

Division Transit Project Top Five Frequently Asked Questions

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1. Why isn't the project proposing the use of dedicated bus lanes?

Division carries approximately 35,000 cars per day, which is well over the 20,000 to 25,000 cars per day that a 2- or 3-lane roadway can accommodate. Reducing lanes on Division for a dedicated bus lane would very likely result in traffic diversion to other streets and significant delay. Additionally, dedicated transit lanes typically come with turn restrictions that prohibit regular vehicles from turning across the dedicated transit lane for safety reasons. This potentially causes impacts to local access and vehicle circulation, including access to businesses.

2. Will transit stations preserve trees and include weather protection and seating?

The project will preserve as many trees as the design will allow. Any noninvasive tree removal will be replaced within the alignment, per jurisdiction requirements. Some Division Transit Project stations will incorporate weather protection and seating as each station area allows. Individual stations amenities may differ for some stations.

3. How will the currently proposed station locations serve community members, in particular seniors and people with disabilities?

Stations are primarily located where rider demand is greatest and where there is the highest number of boarding ramp deployments.

4. Will this project be able to use electric buses for its new 60-foot articulated bus fleet?

The current project budget assumes the use of diesel buses. The project is still pursuing the feasibility of utilizing buses with all propulsion types, including diesel, hybrid and all-electric.

5. How will this project operate within the constraints that exist on Division west of Cesar Chavez?

The articulated buses are no wider than the buses in the TriMet bus fleet that currently operate on Division. Longer buses will stop in the travel lane as they do today, at fewer stops, with shorter dwell times—riders will be able to board and exit quickly through multiple doors. The project will employ advanced traffic signal technology to prioritize bus traffic and keep buses moving.