



South Tabor Neighborhood Association

March 26, 2025

TriMet Board of Directors
101 SW Main St. #700
Portland, OR 97204

RE: Pedestrian and Bus Rider Safety on SE Powell Blvd.

Dear TriMet Board of Directors:

On March 9, our 86-year-old neighbor, Roger Lee, took TriMet Line 9 home from a Trail Blazers game. He was a season ticket holder for 33 years. When he stepped off the bus at SE 67th and tried to cross SE Powell, he was struck and killed by a motorcycle. He was a brother, Blazers fan, avid stamp collector, friend, neighbor, and lifelong TriMet rider.

This crash occurred on a stretch of SE Powell that has been waiting on safety improvements from TriMet for nearly a decade. The **Powell-Division Safety and Access to Transit Project** was funded in 2016 as a companion to the Division Transit Project. It includes enhanced pedestrian crossings in several spots along the corridor, including multiple in our neighborhood.

The project was scheduled for completion in 2019. Latest word is that it will break ground in just a few weeks, **six years behind schedule**.

STNA has been communicating with TriMet about it since 2019. We have raised our concerns directly to this board three times already. While we cheer the groundbreaking, we lament what has already been lost.

The timely delivery of this project was a chance to address serious safety concerns in the corridor and to earn the trust of those along Powell who saw the high-capacity bus alignment — and the funds and attention — shift to Division.

So what now? The stretch of Powell from SE 50th/52nd to SE 82nd Ave. needs your immediate attention. Beyond expediting the current project, there is a lot more that TriMet can and must do:

- **Expand the scope of the project.** As challenging as it has been to coordinate this project with ODOT, continue that partnership to protect your riders. Fill in key crossings the current project did not cover, like SE 67th specifically. This would also honor the commitments made during the Powell-Division Transit and Development Project which included pedestrian crossings, ADA, sidewalk, and bus stop and safety improvements on Powell.
- **Close the bus pullouts.** The posted speed limit on Powell is now 30mph. Per TriMet's bus stop guidelines, there is no need for bus pullouts at this speed. Having buses stop in lane for boarding will help regulate the speed of other drivers while shortening transit time. Consider removal at SE 60th/59th, 62nd, 64th (no longer an active stop), 65th, 67th, and 79th. Consider keeping them at SE 69th and 71st/72nd, as these are far-side locations. This is also in line with recommendations in Portland's adopted Inner Powell Boulevard Streetscape Plan.
- **Call for the immediate jurisdictional transfer of Powell.** Actively lobby for this in conversations with Metro, State legislators, the governor, ODOT, PBOT, and JPACT.
- **Initiate a Rose/BAT Lane pilot project.** Work with PBOT and ODOT to pilot a lane reconfiguration on this part of Powell — from SE 82nd to 50th or an even wider scope. With no major cross streets, this is an ideal setting to test how reconfiguring lanes (with a dedicated Bus and Turn only lane in each direction) would affect flow and travel times for all modes.
- **Honor Roger Lee as a lifelong TriMet rider** on TriMet's social media, in the *Rider Insider* newsletter, or other communications.

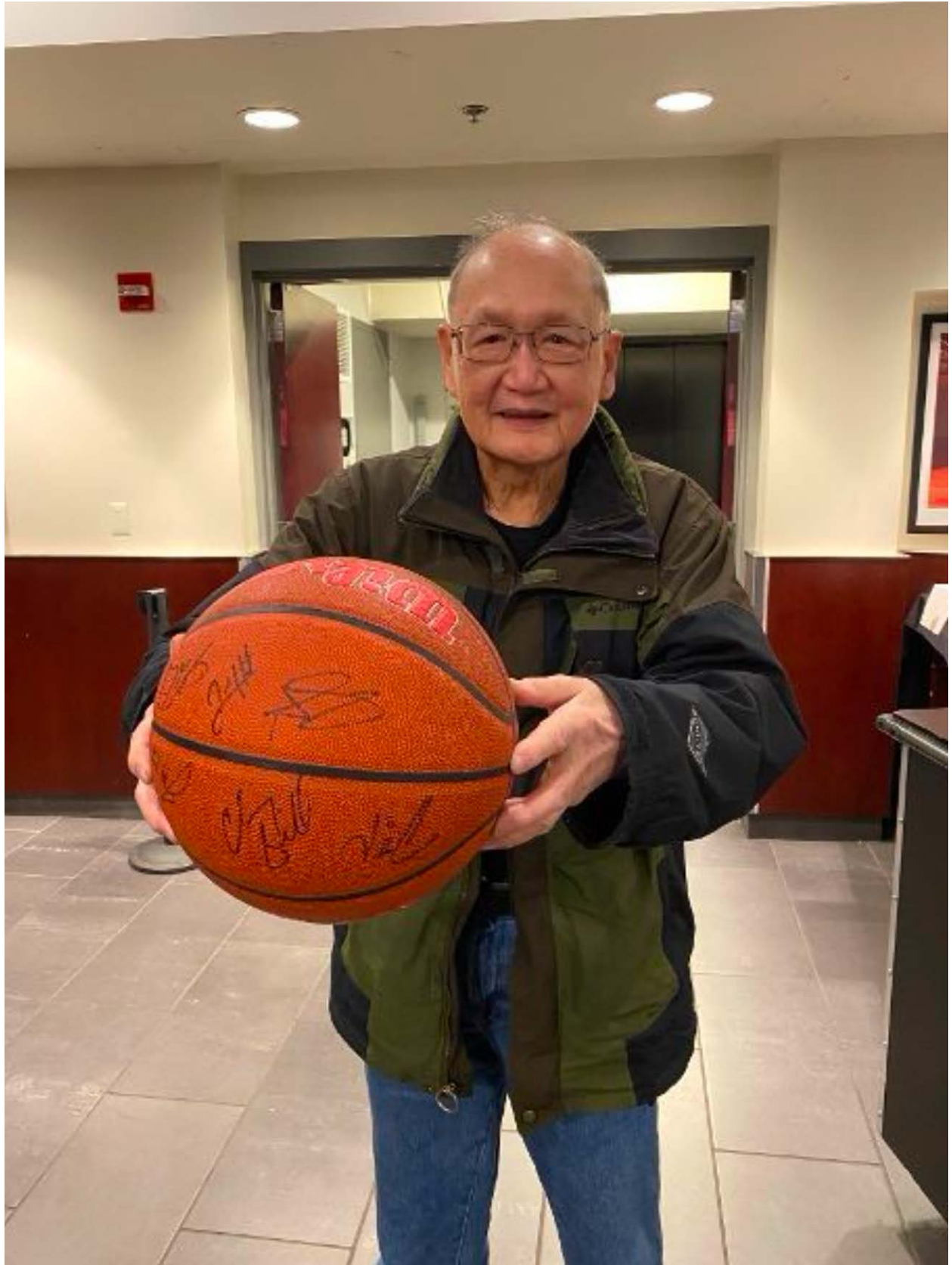
Finally, internal to TriMet, we hope there is reflection on how such extensive project delays can be avoided in the future.

Sincerely,



John Carr, Vice Chair
South Tabor Neighborhood Association

Enclosures: Photos of Roger Lee for use in any tribute communications



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