



BoltBuses line up on Northwest Everett and cars dropping off or picking up passengers add to the congestion. Photos: Above left, Richard Harn, above right, Stanley Penkin

BoltBus creates logjam at Northwest Everett and Broadway

City transportation official discounts double parking, impatient drivers as commonplace

BY ALLAN CLASSEN

A series of logical business decisions by operators of BoltBus has created a quagmire around its bus stop at Northwest Everett and Broadway.

Pearl neighbors complain of dangerous vehicle and pedestrian tie ups on the block, which is also a TriMet stop. As if things weren't crowded enough, a bikeshare station opened on block to the west last month.

"I cannot believe the designation of this location as a bus stop was intended to create such a dangerous and hazardous situation," wrote Stan Penkin, a board member of the Pearl District Neighborhood Association and Friendly Streets, in an email to City Commissioner Steve Novick.

"At certain times of the day, one can see as many as three buses backed up, traffic and TriMet buses trying to maneuver around the BoltBuses and the double-parked cars, not to mention the trash left behind," Penkin added. "Now, with a large number of bikes added to the mix, this is an accident waiting to happen."

Residents of the North Park Lofts, located across Everett from the bus stop, are mobilizing to persuade City Hall that the situation is untenable.

"This has become a real problem for the neighborhood," wrote North Park Lofts resident Karl Rhode, noting that up to 40 buses stop here daily. "The nearby trash receptacle is often overflowing with garbage, and I have frequently seen homeless people pull all of the garbage out in search of cans and remnants of food."

"At times more than 100 people are on the sidewalk with baggage, making it nearly impossible for pedestrians to get through."

"They often stop one lane of traffic to load bicycles onto the other side of the bus."

"When one bus is on site, cars frequently park behind it to drop off passengers. A second bus then comes in behind it and begins honking at the car until it moves."

The entrance to the North Park Lofts garage is often blocked by cars dropping off or picking up bus riders.

"I don't think the city officials realize the dif-

Does your apartment building receive the NW Examier?

If not, call Allan at 503-241-2353

Neighborhood gastropub in the heart of the Pearl district serving seasonal, local fare, craft cocktails and local beers and wines.

PARAGON

Restaurant & Bar

1309 NW Hoyt at 13th
503.833.5060 | paragonrestaurant.com

CZ BECKER COMPANY

WOOD FLOORS

A Family Owned Business Since 1982

- Restoration Repairs & Refinishing
- State of the Art Dust Containment
- Installation of New Wood Floors
- Environmentally Friendly Finishes

503.282.0623
czbecker.com

West Portland Physical Therapy Clinic LLC

Here's to your health!

More than 200 collective years of orthopedic physical therapy experience to help you stay on tracks, hills, courts, and dance floors in 2016!

Our practice begins with you.

1630 SW Morrison Street | 503.227.7774 | www.wpptc.com
An independent physical therapist owned and operated practice



Bags and luggage piles up on the sidewalk as passengers wait by the Customs House for the BoltBus on Northwest Everett Street. Because intercity buses are unable to keep precise schedules, passengers sometimes have to wait 45 minutes for a ride. Photo by Stanley Penkin

ference between a city bus stop and a bus depot, which is what BoltBus is running at Northwest Everett and Broadway,” wrote North Park Lofts resident Richard Hahn.

“A city bus stop gets a bus that drops off or picks up a few passengers within a two-three minute time frame,” Hahn continued. “A single BoltBus gathers up to 50 passengers (plus their baggage), who must wait 45 minutes or more when intercity buses get off schedule due to high-way traffic.

“While these passengers are waiting for their bus, they have no access to restrooms or cover from inclement weather, and they often seek shelter or restroom use by approaching businesses in the neighborhood or overhangs from close-by buildings.

“The addition of the 25-slot BIKE-TOWN station on the corner of Northwest Eighth and Everett only compounds the congestion. People waiting for the BoltBus often hang out around the BIKETOWN bike racks with their baggage.

“I am not sure there was much thought put into locating a pseudo-bus depot in a residential/park neighborhood,” Hahn concluded.

The thought process is clear enough in hindsight.

The original BoltBus stop was downtown on Southwest Salmon Street, but the city ordered the company to leave due to conflicts created for TriMet buses.

Although BoltBus is owned by Greyhound Lines Inc., the company does not consider the Greyhound station in Old Town a viable option.

After a conversation with BoltBus Senior Operations Manager Joe Darden, Pearl resident Eric Stromquist wrote that a “hardcore” homeless encampment around the bus station made that location unsuitable for promoting a new bus service aimed at a more upscale clientele.

“It was easy to understand, even sympathize, with Joe’s reasoning that nobody would want to come anywhere near the bus terminal,” Stromquist wrote.

Rhode understands, but is less sympathetic. “BoltBus is using this location so their customers don’t know they are run by Greyhound, because that wouldn’t be cool,” he wrote.

The Pearl District Neighborhood Association sent a firmly worded letter to Mayor Charlie Hales and Commissioner Novick in April.

“This bus depot should be relocated to Union Station, which has a facility with seating, bathrooms, concessions, garbage receptacles, etc., or to a parking lot, where at least the traffic concerns would be addressed. Or it could use the bus depot on Northwest Sixth and Glisan,” advised PDNA President Patricia Gardner.

Complaints surrounding the BoltBus stop reached Cevero Gonzalez, constituent services coordinator for the Portland Bureau of Transportation.

Gonzalez wrote that the city gave BoltBus permission to move to Northwest Everett Street because it was already a designated “bus zone area” and TriMet did not object.

“PBOT has not documented any increased safety impacts as a result of the BoltBus location,” Gonzalez wrote. “Double parking and impatient motorists are problematic in all neighborhoods citywide.

“The bottom line? Unfortunately, BoltBus has no plans to relocate to another area of the city at this time, nor does PBOT plan to revoke the permission granted for this location.”

The complaints are also unlikely to uproot the bike sharing facility.


“The BIKETOWN bike station locations were chosen because of their strategic proximity to public transit, bike greenways and other criteria—and included significant public input,” Gonzalez wrote. “That being said, BIKETOWN will continue to evaluate each bike station location in order to determine its volume of use and relevance to the BIKETOWN bike share grid.”

Penkin isn’t ready to accept that as the final answer.

“The PBOT response to my communication was boilerplate company line,” he wrote. “When something is a legal use, the city hangs its hat on that and is blind to the consequences.


“I suggest, as previously, that a bombardment of emails, letters, phone calls and City Council open mics may help to get some needed attention.” ■

COMMENT ON NWEXAMINER.COM
or email: allan@nwexaminer.com





Led by a passion for people, Portland and community

Specializing in Pearl Condo Sales since 1996



View available properties at: thedunkengroup.com


2015 PDBA
Top Broker



503-849-1593
judie@thedunkengroup.com

BILL DOLAN

YOUR NEIGHBORHOOD LENDER





live
work
love

NW
PORTLAND


BDOLAN@GUILDMORTGAGE.NET
LOAN OFFICER NMLS 252823 | 503.256.1010

Guild Mortgage Company is an Equal Housing Lender; NMLS 3274 | OR ML-176





personal injury
wrongful death
medical malpractice
reckless driving



1022 NW Marshall Street #450 Portland OR | (503) 226-6361 | paulsoncoletti.com