

# Building a Better 82nd



## COMMUNITY ADVISORY GROUP | MEETING # 2 SUMMARY

**Date/Time:** Wednesday, January 25, 2023 from 6:00-8:00 pm

**Meeting format:** Zoom/virtual

**Goals:** Approve protocols. Get feedback on the needs assessment, subareas/districts, and project goals/objectives.

### COMMUNITY ADVISORY GROUP ATTENDEES

Tabitha Boschetti

Ben DeJarnette

Oscar Gilson

Kenneth Hurst-Brodie

Jardima Kroeker

Brian Liu

Jacob Loeb

Andrea Marquez

Anna Menon

Thomas Ngo

Mindy Peterson

Robin Purvis

Heather Redman

James Sestric

#### **Absent:**

Bradley Bondy

Charles Boyle

Allan Luebke

Askina Sharif

### STAFF

**Portland Bureau of Transportation (PBOT):** Julia Reed, Mike Serritella, Maggie Derk, Corrine McQueen

**Portland Bureau of Planning & Sustainability (BPS):** Barry Manning, Hector Rodriguez Ruiz

**JLA Public Involvement:** Brandy Steffen, Valentina Peng

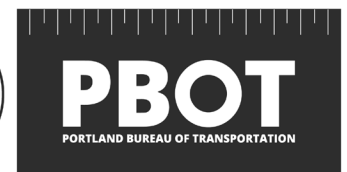
**Nelson\Nygaard:** Tiffany Swift

**Oregon Walks:** Zachary Lauritzen

## MEETING SUMMARY

The Community Advisory Group (CAG) members approved the ground rules and meeting protocols before reviewing the Existing Conditions and Needs report, known as the 82nd Avenue Corridor Atlas. While there were questions raised about the data in the report, overall members agreed with the findings. Members also agreed with the geographic grouping of the corridor into subareas/districts to help focus future conversations. The members were also in general agreement around the draft Goals and Objectives.

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## WELCOME AND MEETING RECAP

Project staff welcomed the participants, reviewed the agenda, provided a recap of the last meeting, and asked the group to confirm their agreement with the Ground Rules and meeting protocols. **CAG members confirmed agreement with the Grounds Rules and meeting protocols.**

Project staff shared the updated meeting schedule, noting the engagement opportunities and milestones between the CAG meetings. They reviewed the upcoming meeting topics and noted their correspondence with the greater project timeline. The focus of the second CAG meeting is on Goals, Existing Conditions, and Introducing Subareas/Districts.

## EXISTING CONDITIONS AND NEEDS

Project staff presented the information from the 82nd Avenue Corridor Atlas. They shared that the needs were identified from the 2022 round of outreach, but these will be confirmed in future engagement. Attendees were invited to share their thoughts, comments, and questions verbally or on the Jamboard.

Project staff provided an overview of the “People of 82nd Avenue” and shared a high-level look at the demographics of 82nd Avenue, highlighting that it is one of the more racially and socio-economically diverse corridors in Portland. They shared a snapshot of the Equity Matrix of 82nd Avenue and noted the investment projects such as affordable housing projects.

Project staff shared an overview of the current streetscapes, focusing on the issues with the existing sidewalks; most do not meet current City standards. Tree canopy is a top community priority. Project staff shared that closing pedestrian crossing gaps are also a crucial part of the streetscape improvement plans.

Project staff provided an overview of the existing conditions for vehicle traffic and transit on 82nd Avenue. Line 72 is the highest ridership bus line in the state of Oregon. However, it varies in reliability and has significant delays, especially during peak traffic hours. 82nd Avenue carries between 20,000 to 27,000 daily vehicles. Vehicle travel speeds are significantly higher than the speed limit and is a community priority. PBOT is working with TriMet and Metro to consider transit improvements on 82nd Avenue. Brandy noted that enforcement related to speeding cars is highlighted as a need. High speeds are a known community priority which was echoed by CAG members who see the need for calming infrastructures.

Project staff provided an overview of safety, noting that it is a key priority and major concern of this project. They shared a safety analysis snapshot with the fatal crashes and Vision Zero crashes that took place on 82nd Avenue between 2015 and 2019. Project staff highlighted that the safety issues are being treated as a public health crisis and taken seriously by the City. They reviewed the contributing factors to the crashes on the corridor. The safety data and information resonated with the CAG members. Project staff explained that the neighborhood subareas or districts will focus the community engagement efforts and get specific about unique needs in different parts of the corridor. They added that there will still be corridor-wide themes that apply throughout the corridor, but the subarea/district framework allows the project team to have targeted conversations. The CAG members generally agreed with these neighborhood subareas/districts.

- Roseway/Madison South: North of MAX to Lombard
- Montavilla: South of MAX to SE Mill St
- Jade District: SE Mill St to SE Foster Rd
- Greater Lent: SE Foster Rd to Southern City limit

Questions and discussion focused on pedestrian districts, crossing gaps, future transit investments, and safety improvements, such as lighting and speed cameras.

## PROJECT GOALS AND OBJECTIVES

Project staff introduced the project’s goals and objectives; they provided examples to help differentiate their purposes. CAG members have received a full list of goals and objectives as part of the pre-meeting package. Project staff invited the attendees to comment on the goals and objectives on the Jamboard. Below are the draft goals and objectives.

Goals	Objectives
Improve safety for people with an emphasis on our most vulnerable users – people walking and biking.	<ul style="list-style-type: none"> <li>• Create a safe and comfortable pedestrian environment for people walking, including safe crossings at regular intervals and safe access to bus stops and other destinations</li> <li>• Improve pedestrian safety and comfort by bringing 82nd Avenue sidewalks to Street Design standards</li> <li>• Safely connect people on bikes to crossings and destinations</li> <li>• Design and operate for safe speeds and safety for all modes</li> </ul>
Maintain and repair 82nd Avenue’s roadway, including pavement, crossings, signs, and signals.	<ul style="list-style-type: none"> <li>• Maintain the roadway to a state of good repair</li> <li>• Upgrade curb ramps; install pedestrian-activated push buttons on new signals</li> </ul>
Meet City standards	<ul style="list-style-type: none"> <li>• Meet or exceed City standards for accessibility, connectivity, and access</li> </ul>
Advance adopted state, regional, and City goals related to climate change.	<ul style="list-style-type: none"> <li>• Increase the number of street trees and tree canopy coverage along the 82nd Avenue corridor</li> <li>• Partner with Metro and TriMet to plan for enhanced transit service for 82nd Avenue</li> <li>• Continue to partner with existing e-bike, scooter, and electric vehicle car share programs and continue to support access to a wider range of transportation choices</li> </ul>
Build capacity with community-based organizations that represent the diverse communities connected by 82nd Avenue.	<ul style="list-style-type: none"> <li>• Strengthen public engagement and involve communities of color</li> <li>• Partner with community-based organizations (CBOs) engaged in work relevant to 82nd Avenue communities; collaborate with CBOs on engagement opportunities</li> <li>• Create materials that are culturally and contextually relevant to 82nd Avenue communities</li> </ul>
Partner with City and regional government to provide a coordinated response to community needs.	<ul style="list-style-type: none"> <li>• Connect people to information about related programs and projects</li> <li>• Identify opportunities to meet known community needs through coordination and collaboration with City bureaus and regional partners</li> </ul>
Develop an implementation-ready list of projects to proceed toward construction.	<ul style="list-style-type: none"> <li>• Project recommendations are ready for construction in 2026</li> </ul>

## PUBLIC COMMENTS

Comments and questions from members of the public are listed below.

- 82nd is important and in need of maintenance for a long time. My interest in this is two-fold, (1) I serve on the 82nd Avenue business alliance board. (2) I also represent Washman Carwash, which has 2 carwashes on 82nd Avenue. Our message is to please include small businesses in conversations and please be careful with barriers across driveways to ensure customers and emergency services can reach businesses. Please don't forget about your small business partners.
- I am a project manager at Portland Public Schools in the office of operations. I am curious about the expectations surrounding the McDaniel School speed zone and how it is going to function. What does that look like for 82nd Avenue and McDaniel? What is the infrastructure going to be and/or is it a traffic-enforced speed zone, where drivers will be ticketed? Or is it flashing lights? How does it operate?
  - There is now a speed-reader board on 82nd Avenue in front of McDaniel High School. There will be flashing lights and a school zone signage added in the next few months. The speed cameras will be located north of McDaniel, outside of the school zone, in both directions. In terms of how Portland Police will enforce it, it'll be similar to how it's enforced elsewhere. It depends on if there're witnesses to speeding within the school zone. The speed camera will catch drivers outside of the zone.
- I am president of the McDaniel Parent Teacher Alliance – I have a question about timing. I am curious about what's in front of McDaniel and what's coming down the pipeline for the McDaniel community. Our concern is that we don't want another student hit on that road before something happens.
  - The big things are the recent additions of the speed reader zones and the designation of the school zone, which will have signage with lights in the next few months. And the speed cameras added north of the school zone. There will also be crossing improvements coming to Klickitat in 2023 or 2024, so there'll be more crossing improvements near the school. We also changed the walk time recently to give students additional time for crossing 82nd.

## NEXT STEPS

Project staff provided an overview of what the CAG is tasked with before the next meeting (3/22/2023) and the community engagement efforts that will occur before and after the next meeting. They shared that the project team will seek feedback from CAG members and attendees on the community engagement efforts and plans and encouraged the group to continue submitting questions and comments on the Jamboard in the next week or directly to the project email. The project staff thanked the attendees for their time and participation.