

6:00-6:10 – Public Comment (10 min)

Melissa: Trying to get more involved with school safety. Witnessed a vehicle crash with a child that she reported, and thankfully the child was okay. The principle was able to get some improvements put in following the crash. Not sure if the issue is one of policy or funding, but improvements near schools seem to be more reactionary. We shouldn't have to wait until someone gets hit before we improve safety.

6:10-6:40 – Committee Business (30 min)

Hot topics:

- David Stein: Friends of Alpenrose is organizing a community conversation about development in Southwest on June 24 from 5-7pm at Akers Elementary. Focused on development of the Alpenrose site but extends beyond that.
- Becca Sanders: Transportation funding package is being considered by legislature. She was invited to be part of roundtable last Tuesday with other community representatives and legislators. Still processing but shared a couple of key things: conversation was presented as a false binary; either we have a functioning economy with free flowing freight OR you get these other things (infrastructure for biking/walking). Some folks pushed back somewhat about this, including Representative Khanh Pham (SW Portland). Be aware and figure out how to advocate around this idea.

6:40-7:25 – 82nd Ave Transit Project (45 min)

See presentation for details

PBOT is working on the Building a Better 82nd Project, which addresses most critical safety and maintenance needs as part of the ODOT to PBOT jurisdictional transfer. The transit project is separate but related work from Metro and Tri-Met that is seeking a federal transit grant. Will leverage local investments.

Timeline: PBOT 2024-26. Transit project is in the planning phase and moving soon to design. Construction set to begin in 2027 with the line opening in 2029. Contingent on winning a grant.

The 72 bus is the highest ridership line in the region. It rebounded more quickly than other lines; has highest passenger travel delay of any line in the system. Future FX (frequency express) line on 82nd. There will also be a line 72.

Will get into project development this summer. There will be 35 stations with 69 platforms, spaced 1/3 mile apart on average, similar to Division project. Two northern terminus options (Cully & Parkrose TC).

96% of residents within a 10-min walk of an existing stop will be within a 10-minute walk of a proposed station and most riders will be served at same stop as today. 76% of ridership is at 13% of stops!!

Next steps: Summer 2024; start early design, hold community events. In late summer, PBOT will come to BAC on bike improvements. A locally preferred alternative (LPA) will be selected in winter/spring. Council action expected on LPA in summer of 2025.

Committee Member Questions:

- Lindsay Huber (PAC): When you say 35% of stops do not have crosswalks, are you referring to marked or unmarked crossings?
 - Answer: 35% do not have a good crosswalk.
- Lindsay Huber (PAC): What would you change based on learning from Division?
 - Answer: Have heard from the Committee on Accessible Transportation (CAT) that they'd like to see tweaks to navigation and wayfinding. Directional tiles at the front door. Octagonal pole at front door (like existing bus stops). Would like to carry that same transit vocabulary to 82nd.
- David Stein (BAC): Was on the committee for the last/first FX line where we provided a recommendation and then TriMet did the opposite. Concerned this transit project is being planned without looking at bike facilities in general. Not expecting much on 82nd Avenue but there needs to be an awareness of where bike (and ped) connections will be with the neighborhood greenways network. As you go through process, be focused on connecting to and leveraging connections.
 - Answer: Appreciate that comment. I would like to talk off line to understand where we did different than recommended.
- Tiel Jackson (PAC; comment): as we transition to a new form of city government, opportunity to lobby new council reps around the locally preferred alternative and other, related decisions.
- MaryLee Turner (PAC): As a blind PAC member, what will ensure that cyclists will see me and stop when I'm crossing. I cannot hear when people are coasting on bikes because of background noise.
 - Answer: I would like to dig in more to this issue. We are also working with Oregon Commission for the Blind.
- Oliver Crawford (PAC): Based on your early work, how much of the corridor will be able to offer dedicated bus lanes?
 - Answer: That's one factor of BRT. Transit signal priority is another key feature. It's too early to know at this point where they'll be located. There are lots of constraints and there will be ongoing conversations throughout the design process. There will not be a full lane along entire corridor but will have lanes in places if/where the balancing act works.
- Sarah Risser (PAC): I'd like to revisit the topic of what a bus lane. I thought there would be BRT lanes?

- Answer: We have Business Access & Transit (BAT) lanes on Division between 112th and 122nd. Lanes will be targeted in areas where they are needed for transit delay. Stops will also have shelters and other amenities like lighting. It's not just about dedicated bus lanes for bus rapid transit (BRT). Transit signal priority provides a lot of benefit; it's our best tool behind consolidating stops. Using next generation technology allows buses to communicate along the entire corridor and the technology learns as it is used. It's performing better on Division than anticipated.
- David Stein (BAC): Is there anything on the table about restricting car turning movements? Will BAT lanes limit where people can make a lane change to augment predictability and safety?
 - Answer: We need to get to that design detail. PBOT-led project should address this issue.
- David Stein (BAC; follow-up comment): Double white line compliance is relatively low, based on observations.
- Joe Perez (BAC): Next time there's an 82nd Ave presentation I would like a roll plot to identify critical fixes, will be turn restriction; medians, will close some left turn opportunities. Would like to see some better design on double white lines, tactile treatments like on Marine Drive rumble strip. Would like to see more experimental processes.
- Tabitha Boschetti (PAC): The corridor is tight. Phase 2 is moving forward with medians, which will lock things in. I'm interested in seeing cross-section designs. Will you include seeking funds for right-of-way acquisition? Also, for pedestrian investments that come with the transit project, will you be building anything into the grant to ensure that ped investments will be locked in to grant.
 - Answer: The PBOT and transit projects are different. PBOT's critical fixes project is at the point to show designs. Transit project is not. FTA capital investments grant has things they must do to qualify, like providing better crossings and connections. We are anticipating some right-of-way acquisition but are still figuring that out.
- Tabitha Boschetti (PAC): I'm hearing there's not enough room to meet sidewalk standards?
 - Answer: Acquisition is part of the FTA's small starts grant. If acquisition is needed, it will be included. We will improve accessibility along the corridor, but not doing it wholesale. Improvements will be in proximity to FX stations.
- Tiel Jackson (PAC): Is there an effort to pursue funding for public art into the project, as on the Orange Line?
 - Answer: There used to be a percent for the arts that would be baked into projects. That's no longer there, however, TriMet has a really good public arts coordinator to ensure that TriMet dedicates their in-house funding to public arts. On Division, they got a grant from the National Endowment for the Arts.
- Richard Hunter (PAC): Older people need a place to sit at a bus stop. No equity at bus stops.

- Answer: All FX bus stops will have seats.
- Joe Perez (BAC): What's the timeline for the federal grant? Are you applying for other grants? What's the timing for the locally preferred alternative (LPA)?
 - Answer: TriMet has submitted their letter to FTA to pay for project through design. Can count their work as match once they are approved. Looking for a rating for this grant (will submit in summer 2025). By 2026 will have all local funding committed.

[5-minute break]

7:30-8:40 – Earthquake Ready Burnside Bridge (70 min)

See presentation for details

The city is a partner working with the EQRB team to ensure city committees can hear from the project team. This is primarily informational; no action is being asked or taken. County will be seeking information on detour routes and would like input later this summer on transit stop design.

Bridge will be streetcar ready (strong enough to support streetcars in the future). Eastbank Esplanade is a bicycle highway and project will try to minimize disruption.

The project is currently heading toward 30% design. Designs will be different on different sides of river due to liquifiable soil. Tied Arch or cable stay will be considered with a bascule lift span.

Right of way phase will begin later in 2024. Construction & bridge closure will be from 2027-2031

Two city conditions for the project: 17 feet of bike/ped space on either side of the bridge and a connection to esplanade. Proposed cross section includes 17' bike/ped space on each side. Two 10' lanes slow traffic with two 11' outer lanes for future streetcar.

On the west side, ADA access will come from improvements to existing sidewalks that connect to bridge at NW/SW 2nd Ave.

City authorized funds to explore concepts for an Eastbank Esplanade Connection.

- "Toes in the water" concept: Area is on liquifiable soils making it infeasible to construct on. Estimate of \$100 million for ramp to bridge.
- KPFF study concept: spiral bridge. 50' height difference from bridge to ground with a 4% profile grade. Larger radii at the corners of spiral to allow turns. Extends under the bridge so you can do it from one side. Implicitly seismically resilient. Required a rebuilt Eastbank Esplanade in the area. KPFF provided the design. EQRB team priced

it. Cost estimates arrayed from \$80-\$100 million (2023 dollars). Climbs to \$100-\$130 million in (2029-2031 dollars).

Ramp infeasible due to environmental impacts and cost; elevators not being considered. Jointly studied by City/County. Project also struggling to be cost competitive in order to be a good candidate for funding..

Joint letter of understanding between county and city (Vega Pederson and Mapps).
Conditions 1 and 2 satisfied.

For detour routes, the steel bridge makes sense, though it's not always available. Need a secondary route and will want input from the public. Seeking feedback in June for decision in July for detour routes.

Homework assignment for committee members: Look at presentation and provide input for when lower deck of Steel Bridge is closed.

Committee Member Questions:

- Cameron Bennett (BAC): I would caution against having a minimum of 1 foot for buffer space.
 - Answer: We cannot find an additional foot in the shoulder. Each additional 1 foot in bridge width is \$10 million. We didn't want to build a wider bridge than what is there today.
- Rebecca Sanders (PAC): Why not have a bus lane in both directions? The bridge will be closed for 5 years, creating a reset in travel patterns and habits. Reintroducing two general vehicle lanes in the westbound direction will make it more difficult to transfer to streetcar because it will feel like taking something away. Why not create a habit from the start with a westbound BUS ONLY lane?
 - Answer: The cross-section is flexible. That lane can be reallocated if modeling indicates it is necessary.
- Joe Perez (BAC): Where is bike lane relative to the sidewalk?
 - Answer: People biking and pedestrians will be on the same plane. The entire deck is flat across the surface.
- Joe Perez (BAC): As you approach 30% design, you will need to select a barrier. Will the design team show the committee an example of what that barrier will be?
 - Answer: The county has committed to a steel, crash-worthy barrier.
- David Stein (BAC): PPS 3rd graders study all the bridges, and I would encourage the design team to choose something different from the other bridges. Each of our bridges is different. A traffic study today will have little bearing on what happens when a new bridge goes live after being closed for five years.
 - Answer: Those details are not yet ready.

- David Stein (BAC): Value engineering has often come at the expense of bike-ped projects. Reallocate money to facilities that are going in. Widen beyond 17', which is the minimum to account for shy distance.
 - Answer: Did take shy distance into account. There's a published report about shy distance on the web site.
- David Stein (BAC) What about constrained spaces where it does narrow?
 - Answer: As you get to the ends of the bridge, buildings serve as dimensional constraints and turn pockets get put in. Bike/ped space gets narrower at extreme ends as you transition back to street connections. Cable stay bridge design is a bit wider than the tied arch. Will come back with designs later. Over 90% of the bridge has a 17' bike/ped cross-section.
- PAC member: What about having pedestrians on one side of the bridge and cyclists on the other?
 - Answer: Didn't think it would work; people wouldn't honor that split and people will walk and bike on both sides.
- Tiel Jackson (PAC): Losing the connection to the esplanade is not acceptable. What will it take to get connector back (or retain connection). Elevators have not been reliable, but can they be made more reliable? Can we build a ramp without stabilizing the ground? What will it take?
 - Answer (Joe): Previous letter said that minimizing impacts related to construction. How to capitalize on ODOT right-of-way between UPRR and connection to Stark and Water. Work with UPRR, ODOT, and Park & Rec to create that path between Stark and Water.
- Willie Levenson (Human Access Project): Have presented this to Multnomah County and they are looking in to it but more conversation needs to be had about unimproved ODOT right-of-way. The Eastbank Esplanade to be closed for 18-24 months. Can still preserve a car-free right-of-way along eastside if ODOT right-of-way is improved. Parks & Rec is hungry for mitigation money as part of this project. Could also remove a bunch of dirt under I-5 that would provide floodplain credit.
- David Stein (BAC): Straw poll to see if there's any consensus around alternative routes: Steel Bridge lower deck, Steel Bridge upper deck, Morrison, or Hawthorne.
 - Vote on above: 2; 0; 0; 3. Most committee members were undecided.
- Cameron: all of these detours will be essential, and people will select the one that makes the most sense for their trip (direction/mode).

Every detour route comes with tradeoffs. The project team will need information within a month so they can start integrating into project. Can perhaps live with feedback within two months.

The PAC will take the issue up in July.