

Multnomah & Clackamas Counties Joint LIT Meeting (82nd Avenue)

Multnomah & Clackamas Counties Joint LIT Meeting: 82nd Avenue

Meeting: Metro Local Investment Team, Multnomah & Clackamas Counties

Date/time: August 15th, 5 p.m. to 7:30 p.m.

Place: PDX Conference Center (at the airport)

Purpose: Tour corridor, review possible projects and gather LIT feedback

Attendance

Clackamas LIT Members

Bradley Bondy

Rob Freeman

Jeff Gudman

Chips Janger

Multnomah LIT Members

Reza Farhoodi

Duncan Hwang

Arlene Kimura

Thomas Ngo

Brian Wong

Staff

Anne Buzzini, *Metro*

Kate Fagerholm, *Metro*

Anthony Buczek, *Metro*

Margi Bradway, *Metro*

Inna Levin, *Metro*

Camilla Dartnell, *Kittelson & Associates, Inc*

Brian Ray, *Kittelson & Associates, Inc*

Jaye Cromwell *JLA Public Involvement*

Brandy Steffen, *JLA Public Involvement*

General Public

Ray Atkinson, *Clackamas Community College*

April Bertelsen, *PBOT*

Emerald Bogue, *Port of Portland*

Sam Chase, *Metro Council*

Craig Dirksen, *Metro Council*

Jamey Duhamel, *City of Portland*

Karla Kingsley, *PBOT*

Brenda Martin, *Trimet*

Multnomah & Clackamas Counties Joint LIT Meeting (82nd Avenue)

Shelli Romero, *ODOT*

Richard Sheperd, *Bike Loud PDX*

Bob Stacey, *Metro Council*

Kristen Stallman, *ODOT*

Kathy Wai, *TriMet Board*

Summary of Discussion

The discussion of the 82nd Avenue corridor revolved around themes of needed safety improvements for pedestrians and cyclists, and better transit options for local community members and commuters. Most LIT members agreed that this corridor was a high priority but had different opinions about who should pay for the much-needed upgrades. Other themes discussed were access to alternative modes of transportation and equity concerns.

Meeting

The meeting began with a round of introductions, followed by a brief presentation from Camilla Dartnell & Brian Ray (Kittelsson and Associates) on proposed projects along the 82nd Avenue corridor. The group then went on a tour of the corridor led by Margi Bradway (Metro) which focused on 82nd Avenue between Airport Way and Division. The presentation and discussion also focused on the sections of 82nd Avenue within Clackamas County but the tour did not have time to visit these areas. The LIT members returned for a discussion of potential projects and their priorities, facilitated by Brandy Steffen (JLA Public Involvement).

Presentation

The following elements were presented regarding the 82nd Avenue corridor:

- Regionally, this is a major north-south arterial connecting Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and Portland International Airport. This corridor acts as alternative route to I-205 to and from Portland International Airport.
 - This corridor also serves one of the most diverse populations in the region.
 - TriMet Line #72 on 82nd Avenue has the highest bus line ridership in the region, and includes access to the Blue, Red, and Green MAX lines.
 - This corridor is identified by TriMet as a key corridor to increase transit ridership.
- Locally, this corridor acts as a main street for various communities, connects to existing regional trail crossings and connections, and is designated as a Civic Corridor by the City of Portland.
- Proposed projects on the corridor include:
 - 82nd Avenue/Airport Way interchange
 - Multi-modal connectivity study (Killingsworth to Alderwood)
 - Enhanced Transit Corridor (ETC) Improvements
 - 82nd Avenue/Jonesmore MAX station elevator
 - 82nd Avenue Safety Corridor, proposing a suite of safety improvements in both Multnomah County and Clackamas County

- Additional roadway elements (stormwater, signal upgrades, ADA ramp reconstruction, pavement)

Tour

The group attended a 60-minute tour of the corridor. LIT members, as well as elected officials and the general public were able to ask questions about the corridor and associated projects planned for the area. No notes were taken during this part of the meeting and members were encouraged to share their thoughts in a group discussion after the tour.

Group Discussion

The group reassembled after the tour to discuss what they had seen, as well as review additional information from the technical team. Below is a bulleted summary of comments and questions raised by LIT members, followed by responses of the technical team. Responses from Metro or Kittelson are shown as a sub-bullet.

Common themes of the discussion were: safety for pedestrian and cyclists, access to alternative modes of transportation, and equity concerns.

Safety

- A key intersection for additional safety improvements is at 82nd Avenue and Halsey. These could include:
 - Safer pedestrian crossings
 - Ways to cross over I-84 on a bicycle
- Several LIT members commented throughout the discussion that they thought the Jonesmore MAX elevator project should be TriMet's responsibility.
 - *This project would not just create a new elevator, it would also be to create a platform underneath 82nd Avenue so that people don't have to cross at the surface (Brian, Kittelson).*
- Two LIT members agreed about the preference of investing in flexible design for 82nd Avenue, including into Clackamas County.
 - One member stated that right now, the road is essentially a five-lane highway and that the central turn lane is not needed all the way down. There are currently many stretches that can be converted to bike lanes or have safety improvements. Is there a way to talk with ODOT to adjust their design principles to let these things happen?
 - *Discussions between PBOT and ODOT about who is responsible for the upkeep of this road are still ongoing. Right now, we are outlining the need and no decisions have been made about what will be funded (Margi, Metro).*
- Several members stated that they thought ODOT should be responsible for paving the roads and bringing them up to a state of good repair. Many thought this was directly related to safety and several stated that this was their top priority.
- One member stated a preference for investment in Dutch-style intersections on 82nd Avenue, which protect bike lanes and force cars to take wider turns. (This comment specifically referred to an intersection near the Clackamas Community College-Harmony Campus by Clackamas County Transit Center).

- A LIT member felt that cyclist safety investments should not include yellow flashing beacons that force cyclists to stop to cross the road; these types of beacons were less desirable for cyclists because they interrupt their trip and many do not use them.

Access to Alternative Transportation Modes

- One LIT member suggested that anything short of fully protected bike lanes is not good enough. Is there enough space on the roadway to have a BAT lane and good, protected bike lanes?
 - *The cost of widening the roadways is built into this cost. The strategy for 82nd Avenue connectivity in the short term is parallel facilities for bikes on adjacent streets. Eventually on 82nd Avenue in Clackamas, there will be bike lanes on the roadway with a paint buffer (Anthony, Metro).*
- One member noted the long-term nature of bus rapid transit projects, and felt that long-term investments should be coupled with shorter term projects.
 - One member felt that short-term projects that would make changes more quickly should be prioritized.
- Members had mixed feelings on the airport way interchange project.
 - Several members liked the project; one specifically stated it would be a significant improvement with projected regional growth.
 - A few members were neutral on the project.
 - A few members thought the project should be invested in by the Port of Portland alone and that it was akin to a freeway expansion project that encouraged people to drive to the airport instead of taking transit.
- One LIT member noted the high concentration of educational facilities on this corridor, and the need for accessible transit and safety improvements for students.
- One member stated a preference for Business Access Transit (BAT) lanes on the entire length of the corridor (including the Clackamas County portion), with more frequent transit service, including a local stop line and an express line.
- One member noted that reducing the number of transit stops on 82nd Avenue (through something like BAT lanes) would not be beneficial to the communities on this corridor, especially those with different levels of mobility.
- One felt that an important additional project would include putting in a multi-use path in the Three Creeks Nature area.
- A Clackamas County LIT member hoped to close the gap in bike paths on 82nd Avenue, between Highways 224 and 212.

Equity Concerns

- Several LIT members agreed that this is one of the most important corridors for the region to invest in as it has huge implications for a large portion of the population.
- Some felt that anti-displacement strategies need to be carefully thought out and implemented, especially around culturally specific landmarks and businesses on 82nd (including FuBonn and Hong Phat supermarkets). These strategies could include programmatic elements, such as:
 - Paths to ownership for businesses along this corridor
 - A funding mechanism for re-purposing underused lots
 - Employment centers and job training

Multnomah & Clackamas Counties Joint LIT Meeting (82nd Avenue)

- Several LIT members stated that Metro should prioritize looking at transportation investments from an equity, safety and mobility lens for community members who will be most impacted by improvements.
- Members felt that a sense of community identity could be built around improvements to the Springwater Corridor trail connection to 82nd Avenue.

Other comments:

- Several LIT members commented on issues around jurisdictional transfer of 82nd Avenue from the State to the City of Portland, questioning how Metro can fund all the safety improvements and asking if going to the legislature would be an option to get additional funding.
- One LIT member expressed concern over the connectivity study between Killingsworth and Alderwood, asking how much further north it needs to go. The member also thought the purpose and description of the study needed to be clearer if going out to the general public.

One member submitted feedback in writing after the meeting:

- I am opposed to T2020 funds going towards the Airport Way/82nd Ave interchange project. The Port of Portland has been investing in spaces and services that cater to TNC like Uber/Lyft, which has increased the amount of traffic in the area.
- Given the signs of how limited the T2020 budget will be, we should be investing in projects that advance equity, safety, and mobility. This is largely an economic development project that has major impacts to increasing climate change. I would encourage the Port to look into promoting and developing more transit and shuttle options, such as connections to the Red Line, asking TriMet to connect the Line 87 directly to PDX, or creating an east-west connector on the Lombard-Columbia corridor between I-5 and I-205, which is currently running as part of the TriMet Lloyd MAX closure.
- I am really puzzled about the last-minute addition of the "opportunity" for bringing 82nd Ave to a state of good repair. This is what ODOT should have been doing anyway to improve safety. Instead, they are advocating for freeway expansion projects like I-5/Rose Quarter, which have absolutely no impact to safety and have major adverse impacts on equity and climate change. We should hold ODOT and the OTC accountable.