made traffic much worse. If you sincerely want to improve traffic flow on Division, you would add back the bus pull outs. Nothing else will make much difference and a much longer bus on such a narrow street will be problematic. Any little wrinkle in traffic, a frequent and predictable occurrence, will throw your estimates off. In addition, traffic from Clinton has been diverted to Division, which only serves to increase the traffic and the long bus ride. Six to 8 blocks between stops is a long way.	7/26/2016 9:55 PM
922	Current service As part of this project, or even before, get the #10 off of Clinton.	7/26/2016 9:15 PM
923	Division transit ideas I also really like the way that express busses work for the 14 Line, maybe add some express buses at least past 50th, the least happy riders seem to be those going past 82nd	7/26/2016 9:13 PM
924	Follow up How is it City Council will vote on this tomorrow?	7/26/2016 8:58 PM
925	Beyond scope Supportive I think there is potential for some speed and capacity improvements with this project! The only other feedback I have is that I would also support bigger transit investments in the future through southeast PDX. One idea I have is a light rail line (maybe elevated?) connecting the OMSI stop to the Green line? I know that would be incredibly expensive and time-consuming - just a thought!	7/26/2016 8:44 PM
926	Division transit ideas Supportive I support improvements to this line but wonder why we can't just add more frequent service during commute hours.	7/26/2016 8:42 PM
927	Current service Station locations Supportive Riding the bus in Portland is very frustrating because there are so many stops. I am overjoyed that the plan calls for a major reduction in the number of stops.	7/26/2016 8:13 PM
928	Driving - traffic concern Unsupportive The traffic calming initiative on Division west of 82 has already begun and welcomed by citizens to promote safe streets. Bring "rapid bus transit" seems antithetical to an area where traffic calming is prized...	7/26/2016 7:58 PM
929	Station locations Consider adding back 2 or 3 stops where gaps are widest. You still cut the number of stops in half from today!	7/26/2016 7:34 PM
930	Supportive Love it, start it now.	7/26/2016 6:50 PM
931	Concern for others Station locations Unsupportive I think this is a travesty. The City and Tri-Met have both encouraged the massive increase in "transit-oriented housing" with subsidies from public revenues going to private developers to permanently ruin the "liveability" of the surrounding neighborhood by not requiring adequate off-street parking for the new multi-family units along the transit corridors. Now, you intend to slash the accessibility to the very people who you promised would not demand traffic upgrades for Division...the purpose is to encourage pedestrian, bicycle and transit use and this is specifically designed to move auto traffic along Division faster...because the buses are moving faster...because they are picking up fewer riders at fewer locations along the route. A travesty of public transit planning. You should be ashamed.	7/26/2016 6:36 PM
932	Parking - get rid of Eliminate some car parking to free up street space and improve flow.	7/26/2016 6:34 PM

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933	Current service I and other advocates have been told for years that the #10 bus cannot be moved off Clinton over to Division Street because it cannot make the turn at SE. 26th Ave. and Division. Here is proof that it can and does every time it is detoured from Clinton. I watched this detour operate smoothly again yesterday while Clinton was closed between 25th and 26th for movie filming. See my Youtube video of the #10 – easily, smoothly, and without leaving its lane – making the turn from Division to 26th southbound. https://www.youtube.com/watch?v=4Y4Pd6tPHgU&feature=em-upload_owner#action=share Let's get this big bus off our Greenway for these five blocks.	7/26/2016 6:29 PM
934	Beyond scope Driving - traffic concern Please have dedicated, bus only lanes like a real Bus Rapid Transit system. Mixing with car traffic will result in all the same delays there are now.	7/26/2016 5:27 PM
935	Beyond scope I am sad that inner Powell is off the table and am skeptical that inner Division actually has more time improvement promise than Powell. Hopefully removal of Powell from this plan means the powers that be are angling to actually build the light rail lines that should run on Powell and Foster. Just because ODOT is impossible to work with, and is still operating Powell as intended by Eisenhower, doesn't mean Powell should continue to be left to the dogs. Instead of being a high speed transit corridor asset, it is a dividing line that people try desperately to live north of and avoid at all costs.	7/26/2016 5:25 PM
936	Driving - traffic concern Frequency This project is meaningless to those of us living in Hosford-Abernethy without addressing what happens at and west of SE 12th. That is where many of the significant delays and backups occur. This would require, at minimum, dedicated bus-only lanes from SE Madison through downtown. From a congestion perspective, having the #4 stop every few blocks actually benefits the street; the bus becomes a traffic-calming device. Vehicles can no longer expect a speedy journey down Division street. There are more gaps in traffic that allow pedestrians, bikes, and even other motor vehicles to cross Division (thanks to the bus) even without traffic signals, and in general everything is more pedestrian-oriented (Division has one of the highest rates of Oregon crosswalk law compliance in the city). Bikes can use Division without (as much) vehicle aggression, partially thanks to buses' slowing traffic down. If we have a BRT where the expectation is that the buses should move quickly and make minimal stops, what does that mean for the "everyone now stops for pedestrians" atmosphere we've created on Division? My biggest disappointments about this project are: 1) the cost (I don't feel like we're really getting proper bang for our buck on this one) 2) Powell has been left behind (so much for improving transit and safety issues on Powell) 3) The most congested section west of SE 12th is not being addressed 4) We won't see an increase in the number of buses to better than every 15 minutes for most of the day. In most cities with a significant portion of the population relying solely on the public transit system (New York, Chicago, Tokyo, etc), a wait of 10 minutes or more from 7am to 7pm is anything but "frequent." The increased capacity is great for rush hour, but during the rest of the day, riders want to see a smaller bus every 5-10 minutes, not a bigger bus every 15 minutes. 5) For those of us west of SE 34th, the negative impacts of removing stops may not balance out the benefits (especially since there appear to be no plans to make buses coming from downtown faster/more reliable).	7/26/2016 5:25 PM
937	Driving - traffic concern Pull outs My only concern is what you are going to be doing with the other stop lights. I feel like the red lights are going to get screwed up and have longer lines on the stop lights that intersect with division. Division really needs spots where people can turn left and and not have to wait for the car to turn in order to proceed. We currently have to wait behind several cars and sometimes do not make it through the light the first and second time and there is no way for the busses to get around them. This is a big issues on division have you ever traveled down division during 5pm traffic. You will definitely get stuck behind a car turning left and the traffic is backed up you have not mention any way to fix the people turning left that is an issues that no matter how long the light stays green for the bus will not be able to get by because of the car turning left	7/26/2016 5:16 PM
938	Frequency I am most concerned that buses run with the same or increased frequency as current service. Reduced frequency will not benefit me.	7/26/2016 5:07 PM
939	Supportive I ride the 4 or 14 daily, although I have a car. I prefer riding the bus, especially when I'm headed downtown. I'm hoping making transit faster encourages more people to use it.	7/26/2016 5:05 PM
940	Current service I love the bus service and the drivers are generally very pleasant and helpful.	7/26/2016 4:34 PM
941	Beyond scope A MAX running underground would be much more efficient.	7/26/2016 3:59 PM
942	Beyond scope This is supposed to address Powell too so I don't understand why there are no questions about a redesign of Powell Boulevard and the way transit moves there.	7/26/2016 3:57 PM
943	Concern for others Division transit ideas Station locations The #4 is my primary commuter bus. I prefer to ride my bicycle when weather permits, but I don't like biking in the heavy traffic if it's also raining. I have a hard time walking more than a couple of blocks at a stretch, and I know there are people that have significantly lessened mobility than I do. I think reducing the number of stops and making these people walk further is contrary to what you should be striving to accomplish. You should start some Express lines for those that prefer to walk further, but leave the existing stops in place for people who need them.	7/26/2016 3:41 PM

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944	Concern for others Division transit ideas Station locations I don't believe, given Division's traffic, that buses can speed it up. Why not have restricted pick ups during peak hours and return to the old schedule during off-peak hours? Having no stops between 34th & 26th is just too far for many people.	7/26/2016 3:41 PM
945	Ped safety Station locations Supportive Decreasing the number of stops for the line will make it more difficult for elderly / disabled folks. I think this is a bad idea. Besides that, I support it.	7/26/2016 3:38 PM
946	Beyond scope widen the street add more traffic lanes	7/26/2016 3:31 PM
947	Beyond scope Unsupportive This survey is obviously designed with a particular outcome in mind. Division is the WRONG street for high-speed bus service; congestion is too high and buses will never make good time. Powell is a much better option due to the availability of a second lane. We already removed a number of stops on Division when we rebuild the street. We shouldn't remove more.	7/26/2016 3:15 PM
948	Beyond scope Bikes Current service 1. Strongly reconsider to evaluate dedicated bus lane on Powell Boulevard. 2. More frequent service to alleviate crowding 3. Move #10 bus line from Clinton Street between 26th and 21st to another Street to prevent conflicts with Clinton bikeway. The Clinton bikeway is supposed to be a low traffic street, and buses do not fit the bikeway plan.	7/26/2016 3:14 PM
949	Beyond scope Unsupportive The project is fairly worthless. Early on light rail was essentially disregarded, despite strong support in the surveys and at meetings. No information was ever given on this possibility. This would have turned this neighborhood into what Interstate is proving to be: an amazing area. Compare the development on Interstate: (I count 27 projects) and on Powell (I count 7). It was also apparent early on that without a dedicated lane, buses would essentially travel the same speed regardless of how big they are. I am baffled at the process and the ultimate ineffectual outcome of this project. Please dedicate two lanes to BRT on this stretch of Powell, add separated bike lanes, and turn this area from a car sewer to a livable neighborhood. Otherwise, lease discontinue this big waste of time.	7/26/2016 3:13 PM
950	Stations, new bus In the past, articulated buses have been a disaster on our (admittedly few) snow days; perhaps newer models can avoid the slalom effect.	7/26/2016 3:07 PM
951	Beyond scope This survey and the accompanying introductory materials address only the immediate transportation impacts of the proposed BRT. There are larger issues that ought to be addressed in planning: 1) Will the BRT encourage further high-density development along the Division St. corridor? Will the resulting increased population density soon saturate the line's carrying capacity? 2) Would a subway tunnel from 11th-12th Aves to 82nd Ave promote better access to Outer East Portland and Gresham spread development pressures over a wider area, and result in less unaffordable housing construction in the Inner Division-Powell region?	7/26/2016 3:04 PM
952	Division transit ideas To Repeat: Why not have long bus express service and some non express that has more stops? Perhaps the express could stop every other stop in inner SE? Then folks with issues of longer distances could wait for the non express. I worry about the new stops costing money and undoing the Swales etc that have been put in place. But they could prove to be good for the riders	7/26/2016 2:48 PM
953	Current service Division transit ideas - Why not just one or two express buses, IN ADDITION TO current buses at peak hours? - I haul luggage to the train station regularly, and many people haul groceries. Why would I want to walk farther?! - An additional area on the bus to accomodate those of us carrying larger items would be greatly appreciated.	7/26/2016 2:32 PM
954	Uncategorizable Your survey is written very slanted towards what you want to do. For instance, the questions you used to ask what we think about the potential changes compared with today's service.	7/26/2016 2:30 PM
955	Division fit Unsupportive I don't see how having larger buses will help, nor do I think Division can support larger buses. With the bioswells and all the recent changes to Division and Clinton, there's barely room for cars now. Division residents and customers still use cars.	7/26/2016 2:29 PM
956	River crossing Rerouting to South Waterfront is a really bad idea. Also, please do a better job of publicizing this survey. I learned about it on Nextdoor, but should have learned about it from rising on the #4 multiple times a day.	7/26/2016 2:29 PM
957	Uncategorizable I think the questions were skewed toward the answers you wanted, but I did answer honestly.	7/26/2016 2:10 PM
958	Concern for others Division transit ideas Unsupportive I would prefer no changes at all as the proposed changes do not serve riders west of 82nd well, seem to favor car traffic over riders. Please do NOT eliminate SE 30th stop. That would be stupid and a disservice. Have 7-9 AM limited stop buses and eastbound 3-6 pm limited stop buses BUT keep a local bus on all day. We realized this is an attempt to recover after Powell Blvd plan failed. Overall I give this idea C-	7/26/2016 2:06 PM
959	Current service Unsupportive I use the #4 bus often to get downtown/PSU or PCC Cascade or SE. It's a great bus line/service. Almost always on time. Lots of stops so lots of places to catch the bus. I'm not convinced that the proposed changes will make riding the 4 any better. I think it's good now, sometimes a bit crowded but not a big deal. Why spend time/money "fixing" something that already works well. As with many attempted "improvements" I'm afraid that by trying to make service better the City will screw it up so why not leave the #4 alone. Thanks!	7/26/2016 1:56 PM

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960	Station locations Needs a stop at 30t, but that's it.	7/26/2016 1:53 PM
961	Supportive I think this is a good change for the neighborhood and mass transit in the inner SE.	7/26/2016 1:44 PM
962	Supportive Thank goodness you are taking on this project. I have lived at 50th & Division for 12 years. The new apartment buildings are cause of concern, as there will be so so so many more people on the bus!	7/26/2016 1:40 PM
963	Station locations in heavy business district areas, have more stops.	7/26/2016 1:19 PM
964	Bikes Why not also encourage bikers to ride on Clinton St where there is a bike route by blocking off Clinton St to car traffic in places like but not limited to 50th st. Thank u	7/26/2016 1:08 PM
965	Division transit ideas Ped safety The remove of stops is a regressive way to solve this issue. Maybe have every other bus during rush hour be an "Express Bus" that stops at just those those. This corridor has hundreds of apartment tenants and we should be making it as easy as possible for them to take the bus. Same goes for people (tourists) who come onto division for entertainment. Add "Stop Signs" to the back of bus to emphasize now that no passing is allowed (i've seen several people get hit or nearly hit by cars passing busses in this corridor at crosswalks.	7/26/2016 1:04 PM
966	River crossing I like all the proposed changes except the rerouting. The majority of riders during rush hour get off in the downtown core and adding time to the commute doesn't make sense. I use to use the 9 and walk from Powell to Division, but don't because of its rerouting.	7/26/2016 1:04 PM
967	River crossing Please, please have the No. 4 bus go on the new bridge and pass PSU. It is a pain to transfer from the No. 4 to MAX to get to PSU. I would ride the bus everyday if I did not have to transfer to get to PSU.	7/26/2016 1:03 PM
968	Supportive Mostly good plan.	7/26/2016 12:58 PM
969	Parking - not enough Will the proposed longer buses require larger no parking zones? The middle portion of this stretch of Division is already very short on parking spaces. How will this be effected?	7/26/2016 12:47 PM
970	Beyond scope While i approve of the longer buses, fewer stops, & other improvements, it is a big mistake to run this route along Division the entire way. This will NOT be a rapid route. You are ignoring the fact that the Street is already very congested... it is sheer folly to imagine that average bus speeds will exceed 10-12 mph during the day. This sort of BRT route is designed for a 4- lane or wider road, NOT a narrow 2 lane street. I urge you to have the route turn off off Division at approx. 50thAve, and run on Powell from there to the Ross Island bridge, going straight into downtown. This will avoid the 82nd Ave problem but not get buses stuck in creeping traffic all through the busiest areas of division. Thank you for your attention.	7/26/2016 11:56 AM
971	Current service Division fit Driving - traffic concern Frequency Unsupportive I feel you are doing a very poor job of acknowledging the problems these changes will create--including but not limited to decreased accessibility due to loss of so many stops, reduced frequency of service, increased congestion due to longer buses and difficulties passing one another on the narrow street, and reduced safety resulting from longer buses and poorer sightlines. Please stop trying to force this bad idea on inner Division. There are plenty of ways Trimet could improve service--look at the north south issues (along 20th). Try to improve Powell in a major way--headed towards a light rail option. Stop making a fix that doesn't address a problem.	7/26/2016 11:22 AM
972	Driving - traffic concern Need to widen traffic lanes by about a foot to allow safer flow of traffic. Current modification appears to be intentionally intimidating.	7/26/2016 11:13 AM
973	Division transit ideas Parking - not enough yes! I realize it would require additional drivers and therefore additional payroll costs for tri-met but the best plan would be smaller, not larger, buses - jitney style, holding up to maybe 20 passengers - with greater frequency. I would also like to see buses allowed to be flagged rather than have set stops but that is probably not doable. Also, a parking structure placed somewhere near SE 8th to 12th and another one between SE 39th (Chavez) and let's say 50th, would encourage shoppers/visitors to the area to park-and-ride (and maybe even walk or bike). If the cost for parking were the same as bus fare and the parking lots issued tickets and the ticket was shown to the bus driver, the ride would be free.	7/26/2016 11:07 AM
974	Beyond scope Division fit Division is quite narrow at the western end of this route. It seems somewhat absurd to be adding in extremely long vehicles that are impossible to pass in such an area, particularly if one breaks down or is delayed by some incident onboard requiring the driver's attention. It would be wiser to locate a BRT project on a wider street, or perhaps to use Division & Clinton Streets in the same way as Burnside & Couch streets are used near the west end: each one way, each effectively half of the same street, eliminating the narrowness and potentially leaving room for protected bike lanes and traffic lanes that cannot be blocked by the bus.	7/26/2016 11:00 AM

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975	<p>Beyond scope Concern for others Division fit Division transit ideas Driving - traffic concern Make a SURVEY that has a fourth, "other" option, and not just yes/no/no opinion. Sometimes, none of the 3 choices on the survey applied. FOR THIS PLAN, DIVISION ST has a high pedestrian use, frequent crossing by pedestrians, lots of businesses, and a narrow road, so other streets are more suited to rapid transit. I get that Powell already has buses, and Division transit could be faster. If you must use Division St., your plan is the best possible, except you must admit cross traffic will have to wait while buses control signals, and you will have more fare evasion with multiple doors and crowded conditions, with boarding from and exiting to the street (that even transfer-scanning devices at the doors would not prevent). While buses are loading, it will be harder for cars to go around the longer buses, which may counter some of the benefits, and might slightly increase accidents. Currently, cars routinely go around buses when they have a chance. However, Division is more pedestrian friendly for waiting for and boarding a bus. Ideally, you'd add "LIMITED" (L) buses that are double length/articulated, that are express (only stop at major intersections) and retain the regular buses/stops so seniors and those carrying groceries, etc., can still get to a bus stop. San Francisco's Geary Blvd, Muni, is an example. Use a street like POWELL that has more than one lane, so L buses can go around regular buses. Powell is already a highway and has enough lanes to accommodate an express bus--if it requires a transfer, that's what many of us already have to do. A couple diagonal bus routes would help reduce transfers. Recognize that we need an OVERALL PLAN. I'm a native Portlander, grew up on transit, and the population has exploded. Narrow streets are now traveled more than was intended when the road was paved. We have roads with no paving whatsoever, with severe bumps and holes, in low income areas. On a two-lane road, cars often park in the right-hand lane; there are not a lot of those cars, just enough to turn the street into single lane, so the other lane is not well utilized. We need continuous bike lanes from the Multiuse 205 path all the way downtown, and to inner neighborhoods. Currently, I have to make about 10 turns to travel in one direction for 5 miles on my bike. As to weather protection, that's needed at all stops throughout the city. I get groceries at New Seasons Seven Corners, so the proposed Division stations work for me, but try carrying a week's worth of groceries 4 blocks, and you will see why people shopping away from the stations will have a hard time, even if it is a minority of people. As it is now, I have to take 3 buses home to avoid walking more than a couple blocks; transfers are the enemy, because I have to watch, get off, carry my things, wait in all kinds of weather, board, and do it all over again.</p>	7/26/2016 10:48 AM
976	<p>Unsupportive I will likely discontinue using the Division transit line if this new plan is built, I would switch to using my car or bicycle.</p>	7/26/2016 10:48 AM
977	<p>River crossing The waterfront route would add to the travel time downtown, erasing any alleged gains made by reducing stops on Division.</p>	7/26/2016 10:34 AM
978	<p>Frequency I believe you will get more folks to ride public transit if you have more frequent service so that if you miss a bus you don't have to wait so long. I also used to ride the longer reticulated buses that TriMet use to run and found them not a good match with crowded streets.</p>	7/26/2016 10:26 AM
979	<p>Pull outs Will there be bus pull-outs so that cars can continue while the bus is picking up/dropping off? Not including the pull-outs when Division was redesigned a few years ago seemed very short-sighted.</p>	7/26/2016 10:14 AM
980	<p>Supportive good idea moving off of Powell. Powell will still be a disaster with cars. buses cannot flow if cars are jammed at 26th and Milwaukie. I take the 9 from time to time. BRT or not, Powell is still stuck with traffic</p>	7/26/2016 9:59 AM
981	<p>Driving - traffic concern Unsupportive Division is only 1 lane in each direction and the bus will only be as fast as the bumper-to-bumper commute traffic on the street. This project seems useless when all speed increases depend on personal traffic patterns. Would be better spent dedicating a lane on Powell to bus-only for true speed increases.</p>	7/26/2016 9:18 AM
982	<p>Supportive Very supportive of and excited about.</p>	7/26/2016 9:02 AM
983	<p>Beyond scope Concern for others Current service Division fit Division transit ideas Driving - traffic concern Frequency Unsupportive Yes. First, the nature of this survey is really biased the way it's written. I do not believe the proposed changes will affectively change anything on Division especially between 39th and 26th. The city created a bottleneck. Communicating with traffic signals won't improve that stretch because there are no traffic signals. Under the new proposal it will be more dangerous when cars opt to go around the bus as the bus will be longer and the car will have to get up to a greater speed to get by. You're proposal also lowers service to kids at Hosford, parents with children and elderly. If you take a few buses off Division more cars will fill it up and you'll still be stuck. I take the bus all the time and I really don't see the problem with the buses being on time. I'm also fine with boarding the next bus if one is full. I would suggest implementing schedule changes to solidify a tandem run of buses. Maybe go back to the "limited" and express model like we had in the 90's. Not much cost to do that. This is a very expensive proposal which will do nothing to improve traffic on Division and I am getting very tired of wasting money on these type of transportation projects. Why wasn't any of this modeled when they made all the changes to Division? They just added another what 300 apartments at 50th and Division with another 300 coming across the street from it. All those longer buses will be filled up in no time and you'll have to run two of those at a time. This proposal fixes nothing.</p>	7/26/2016 8:54 AM
984	<p>Station locations Supportive Walking up to four blocks seems more than reasonable. The current density of stops is ridiculous. This also encourages people to walk more. Even if it is only a couple more blocks.</p>	7/26/2016 8:47 AM

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985	Concern for others Division transit ideas Station locations Removing stations places undue burden on passengers with disabilities, to those in mobility devices, the blind, and most elderly. Your Tri-Met Committee voted 100% to oppose reduction of any current bus stops in that corridor. Perhaps keeping some #4 buses on this line would be better to serve all stops not covered by BRT.	7/26/2016 8:45 AM
986	Concern for others Station locations Elderly and people with disabilities are not being considered in the development of this plan. Even one block further for someone with mobility challenges is not feasible. Is there an option if the plan goes through, for elderly and people with disabilities to request to be dropped off/picked up between stops, or to have a rest area (like a small bench) for folks with mobility issues to take a quick rest between stops?	7/26/2016 8:19 AM
987	Unsupportive Survey is bogus ... you list options but assume that changes would actually work as advertised. Given TriMet's track record, there is absolutely no reason to believe anything it claims.	7/26/2016 7:42 AM
988	Uncategorizable I ride the 4 past 82nd. I didn't feel like I could adequately express my opinions regarding my portion of the bus ride.	7/26/2016 6:32 AM
989	Bikes Parking - not enough I think between PBOT and Trimet you are making life a mess for those whom use mass transit and drive. the only people you seem to concern yourself with are bikes. I live an ride in the area and watch bikes run stop signs, blow thru 4 way stops and never yield. WAKE UP Portland. you are making the area a place where people hate and those of us who live there have grown to Hate you. stop building without parking. you are only adding to the nightmare.	7/26/2016 6:23 AM
990	Uncategorizable It's funny tri met has come up with these brilliant ideas. Seattle has been using express buses for years, I am sure at a lot less expense. Portland stages (blue line) which was discontinued by tri met, ran express bus philosophy a half century ago.	7/26/2016 6:19 AM
991	Concern for others Station locations Is there any way to add in a couple more stops? There are elderly folks around that can't walk too far.	7/26/2016 5:22 AM
992	Uncategorizable See below	7/26/2016 12:42 AM
993	Beyond scope Current service Division transit ideas Driving - traffic concern Ped safety Unsupportive This is a TERRIBLE survey in that it presents only two options, when in reality it solves NONE of the issues of the current 4 line. Unless we implement **true** BRT on inner Powell and outer Division, we are FOOLING ourselves that these changes to the existing 4 line will make ANY difference. Of course I like greater spacing between bus stops, and it is VERY much needed (the bus is way, WAY too slow due to stopping far, far too often). However, we need an *entirely* new paradigm: true BRT that uses the route that the Steering Committee prefers (other than along SE 82nd, where regular bus service would suffice until a real BRT or MAX or median-aligned streetcar on the entire length of 82nd). For the current 4 line, just keep it the way it is, with VERY frequent service. And add this new BRT line on inner Powell and outer Division; it would solve literally ALL problems the *entire* corridor (every single block of it!) has regarding TOD, health, livability, density, quality of life, equitable transportation, and, above ALL else, urban planning in general! 70 years of HORRIBLE planning in East Portland would be reversed almost overnight by implementing true BRT along inner Powell and out Division. Yes, it's MUCH more expensive, but it is INFINITELY better than what is being proposed for the 4 line (which actually creates MORE problems than it solves, so it would be a TOTAL waste of \$100 million!). Plus, we could get federal \$\$ for the true BRT line on the preferred Powell-Division corridor. I'm 100% serious: there is NO other choice for this corridor than going all the way with median-aligned "MAX on rubber tires." Just IMAGINE the difference this would make for the folks in East Portland who have gotten LAST priority on EVERYTHING for over 70 straight years!! This new BRT (again, *real* BRT: median-aligned, exactly like MAX on outer East Burnside) would actually simultaneously eliminate BOTH "mental barriers" in Portland: inner Powell and outer Division!! It is literally a NO-BRAINER. :) Yes, I already know that the Steering Committee is rejecting my proposal (at least initially) because they refuse to put inner Powell on a road diet. However, we SEE what prioritizing cars on Powell has done; it's a total disaster, and, again, it's a mental barrier that most people refuse to cross because it's a hideous car sewer. Take OUT a lane in each direction, and watch SE Powell suddenly become a PEOPLE-friendly place, rather than a road (a "stroad") that encourages suburbanites to fill up the road to the greatest extent possible. It's LONG past time to undo the terrible damage to both inner Southeast Portland and East Portland!! Thank you so very much for your consideration!	7/25/2016 10:58 PM

Inner Division transit survey

994	Current service Station locations It has been my understanding that there would be fewer buses on this route and thus longer wait times. With all the construction along Division--construction that assumes residents will not be using cars--I don't see how the upgrades described here will make much of a difference. Also, although the survey writers claim that an additional four blocks is the longest one might have to walk once one reaches Division, this doesn't take into account the fact that most of us have to walk several blocks just to reach Division in the first place--and often that walk is longer because streets don't go through. So, one might end up walking eight or ten or more blocks, just to catch the bus. (It should be noted that the bus rider won't always have the lovely weather pictured in the illustrations on the survey. Frequently, it will be pouring rain. Or it will be icy. And it will be dark with poor or no street lighting.) There used to be much more convenient bus service a few decades ago, with buses running up Lincoln as well as Hawthorne and Division. When that route was removed, the argument we were given was that longer buses on Hawthorne would make up the difference. Those articulated buses lasted a few years and then quietly went away. How long will these longer buses on Division last?	7/25/2016 10:46 PM
995	Current service Frequency Please continue frequent bus line 4 service. I wouldn't want changes to mean longer wait times for buses, especially at rush hour.	7/25/2016 10:24 PM
996	Bikes Concern for others Station locations You keep mentioning bikes, but people don't ride bikes on Division. Clinton is a block away and is a bike street. That concern is really for cars-only. As users of mass transit, we are going to be more concerned with bus convenience than cars being slowed down. Granted, the stations mostly work well for me. However, if you add the time for walking to new stops to a trip, it negates the time saved. Also, you need to think of the disabled, as well as the rainy season.	7/25/2016 9:53 PM
997	Beyond scope Unsupportive Put the bus on Powell as originally planned. What is wrong with you?	7/25/2016 9:26 PM
998	Uncategorizable No comment	7/25/2016 9:25 PM
999	Concern for others Current service Unsupportive This is not a positive change for our close-in neighborhoods. Elderly and disabled individuals or people with strollers and/or bags of laundry or groceries will not be able to walk the proposed distances. The amount of time saved is minimal at best. I do not support this project, which will negatively impact the number 4 bus service in these close-in neighborhoods. Our #4 bus service isn't broken; please don't "fix" it. Restore full service on the 14 bus throughout downtown.	7/25/2016 9:06 PM
1000	Division transit ideas 2 plans that came up in RNA Land Use Meeting: 1. Have an Inner-4 and Outer-4. Figure out where 75% of 4 ridership goes, find a turn-around and go back instead of spending a lot of bus time going all the way out for small amounts of ridership. Keeps operational costs the same, keeps stops the same. Greatly increases service on stops that service vast majority of riders. 2. Use funding to instead focus on true BRT. If you can't make Powell work, try turning up 50th and take Hawthorne. Hawthorne has 4 lanes and would better have space for BRT. Division got too boxed in to add a BRT line, and BRT is important to the growth of our city.	7/25/2016 8:19 PM
1001	Frequency Station locations Normally for myself I would usually just take the bus from the downtown location all the way through this part of Division street. So it really wouldn't make any difference to me as to how frequent they run and how many blocks that I would have to walk to. Not unless by that time that the changes happen I am still living in the city.	7/25/2016 8:02 PM
1002	Driving - traffic concern Pass ups Pull outs I would bus to work more if being skipped by the bus wasn't such an issue. It is important that the bus clear the lane of travel so cars can pass while the bus is stopped. Drivers do insane things to pass buses on their morning commutes.	7/25/2016 5:21 PM
1003	Beyond scope Driving - traffic concern I realize im late to the game weighing in relative to the Powell route and the decision on that has been made. BUT - I don't see where there's been an accounting for activity at the streetscape level now and in the future on Division. Both directed planning thru infill and market conditions have resulted in SE Division between 39th and 11th as exceptionally walkable for an urban environment that now draws from across the city. The issue is this: You can plan for improved transit on this (exceedingly narrow) arterial and on some days you may get it - but on many you won't, particularly during peak hrs and weekends given the near constant stream of foot traffic crossing the road. Try it a few times and you'll see what I mean. Moreover, the scale and massing of the newly added MF residential, coupled with the increased numbers of people moving across and parallel to the street, enhance the 'canyon effect' on this street, making for a necessary slowing of vehicular traffic compared to even 18 months ago. Efforts toward a BRT element are great but this street has become too popular for this reality being something commuters can depend on routinely. While I haven't considered the commuter capture rate relative to Powell, it's a no brainer that two lanes each direction is the logical choice for a BRT system.	7/25/2016 3:10 PM

Inner Division transit survey

1004	Concern for others Driving - traffic concern Follow up Ped safety I live at SE Grant St and SE 29th in the corridor. 1) Please emphasize in your public outreach the health benefits of the physical activity associated with increased walking. 2) Please consider the significant amount of pedestrian activity that currently occurs NOT at designated cross walks. This is likely not going to stop with all of the development on Division (current and future). Please give a hard look at this, and consider spending more on design and implementation of signs/signals, etc, to heavily influence people to safely cross Division. 3) There is a big problem within this corridor that needs to be addressed, either as a part of this project or other. Please consider this comment and/or forward to PBOT for consideration: On side streets, cars are allowed to park right up to Division Street. The result is essentially one remaining travel lane, with cars coming in both directions (the cars parked on both sides of the road only leave about one lane worth of space down the middle of the street). When a vehicle is turning off Division onto a side street, that driver may/may not realize that an opposing car is coming on the side street to turn onto Division. The results is two cars coming in opposite directions with nowhere to go. I have witnessed this happen many, many times, even to the point of a car backing out (reversing) onto Division to get out of the way of an oncoming car. THIS IS A SIGNIFICANT SAFETY PROBLEM and someone is going to get hurt, or worse. (Please redact my email address from this comment so my email address is not published in public documents, but please DO have someone follow up with me to let me know this issue is being investigated: stephsprague@yahoo.com. Thank you.)	7/25/2016 2:11 PM
1005	Concern for others Division transit ideas Station locations Taking out so many stops will be a big burden for many people--especially less mobile and more vulnerable members of the community. Better to have local and express bus options.	7/25/2016 1:47 PM
1006	Division transit ideas Retain #4-Division frequent local service (min. 160 daily trips) Add BRT (Limited Stop Express service) during periods of high demand Terminate BRT at Union Station and Gresham TC Serve MHCC by providing frequent service (160 daily trips +) on #20 Burnside/Stark Line Schedule BRT to avoid having to pass locals. (Leave CBD and Gresham 1-2 minutes ahead of locals) Provide similar BRT service to the #9 Powell Line.	7/25/2016 1:04 PM
1007	Current service If the new buses can allow boarding at multiple doors, why can't this be done with existing buses?	7/25/2016 1:00 PM
1008	Concern for others Station locations I am concerned for folks with mobility issues. Not ADA folks who can call a bus to their house, but those who are under that radar. and don't necessarily have the ability to be part of this survey. Longer distances would be a huge problem for them, and I do not know how you can "poll" this segment of population. Division is very full (I wish the storm water installations would have happened more on the side streets and not at all on division.	7/25/2016 12:36 PM
1009	Pull outs Please provide bus loading/unloading lanes. These lanes would eliminate parking spaces in the lane, but would allow motorists and cyclists to occasionally pass the bus when it stops. This would keep the flow of traffic behind the bus moving when riders are loading and unloading.	7/25/2016 12:26 PM
1010	River crossing I beleive that routing the bus through the Tillikum is a fantastic idea.	7/25/2016 12:18 PM
1011	Beyond scope Parking - get rid of Since bus drivers have voiced concerns about the safety of an articulated bus on Division, a fairly narrow road, please consider using a double decker instead. London's new Routemaster has a capacity of 87 people without a wheelchair, and 81 people including a wheelchair user. Banning onstreet parking would help with congestion as well, since it prevents cars from passing buses.	7/25/2016 11:51 AM
1012	Driving - disincentivize Whatever you can do to prioritize bus and biking over cars along Division will be excellent. Powell and Division buses were always painfully slow when I rode them from Gresham, back in the day.	7/25/2016 10:33 AM
1013	Supportive I support any effort to make the buses less crowded.	7/25/2016 10:13 AM
1014	Station locations like the stop at 30th	7/25/2016 10:09 AM
1015	Beyond scope I'd prefer the extra demand for transit be shifted to Powell, where there are still 4 lanes and it's easier to get around the buses.	7/25/2016 10:02 AM
1016	Current service I would like the bus to run one or two hours later in the evening, and one or two hours earlier in the morning.	7/25/2016 9:14 AM
1017	Beyond scope Division fit Parking - get rid of My biggest concern is safety; is the proposal seriously to run 60' articulated buses through inner Division? That's a tight squeeze for 40'-ers as it is, particularly at choke points like 41st (where Division gently curves); that's why the "Powell-Division" concept makes more sense, and is worth looking at even absent ODOT's commitment to give up ROW on 82nd. I'm worried that TriMet will realize none of its promises for inner Division unless there's a serious conversation about eliminating on-street parking, reducing the number of passenger travel lanes, or realigning BRT onto Powell for the closer-in route so that you're not trying to run vehicles in profoundly unsafe ways.	7/25/2016 8:29 AM
1018	Station locations My fear with removing stops is that it will be difficult for folks with mobility issues to get to the new stops. While I agree there are too many stops (for example between 82nd & 71st, there are 5 stops. Even reducing that to 3 would be helpful.	7/25/2016 7:48 AM

Inner Division transit survey

1019	Frequency There was no mention of the frequency of busses or the morning split between downtown only and St. John's routes. I ride one stop past the downtown lines end of the line on burnside so in the morning I can only catch every other bus. Additionally if bigger busses mean less frequent service I am not interested.	7/25/2016 7:38 AM
1020	Parking - not enough Adding buses & accommodating more people will also draw commuters to drive to the area & park in the neighborhoods. Homeowners & businesses are already having huge problems with parking by non area people. Adding density & no parking is very poor planning & making it so I rarely visit the area any longer. Construction is always going on & it looks like crap everywhere.	7/25/2016 7:37 AM
1021	Supportive I like the keeping on the Division Street route. It is direct and easiest for most people that ride the bus east to west and west to east. It is the best route to take. Thank you	7/24/2016 9:53 PM
1022	Pull outs Incorporate bus pull-outs (by eliminating parking if you have to) so that long lines of traffic do not build behind a stopping bus.	7/24/2016 9:34 PM
1023	Concern for others Station locations I feel more blocks to get to a station is very difficult for vulnerable people, meaning persons with disabilities and seniors. If you could put benches and covering between the longer distance so individuals could rest and be covered under inclement weather that possibly could help a bit. Really would like shorter distance or a bus/shuttle to make stops especially between station that are 3 or more blocks apart.	7/24/2016 4:54 PM
1024	Supportive This is great! There are too many stops now. I will have to walk farther, but it will be worth it!	7/24/2016 4:21 PM
1025	Current service Being passed up with no bus immediately behind is most aggravating.	7/24/2016 4:12 PM
1026	Current service If your intention is to move more people, your drivers need to understand their primary role is to let people on the bus.	7/24/2016 4:09 PM
1027	Ped safety Station locations With proposed changes on Division (and Powell), I will have to walk 40% further to get to a bus stop, neither of which, as far as I can see, will have safe, adequate crossing patterns.	7/24/2016 2:03 PM
1028	Current service I want to clarify that the #4 bus will still continue on to N Portland?	7/24/2016 1:32 PM
1029	Beyond scope Current service Supportive Recently returned from Mannheim, Germany (used to live there). Since I recently moved to Portland, wanted to compare public transportation between the two cities. Mannheim is much more efficient. In Portland, selling tickets on the bus, loading and unloading bicycles, and loading and unloading wheelchairs all slow things down. I'm not trying to be insensitive to the handicapped, just noting activities that put buses behind schedule. Could special, callable buses be made available for the handicapped? They might get better door-to-door coverage that way and regular buses would be more efficient. Also, sometimes I think your drivers are too nice. They often wait for passengers to find a seat before driving off and wait for late passengers. In Mannheim, when it's time to leave, they leave. Yes, I know you have a lot of challenges and have to juggle conflicting priorities. Just trying to help. Keep up the hard work. I'm a huge fan of public transportation. PS: And one other thing. I'd sure like to see passengers take better care of your equipment. Food, beverage, and trash in buses and MAX, and shoes on the seats all drive up clean-up and maintenance costs, and can detract from the experience of other passengers. Have you ever unknowingly sat on a wet seat?	7/24/2016 12:02 PM
1030	River crossing Would like to have more information on the trade-offs of the Tilikum route versus the Hawthorne Bridge route. What is the travel time difference to downtown? Also, have you looked at a dedicated bus lane on the Hawthorne Bridge leading up to the Transit Mall? This would speed service for several bus lines.	7/24/2016 10:16 AM
1031	Supportive No, good job!	7/24/2016 9:57 AM
1032	Supportive I hope this type of planning carries over to other bus lines in the future.	7/24/2016 8:46 AM
1033	Current service Supportive Reducing Trimet fare will increase ridership! I think this is a good pilot program for the rest of the city. MLK Jr. Blvd needs one!	7/24/2016 7:19 AM
1034	Current service I only take the 4 when the 10 isn't convenient. The 4 is far less crowded than the 10 or 14 ever is.	7/23/2016 11:06 PM
1035	Current service Great service. I have to stand when I ride the #4 during commute time, because I board at Division and Ladd/20th. I don't really mind, since it is such a sort ride to downtown.	7/23/2016 10:00 PM
1036	Station locations I would prefer to keep my current stop at 17th Ave, but I guess it would be better to streamline the route.	7/23/2016 7:10 PM
1037	Division transit ideas I'm assuming that you considered all options before putting forth this plan, but it does make me wonder about an express bus during busy times, instead of reducing the number of stations. One of the great things about the Portland buses is how easy it is to get to a stop. Can't there be a way to solve #4's problems without giving up that quality?	7/23/2016 6:45 PM

Inner Division transit survey

1038	Current service Parking - not enough When I visit lower Division I've noticed that people park cars in the close-in residential area in order to take the bus downtown. This is an inconvenience to residents who can't park on their own street. Sometimes their driveways are blocked, and sometimes people even park in their driveways. Is there an answer to this? More park and rides? Maybe at a church?	7/23/2016 6:12 PM
1039	Current service Safety and security Lots of homeless folk creating unsafe bus shelters concerns us Those loud air brake noises are terrifying for many residents/clients with mental challenges such as ptsd and anxiety Buses are kid and stinky Can we ban Californians from moving here? I like division the way it used to be but I understand change is inevitable	7/23/2016 6:00 PM
1040	Current service Extend time on tickets	7/23/2016 3:54 PM
1041	Current service Division transit ideas Keep Max and vessels running all night. Maybe use smaller busses or collective taxi format during the wee hours .	7/23/2016 3:41 PM
1042	Supportive This is super exciting, and I'm so glad you're surveying us!	7/23/2016 3:11 PM
1043	Current service I hear that the #4 has the longest travel route. Is there a way to shorten it or split it up?	7/23/2016 2:55 PM
1044	Concern for others On the Move Community Integration relies on the bus 4 as a primary route to access different areas of Portland. The proposed changes would make it much more difficult to access our community on a daily basis using public transit and would disproportionately impact our clients with physical limitations and physical disabilities.	7/23/2016 1:45 PM
1045	Beyond scope Please address Powell!	7/23/2016 1:00 PM
1046	Unsupportive I don't see the proposed improvements as encouraging more people to ride the bus. I see current riders potentially becoming frustrated at losing bus stops and being asked to walk further, and even potentially opting to drive a car or take a taxi ride rather than ride the bus. Division is very congested, and I don't see this plan significantly improving the safety or quality of life for the Division corridor.	7/23/2016 12:57 PM
1047	Division fit Ped safety Station locations Um concerned about the additional congestion that bigger buses would cause on Inner Division. This is not a wide street and it is already quite crowded. Stop at Cesar Chavez might be convenient for transfers but it is noisy and unpleasant and requires crossing busy streets. Don't make that a priority stop for pedestrians if you are already spreading out the stops.	7/23/2016 12:50 PM
1048	Beyond scope This bus, carrying up to 80 people, will still be stuck behind mostly single-occupancy cars at peak times, especially west of 50th. This is both inefficient and inequitable given the low incomes east of 82nd and the fact that people who drive tend to be richer than those who ride transit. Has a routing down 50th and Hawthorne with dedicated bus lanes been considered?	7/23/2016 12:34 PM
1049	Frequency In Seattle the routes with longer busses and fewer stops often have hour wait times for even the more popular routes. I hope this won't happen here.	7/23/2016 10:54 AM
1050	Current service Division transit ideas I think Trimet should have smaller buses and more frequency. Thank you!	7/23/2016 10:47 AM
1051	Concern for others The division stops make it easier FOR CLIENTS with disabilities to access the 4	7/23/2016 10:30 AM
1052	Current service Supportive Thank you for great service overall.	7/23/2016 10:19 AM
1053	Current service Frequency More frequent service between 8:30 and 9 am during the week would be fantastic. I often wait 15 minutes for the bus in the rain after dropping my child off at Atkinson Elementary.	7/23/2016 10:08 AM
1054	Beyond scope River crossing 2021 bus-4 diversion to Tilikum bridge, south waterfront: Maybe you can have two bus-4 routes and alternate them. One would be regular to downtown via Hawthorne Bridge and the next bus to downtown via Tilikum Crossing. Years ago, I lived in Woodstock SE neighborhood and we had two bus-19 routes. Sometimes I need to get to downtown and Max or continue on bus-4 to Rose Quarter, while other times visit south waterfront or PSU area.	7/23/2016 7:54 AM
1055	Station locations The current stops at Clinton Park, Franklin HS, and Atkinson Elementary should not be eliminated.	7/23/2016 7:06 AM

Inner Division transit survey

1056	<p>Beyond scope Station locations Supportive You must DOUBLE the space between bus stops (on EVERY Trimet line). It's INSANE how closely spaced the bus stops are. Trimet has to realize that it's no longer 1965, when wheelchairs were not electric. People can get to stops that are more than 100 feet from their homes. I can seriously WALK faster than many bus lines, if the long wait for the bus is included. We need to put RAPID in "rapid transit." However, what we REALLY need is this: TRUE BRT (median-aligned, exactly like MAX but on rubber tires) along inner Powell, regular (but somewhat enhanced) bus along 82nd from Powell to Division, and then true median-aligned BRT along outer Division from 82nd to Gresham. This new **rapid** bus line along Powell-Division would, almost overnight, dramatically reverse **70 years** of unbelievably poor planning along the ENTIRE route, especially East Portland! It would also simultaneously eliminate Portland's only two "mental dividing lines" - Powell and 82nd!! Again, *ACTUAL* BRT along inner Powell and outer Division would solve more problems than anyone at Metro can possibly imagine!! It would dramatically improve transit, density, quality of life, health, urban vibrancy, and SO much more! I know that the Steering Committee will not adopt my suggestion, though, because of a seriously outdated table that mandates when road diets are feasible. I'm going to add to my already long paper that I wrote about this project, and it will address EVERY conceivable argument against putting all of inner Powell and outer Division on a road diet. Again, it's time to stop "studying" this corridor and adopting the very, VERY simple and obvious solution!! TRUE BRT!! Thank you so very much for your consideration. :)</p>	7/23/2016 1:46 AM
1057	<p>Current service River crossing The proposed reroute bothers me a bit, especially since the only other weekend bus to serve the Hawthorne area would be the 14. I think it would make the 14 busier then it already can be into and out of downtown.</p>	7/23/2016 12:57 AM
1058	<p>Current service River crossing I'm concerned that you're going to spend a lot more unnecessary taxpayer dollars building another exclusive bridge over the tracks between OMSI station and SE 12th Avenue. You already have a bridge built to do this for PSC, use it. With relatively minor modifications, the BRT buses can use the same platform and bridge as the streetcar does to get from OMSI, over the tracks, to arrive at SE Grand Avenue. These new buses can then join back to the regular line 4 route between Grand and 7th Avenue. And, a lot of line 4 people will like that it links back up to their regular route sooner than 12th avenue.</p>	7/23/2016 12:36 AM
1059	<p>Concern for others Station locations I'm concerned about people with disabilities, or elderly with packages to carry etc, and the fewer stops. I think some proportion of buses should make all current stops to accommodate these groups.</p>	7/23/2016 12:35 AM
1060	<p>Supportive The long buses should be much better than the previous Hungarian model in years past.</p>	7/22/2016 11:24 PM
1061	<p>Beyond scope Current service Parking - get rid of I'd like to see Tri-Met get new buses. Smaller, more nimble buses. The current bus is way too wide and all too often the bus drivers are intruding on the oncoming lane. I live between Division and Hawthorne and buses on Hawthorne are VERY often straddling lanes causing more back ups and more congestion. Alternatives here include: better driver training along with better curb side parking enforcement. I have lots of ideas about Division. While I think the bio-swailes are great ideas I think having them intrude into the roadway, taking parking and/or driving lane is short-sighted. I think ALL parking on Division should be eliminated between 7am-7pm (From 39th-7th) and the curb lane should be made a through lane for traffic. I like the changes made to Clinton street to have it be a bike/greenway. That's great! Problem is this only added additional traffic to Division and Powell already crowded streets and nothing has been done to increase traffic capacity. Portland is growing, some 40-50,000 people each year not adding to the infrastructure capacity now is a huge failure of the City, Metro and Tri-Met. I also think the current plan for Foster is short-sighted. Though I am very much in favor of more "hawk signal" type cross-walks, throughout Portland.</p>	7/22/2016 10:19 PM
1062	<p>Beyond scope Current service Division transit ideas Frequency I would prefer more frequent service instead of a higher-capacity bus. The illustrations showed overhead wires for an electric trolley-bus. That would be great!</p>	7/22/2016 9:21 PM
1063	<p>Concern for others You need to consider older people and people w. disabilities when cutting stops. It's not so bad on inner SE Division, but the proposals beyond 82nd are killers for a lot of people out here.</p>	7/22/2016 8:53 PM
1064	<p>Uncategorizable I thought that trimet did not like articulated buses? they tried them once before.</p>	7/22/2016 7:38 PM
1065	<p>Current service what can be done about litter at stops?</p>	7/22/2016 7:17 PM
1066	<p>Beyond scope Follow up I have a yearly pass through my employer in which I just show my badge to the driver. Would the additional loading options also update how the badges function? I imagine they'd need to be scanable.</p>	7/22/2016 6:57 PM
1067	<p>Stations, new bus I think in Portland it's important to make sure that stations, landscaping, and lighting are designed to fit into the area. So far, TriMet has done things tastefully in most cases, so I would expect the same</p>	7/22/2016 3:59 PM

Inner Division transit survey

1068	Concern for others Current service Leave the stops alone. There are many people who cannot run for the bus when it passes them by under your new proposal. What we need are more buses that run MORE FREQUENTLY, that are IN SYNCH WITH OTHER LINES, and CHEAPER FARES. Also, leave the idea of an rapid transit bus line alone. You don't need to have that in order to have decent bus service. Do you people even ride the bus on a regular basis, from outlying areas to places across town, for example? Do you not consider the needs of those who are _not_ young and able bodied? And how about TRAINING THE DRIVERS TO KNOW WHERE THEY ARE? It's sub par service on _your_ part to put drivers on routes where they can't even tell a passenger who is new to a neighborhood how far their stop is ahead of [or behind] them. Can you fix ALL the buses so that both the readerboard AND the GPS that calls out the stops ahead of time will tell you where ALL the stops are - not just some of them? That would make your bus service much more credible. Right now it's a broken down, half-assed service. Fix what you have already to make it more user-friendly.	7/22/2016 3:08 PM
1069	Station locations I think the current system of having a stop every two blocks or so in this stretch is too much, but the gaps created in the proposed system are too big. For instance, I think it is unreasonable to have gaps of 8-10 blocks between stops. I think optimal distance between stops should be no more than 4-6 blocks at most.	7/22/2016 2:57 PM
1070	River crossing Station locations I wish the survey showed the potential stops (or at least an estimate of the number of stops) between the Tillikum Crossing Bridge and city center.	7/22/2016 2:54 PM
1071	Current service The bus bunching in the morning is crazy. If I'm driving, I'll have to pass at least two buses on my way down to 20th. I've rerouted my commute through Ladd's Addition because the 20th to 12th stretch is too congested.	7/22/2016 2:37 PM
1072	Bikes Stations, new bus Are there any plans currently to examine (a) special lane(s) for BRT east of SE 82nd? What about providing embayments along the side of the street where buses could load/unload passengers while not impeding traffic (probably not practical west of SE 82nd), but maybe in some spots to the east of it? Will there be a special, designated area, maybe in the back of each bus, where 6-10 or so cycles could fit (hanging or standing), and not be in the way of other passengers? Will special attention to paid to safety features at stops, such as good lighting, cameras and open lines of sight?	7/22/2016 2:22 PM
1073	Beyond scope I really think that BRT is a great idea. However due to the planning fiasco on division street I don't see this working out well. The street needs to be widened but it cannot be because all of the apartments that have been put up have no set back from the street. In the areas where bioswales have been installed the street is barely wide enough to accommodate two lanes of traffic. A better solution would be to close Clinton to car traffic and make it buses and bikes only on the inner section from SE 12th to SE 52nd then have a dedicated bus lane on the wider section of division heading toward 82nd an beyond.	7/22/2016 2:20 PM
1074	Division transit ideas Consider an express bus that only stops at the 11 stations, and local service for the remaining.	7/22/2016 1:49 PM
1075	Beyond scope Unsupportive Project needs to be scrapped. Need to focus on better utilizing resources already in place and quit jeopardizing businesses with your growth plan. Already plenty of buses for people who wish to use mass transit. More focus needs to be put on roadways and parking for vehicles and not used for bus stops, bike parking, and other wastes.	7/22/2016 1:18 PM
1076	Division transit ideas An option to *possibly* consider: offer full and Limited service. Most buses are Limited. Full service stops more frequently, for those riders who don't want to walk the added distance.	7/22/2016 1:16 PM
1077	River crossing Rerouting the bus to the South Waterfront will only offset the change made to expedite the service heading westbound from SE 82nd on Division. If folks need to get to the South Waterfront the Powell bus is close enough to use. All buses cannot accommodation every location in the city. Getting people to and from the central core should be the priority. People then can connect using the Street Car.	7/22/2016 1:12 PM
1078	Driving - disincentivize Waiting behind a bus is brought up multiple times. The real problem here is so many people driving, not that the bus blocks them. If there weren't so many cars in the way then the bus could easily be on time or could have a more compact schedule that goes from one point to another much quicker.	7/22/2016 12:54 PM
1079	Division transit ideas Unsupportive Why does Portland have to complicate everything?? Just add express buses during the high traffic times. I think offering less stops would unfairly effect our older communities and those with disabilities. Having larger buses, more doors and better technology sounds costly and this would also effect those who already struggle to afford the current price to ride the bus.	7/22/2016 12:42 PM
1080	Supportive Definitely need articulated buses at 15 minute intervals	7/22/2016 12:42 PM
1081	Unsupportive I don't feel I'm making informed opinions while filling out this survey because there is no mention of cost. The BRT process thus far through Metro has been costly for limited to no time savings on the route. It may just be time to cut losses on the idea of BRT in favor of finding other solutions. I love taking public transit and want to improve it, but this project has been trying to fit a square peg into a round hole and it is incredibly expensive for what is perceptively gained.	7/22/2016 12:21 PM

Inner Division transit survey

1082	Current service Station locations Stations, new bus In some blocks of Division, the height and closeness of recent developments seem to interfere with cellular data signal. This can make it hard for me to use the Trimet app to pay for my ride or check on an arrival time at a stop with no posted schedule. I'm not sure how the upcoming fare-purchase options will impact this, but testing connection reliability at the proposed stop locations would be a great step.	7/22/2016 12:20 PM
1083	Current service I have found that being able to purchase tickets on my phone has been really helpful. Today, not many people carry cash. I think what could also speed up the boarding process is having a machine scan your ticket instead of the bus driver who already has enough responsibility.	7/22/2016 12:14 PM
1084	Unsupportive I am disappointed to hear that the final decision has fallen and that the bus route for #4 is down Division where current maneuvering is difficult at best and hell at worst. There is Atkinson on Division and SE 57th and Franklin High school. Both pupils and pupils with parents are crossing regularly to other side of Division as well as head for the DQ. I think it's a poor plan altogether and am not sure what took the plan of routing the Rapid Trans Bus from Gresham Division to 82nd and S. to Powell off the table.	7/22/2016 11:58 AM
1085	Beyond scope Current service Frequency I ride #4 to work every day and would love to see the buses run on a more consistent schedule. As is, there may be times where I have to wait 15 min (or more, even during periods where the scheduled buses are 8 min apart) because the bus coming just before or right at 5 PM is running early and the ones behind it are late (and then get super full). The potential re-route through S water front would extend my commute. I'm not familiar with other transit options between these 2 areas but IF this re-route is deemed to be desirable, I would love to see 2 options for riders. I.e. every other bus would route through S water front and the other would go downtown via Hawthorne. Additionally, more folks ride in the winter/rainy months so it would be great if there could be consideration for providing additional buses seasonally.	7/22/2016 11:44 AM
1086	Concern for others Station locations eliminating bus stops is a serious problem for older bus riders. "active transportation" and "complete streets" need to do more for older pedestrians rather than push them into requiring lift service. 4 blocks, perhaps with groceries or other bundles, perhaps being splashed by passing drivers if it's raining, perhaps being crowded and hurried by speedier walkers or cyclists, is not right. Sounds like elderly and differently abled are being "thrown under the bus."	7/22/2016 11:36 AM
1087	Concern for others Station locations Supportive I'm okay with walking further and I know you did a focus group with people with disabilities but are you certain that the broader community with disabilities and elderly would concur with the focus group findings? I'm all for more faster transit (in fact, I'm 100% for dedicated bus lines even if it removes parking, increases automobile congestion or has other similar impacts - it's one of the only ways I think that we'll get more people to use transit instead of relying on their car) but I'm keen to protect our most vulnerable transit users. Do the proposed stops take into consideration proximity to existing senior housing, or other destinations (maybe grocery stores, too?) for seniors and people with disabilities minimizing the walking distance for folks that use those resources?	7/22/2016 11:05 AM
1088	Bikes Safety and security Concerned that bigger buses with less stops will not obey the 25 mph speed limit on Division. I live in the neighborhood and would oppose a higher speed limit for Division. I ride my bike to work in the Foster-Powell area and use the new shared bike street on 52nd. Rarely does a bus obey the 20 mph speed limit on the street between Division and Lincoln. Bigger buses might make it harder to ride a bike on Division. Would like to see the bike improvements that are currently on Clinton be extended to Lincoln to accommodate the changes on Division.	7/22/2016 10:47 AM
1089	Division fit Driving - traffic concern I worry about affecting cross traffic adversely to allow the bus to control the lights. Some bus drivers have difficulty navigating tight corners with current buses, how will longer buses fare in these situations? Will multiple boarding doors require multiple staff to man for payment/ checking for proof of payment? What will this do to the budget?	7/22/2016 10:26 AM
1090	Current service Pass ups I ride the #4 10 times per week. I get passed up by a bus, because it is overcrowded, 2-3 times per week.	7/22/2016 10:26 AM
1091	Bikes River crossing One the great things about the #4 bus route is the direct access to downtown, especially for commuters. The proposed re-route through South Waterfront would add time to daily commutes for hundreds of people a day coming from outer SE. Powell makes more sense as an access point for South Waterfront than Division. While not specifically addressed in this survey, one issue impacting traffic on Division that I would like to see addressed is bike traffic on the inner SE corridor. There is a lovely bike route one block over from Division, however, bikers insist on riding on the narrow Division streets, slowing both buses and cars. I would like the City to look at ways at improving the flow of bike traffic over to Clinton St through improved signage, signals, enforcement, or any other reasonable means.	7/22/2016 10:03 AM
1092	Current service Frequency I am not a favor of less frequent buses through the area. One of the things I love is that it is a high frequency route where there's rarely a time I have to wait more than 5 min for a bus to come through. I would prefer keeping high frequency or Express Bus options for rush hour.	7/22/2016 10:01 AM

Inner Division transit survey

1093	Beyond scope Concern for others It is very concerning to me that SE Division, which serves a MUCH higher income population on the West side of 82nd, has been chosen. Why is SE Powell not the priority? Sure, there is plenty of multi-family housing on inner Division, but with relatively high rents, whereas the multi-family housing near inner Powell serves a much lower income bracket in general. This seems to be in keeping with the trend of large transit investments (e.g., the Orange line) serving high income populations and leaving low income populations in the dust. So now Powell just gets some improved crossings and safety features? We need a forward-minded solution and creative thinking...raised Max or BRT line, underground transit, etc. The population is not going to get smaller and those who take SE Powell are going to continue driving rather than taking transit if something substantial is not done.	7/22/2016 9:52 AM
1094	Concern for others Ped safety Four blocks can be a long way for people with mobility impairment. When using smarter signals, please don't make the pedestrian countdown a lie! If the countdown doesn't really end with a yellow light, just don't use one.	7/22/2016 9:27 AM
1095	Concern for others Driving - traffic concern One of the big problems with Division in this area is the recent change to make it one lane in either direction between 82nd and 60th. This impairs traffic flow to get down to 60th from the east and also creates congestion behind buses. The answer is not to remove stops to make lower income people walk farther to their transportation. The answer is to maintain traffic lanes and ease of travel on streets like Division and 52nd (at Division intersection).	7/22/2016 9:05 AM
1096	Concern for others Station locations The 'up to four blocks longer' walk described in this survey doesn't adequately explain or describe how much time, distance, elevation or other barriers are really involved; or provide reasonable alternatives to those riders for whom wider stop-spacing may impact the most. I am physically fit. But what about elderly and infirm folks or parents with small children? I know there is a lift bus system; however, I would think most riders with marginal disabilities or constraints that make walking difficult are responsible individuals who would not want to clog the lift bus system.	7/22/2016 9:04 AM
1097	Follow up I feel like this survey is only telling me half the story, and how I feel about a lot of these thing depends on info I don't have—for example, longer buses, fewer stops, and being able to control the stop lights doesn't help much if there's so much traffic on Division that the bus can't move anyway. Will it have a dedicated lane? What will different stations look like? I feel like I like this stuff in theory, but also feel like it's hard to know without the details.	7/22/2016 9:03 AM
1098	Beyond scope Division fit Unsupportive The Inner Division portion of this project is a) a complete waste of money b) to the detriment of the existing bus service We should scrap this entire section of the project and spend money on what is REALLY needed -- a true MAX line along Powell (or even Holgate) to get people from east of 82nd into downtown quickly. There is absolutely nothing in this project that takes into account the huge influx of people that have already arrived in this neighborhood, let alone the massive numbers of people that are going to migrate here in the next 5-10 years. This will choke Division even more than it is already choked as pedestrians increase in number and through lanes get narrower and narrower with bikes, bioswales, and parking. Why you are trying to increase bus capacity on a two-lane street like Division instead of a four-lane street like Hawthorne or Powell is completely beyond comprehension.	7/22/2016 9:00 AM
1099	Concern for others I am concerned about the concept of a "distinct and consistent look for buses and stations" with "better station amenities, including weather protection at every station" for only this one small section of bus line 4. I ride the 4 from north Portland, through downtown and into outer-southeast (ie, past 82nd ave). By far, the slowest part of my trip is through this corridor, so I greatly support the idea of speeding things up and improving the service. Already this particular corridor has a significant difference in amenities and demographics from the rest of Division and definitely from the rest of bus line 4. Focusing on only this section for "look and feel" improvements beyond the concept of consolidating stops and improving traffic conditions would cause public outcry and further anger against the preferential spending in this already "better" section of Portland. This project should improve all of bus line 4, "one of Trimet's most popular bus lines", and not just give a more pleasant experience for those who are privileged to live within walking/biking distance of downtown.	7/22/2016 8:57 AM
1100	Beyond scope I think the right thing to do is build light rail down Division out to MHCC.	7/22/2016 8:42 AM
1101	Bikes Current service My primary method for getting to destinations here is by bicycle. When I do take the bus it's typically with my bike on the front rack. The Division bus has a very high chance of already having two bikes on the rack, so I often have to wait for a second bus. It would be great to evaluate adding additional bike storage options.	7/22/2016 8:32 AM
1102	Concern for others Current service River crossing Station locations Why are you considering Tillikum instead of Hawthorne bridge? It would be good to have your rationale explained in an obvious place. I still don't understand why you have to make this such a LARGE project, with all new stations, etc. Sexy, but is it necessary? While I would love eliminating even more bus stations to speed up service (I rarely take the 4 or 9 buses because they just have too many stops!) I am concerned for disabled/elderly with walking issues. Have you considered having this rapid bus service ONLY during main commuter hours, and having the regular 4 line during off-peak hours; this way folks who have a hard time walking so far could still have convenient service??	7/22/2016 8:09 AM

Inner Division transit survey

1103	Frequency Given the crazy increase in density in this neighborhood, I hope you will run more frequent bus trips, perhaps with the old, smaller buses during non-rush hours (yet I did not see frequency mentioned in this survey of old and new features). I don't believe the decision is under Metro's control, but allowing developers to build apt. buildings with no or few parking spaces assumes lots more people will want to travel by public transport. I don't even drive this street any more because it's so jammed.	7/22/2016 7:51 AM
1104	Beyond scope I think the 4 should be moved to Clinton which would be turned into a dedicated transit way.	7/22/2016 6:49 AM
1105	Driving - traffic concern Frequency How about adding more frequent bus service instead? Walking the extra blocks should be factored into the commute time savings - ie at least 25% of people would be impacted by extra walk time. Not a fan of the extra long buses. Redoing stations for longer buses seems like a bad idea especially if it takes out street trees and planted areas and adds more paving. Project will not succeed for commuters to downtown if the intersections at 11th & 12th and Division are not un-congested due to trains at Clinton Station. More information about destinations of riders and peak user times would have been helpful. Is everyone going to the end of the line in both directions or hopping on and off and does it change over the course of the day?	7/21/2016 10:45 PM
1106	Beyond scope You planners already made of mess of Division between 12th and 39th, and I avoid this entire area if can even as I live only a few blocks from it. So, can't any worse. Somebody should have taken the planners' crayons and social engineering matrices away from them a long time ago.	7/21/2016 10:19 PM
1107	Supportive At various times I ride the No. 4 bus either to Gresham or to downtown. These changes would be very positive for me!	7/21/2016 9:28 PM
1108	Driving - disincentivize Prioritize bus movement over private vehicle movement. This plan doesn't do enough to speed up transit times.	7/21/2016 9:26 PM
1109	River crossing How long would the south water front detour take? If it's 5 minutes, that's OK. 15 minutes would be bad.	7/21/2016 8:25 PM
1110	Supportive The proposals here are great! Thank you. This is the type of more forward-thinking transit planning proposals we should be working towards. I'd like to see this type of service expanded across the entire region.	7/21/2016 8:23 PM
1111	Stations, new bus Weather protected bus stops are great.	7/21/2016 7:27 PM
1112	Division fit Driving - traffic concern Traffic is backed up on Division during commute time and very slow the rest of the day. No longer busses or fewer stops can solve that problem. The street is narrow and a bus meeting a truck loses time as they maneuver slowly past each other. There is the usual amount of truck traffic for a commercial street.	7/21/2016 7:21 PM
1113	Station locations 8 Block gap between SE 26 and SE 34!! Too big!	7/21/2016 7:14 PM
1114	Follow up So will there be more buses - and thus more frequent trips? or just faster trips on the same number of buses, with roughly the same time between buses?	7/21/2016 6:50 PM
1115	Current service There are already a lot of times where I have to wait 30 minutes for a bus because the route is a mess. This isn't an issue with stops, this is an issue with bus timing. I appreciate the idea of longer buses but Division roadway issues needs to change to further mitigate this issue.	7/21/2016 6:36 PM
1116	Current service Better training of current drivers would help tremendously. Too many unsafe drivers.	7/21/2016 6:29 PM
1117	Division transit ideas Have you thought of a limited bus now?	7/21/2016 6:24 PM
1118	Beyond scope The city does not really listen! They do what they want. It doesn't make shit for difference what this survey say's. Time after time i have participated in the cities committees, hearings and 100's of Meetings, they only do these surveys so they say they can say they got public input or to meet a state mandate. Good luck with your project, we are going to get it anyway!	7/21/2016 6:11 PM
1119	Driving - traffic concern Pull outs It would be better if busses pulled off to the side for stops. They could pull back in with the rear-mounted flashing yield sign. Busses cause mini traffic jams when they stop and block the only lane. Frustrated drivers bail off Division and vent their frustrations on the side streets.	7/21/2016 5:37 PM
1120	Uncategorizable Thanks for providing the opportunity to participate.	7/21/2016 5:09 PM
1121	Beyond scope Driving - disincentivize Consideration that this bus route will improve service during rush hours is ridiculous. You need to get out and watch traffic on SE Division during rush hours and see that passage between 12th and 60th will not be improved unless you close the street to vehicular traffic, permanently. Allow only bike and bus traffic. This is a band-aid solution to the density increases being imposed along centers and corridors, bio-swales, road diets, and the erroneous assumptions that cars will magically disappear.	7/21/2016 5:02 PM
1122	Beyond scope Driving - traffic concern I am skeptical about the actual ability of the proposed improvements to lower travel times and make them more reliable between 8th and 52nd. The only way I see to make a real dent in this is to force non-transit vehicles off of Divisuon every few blocks, effectively leaving only Powell and Hawthorne as automobile through streets.	7/21/2016 5:01 PM

Inner Division transit survey

1123	Bikes I hope that serious efforts are given to getting more bikes ON the buses. Many people use a combination of biking and public transit to move about the city. Trimet's stance of trying to encourage people to simply leave their bikes to get on the bus/max is not the best option for all, especially considering an increased distance between stops.	7/21/2016 4:59 PM
1124	Current service Pass ups Supportive I am regularly passed up by full buses and am stuck in traffic on SE Division both on bus 4 line and behind buses in my car. The current number of stops is excessive and results in what I not affectionately call "chicken-run" service. These are great improvements, I am excited to see them move forward as part of the overall Division BRT improvements!	7/21/2016 4:59 PM
1125	Concern for others Supportive I think this plan has great potential if done well & people from all walks of life are given equal consideration.	7/21/2016 4:43 PM
1126	Current service Pass ups You briefly mention that EAST of 82nd may be slower or less frequent...maybe I didn't understand but East of 82nd also NEVER runs on time..passes me by often, is pretty much always crowded with limited access to priority seating...so what is the plan for that?	7/21/2016 4:43 PM
1127	Division fit Driving - traffic concern River crossing Station locations The stretch between 50th and 60th is also too long (10 blocks) and there are two schools which will not have stops close by. The intersection at Division and 60th is also somewhat a bottleneck for eastbound buses as they often have difficulty squeezing by vehicles waiting in the left turn lane and frequently need to wait until that lane is clear to move forward. Not sure if any re-engineering could be done to make it easier for the bus and other traffic in the right lane to slide by. Definitely keep it on its current route across the Hawthorne Bridge as I seen a fair number of people who board on Hawthorne and along SE 7th when I'm riding. SE 7th is also a expected to become a growing commercial area as well.	7/21/2016 4:36 PM
1128	Beyond scope Yes, Consider Powell Gresham to Downtown. More room, less congestion.	7/21/2016 4:32 PM
1129	Current service I appreciate having TriMet buses!	7/21/2016 4:23 PM
1130	Beyond scope This entire project feels like a cop out. The BRT line was supposed to be on Inner Powell, but apparently you've switched to Division because Powell was too expensive to do it in a way that would actually result in faster buses. I don't live near enough to Division to use this line - I live south of Powell. A BRT line on inner Powell would've been useful for me, but not on Division. Planners need to acknowledge the fact that if you want to make meaningful improvements to public transit in the inner SE corridor, it is going to cost money. There is no solution here that is both cheap and effective. Inner Division is a narrow street that should not be used for mass transit. You need to widen Powell and put in dedicated BRT lanes (or better yet a MAX line, but I know that's just wishful thinking). And you're going to have to spend a lot of money and probably use eminent domain to do that. And it's going to suck for everyone involved. But it's also the only thing that will actually work. Sorry, but that's the reality here, and putting a BRT line on inner Division is denial. Please move the line back to Powell.	7/21/2016 4:20 PM
1131	Division transit ideas Supportive I like these ideas, but I also would still like to see rush hour express buses to stops at 82nd and beyond. I think both would be an excellent combination.	7/21/2016 4:01 PM
1132	Parking - get rid of Why do you not remove parking and make this an actual BRT?	7/21/2016 3:40 PM
1133	Driving - disincentivize If there were fewer cars on Division, the problem(s) would be far less.	7/21/2016 3:35 PM
1134	Station locations I'd rather have fewer stops and put up with the inconvenience of walking further.	7/21/2016 3:32 PM
1135	Beyond scope Bikes Don't call it BRT unless you're going to dedicate a lane. A protected bike lane on 122nd would greatly boost ridership for this project in the long run and should be part of this project.	7/21/2016 3:30 PM
1136	Bikes Division fit Station locations Look at the 2 areas at the lower end of SE Division St. between SE 12th Ave. & SE 26th Ave. & SE 26th Ave. & SE 34th Ave. These potential bus stops are 8-12 blocks apart. Why? These aren't areas where a person will be walking 1-4 blocks to the nearest stop. I'd like to know where the potential streetscape amenities already in place will be moved or altered if a bus stop is located next to or near them. You won't be able to stop next to a BES bioswale! How is the new Bike Share (orange bicycles) program, instituted this week, going to interfere with Tri-Met on this route? Some former "bicycle corrals" in front of businesses (usually restaurants) were replaced with orange Bike Share racks. People are already unhappy that there were Bike Share bicycle racks installed in the street in front of private homes which removed their own on street parking areas.	7/21/2016 3:06 PM
1137	Concern for others Division transit ideas You assume that all riders are able bodied and carrying anything heavier than a phone. I see fabled people ,small children strollers carts on the number 4 now. Why do you assume they will not be on the bus? And why not at least add expressbusses now? You manage to do that twice A day on the 14 on Hawthorne And please real shelters with time indicators not the artsy nonfunctional ones you put downtown. Do any of you ride the bus or do you drive?	7/21/2016 3:01 PM
1138	Current service River crossing Station locations If #4 goes over the Tillikum Bridge it will be important to have a stop before crossing the bridge that allows people to transfer to the #6 or street car to reach NE and N Portland. This connection sometimes adds a lot of travel time to my trip. It would be great if the connecting buses or street cars could be better timed for transfers. It shouldn't take me (or anyone else) an hour to go by bus from SE 68th and Division to the Lloyd District. I would use transit more frequently if this connection worked better.	7/21/2016 2:36 PM

Inner Division transit survey

1139	River crossing How many minutes does the South Waterfront detour add to the trip? I like that it links to those destinations, but would be concerned that the re-route would eliminate the 15-20% time savings achieved.	7/21/2016 2:36 PM
1140	Supportive Thank you very much for thinking this through. You obviously put some thought into this. Thank You! I live at 73rd and Division. Tabor East Apartments. I work at Intel, Hawthorn Farm campus, in Hillsboro. I like where I live and I like where I work. I need to get from my apartment to Intel as quickly and efficiently as possible. Currently I ride the 4 downtown and get on Max blue line to Hillsboro and get off at the Hawthorn Farm stop. This is door to door service and I love it! I just wish it was a quicker trip and these changes will help. Any other changes to help make this trip more efficient I am in full support of! Greg Barnard, 971 285 1770, gbarnard26@gmail.com, 7368 SE Division 97206. Please contact me if you want my input. Thanks!	7/21/2016 2:35 PM
1141	Beyond scope Unsupportive I am glad there is some attention finally being paid to this travel corridor. However, I am pissed that the planning for this BRT is happening at the same time that support is being drummed up for a light rail for the Southwest Corridor. What makes the people over there so fucking special - is it because they have more money and are whiter ? The BRT route is very heavily congested already with cars, and a train below the surface of the road would be vastly more appropriate. The details i have read about BRT makes it seem like a very minimal improvement over the #4 bus service we have already. I wish Tri-Met and area leaders would stop being so fucking cheap with East Portland. We need something vastly better than a bus - we need something larger-scale and very rapid. Stop with the Southwest Corridor campaign bullshit completely and focus your entire attention on making something that people between downtown and MHCC deserve. I am so sick of this band-aid quality shit for this hemorrhaging wound (in metaphorical terms) that those of us on the Eastside deal with for transit. Please, please, please stop treating us like trash and making something effective for mass-transit - and quickly. This has been put off too long.	7/21/2016 2:33 PM
1142	Beyond scope Driving - traffic concern With the congestion on Division, it's really hard to understand why all these improvements wouldn't work even better on Powell. The safety improvements on Powell are really underwhelming after all the hype.	7/21/2016 2:24 PM
1143	Driving - traffic concern How will these improvements address the challenge of increasing traffic congestion? Unless traffic is limited on Division gains in time by removing stops could be cancelled out by the time the buses spend in traffic from personal vehicles	7/21/2016 2:24 PM
1144	Stations, new bus Supportive I think that branding the BRT system is less important than putting money toward improved service. New buses and stations offer the opportunity for new designs - however, will a rebranding require existing buses and stations to also be changed? If so, I would prefer sticking with existing designs. I like the idea of BRT!	7/21/2016 2:18 PM
1145	Concern for others Safety and security Hoping this change in public transportation doesn't affect the neighborhoods and houses that are located close to Division Street. That would not be a good thing for the homeowners who invested into the neighborhood with the hopes of living in a safe and clean residential neighborhood.	7/21/2016 2:15 PM
1146	Bikes Pass ups Will the new buses have better bike capacity? Will they reduce "with-bike" pass-ups? That would be a significant benefit on this route.	7/21/2016 2:09 PM
1147	Division transit ideas How about express service from Gresham?	7/21/2016 2:00 PM
1148	Bikes Driving - traffic concern I travel by foot, by car and by bicycle. The city is making the latter two modes more difficult. The population of the city is increasing, necessitating more housing, but the housing that is being built lacks anywhere enough parking capacity, and all streets are getting choked. Is this transit's problem to solve? No. But failure to coordinate with other city agencies that are responsible for housing is a failure of all agencies involved. The trend toward taking 4-lane corridors into 2-lane corridors with bike lanes is an abject failure. It is making motor vehicle commuting unnecessarily worse and it is also making bicycle commuting worse, by forcing traffic on to side streets that were already set aside for bicycle traffic, making biking less safe, and making previously quiet residential streets into busier thoroughfares, making living there less safe. Is that transit's problem to solve? Yes, because your buses are now choking traffic every single time they stop, where before motorists could simply drive by in the other lane that is now gone. I imagine better planning would require the involvement of other city agencies, and if all city agencies involved aren't coordinating with each other, that's another failure by all city agencies.	7/21/2016 1:53 PM
1149	Driving - traffic concern Pull outs Unsupportive Bus turnouts are needed on Division West of 60th. Without this courtesy to drivers, the first bus through has a clear path ahead while backing up other traffic behind. The next bus has less of a clear path due to traffic backing up from the first bus. Over the course of peak a period and heavy traffic times, eventually the entire street backs up with stop and go slowing down travel times for all users including the buses. Simply put, with all the new development on a narrow street and no off street storage parking for multi-family residential units, Division Street is NOT a good choice for rapid transit.	7/21/2016 1:53 PM
1150	Unsupportive This survey did not provide enough options for some of the answers. VERY SKEWED. This project is a total boondoggle and huge waste of money. In order to accommodate the growth expected for Portland, major transit improvements are needed, not spending money on things that will provide minor incremental improvements.	7/21/2016 1:53 PM

Inner Division transit survey

1151	River crossing Supportive Looks great! If the bus does end up being rerouted, I believe there is a conversation about a potential bridge over the tracks to get to the Tillikum. It would be great if the alignment could remain the same and improvements made on Division by 2021 and if the Tillikum is the final plan then that could be implemented in a way which wouldn't slow down the Division improvements. It would be great to see the project get going sooner than later.	7/21/2016 1:51 PM
1152	Concern for others Station locations Supportive I like the proposed changes, the only concern I have is about there being fewer stops (mostly for disabled or elderly people).	7/21/2016 1:50 PM
1153	Bikes Stations, new bus Please include plenty of safe bike parking at busy stations such as 82nd and Division; biking to the bus can be a faster alternative to walking. It's not always convenient to take one's bike on the bus.	7/21/2016 1:49 PM
1154	Driving - traffic concern The potential for the bus to be stalled behind traffic backed-up in either direction at the intersections of SE 8th, 11th and 12th Avenues due to MAX and UPRR trains is huge and has not been adequately addressed in this plan. UPRR trains can block the N/S-bnd Avenues for as much as 45 minutes several times/day, and the delay is lengthened by MAX trains and Ped/Bike crossings. This problem is expected to worsen as more heavy rail train traffic passes through the expanded Brooklyn Yards. Hard to support this plan until that is addressed in a realistic fashion and in consultation with inner SE Neighborhoods, especially HAND and CEIC to coordinate plans for ways to address the problem, such as grade-separated crossings at one or more of the intersections.	7/21/2016 1:39 PM
1155	Beyond scope While I think that BRT is a good investment for the future growth of the city, I do not think that this project can live up to its own expectations without dedicated ROW. Personally, I think that this are could better be served with light rail on Powell Blvd between SE 17th and SE 82nd (or I-205), and then down Division St from SE 82nd (or I-205) onward.	7/21/2016 1:37 PM
1156	Beyond scope Division transit ideas Has anyone thought about a streetcar option or Max option? Is there an Express route option (similar to 99 on McLoughlin) given any thoughts? What about making stops at traffic lights past the lights, or if before the light, make a bus only green light before cars can go, to keep them on schedule? What about buses every 5-10 minutes during the busiest parts of the day (both inbound on the morning and outbound in the afternoon)?	7/21/2016 1:31 PM
1157	Current service Supportive The bus drivers on the 4 are always very friendly. They go above and beyond their duty. I feel very lucky to live near the 4 in inner SE. These proposed changes are excellent.	7/21/2016 1:31 PM
1158	Parking - not enough Can TriMet and the other involved agencies please, please, please coordinate timelines? There is an affordable housing project being developed at SE Division and 82nd. I have seen drawings with various different plans for that intersection on the Southwest side. It is important to get the roadway plan nailed down so that it need only be done once. Additionally, that space, which is next to PCC and another, smaller set of homes, is going to need some kind of parking addition. Additionally it may well be that decisions will need to be locked in place before the transit changes take place. As to the parking itself, the only thing I can think of would be a multilevel parking lot in the PCC parking space. Ugh. But workable.	7/21/2016 1:28 PM
1159	Station locations I have arthritis. It is hard for me to walk very far. I still work. I don't drive because of my arthritis. If you move bus stops farther apart I will have issues getting to and from work.	7/21/2016 1:27 PM
1160	Uncategorizable Nothing	7/21/2016 1:22 PM
1161	Supportive Glad to know you are looking at and wanting to address this issue. Thank you!	7/21/2016 1:11 PM
1162	Follow up What happens past 82nd Ave: more and more transit-dependent people are moving out past I-205 (out of choice, and due to limited options) - why does the plan end at 82nd? I'm really tired of Portland being defined by those real (physical) and nonetheless arbitrary, boundaries. Will ALL of these super-duper buses go on out to Gresham, or will they turn around between 82nd and 102nd? Many of my work colleagues, friends and family continue out to 122nd where more services are located. I'd like to see more inclusive planning.	7/21/2016 1:01 PM
1163	Current service i know the law makes it hard to outlaw smoking outside of the drip line of covered stations, but EVERY STOP is a public health hazard because it concentrates smokers. you have to address this--it's literally killing people.	7/21/2016 12:54 PM
1164	Concern for others Station locations Your questions focus on what the person answering needs for him/herself. Although the stop near my home is one of the stops to be retained (34th Ave), I am concerned about other people who are used to walking only a short distance to catch their bus, who might have to walk 4 or more blocks to a stop under the proposed plan. I don't know how to balance that against the other types of advantages proposed. A compromise of no more than 6 blocks between stops seems like the best solution.	7/21/2016 12:52 PM
1165	Follow up Unsupportive 15-20% quicker trip doesn't seem like that great of an improvement. What does that equal out to in minutes? 2-3?	7/21/2016 12:51 PM
1166	Station locations Removing the stop at 17 or 18th would mean losing an entire neighborhood of current and potential riders	7/21/2016 12:48 PM

Inner Division transit survey

1167	Follow up I'm confused about the current plan and would love to get an email update. Is this what bus rapid transit would look like or has that been ruled out? What's going on with Foster/Powell? Thanks!	7/21/2016 12:48 PM
1168	Supportive Excited about improvements to the transit system in our area! Thank you.	7/21/2016 12:34 PM
1169	Division transit ideas Driving - traffic concern Light signals favoring bus travel, and exclusive lanes where possible should be considered.	7/21/2016 12:34 PM
1170	Beyond scope Supportive Here's how I feel about the project, east of 82nd: It should be a big improvement, and I strongly support it, even though I don't use it or live there. For inner Division: ehh, at least it would be better than current conditions. I would be very surprised if buses were able to obtain a 15-20% reduction in travel time, at least west of 50th, only stop consolidation, all-door boarding, and transit signal priority or coordination. My guess would be closer to 5-10% at best, less during rush hour. Maybe this will help with crowding and increase capacity, which is good, and maybe it will at least offset any increases in travel time expected from now until 2021 due to increased traffic congestion. For these reasons, I support this project, with reservations. However, it is a huge loss and (I feel) almost a betrayal to lose the Powell alignment through inner SE Portland. I understand that (without converting general purpose travel lanes to dedicated bus lanes) travel times would be no better than today on Powell, but this result was likely inevitable (due to the project's narrow scope, even narrower budget, and ODOT's incredible reluctance to negatively impact auto congestion on Powell despite Portland's transportation hierarchy) and should have been foreseen. It seems disingenuous to have selected this as the preferred alternative without going through the necessary technical analyses to show that the proposed minor improvements would work; and it diminishes my generally high faith in the leadership and staff of Metro and TriMet. In the long term (20+ years), Powell west of I-205 and Division east of I-205 is really the ONLY east-west corridor from I-84 to Johnson Creek that has the ROW to accommodate a high capacity transit line. If Portland, TriMet, and Metro are serious about accommodating hundreds of thousands more people in our region, without further displacing lower income residents to low-accessibility areas (or significantly improving those low-accessibility areas), WE NEED DEDICATED TRANSIT LANES ON POWELL. ODOT needs to get on board or be forced to politically. The inner Powell corridor also offers major redevelopment potential, especially compared to inner Division. Here's how I feel about the project overall, especially west of 82nd: It is like eating a snack at dinnertime. Sure, it may tied you over for a little while, but it won't satisfy your hunger, and you will need dinner eventually, sooner rather than later. Sure, I'll take this project, but our region needs a major transit project in the Powell-Division corridor with major dollars behind it. If, by accepting this project, we forgo a more significant future project in this corridor, we will all regret it.	7/21/2016 12:31 PM
1171	Division transit ideas Start express busses throughout the day on Line 4. Theres plenty of people who are never going past 39th and lots of other people never getting off before 39th or even before 82nd. I'd love to see some express busses that only stop a few times, maybe 12th, 39th, 50th, 82nd, etc. or something like that.	7/21/2016 12:29 PM
1172	Division fit Driving - traffic concern will the longer buses have problems getting in and out of traffic ?	7/21/2016 12:25 PM
1173	Beyond scope River crossing I really hope that TriMet/project team continues to study the viability of a true BRT (a dedicated lane, long buses, fewer stops etc.) on SE Powell. SE Division, with its recent road diet is not designed for a bus rapid transit system or anything that is like a BRT. I've used the #4 for nearly 20 years. The improvements to the #4 have been long in coming--the easiest being to change it from being a loop to north Portland to a smaller loop for Division only. I don't see how the proposed changes in this survey can add up to less travel time on Division either by bus or when using the car. Especially when combined with a new route through South Waterfront. What we need are fast and flexible bus routes that travel north south and go to the areas that people are expected to be employed not infrastructure-heavy projects like this that put a lot of apples in one basket.	7/21/2016 12:24 PM
1174	Ped safety Safety and security Station locations Careful attention needs to be given to ensure that transfers to the Line 75 bus at SE Chavez are safe and convenient.	7/21/2016 12:22 PM
1175	Beyond scope While it's great the #4 bus line will get improvements, it's far from a Bus rapid transit (BRT) given the fact that there is no dedicated bus lane and for part of SE Division it's a single lane shared by commercial trucks, cars and bikes. This project really seem to scale back and get sidetracked, great ideas with very low implementation. Despite difficulties and current quotas for vehicle traffic on Powell, a dedicated bus lane on Powell seems like the best solutions. How about some push back on the traffic quota/standards, not "oh well, the 26 would need to be widened and is out of the current budget." The idea is to dramatically increase bus ridership even if it increase car traffic down to a single lane on 26/Powell and pushes beyond what is currently accepted traffic standards. Road space per person not per vehicle!	7/21/2016 12:20 PM
1176	Follow up How will riders on line 4 east of 82nd transfer to the new bus west of 82nd? Wont the 82nd bus stop get crowded and congested?	7/21/2016 12:13 PM
1177	Division fit Parking - get rid of Division is a narrow street. Limit parking to one side and designate the other for truck parking/deliveries, handicapped, and/or a bike lane! That solves most of the issues and creates better flow. I do think no car parking and bus/ bike lane is even better but I think there would be too much business pushback! But in a perfectly logical world....	7/21/2016 12:12 PM

Inner Division transit survey

1178	Station locations While I don't really like less stops, I understand the logic behind it. Passengers already can't figure out to exit through the rear, I dont think multiple boarding areas will help much (folks will still go to the front_	7/21/2016 12:09 PM
1179	Station locations Gaps of 8 blocks between stops are excessive. This plan shortens bus transit time, but no mention of overall trip time, especially for the 25% who have longer to walk both to and from the bus, and potentially at their destination as well. 4-6 blocks would be more reasonable. Also, fully electric buses would be essential to offset the added noise and disruption of these much larger busses through this narrow and highly residential corridor.	7/21/2016 12:06 PM
1180	River crossing Changing the route to include the South Waterfront stop in addition to fewer proposed stops would likely result in increased total commute time for most downtown commuters. Commute time is door to door, not just time spent on the bus.	7/21/2016 12:06 PM
1181	Driving - traffic concern Unsupportive This plan is poorly thought out. Longer buses will only further slow and block traffic, despite the reduced number of stops. The increased length will also lead to blocked intersections. Really, this general plan is great for some routes (Burnside, Powell, Casar Chavez), but when combined with the city's failed attempt to 'road diet' Division, the constriction posed by the bioswales on Division, and the increased pedestrian & vehicle traffic that is a side effect of less than minimum needed parking for the area will only result in further fouling traffic and continued poor transit time performance.	7/21/2016 12:02 PM
1182	Beyond scope Not having off-board fare payment is a mistake. Travel time savings are already meager enough that a couple of longer dwells due to on-board fare collection could easily cancel them out.	7/21/2016 11:59 AM
1183	Beyond scope Concern for others Supportive I am glad that the focus seems to have been on frequent, reliable service for this corridor. It is a busy route and it needs increased service to meet the existing heavy demand, let alone future demand. That said, I wish Metro had been able to prioritize changes to Powell (Line 9) and 82nd Avenue (Line 72) first, but understand the limitations of trying to get anything done on those ODOT-controlled state highways. From my personal experience and observations, making the Line 72 a BRT on 82nd Ave would (will) have a much greater impact on low- and moderate-income households than sprucing up frequent service on the already full-force gentrifying Division stretch.	7/21/2016 11:55 AM
1184	Division fit Driving - traffic concern The is a joke . . . walkers and shoppers darting between cars. Cars trying to find parking spaces where they are none. They will circle into the neighborhood and sometime park in our driveway. If you live in the neighborhood and want to get out you must travel to Powell and double back or go to another street.	7/21/2016 11:54 AM
1185	Division fit Ped safety River crossing Supportive I love the idea of fewer stops and quicker service. Curious why you would route an express bus heading east or west on Division through the new development area with narrow streets and all the new crosswalks (and potential bus slow-downs) along Division between Cesar Chavez and SE 31st Aves.? How are crosswalks every 1-2 blocks compatible with an extra-long bus? What is the potential length of the extra-long bus? What are the details of the South Waterfront potential re-route? - I voted for it because I don't think I'd mind it - I sorta hate the junction between where the Hawthorne Bridge meets downtown to where it connects with the bus mall, but I don't even see street names on your map attached to this survey. Also, even though I voted for the change, I think missing a connection to SE Grand is a negative for the new route. Please push for actual street improvements related to this process. SE Division between Cesar Chavez and SE 50th Ave. are badly in need of repair. Thank you for including public opinion!	7/21/2016 11:49 AM
1186	River crossing I transfer from the 4 to the 6 on SE Grand Ave. I want to still be able to make that connection without having to go downtown.	7/21/2016 11:49 AM
1187	Safety and security I am somewhat disabled, and likely would continue to need to use the front door. The survey did not discuss changes or modifications to disabled passenger seating.	7/21/2016 11:46 AM
1188	Beyond scope Supportive This project is good, but it's no replacement for creating a new light rail line or bus rapid transit with dedicated lane on Powell Blvd. I don't see it as intellectually honest to attempt to use the funding that was originally earmarked for that project to help pay for this project. This project should be funded separately, so as to keep the powder dry for the eventual construction of that project. The failure of TriMet, Metro and ODOT to come to agreement on taking a lane off of Powell in order to dedicate space to transit needs to be remedied. Ultimately, that project still must be built, regardless of what incremental transit improvements are made to Division, Hawthorne, Belmont or Holgate.	7/21/2016 11:45 AM

Inner Division transit survey

1189	Driving - traffic concern River crossing Supportive Don't be afraid to nudge vehicular through-trips OFF inner-Division. Non-transit through-trips from east of 82nd to the central city area or beyond should be encouraged to use Powell or I-84. Inner-Division is a major street, but it's intended as a major transit street and local service street. I also fear that a couple added minutes by taking the Tilikum Crossing - which should be the objective - will result in people demanding Division BRT takes 7th and the Hawthorne. If this ends up happening, the SE Madison curb lanes should be dedicated for transit use 24/7 and every remotely-feasible effort should be made to give transit vehicles the best chance to get around as much traffic congestion as possible. Consider eastbound transit lanes on SE Hawthorne to 7th Avenue, also. But, really, PLEASE just build a little bus-only ramp over the UP line at SE 8th or 9th so this can use the dedicated transit bridge and Harbor Structure to reach the Downtown Transit Mall with as little variance in trip duration as possible. Consistency and predictability are more important than the shortest duration trip length during free-flow conditions.	7/21/2016 11:43 AM
1190	Driving - traffic concern I feel that inner Division needs to be traffic calmed. A 20mph speed limit and more beacon crossings would make it safer for all road users. Due to congestion which is not likely to improve, the only people currently driving over 20 mph are typically driving recklessly.	7/21/2016 11:43 AM
1191	Station locations Stop spacing between 26th and 34th is a bit high. Also consider moving 51st to either 52nd or 50th.	7/21/2016 11:37 AM
1192	Beyond scope I thought one of the options being considered was to re-route the Division 4 around this area as a whole at 50th or 52nd, going down to Powell, bypassing the most congested portion of corridor altogether, and then returning back to division at possibly 12th to continue onto downtown. I considered this to be a good solution, is this plan no longer an option?	7/21/2016 11:37 AM
1193	Ped safety Pull outs YES Stop putting bus-stops near cross-walks ! Stop putting bus-stops near cross streets ! Stop putting bus-stops where they block one of the lanes of traffic !	7/21/2016 11:34 AM
1194	Concern for others Division transit ideas Please meet the needs of SE- and Gresham-bound riders; buses are too full (and they're dirty), and people are opting to drive. An express bus is not an option at all? Please start cleaning bus interiors; please properly maintain buses as riders shouldn't have to deal with breakdowns.	7/21/2016 11:33 AM
1195	Unsupportive Those articulated buses will be a disaster, just like they were the last time!	7/21/2016 11:33 AM
1196	Uncategorizable Want half of this sandwich?	7/21/2016 11:32 AM
1197	Current service Frequency Pull outs Even with half the stops, buses still hold up traffic. It was better when they pulled over and didn't stop in the lane of traffic. Bus stop garbage cans need to be emptied more frequently. Litter surrounding bus stops is terrible. Keeping buses on exact schedules is less important to me than frequency of busses. If I go out to the stop at 7:45, and a bus comes at 7:50, it makes not difference to me what time that particular vehicle was originally meant to arrive. It's only important that any bus shows up within a reasonable time.	7/21/2016 11:29 AM
1198	Driving - traffic concern River crossing You need to figure out how to get the bus across 11th/12th so that it doesn't get bonked by trains. I really want the route to take the Tillicum since the Hawthorne is a slow garbage fire in the morning rush.	7/21/2016 11:28 AM
1199	Driving - disincentivize The crazy amount of development without regard to traffic has made living and traveling on Division an absolute nightmare. It's a swell destination for tourists from other areas of Portland, but for those of us living here, not so much. If Tri-Met can ease some of the burden, that would be great. At this point they ought to just make Division from 60th down a no-cars street, since it's impossible to drive along there anyway.	7/21/2016 11:27 AM
1200	Frequency River crossing I live in Mt. Tabor and work at OHSU, the route to the SW waterfront would be very compelling for my commute. That said, I am 17 minutes from the proposed stops, which is a doable walk for me, but I would want to see frequent enough service that I wouldn't have to care so much about when to leave to catch the bus.	7/21/2016 11:26 AM
1201	Beyond scope Unsupportive This is super lame. Build a light rail line.	7/21/2016 11:26 AM
1202	Frequency Stations, new bus I am a senior citizen and I ride the bus a lot. My biggest concerns are getting a seat on the bus and not having to walk too far. So bigger buses and frequent service should be good. Fewer stops isn't good but luckily for me the proposed stops are pretty good. On the new buses be sure there are easy places to hold on, specifically bars. The straps on current buses are too high for short people and it can be difficult to get past the front seats safely (especially on a moving bus when the aisles are partially blocked by wheelchairs, carts or strollers).	7/21/2016 11:25 AM
1203	Uncategorizable No.	7/21/2016 11:25 AM
1204	Driving - traffic concern Parking - not enough Division St. has sadly become unlivable. Two lanes choked down to one, with "bioswale" open sewers covered in weeds and garbage, "Bike-town" bicycles taking huge parking real estate, most parking becoming 2 hr spots and four story condos built without parking. How will a tandem bus help mitigate quality of life for residents and business owners on Division St. (I am both)?	7/21/2016 11:24 AM
1205	Beyond scope You don't care about your passengers, why are you paying lip service to us now?	7/21/2016 11:24 AM

Inner Division transit survey

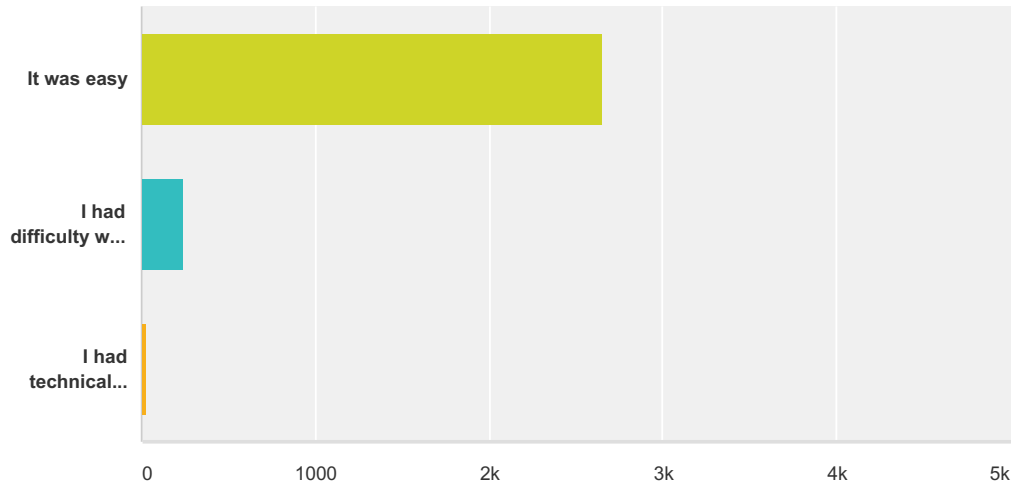
1206	River crossing Station locations Supportive Has the BRT moniker been dropped? That should definitely be dropped as these improvements are NOT BRT but they are in themselves really great ideas and we'd do well to implement them sooner than later. Also... the 4 and 9 routes shouldn't be complemented by this route, but there should be a 4 and 9 route with 60 ft buses that just replace the current 40 ft bus use on this route - at least in peak hours. Also the stop spacing should be implemented as such for Division and Powell. People WILL WALK/Scoot/bike whatever to the stop locations to take it but ridership would increase with improved reliability, frequency and delivery downtown. Something that currently really doesn't happen. Also - do NOT make the 4 go over the UP line - this is unreliable and will cause issue. Trimet is not going to get them to change their light engine moves, train frequencies or otherwise. As the economy continues to improve they WILL BE running more trains on this route. Already the traffic jams caused around this area in the Division/Clinton/12th/11th areas is catastrophic during long delays. With idling cars stuck all over these streets often with nowhere to go. It's already a huge problem for the 4 and it doesn't cross the tracks, crossing them would just add to the issues.	7/21/2016 11:24 AM
1207	Station locations Supportive Absolutely too many stops now. Love the idea of reducing the number of stops. 4 blocks is a good avg. for distance.	7/21/2016 11:24 AM
1208	Beyond scope Please also consider these changes for Stark / Burnside (#20)	7/21/2016 11:23 AM
1209	Bikes Ped safety We really need to get the bike riders off division and onto Clinton and Lincoln. More marketing and signage to encourage them to get off division. It is unsafe for them, for pedestrians and cars. Also, the increased people and businesses mean there is a need for more signage to remind people who has the right of way and not to cross the street in the middle --- the pedestrian behavior is crazy and unsafe.	7/21/2016 11:22 AM
1210	Driving - traffic concern Division inside of 50th and especially inside of 39th is already at a crawl most times of the day. This idea has potential but as even more development fills in I don't see how a bus will stay on schedule due to single lane traffic congestion ever increasing along with this corridors population density. This seems more like a stop gap solution than what Powell / Division needs looking beyond a 5 year window.	7/21/2016 11:20 AM
1211	Concern for others Station locations I'm concerned for the old and the handicapped. Looks like the stops are mainly set up for where it is most beneficial to traffic and not to the passengers. People are paying to take the bus. Put your passengers first.	7/21/2016 11:19 AM
1212	Bikes Bicycle traffic should not be on Division at all. That's what Clinton and other streets are for. Please don't build facilities for bicycles on Division as part of this project.	7/21/2016 11:19 AM
1213	Concern for others Don't assume people are just trying to get from Gresham to Downtown- this is about making it easier for all people of all abilities to get around the east side to places they need to go.	7/21/2016 11:19 AM
1214	Concern for others Station locations Yes, the entire Tri-Met system has entirely too many stops! But the idea that it's okay to negatively impact a minority of users because the majority will see little or no change is pretty insensitive. Who are the 26%? Are they physically challenged? From transportation disadvantaged communities? Let's eliminate stops because it's the right thing to do, not because only 26% of riders would be affected and they don't REALLY matter, do they?	7/21/2016 11:18 AM
1215	Supportive I think that "faster boarding times" is unlikely given the increase in people volume which will be created at each of the new stops by the elimination of other stops. However, I love the return of 1980s TriMet style articulated busses!	7/21/2016 11:18 AM
1216	Beyond scope I'm highly disappointed in this project. We needed to incorporate POWELL which has become a nightmare. This project won't do a whole lot to boost public transit in the area. Powell needs to be addressed before Division. I'm shocked it has been ignored.	7/21/2016 11:17 AM
1217	Beyond scope Station locations Supportive I especially like the proposal to reduce the number of stops to speed up service - I think they are too close now. I am willing to walk a couple of extra blocks to significantly speed up the bus service. I feel that this could/should be done not only to the #4-Division route, but also to other major SE routes such as the #9-Powell, #14-Hawthorne, and #17-Holgate, all or which I regularly use. I would also like to see more "express" or "limited" versions of these routes. During peak times, I think that every second or third bus could be an express or limited version - this would speed up the system a lot.	7/21/2016 11:16 AM
1218	Station locations A few stops should be added to make sure you don't have to travel to far like 8 blocks to catch a bus.	7/21/2016 11:14 AM
1219	Beyond scope Unsupportive I would rather focus improvements on Powell using a fully separated raised rail or BRT. I dont predict the improvement will be that great, Powell has much more potential. This also serves mostly high income white people along Division west of 82nd.	7/21/2016 11:14 AM
1220	Beyond scope Please stop blowing off the Powel and 60th to Mt. Hood Community College section. East County has been ignored too long.	7/21/2016 11:13 AM

Inner Division transit survey

1221	Beyond scope This route does absolutely nothing for the Creston Kenilworth, Brooklyn, Foster Powell, and Mt Scott neighborhoods. Once again, people South of Powell and east of McLoughlin get the shaft. The Max Orange line did nothing (try getting across the Holgate train overpass on a bike for example), and neither will this. We had hope when BRT was slated for Powell, but now a Division routing means more car traffic on Powell, less retail on Gladstone, Holgate, Powell, and Woodstock, and more of a driver training simulator on Division. Why are you guys so concerned about getting folks from Gresham downtown when they have tons of options (including MAX) and a huge swath of SE Portland has nothing? P.S. The implied bias of the questionnaire is laughable. Your questions are similar to this one.... "Would you like to burn in a lake of fire for all eternity, or live forever without ever being sad?".	7/21/2016 11:12 AM
1222	Beyond scope Parking - get rid of Transit should be prioritized. There may be places where parking could be eliminated for a bus-only lane, access to Division for cars could be limited, A bus-only lane could be added to Powell. Long-term, consider a subway line (or elevated rail) here.	7/21/2016 11:11 AM
1223	Current service Division fit Biggest issue is width of the buses vs. width of lanes on Division. It is difficult and uncomfortable to drive down Division when a bus is coming from the opposite direction. The buses are often right at or sticking over the center line.	7/21/2016 11:11 AM
1224	Beyond scope Current service You should do this on the Holgate bus too! That thing never comes, and when it does it's slow. Sometimes two come at the same time - because one is so slow!	7/21/2016 11:07 AM
1225	Current service Can you change the number of stops ASAP? There are way too many at this point -- e.g. 50th and 52nd. This seems to be especially true in the western part of Inner Division.	7/21/2016 11:07 AM
1226	Uncategorizable Thank you for the opportunity to participate.	7/21/2016 11:07 AM
1227	River crossing If the #4 is rerouted to the new proposed downtown change, I will no longer be using the #4, as it will bypass where I pick the bus up currently at my work place to ride it home. I'll have to find another route or go back to driving.	7/21/2016 11:06 AM
1228	Concern for others Current service Please keep cash as an acceptable payment method. Electronic fare does not work for all of us. TriMet should strive to serve a socio-economically diverse Portland. E-fare systems unjustly enrich private contractors with public dollars. See OPAL's webpage here for additional details: http://www.opalpdx.org/brus-e-fare-alternative/	7/21/2016 11:04 AM
1229	Supportive I appreciate the effort to make commuting in Portland a lot less stressful.	7/21/2016 11:03 AM
1230	Safety and security Stations, new bus If you are going to build hardscape/stations/shelters, they need to be safe, sanitary, and hopefully contribute to and not detract from the neighborhood.	7/21/2016 11:02 AM
1231	Concern for others River crossing Station locations I vote against rerouting the 4 to South Waterfront since the 9 already goes there. I don't have a problem with walking a few extra blocks to stops, but I hope the needs of disabled people are being sought and considered.	7/21/2016 11:02 AM
1232	Driving - traffic concern I am not confident that these changes will actually improve bus service. Congestion is going to prevent any rapid bus improvement.	7/21/2016 10:57 AM
1233	Current service I doubt TriMet's ability to demonstrate the basic level of competence to actually make this work, given the poor quality of current service. If TriMet could actually demonstrate they could provide reasonable service now, I would be more confident. Otherwise, it seems like a waste of time and taxpayer dollars. For example, this morning I watched the Transit Tracker for a bus which never showed up. Literally, it was showing on the Transit Tracker but never actually appeared. That's the second time in the last week or two that has happened. The following bus was already full at SE 37th and Division, and passed us by. The next two buses were so far apart that I assumed they would be full as well (and I was now late for work), so I had to ride my bicycle into downtown with an injured ankle, likely damaging myself further. I think TriMet's quality of service is so bad that I'll likely start driving to work downtown. I'm not sure rapid transit will fix TriMet's management or organizational challenges.	7/21/2016 9:50 AM

Q11 We are always trying to improve our engagement efforts. Do you have any feedback on this survey? (Select all that apply)

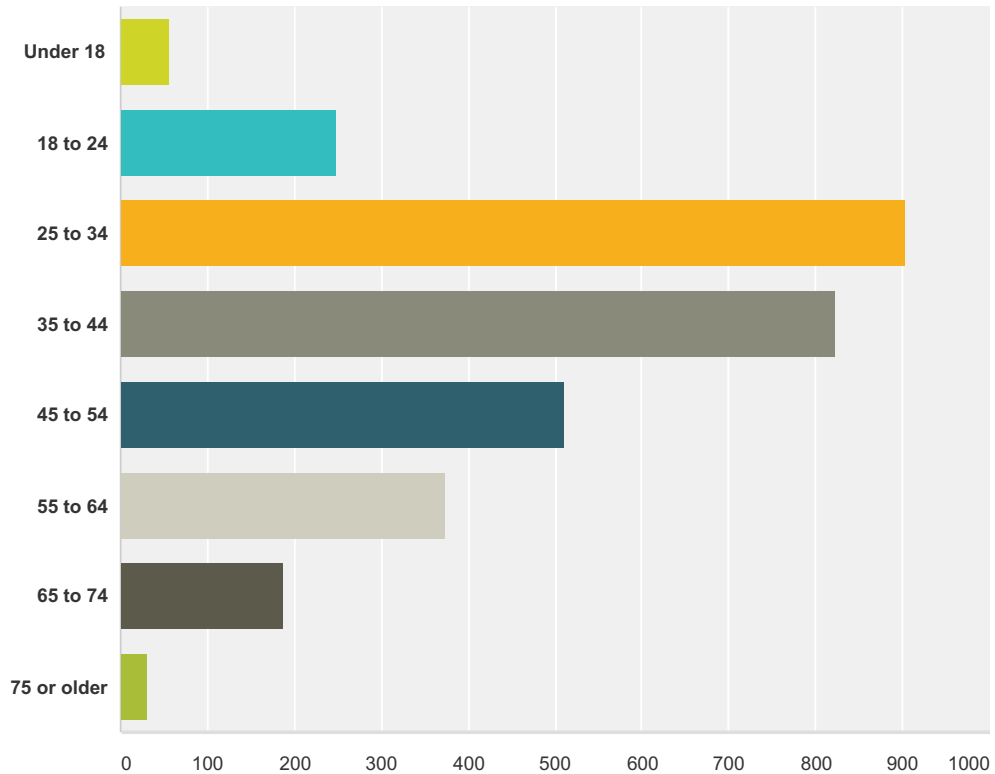
Answered: 2,924 Skipped: 1,133



Answer Choices	Responses	
It was easy	90.77%	2,654
I had difficulty with some questions	8.21%	240
I had technical difficulties	1.03%	30
Total		2,924

Q12 What is your age?

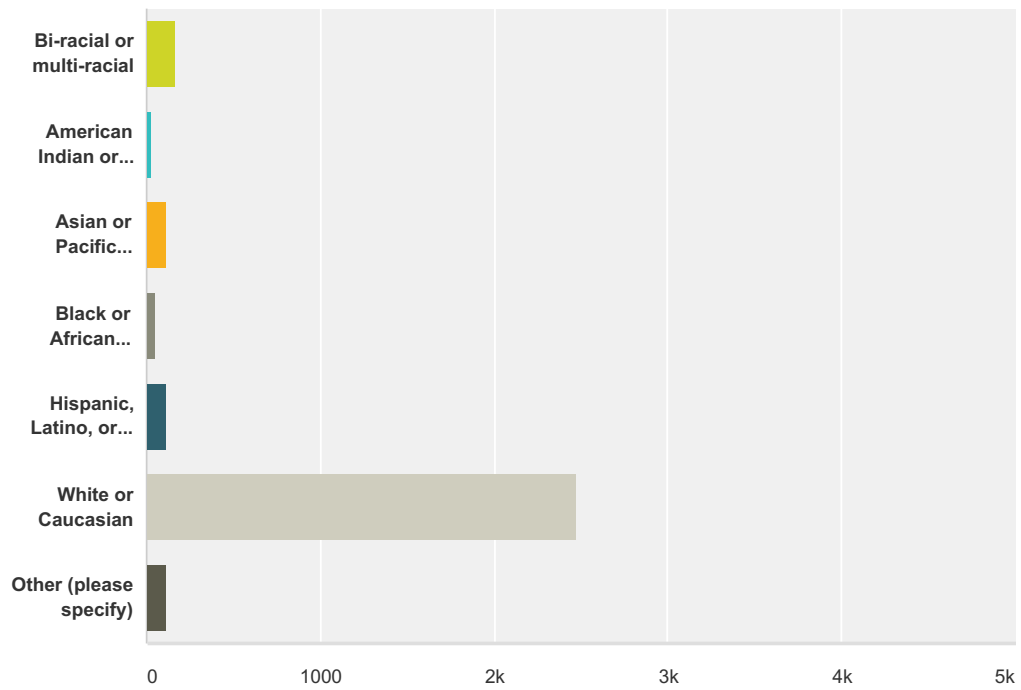
Answered: 3,138 Skipped: 919



Answer Choices	Responses
Under 18	1.82% 57
18 to 24	7.90% 248
25 to 34	28.84% 905
35 to 44	26.20% 822
45 to 54	16.32% 512
55 to 64	11.92% 374
65 to 74	5.99% 188
75 or older	1.02% 32
Total	3,138

Q13 Which best describes your racial or ethnic background?

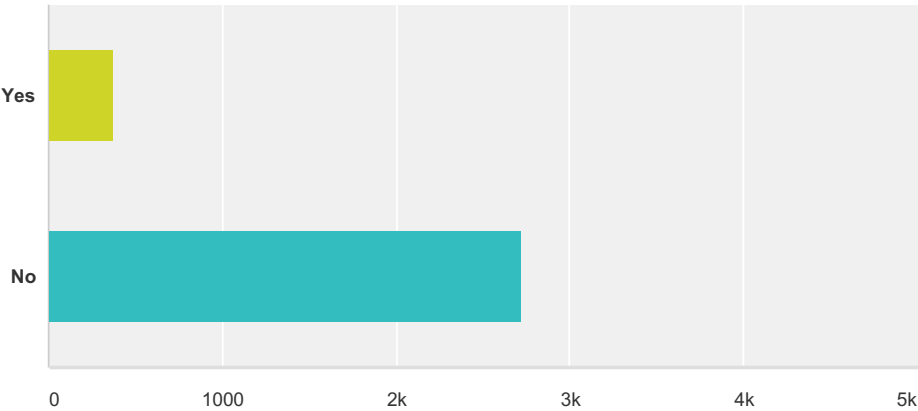
Answered: 3,053 Skipped: 1,004



Answer Choices	Responses	
Bi-racial or multi-racial	5.60%	171
American Indian or Alaska Native	0.92%	28
Asian or Pacific Islander	3.70%	113
Black or African American	1.64%	50
Hispanic, Latino, or Spanish origin	3.60%	110
White or Caucasian	80.90%	2,470
Other (please specify)	3.64%	111
Total		3,053

Q14 Do you have a physical disability?

Answered: 3,099 Skipped: 958



Answer Choices	Responses	
Yes	12.00%	372
No	88.00%	2,727
Total		3,099

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Inner Division open house

August 15, 2016 at St. Philip Neri, 2408 SE 16th Avenue, Portland

Approximately 60 people attended a project sponsored open house focused on potential changes to transit on Division Street between the Willamette River and 82nd Avenue. People expressed their preferences on three dots posters and through comment cards. Overall, the comments mirror the online survey.

- Nearly everyone would like to see the Line 4-Division improved.
- Most say they prefer to travel farther for a faster trip, but they equally express concern that fewer stations will create a hardship for people with mobility issues.
- Eight to ten block spacing between stations seems too great to some.
- More people prefer the existing Line 4 routing over re-routing to South Waterfront before continuing to Downtown Portland.

Compare today's service with changes to create a quicker, more reliable bus trip. <i>Tell us what you think about each of the potential changes. Place a dot next to the elements you prefer.</i>	
Line 4-Division today	Potential changes in 2021
Boarding at front door only	Multiple door boarding; people can get on and off quicker
Bus communicates with a traffic signal to stay green longer if it is late	More advanced communication with traffic signals helps the bus stay on schedule all day
26 stops between SE 8th and 82nd avenues • Person travels 0-2 blocks to stop, once on Division	11 stations between SE 8th and 82nd avenues • Person travels 0-4 blocks to station, once on Division; 74% of riders would use the stop they use now
Buses can get off schedule and travel times vary	15 to 20% quicker trip with improved reliability from fewer stops, quicker boarding and coordinated traffic signals
People driving can get stuck behind buses	People driving spend less time waiting behind buses since buses stop less often and for shorter times
Riders waiting at stops can get passed-up by full buses	Longer buses carry 60% more people; fewer pass-ups
Standard TriMet buses and stops; some stops have shelters and seating	Better station amenities, including weather protection at every station; distinct and consistent look for buses and stations
Pedestrian friendly with streetscape enhancements	Maintains amenities and street character, some modest changes at stations
Both today and in the future: Frequent service, every 15 minutes or more often all day for the entire length of Division Street in Portland and Gresham	

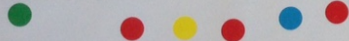
Potential changes in 2021 could include re-routing the bus to South Waterfront before continuing to Downtown Portland. The re-routing would add time to a trip to Downtown Portland, but would connect to South Waterfront destinations.

What is preferable to you?

Keep the current route to Downtown Portland



Re-route to stop in South Waterfront before continuing on to Downtown Portland



Color of dot does not matter

Proposed bus stations on SE Division Street between 12th and 82nd Avenues



74% of riders use these stops now and walk 0-2 blocks once on Division
26% of riders would need to walk about 2-4 blocks further once on Division

Color of dot does not matter

Which do you prefer?

More bus stops, but slower service



A quicker trip, but walking a bit farther



Comments cards

- There should be a grace period of a few days after the first of the month for senior pass holders.
- There should be restrooms provided at bus stops/stations.
- TriMet should investigate Proterra electric buses.
- I think it is important to serve low income transit dependent riders living along 82nd and consider their route needs to job centers and crucial services. Consider people's needs over speed and number of riders.
- My main concern is adding a stop to the proposed plan between 26th and 34th -- this stretch, one of the densest on Division needs another stop! The best stop in my mind would be at SE 30th. Otherwise I support the overall idea of longer buses, better stations and quicker trips overall.
- Community input of the bus design. 3 bike racks.
- Has there been consideration of making west of 52nd car free instead of eliminating stops? Elimination of stops will likely have a higher impact on those living on the east side where stops are further apart.
- South Waterfront already has a trolley. Keep #4 going downtown. You really expect disabled people or people carrying a lot and taking children to walk 6 blocks. Bad service east of 82nd. Why? Saving 6 minutes from 82nd to downtown is insignificant only if the route stays the same and you will eliminate 3 stops (#2, 3, 4 on your map). Please remember we have rain in Portland and the bus "shelters" downtown are inadequate. Please consider this in this project.
- I write a suggestion of "82nd BRT" runs from Clackamas Town Center to 82nd MAX in Northeast Portland. It similar to Division/Powell BRT Development Project.
- Bioswales - removed? Parking removed - where? Right-of-way condemnation and eminent domain to acquire property - where? How much of this project (between SE 7th and SE 60th avenues) which is included in the Division green street/main street plan will be affected or change? (I was on the committee in 2004-2005) Bus schedule should be posted on the back panel of the bus shelters and the electronic arrival time screens above the bus schedule inside the bus shelters. Consolidate amenities as much as possible instead of separating them. Will the N ->S bus lines all become frequent service (every 15 minute) bus lines when BRT is implemented? Blocked driveways at bus stops and traffic signals.
- I am concerned about loss of access by cutting more than 1/2 the stops. This puts disabled/limited mobility riders at a huge disadvantage. I also have some difficulty with the "math" -- how do you cut more than half the stops and still leave 74% of riders using their same stops?
- Why not use the brand new transit bridge for this new transit service?
- Spend 1/2 the money on Division and improve Powell at the same time, not later.
- Add a stop at 30th.
- Stop at 30th.
- Yes, agreed. 8 blocks between stops is far too long. Preserve the stop at 30th.
- Stay 52nd station and 82nd, MAX station Green Line.
- One stop by schools.
- Stop at schools.
- Please preserve the stop at SE 30th. Too far between 26th and 34th! 100s of apartment residents in this section.

- Encourage people to leave bikes at station by providing covered bike parking.
- Strongly prefer dedicated bus lanes on outer Division as well as protected bike lanes.
- There is a wall blocking Clinton St from the Division MAX. Please remove so people can access #4 stops via the I-205 trail instead of Division.

AORTA recommended changes

- Operate BRT on both Powell and Division
- Keep all existing stops for frequent (15-min) local service
- Modify 6 (not 11) stops to BRT stations between SE 8th and 82nd avenues
- Duplicate Division service on Powell (total of 12 BRT stations on both corridors)
- The 6 stations on each line serve all crosstown bus lines and account for approximately 60% of all boardings in the is segment of each corridor
- Operate BRT during peak and midday hours and other times of high demand
- Dispatch BRT from termini immediately ahead of each local bus during operating hours

(Inner Division transit open house – Aug 15, 2016)

Recommended Changes

By: AORTA

- ❖ Operate BRT on both Powell and Division
- ❖ Keep all existing stops for frequent (15-min) local service.
- ❖ Modify 6, (not 11) stops to BRT Stations between SE 8th and 82nd Avenues
- ❖ Duplicate Division service on Powell. (total of 12 BRT Stations on both corridors).
- ❖ The 6 Stations on each line serve all crosstown bus lines and account for approximately 60% of all boardings in this segment of each corridor.
- ❖ Operate BRT during peak and midday hours and other times of high demand.
- ❖ Dispatch BRT from termini immediately ahead of each local bus during operating hours

Service Change Comparisons (Aorta vs Metro - 8th to 82nd Avenues)

(Fall 2015 Weekdays) #9-Powell - 24 Stops, 3,471 Boardings #4-Division - 26 Stops, 3,191 Boardings

Line 4-Division today (between SE 8th and 82nd avenues)

Boarding at front door only

Traffic signals can stay green longer for a bus running late

•26 stops between SE 8th and 82nd avenues

Person travels 0-2 blocks to bus stop, once on Division

Buses can get off schedule and travel times vary

People driving and biking can get stuck behind buses

Riders waiting at stops can get passed-up when buses are full

Standard TriMet buses and stops; some stops have shelters and seating

Pedestrian friendly with streetscape enhancements

Potential changes in 2021 (Metro)

Faster boarding through multiple doors

More advanced communication with traffic signals to keep bus on schedule all day

•11 stations between SE 8th and 82nd avenues
74% of riders would use the stop they use now

•Person travels 0-4 blocks to bus station, once on Division

15-20% quicker trip with improved reliability from fewer stops, faster boarding and coordinated traffic signals

Less time behind buses since buses stop less often and for shorter times

Longer buses carry 60% more people; fewer pass-ups

Better station amenities, including weather protection at every station; distinct and consistent look for buses and stations

Maintains amenities and street character, some modest changes at stations

*** Frequent local service, every 15 minutes all day plus BRT service every 15 minutes or less during times of high demand for the entire length of the Transit Mall, Division Street and Powell Boulevard between Union Station and the Gresham Transit Center**

*** BRT and Local Service on Division & Powell**

Faster boarding through multiple doors

More advanced communication with traffic signals to keep bus on schedule all day

26 stops on Division, 24 stops on Powell between SE 8th and 82nd avenues including **6 BRT Stations** on each corridor

59% of corridor riders use the **BRT Station** locations today

Person travels the same distance to a stop/station as today

Quicker trip (**5 fewer BRT Stations on Division than Metro Proposal**), improved reliability, faster boarding and coordinated traffic signals

Less time behind buses since buses stop for shorter times and move through signals faster

Longer buses carry 60% more people and stop only at busiest stops (BRT Stations)

Better station amenities, including weather protection at every BRT station; distinct and consistent look for buses and stations

Maintains amenities and street character, some modest changes at BRT stations

*** Proposed by: AORTA 8-15-16** (jimhowell89@hotmail.com)

#4-Division Boarding Passengers

(Weekdays - Fall 2015)

Bus Stop	EB	WB	Total	Connecting Line
1. SE 82 nd Ave	474	328	802	#72
2. Max Station	367	90	457	Green Line
3. SE 12 nd	206	226	432	#71-12 nd
4. Cesar Chavez Blvd	154	131	285	#75
5. SE 12 th	162	109	271	#70
6. 162 nd	73	181	254	None
7. SE 50 th /52 nd	128	122	250	#14, #71-60th
8. 6 th /Mad./Hawthorne	115	131	246	#6, Streetcar
9. SE 182 nd	80	156	236	#87
10. SE 20 th /Ladd	97	91	188	#10
Top 10 Stops	1,856	1,565	3,421	(43% of total)
Total Boardings	3,043	4,989	8,029	(77 total stops)

#9-Powell Boarding Passengers

(Weekdays - Fall 2015)

Bus Stop	EB	WB	Total	Connecting Line
1. SE 82 nd Ave	334	282	616	#72
2. SE 26 th /28 th	252	294	546	#10
3. Cesar Chavez Blvd	207	285	492	#75
4. SE 49 th /52 nd	178	197	375	#14, #71-60th
5. Max Station	215	145	360	Green Line
6. SE 12 nd	171	166	337	#71-122 nd
7. SE 12 th	193	78	271	#70
8. SE 181st	67	112	179	#87
9. 2700 Block W	75	96	171	None
10. 134 th /136 th	24	77	101	None
Top 10 Stops	1,716	1,732	3,448	(51% of total)
Total Boardings	2,442	4,273	6,715	(76 stops)

Fall 2015 Running Times (minutes)

SE 12th/Milwaukee Ave - SE 82nd

	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
	Time of Day																			
WB	14	15	20	20	20	20	20	20	19	19	19	19	19	16	16	16	15	14	14	14
EB	-	15	15	17	17	17	18	18	19	19	19	20	18	18	17	17	15	15	15	15
	#4-Division																			
WB	14	14	20	23	19	18	18	18	18	18	18	18	18	17	16	15	15	14	13	13
EB	-	13	14	15	16	16	17	18	19	19	20	22	22	20	18	16	15	15	15	13
	#9-Powell																			

North-South Grid Routes that cross Division/Powell

Cross Routes	Frequent
257 th - Kane Rd.	#20,80,81 No
242 nd - Hogan Rd.	#21 No
182 nd	#87 No
162 nd	No No
148 th	No No
122 nd	#71-122 nd No
1-205	Green Line No
82 nd	#72 Yes
52 nd	#71-60 th No
50 th	#14 Yes
Cesar Chavez	#75 Yes
26 th /28 th	#10 (not grid route) No
11 th /12 th	#70 No
MLK/Grand (#4)	#6, Streetcar Yes
Water Ave/1 st (UPRR)	No No

From: andy.veenstra@daimler.com
Sent: Thursday, August 04, 2016 6:39 AM
To: Bob Stacey
Subject: Powell Division BRT - focus on Powell

Hi Bob,

I wanted to note my agreement to the opinion piece below. The focus on Division seems short sighted, let's get a real solution for the large city Portland is becoming. A raised rail above Powell makes great sense, of course it will cost most, but it will actually provide the impact this project is looking for – instead of just wasting federal dollars to put a feather in someone's cap.

South East Portland Resident
Andy Veenstra

There would be no “rapid” in the Bus Rapid Transit Line proposed for Southeast Division by TriMet and Metro (Portland Tribune, July 26 article).

Still chasing federal grant money for their failed idea for rapid bus service to East Portland along Southeast Powell Boulevard, TriMet and Metro planners, thinking deep inside their box, have hatched a plan to eliminate many bus stops along Division west of Southeast 82nd Avenue, thus depriving residents of inner Southeast the decent bus service they currently enjoy.

Seemingly oblivious to the monster apartment buildings along inner Division and commuters in the adjacent neighborhoods, TriMet and Metro seem to want to serve cars more than people. Their analyses that longer, articulated buses (failures in the past), should be squeezed into this two-lane street, replete with bioswales, curb extensions and delivery trucks for the myriad new businesses on Division, is deeply flawed. It also should be mentioned that businesses that currently enjoy proximities to existing bus stops pay a hefty tax to TriMet for “service.” Are customers going to shop at your store when the bus carries them four blocks beyond your former convenient stop?

Just because they came up with this plan does not mean it is the right solution. The proven arrogance of many regional “leaders” in not listening to neighborhood residents, coupled with the desperate chase for grant money, could result in a huge new boondoggle. The solution easing the commute from East County to downtown Portland lies on four-lane Southeast Powell, possibly by elevated rail, as the Division Design Initiative team has suggested, not on Southeast Division. Remember, Division was not the first choice, nor should it be. Give your thoughts to Metro Councilor Bob Stacy at bob.stacey@oregonmetro.gov and take the survey at www.trimet.org/survey.

Frank DiMarco
Southeast Portland

Kind Regards / Mit freundlichen Grüßen,

Andy Veenstra
Senior Engineer, Hardware in the Loop
Daimler Trucks North America, LLC
Mechatronics Engineering
5411 N. Lagoon Ave. C3-Hil

Portland, OR 97217

Phone: 503.745.6897

Email: andy.veenstra@daimler.com

If you are not the addressee, please inform us immediately that you have received this e-mail by mistake, and delete it.
We thank you for your support.

From: Frans [kvanderhorst@opusnet.com]
Sent: Friday, August 05, 2016 3:16 PM
To: Bob Stacey
Subject: Reducing bus service on SE Division

First the City of Portland decides that a new SE neighborhood should be created with the goal of moving *more* people on TriMet. It allows multiple apartment buildings with no parking garages to be built along SE Division, a TriMet corridor and a relatively narrow street. People living there can use public transportation, thus saving us from pollution and global warming. Blocks and blocks of tall, new buildings go up.

The consequence? Parked cars from apartment dwellers (who evidently still need a car) proliferate into residential neighborhoods. Parked cars from shoppers attracted to trendy new businesses line both sides of Division. Parking enforcement does not enforce. Cars stay parked on the residential streets for weeks on end. Buses slow down Division traffic because they can't pass parked cars without crossing the center line into oncoming traffic. General congestion slows down traffic when the buses are not around.

NOW, the City/Metro is contemplating cutting out bus stops and creating Express buses, much longer monsters, in order to help the flow of traffic. The goals that were supposed to be met by the apartments – more people able to use public transit – are being *undermined* by a reduction in public transit. This is crazy.

Will there be even more cars now? Will shoppers decide not to use the bus because they have to walk too far and wait too long? Will commuters be frustrated by long waits, long walks, or the inability to reach work on time? Will everybody need to bike with the orange bikes to...oh, no, there's no room on Division for a bike lane.

I wish the consequences of these major changes to the city would be realistically assessed beforehand, not after they have made life less livable. I wish the neighbors affected by major changes had some prior say in the matter, which is why I am writing.

Powell seems the only reasonable avenue for some kind of express public transit system on the eastside. Please find some other solution for SE Division. Smaller buses, anyone?

Kathy van der Horst
[REDACTED] SE Main St.
Portland, OR

On May 13, 2016, at 9:32 PM, Ovid Boyd <ovid@metamorphica.net> wrote:

Hello Metro Councilors Bob Stacey & Shirley Craddick,

I understand you will be holding a June meeting on the Powell-Division project.

I am a car-less Portlander who would regularly use the line if it were built. I have worked for one of the school districts along the line, and I very much want to see improved East-West transit options. I know the community needs it.

However, I am very worried about the BRT project. It is looking like some of the neighborhoods most in need of high quality transit won't get it from this project. The proposal contains little real improvements in getting across town. Building an actual BRT line, with its own lanes, is not what is actually proposed. The project is limited to minor improvements and won't get the people in these communities to good jobs in the city center any more easily than the current bus does.

I am writing because I want to ask you to truly consider if this project is in the interest of the SE. It looks like SW is about to get a new Max Line as part of the SW Corridor Project, while the SE is going to get prettier bus stops. That simply isn't adequate for the transit demand along the route, and it isn't fair to the many undeserved communities the line would go through. While I am fully happy for the SW, what is proposed in the SE is not equitable, and it is not fair.

When leading a project, one of the hardest things to do can be to kill it. But, as we are unlikely to have another opportunity at improving transit in the SE for many years, I genuinely believe we need to fully go back to the start and reconsider what we are going to do for the SE. The outer SE is an area that deserves excellent transit. Please help ensure it gets it.

Thank you,
Ovid Boyd

From: Debra Neighorn [dneighorn@comcast.net]
Sent: Wednesday, August 10, 2016 12:47 PM
To: Bob Stacey
Cc: dneighorn@comcast.net; vtong@portlandtribune.com
Subject: Division 'Rapid Transit' Route

I am a long-term resident of SE Taggart and have read several articles about the proposal to make SE Division the 'rapid transit' bus route . . . all of which have stated that SE Powell was considered but deemed undoable. None of these article have articulated why SE Powell was undoable but SE Division is; and frankly, from a pedestrian point-of-view this seems incredibly unlikely, as SE Powell currently has five (5) wide lanes, no on street parking and a large set-back on both the North and South. SE Division has two (2) narrow lanes, on street parking filled to capacity and little or no set-back on either the North or South sides.

Additionally, SE Division has already been burdened with 'affordable housing' development that has filled on street parking to over-flowing (and spilled out into adjoining side street neighborhoods); pedestrian crossing lights at much more frequent intervals than SE Powell; bicycling 'improvements' on Clinton which force neighborhood residents onto SE Division to go almost anywhere -- I hear these 'improvements' are soon to be coming to Lincoln; and bikers that refuse to use Clinton now that it has been made 'biker friendly'.

The pivotal argument for 'SE Division Rapid Transit' seems to be the new, improved 'turning busses'. (Frankly, new, improved bus technology has failed us so many, many times before that I will not address this.) I will ask that you please go sit for 45 minutes at one of the bus stops below SE 39th; in many instances, these bus stops are already so constrained by bio-swales and on street parking that the current 'smaller' buses cannot fit into them -- and are therefore, forced to pick up passengers with the bus's rear-end blocking traffic. Without a total street re-build what will the new 'turning busses' do?

All in all, it now takes at least five (5) minutes and quite often in excess of ten (10) minutes to travel from 21st to 39th on SE Division -- most anytime during the day; during peak commuting times make that 15 - 20 minutes.

Going from 21st to downtown, one still has to deal with all of the above issues but also has to deal with the almost ever present traffic jam at 11th created by the Milwaukie train line and the new interchanges that were put into place to accommodate it. With a traffic light algorithm that makes no sense and which causes unexplained delays even when there is no train traffic; but when combined with either a commuter train or an actual train causes delays on both SE Division and SE 11th that run into the 10s and 20s of minutes . . . or more --- much, much more.

I think SE Division is NOT a good choice for 'rapid transit'; and that the ONLY way it could ever be 'rapid' is if it is housed above or below current street level.

Therefore, I would really like to see an explanation (in writing please) of why SE Powell is undoable; otherwise, you should forego those Federal dollars because you do not have a viable place to spend them.

Sincerely,

Debra Neighorn

From: Ryan Mosier [rmosier@gmail.com]
Sent: Wednesday, June 01, 2016 12:26 PM
To: PowellDivision
Subject: Feedback regarding Powell-Division Transit and Development Project

Categories: Action needed - DL lead

TO: Powell-Division Transit and Development Project Steering Committee

I understand the committee to be presently seeking comment from the public on the status of the project, and respectfully submit the following:

BRT in name only. Without the necessary bus right of way, BRT seems to be name-checked in association with the project only in attempt to make the project more palatable to winning federal funding. Instead of the admirable project goals of "faster, easier, safer" it gives the impression of a cash grab.

Haves vs. Have-Nots. Poor optics in dropping Powell from the project to focus on Division. When considering just the inner-eastside portion, Powell has the most to gain from the project as initially envisioned, including improved accessibility, traffic calming and safety improvements. Division is already experiencing rapid residential/commercial development and has seen these measures and infrastructures implemented. Outer Division is in need of these improvements as well, but to deny the entire Powell portion of the project would be a betrayal of those who must live, work and travel along the corridor.

Short-term gratification vs. long-term success. Given that the not-BRT bus proposal is unlikely to win Federal grant money anyway, let's instead craft a competitive, long-term, infrastructure-focused project that we can be proud of as a region. The Tilikum bridgehead supports an additional light rail extension, and the Powell corridor presents options for a new MAX line. I and other transit-minded members of the public would support Metro atop my soapbox, and in the ballot box, as necessary, in support of such an endeavor.

I urge you to not abandon Powell, and to demand a more equitable, effective solution for all communities in the project region. Let's do this right. Thank you for your time, and the opportunity to weigh in on the matter.

Sincerely,

Ryan Mosier
Creston-Kenilworth
rmosier@gmail.com
[503.764.7770](tel:503.764.7770)

From: David Mihm [davidmihm@davidmihm.com]
Sent: Tuesday, May 31, 2016 5:03 PM
To: PowellDivision
Subject: RE: Powell-Division: June 1 Steering Committee meeting agenda and materials
Attachments: image001.jpg@01D1B731.517508C0

Categories: Action needed - DL lead

Great! To whom it may concern:

I'm a relatively recent transplant from NW Portland, and I live just four blocks from SE Division. While I would be absolutely thrilled to have faster bus service just steps from my front door on Division, and I'm sure it would be good for our property value, I think the new proposal that essentially gives up on BRT on Powell is incredibly shortsighted and demonstrates a lack of creativity.

The Problem with the Current Analysis (and the Problem with Inner Division)

Whoever decided to shrink Division with the runoff drainage a couple of years ago either wasted millions of dollars, or precluded Division's use as a major mass transit line. There just isn't any room for a dedicated lane. Traffic is only going to get worse on Division, so buses are only going to get slower, no matter how few stops there are. The cars the buses are stuck behind are not going to be moving either.

In order for mass transit to succeed, people actually have to judge that it's faster (and less of a hassle) than driving their car. It will simply not be faster on Division. And although your *current* analysis shows that Division is a faster route for the bus, I do not think it takes into account realistic future traffic patterns, based on the exponential growth of this city in the last four years alone.

Please Take Another Look at Inner Powell

Powell is one of the few remaining thoroughfares in inner Portland wide enough to accommodate a major public transit line (Sandy is probably the only other one, and it runs almost right next to the MAX line already).

I gather from the comments on the documents posted online that "inner Powell" is a problem. I strongly encourage this committee to consider looking at a flyover of the railroad tracks @ ~17th and Powell using the already-existing frontage road to connect to SE Gideon and the Tilikum Crossing bridge via a dedicated bus lane. I'm aware that may only work in one direction at a time, but surely our world-class planners can come up with something brilliant once they are appropriately constrained by project parameters. (As with the runoff drainage, why would we spend so much money on making that a carless bridge, only to send our buses back to Hawthorne?)

And of course, we may need to look at using eminent domain to purchase some of the relatively unimproved commercial frontage on Powell to widen it where widening is necessary. That land is only going to get more expensive from here on out, and at a rapid pace.

Please Think Bigger

But now is the time to plan for a Portland with Seattle-like and Bay-Area-like levels of traffic. It's surely coming in the next 10 years, if not sooner. Let's make sure our transit infrastructure not only makes it possible to get across the city without having to take a car OR a bike, but is the quickest possible option—especially for residents of limited means or limited mobility who don't have either of the other two options.

David Mihm
1982 SE 30th Ave
Portland

From: Christian Jurinka [xtianj@gmail.com]
Sent: Thursday, August 04, 2016 4:42 PM
To: Bob Stacey
Subject: Not in favor of SE Division Bus Stop elimination plan

I live at 29th & Harrison. I do not support the elimination of bus stops along se division. I am not alone. Do not support this plan.

From: Brian [bhoch@teleport.com]
Sent: Tuesday, August 09, 2016 9:42 AM
To: Bob Stacey
Subject: RE: BRT & #4 Bus

Dear Mr.Stacey,

Please reconsider tinkering with the #4 bus line. It works for the neighborhood and the marginal gains by adopting the BRT plans are not worth it.

A few express buses would fix any issues during commute hours (I just rode today at 8:15am and the bus was only a third full).

I know that the Federal matching funds are attractive, but if a BRT is adopted it need not be along Division.

Are you aware of the speed, buses currently course down the narrow Division corridor? Are you aware the if two buses going in opposite direction meet, one has to pull over to let the other pass? Can you imagine the longer buses going through this dance of finding enough room to pull over?

This change will not significantly speed up the bus and will significantly affect the safety and quality of the service.

Thank you,

Brian Hochhalter

Richmond Neighborhood

From: [Brian](#)
To: [Dana Lucero](#); [Bob Stacey](#)
Cc: [Noelle Dobson](#)
Subject: Re: BRT & #4 Bus
Date: Saturday, August 13, 2016 8:33:50 AM

Thank you Dana,

I think that my line about express buses was not thought out well as there would be conflict when an express bus meets a regular bus since there are no pull-outs, so I think that part of my letter need not be included.

I just think that the BRT is a dangerous proposition, particularly in the narrow sections of SE Division, as I assume is why the route was originally designated for Powell. Buses currently barrel through the corridor at fast speeds and doubling the length of the vehicles seems to be asking for trouble.

The 10 block void between stops is also a concern that many have expressed and that I agree is problematic, particularly given this is the most densely populated stretch of Division.

Marginal gains in speed of delivery on a bus line that now operates pretty smoothly for it's riders is not worth the risks in my opinion.

Thank you,
Brian Hochhalter
2133 SE 32nd Ave
Portland, OR 97214

February 4, 2015

As someone who lives near Powell and relies on transit and bicycle facilities to get to work and run errands, I am urging Metro to come to a solution that will ensure the safety and reliability of transit and bikes. Powell currently is a dangerous thoroughfare, filled with five lanes of speeding cars, zero bike infrastructure, frequent curb-cuts, and narrow, unprotected sidewalks. This committee needs to come up with a solution that is true BRT – dedicated center-running bus lanes, protected bus stops, and signal prioritization. In addition, dedicated bicycle infrastructure needs to be installed – cycle tracks protected by a curb or planters with bioswales, and [protected intersections](#). This will require removal of car lanes and reduced auto capacity. This is a necessary change if we want to protect the environment and move toward a post-auto-dependant society. Adding equity for all modes of transportation – and not just those who choose to drive – will greatly improve the lives of everyone in the Portland Metro region and will be a huge step forward for Oregon as a whole, to lead the county in transportation equity and environmental protection.

--

Adam Herstein
aherstein@gmail.com

From: Philip Sylvester and Joan Findlay [jnphl@earthlink.net]
Sent: Monday, August 08, 2016 5:11 PM
To: Bob Stacey
Subject: elimination of bus stops on SE Division- No!

Dear Councilor Stacey,

Bus stops were already eliminated on Division Street during the previous “improvements”. The Green Street plan, etc. really messed up our neighborhood. Extremely poor planning eliminating so much street parking and cutting the number of peak hour lanes in half. How about we undo some of that damage to restore a bit of sanity to the traffic flow instead of making it more unlikely for public transportation to be utilized.

The proposal to eliminate bus stops on SE Division in Trimet’s “Rapid Bus Transit Line” would have disastrous results for my disabled son. No, thank you.

sincerely,
Joan Findlay

From: Jen Davis [weallneedbees@gmail.com]
Sent: Monday, August 08, 2016 12:50 PM
To: Bob Stacey
Subject: Bus #4

Dear Councillor Stacey,

Please scrutinize the proposed Metro bus changes to Division #4 line more carefully.

I am a frequent rider on this bus, and I own a house and AirBnb apartment nearby Division. The proposed plan is a case of spending millions to fix what is not broken.

The frequency of bus stops along Division encourage folks to ride along this very crowded street in a bus rather than drive. The huge apartment buildings and density in this street will make longer articulated buses and fewer stops more of a problem than a solution, trying to navigate past pedestrians and bioswales. I also drive on Division fairly regularly, and let me tell you, I have hardly ever been delayed by the bus- much more often it is the pedestrians darting out into the street who cause delays, as well as the high volume of cars.

A much better solution would be to spend these millions on lower bus fares. Also, put money into making the buses as safe and attractive as the Max lines. Please don't allow huge buses, fewer bus stops and less frequent service replace the excellent, very convenient bus service of the #4 line!

Thank you,

Jen Davjs

Sean Pliska
12036 SE Brookside Drive, Portland, Oregon 97266

September 10, 2016

Bob Stacey
Metro Councilor, District 6
Metro Regional Center
600 NE Grand Ave.
Portland, Oregon 97232

Dear Councilor,

Thank you for your hard work in keeping the residents of the Portland metro area safe and improving rail and bike transit.

I read a letter you wrote concerning the Powell-Division transit corridor on skyscraper forum, and I wanted to clarify a few points. From the beginning of the project, it was clear that inner Powell would be the achilles heel of any BRT on the corridor, i.e. congestion on inner Powell will consistently delay any bus, rapid or not. Having data to support such a hypothesis is important, so I am relieved Metro finally has this data and has admitted as much.

Any transit project regarding inner Powell will be negated without addressing this problem. As you said in your letter, ODOT will never concede to allowing dedicated lanes. PBOT may hopefully some day take over ODOT's property within the city limits, but this is years away.

I understand the project has a \$100 million cap, which constrains it severely. I understand also that the SW corridor consumes the main transit development efforts of Metro at the moment. However, this is one of the most dense areas of Portland with the highest need for rapid transit. That is why this project is so important.

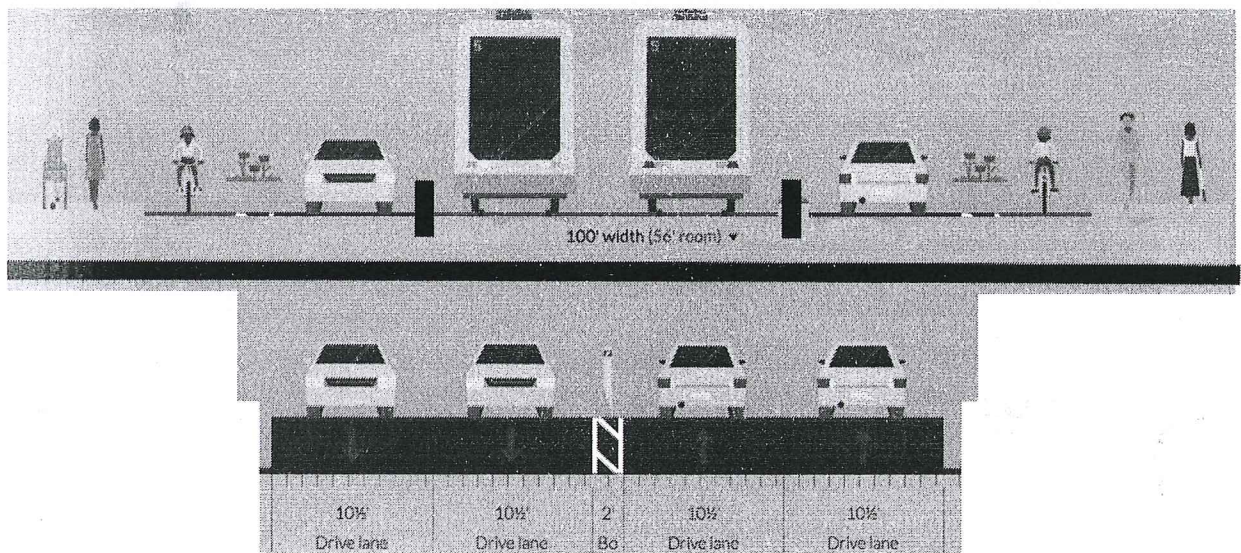
In coordination with ODOT, I believe an alternative project incorporating highway funding might be possible. ODOT, along with a lot of commuters who use cars, would like to see congestion relieved on Powell. I do not care care about this. I do not own a car, nor is there any evidence that more traffic lanes or tunnels will relieve traffic congestion (perhaps just the opposite with induced demand). But if there is any hope of this project succeeding, this—and its potential for BRT bypassing traffic—is how it will be sold. ODOT is willing to spend on highways; the recent Sunrise Corridor project, an unnecessary project with little effect on safety or congestion, was \$130 million, for example. Consequently, I propose a joint highway/transit project.

I suggest a cut-and-cover tunnel from SE 23rd to SE 33rd and Powell. Here are the benefits:

- Four buried 11' lanes of traffic within the tunnel will not be impeded by traffic lights or pedestrians
- **Most importantly**, the project includes safe crossings at 26th, 28th and 33rd, high traffic areas for pedestrians including Cleveland high school students as well as cyclists traveling across Powell

- Two surface 12' dedicated lanes for current buses and future LRT on ground level at minimum from 23rd to 33rd (and a potential bus only rail crossing at SE Gideon and Brooklyn)
- Two surface 10' lanes exclusively for local car traffic only
- **Physically separated** east/west cycle lanes
- Powell city park will have safe pedestrian connections where it is now hemmed in by a highway
- The land value from 23rd to 33rd, now next to a road that has been regularly the cause of death and injury, will skyrocket, allowing for dense zoning, restaurants, and connections between Creston and Richmond
- Phase two of this project can include an LRT harbor structure at the current rail crossing at 17th to 23rd, continuing dedicated rail lanes on the ground level to I-205

Although I am not an engineer, I have made a quick sketch of what this might look like. Below is a generic image for this project.



I urge you to contact ODOT and work with them to develop this infrastructure on Inner Powell. This project can be sold fairly easily (real estate, traffic alleviation and actual rapid transit potential), is the central impedance to developing rapid transit on Powell, and is very likely under current conditions the only way the Powell-Division project will have any lasting effect on transit in the region. I appreciate your time as well as any actions on this issue in the future.

Thank you,

Sean Pliska