



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: 82nd Avenue Transit Project Steering Committee #2
Date: December 14, 2022
Time: 12 p.m. to 2:00 p.m.
Place: Zoom meeting
<https://us02web.zoom.us/j/84585789834?pwd=VC8yQnczOThCd0d5TithYkerVmJXUT09>
Passcode: 027177 Webinar ID: 845 8578 9834

Purpose: Discuss updates to the project work and related Community Coalition EDS efforts, revisit and adopt Steering Committee Charter, recap major project components, review FTA funding context, and discuss routing and station analysis and process.

Outcome(s): Confirming the role of Steering Committee, develop understanding of on FTA funding context, introduce corridor routing and station siting analysis and process.

- 12:00 p.m. **Welcome and Introductions** – (Metro Councilors Hwang/Lewis)
- 12:10 p.m. **Updates on Project Efforts, Community Coalition Efforts, and Related Partner Work**
- High level reminder of focus of work, workplan, and schedule
 - Updates around work completed since September –*analyzing existing conditions and potential feasibility different transit tools*
 - Community Coalition Update– Equitable Development Strategy; community members on this steering committee (Brian Harper, others)
 - Partner related efforts on 82nd Avenue
- 12:35 p.m. **Consider Adopting Steering Committee Charter**
- Walk through the SC Charge and Decision Making and September feedback (Elizabeth Mros-O’Hara)
 - Vote - Green, Yellow, Red (Hwang/Lewis)
- 12:55 p.m. **FTA New Starts/Small Starts Context**
- Presentation to provide context for project and evaluation criteria (Kelly Betteridge -Metro)
 - Discussion
- 1:20 p.m. **Corridor Routing and Station Analysis and Process** (Jonathan Plowman/Jessie Stemmler -TriMet)
- 1:40 p.m. **Public Comment**
- 1:50 p.m. **Next steps/Adjourn** – Metro Councilor Hwang/Lewis

Materials:

Project fact sheet and map
Final Draft Steering Committee Charter for adoption
Consensus Decision Making Protocols- Overview
Building a Better 82nd Avenue summary of critical safety and maintenance projects

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82nd Avenue transit improvements

Designing bus rapid transit, Clackamas Town Center to Northeast Portland

Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to the Roseway/ Sumner area.

The bus serving 82nd Avenue – TriMet’s line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the Yellow or Orange MAX lines, it shares the road with commuters, freight and local deliveries – and is often stuck in traffic. One in four buses is late.

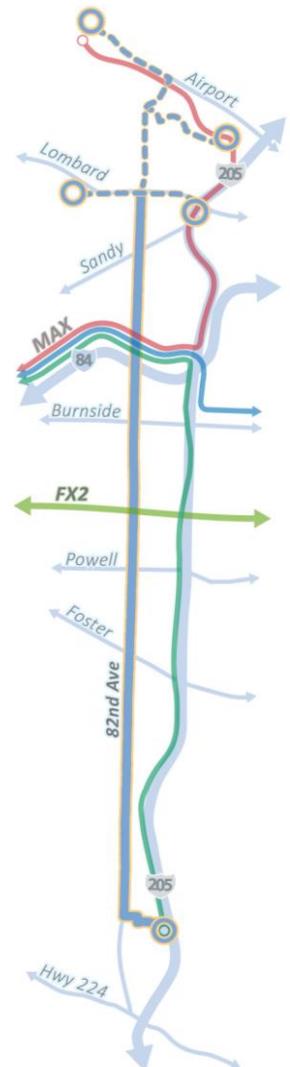
Partners from Clackamas County to Portland are working together to conduct a transit alternatives analysis for potential bus rapid transit service along 82nd Avenue from Clackamas Town Center to Portland’s Roseway and Sumner neighborhoods. Bus rapid transit service would significantly improve travel time, reliability, and comfort by allowing the bus to separate from or bypass other vehicle traffic in key areas along the route and improving stations.

This transit project will be highly coordinated with a community-led Equitable Development Strategy for the area to support business and community stabilization and enhancement. The transit analysis is being developed in coordination with the City of Portland’s Building a Better 82nd program, which is planning for \$80 million in near-term critical fixes in the Portland section of 82nd Avenue to be built over the next few years and another \$105 million to enact a vision to improve the corridor between Northeast Lombard and Southeast Clatsop streets.

Community connections

Bus service along 82nd Avenue connects workers, students and other travelers to other key transit service, the larger transit network and key destinations.

- Line 72 continues east on Lombard to Swan Island.
- The stop at Halsey/Interstate 84 connects to the Blue, Red and Green MAX lines.
- The stop at Division Street connects to the new FX-2, with its new articulated frequent express buses connecting downtown Portland and downtown Gresham – and to the Portland Community College Southeast campus.
- The Clackamas Town Center Transit Center connects to the MAX Green line and 12 other bus lines.
- Other key destinations are on or near 82nd Avenue:
 - Portland Community College, McDaniel High School, Clackamas Middle College and Clackamas Community College Harmony campus
 - Montavilla Community Center, Montavilla Park, Harrison Park, and multiple health centers and social services
 - Clackamas Town Center, Eastport Plaza, Fubonn, Hung Phat Food Center, Shun Fat Supermarket, Fred Meyer and many restaurants and small businesses.



Leveraging past work and public investments

The analysis is moving quickly as it builds on years of planning and outreach. It is building off the work of 2020 transportation funding measure analysis and engagement, the Enhanced Transit Concept from the 2018 Regional Transportation Plan, and multiple safety studies.

The transit investment is also being timed to take advantage of the opportunity to make substantial improvements in tandem with the City of Portland's efforts in 7 miles of the corridor. The partners seek to leverage investments of \$185 million dollars from the City of Portland and the State of Oregon related to the jurisdictional transfer of 7 miles of 82nd Avenue.



Building a Better 82nd Avenue

Metro is leading the effort to examine an improved transit service from the Roseway and Sumner neighborhoods to Clackamas Town Center

Thanks to funding related to the transfer of 7 miles of 82nd Avenue from ODOT, the City of Portland is planning to invest \$150 million in safety, maintenance and transit improvements over the next eight years in the 82nd Avenue "civic corridor".

The City of Portland's civic corridor is focused on those 7 miles from Northeast Killingsworth Street to Southeast Clatsop Street, with \$80 million of critical safety and maintenance repairs over the next several years. These improvements will help transit riders safely and conveniently access the bus.

Near-term critical fixes on 82nd Avenue, Lombard to Clatsop (2022-2026)

Street lighting	\$2-5 million
Safe crossings	\$12-15 million
Corridor safety	\$12-15 million
Pavement, curb ramps	\$30 million
Traffic signals	\$15 million
Total	\$80 million

To find out more, visit portland.gov/82nd-Avenue.

The transfer from ODOT – from Northeast Lombard Street to Southeast Clatsop Street – allows for local maintenance of and improvements for the roadway. This road was originally conceived as a state thoroughfare connecting smaller towns and neighborhoods but has grown into its own hub of business and neighborhood activity – as well as an important option for commuters and the movement of goods and services.

Timeline

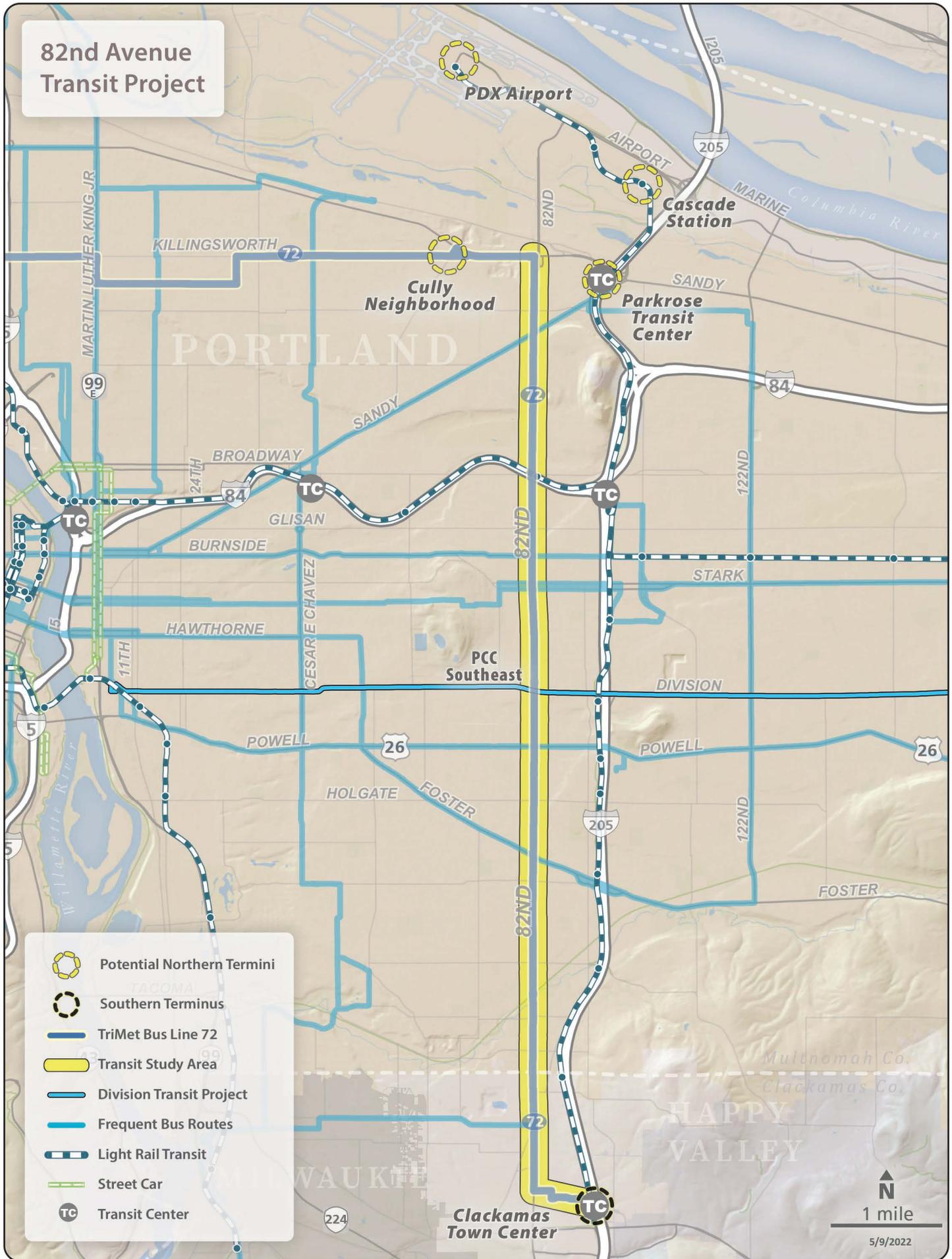
- Transit concept development and analysis: summer 2022 to summer 2023
- Project steering committee identifies locally preferred alternative (LPA): summer 2023
- Local and regional governments approve locally preferred alternative and adopt into transportation plans: summer/fall 2023
- Begin project development: fall 2023
- National Environmental Policy Act (NEPA) process: 2023 through 2024
- Pursue Federal Transit Administration Capital Investment Grant: 2023
- Project design: 2023 into 2026 (projected)
- Construction: 2026 into 2029 (projected)
- Opening year: 2029 (projected)

Partners

Metro and TriMet are lead partners for the transit alternatives analysis, working with the City of Portland, Oregon Department of Transportation, Multnomah County, Clackamas County and Port of Portland. This coordination helps leverage planning efforts related to improving the transit service and coordinate investments from local, regional, state and federal sources to get the most from multiple funding opportunities.

In addition, representatives from four community based organizations are serving on the 82nd Avenue Transit Steering Committee, which will select the locally preferred alternative for the bus project: Oregon Walks, Clackamas Resource Center, Unite Oregon and the 82nd Avenue Business Alliance.

82nd Avenue Transit Project



-  Potential Northern Termini
-  Southern Terminus
-  TriMet Bus Line 72
-  Transit Study Area
-  Division Transit Project
-  Frequent Bus Routes
-  Light Rail Transit
-  Street Car
-  Transit Center


 1 mile
 5/9/2022

82nd Avenue Transit Project Steering Committee – DRAFT Charter

Steering Committee overview

Metro Council has established a Steering Committee to ensure the 82nd Avenue Transit Project develops a transit design that has community support and can be implemented. The Steering Committee is co-chaired by the two Metro councilors with jurisdiction in the transit corridor. Other Steering Committee members represent TriMet, the City of Portland, Clackamas County, Multnomah County, the Port of Portland, the Oregon Legislature, the Oregon Department of Transportation, and four community-based organizations.

The Steering Committee will make decisions on project milestones and recommend a locally preferred alternative (LPA) for a high capacity transit improvement to the adopting bodies that will incorporate the LPA into their local plans. The Steering Committee is anticipated to meet approximately ten times between September 2022 and August 2023. To encourage transparency and prepare members for discussion and decision-making, Steering Committee members will be informed of public input received and technical findings and meeting materials, one week in advance of each meeting. The Steering Committee will include elected officials, agency executives and four members of the 82nd Avenue Community Coalition.

The project will be informed by a robust community engagement process that is built upon the extensive engagement and analysis that has already occurred in the corridor. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Committee members will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and BIPOC populations and people that rely on transit to meet their daily needs. In addition, public testimony will be scheduled at the Steering Committee meetings.

A technical work group and policy group comprised of jurisdictional staff and policy managers will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the City of Portland, Clackamas County, Multnomah County, the Port of Portland, the Oregon Legislature, the Oregon Department of Transportation, TriMet and Metro.

The Steering Committee may also be interested in the process to develop the Equitable Development Strategy (EDS) in the 82nd Avenue corridor, but their approval or involvement is not required. Coordination with the community that is advancing the EDS can be helpful to understand how the transit project can support broader goals. The Steering Committee will also need to be aware of and coordinate with City of Portland project work to address safety and maintenance of seven miles of the corridor, and any other major projects/considerations for the other jurisdictions. The Steering Committee will receive updates through the EDS development and the City of Portland efforts and share feedback.

Steering Committee charge

The Steering Committee is charged with recommending a locally preferred alternative for high capacity transit in the 82nd Avenue corridor by the end of June 2023.

The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish a purpose and need statement and goals for the project
 - Advance a range of transit alternatives for analysis and community consideration
 - Narrow for further consideration the transit alternatives that best meet the project's goals and community needs
 - Concur on a transit alternative to advance as a locally preferred alternative
- **Recommend a Locally Preferred Alternative (LPA):** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants and jurisdictions, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Seek consensus on group decisions where possible, and use a majority vote of members participating at a meeting to make final decisions. A quorum of 2/3 of members (or assigned alternates) must be present for any Steering Committee decision to be binding. Consensus means that every member participating understands that the decision is the best solution for the group even if the result is not what they would choose as an individual member. It means that no one chooses to block the decision.
- Prepare for and attend meetings between summer 2022 and summer 2023, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

Contact information

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MEETING PROTOCOLS AND PROPOSED DECISION MAKING PROCEDURES

MEETING PROTOCOLS

- Arrive on time
- Actively listen to public comments
- Actively listen to each other
- When you want to speak, virtually raise your hand
- Be mindful of how long you speak
- After the meeting, let staff know if there is anything that would help you feel more comfortable participating

DECISION MAKING

The Steering Committee will use a consensus-based approach for decision making, meaning decisions move forward because they are supported by members but are not necessarily the favorite choice of each individual member.

Step 1: A committee discussion will follow the presentation of technical information and community input. After questions are answered and concerns are discussed, there will be a call for consensus and you will be asked to indicate your level of support for a proposed decision by raising a color card.

Green I support this.

Yellow I have concerns that will need to be addressed or am skeptical, but I will not block this.

Red I do not support this.

Step 2: People who raised yellow cards will share their concerns. These will be recorded and may include:

- Considerations that should be addressed as the project moves forward
- Modifications or additions to the decision
- General statements you want included in the meeting record

Step 3: People who raised red cards will share:

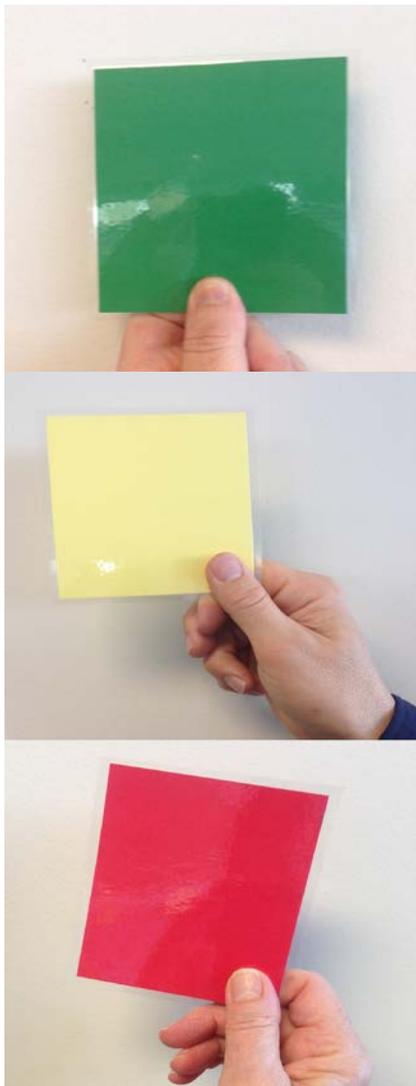
- Based on the yellow card discussion, whether they would still raise a red card
- Considerations that should be addressed or modifications to the decision that would move them from a red card to a yellow card

Step 4: If the proposed decision has substantively changed, you will be asked to indicate your level of support by raising a color card.

Reaching consensus: A proposed decision with modifications or additions will be confirmed upon reaching consensus, as indicated by green and yellow cards.

Consensus is not the same as unanimity. Following a good faith discussion, the committee may choose to move forward with red cards remaining. Red card concerns will be addressed moving forward to the greatest extent possible.

Should the committee be fundamentally divided, alternatives will be developed based on the issues raised and new proposals will be brought back to the committee for consideration. If the committee remains divided, the proposals will be separated into elements; those with support will move forward. For the unresolved elements, the co-chairs will answer the question: Can the project move forward with uncertainty on this element? If certainty is needed, the committee will use a simple majority vote.



Building a Better 82nd Ave



PBOT
PORTLAND BUREAU OF TRANSPORTATION



PBOT is investing **\$80 million in 82nd Avenue** to deliver **critical safety and maintenance repairs** to the corridor, including new and upgraded crossings, signals, street lighting, smoother pavement, and sidewalk and accessibility improvements.

82nd Avenue is Portland's Civic Corridor

After decades of community advocacy ownership of 82nd Avenue was transferred from the state to the Portland Bureau of Transportation (PBOT) as of June 1st, 2022. Following this historic moment, PBOT is delivering on long-standing community priorities and immediately making major safety investments identified 2019 82nd Avenue Plan. Over the next several years, PBOT will invest \$80 million in critical fixes in the following categories:

NEAR-TERM CRITICAL FIXES ON 82ND AVENUE (2022-26)

Safe Crossings	\$12M - \$15M
Street Lighting	\$2M - \$5M
Corridor Safety	\$12M - \$15M
Traffic Signals	\$50M+
Pavement & Curb Ramps	
TOTAL	\$80M

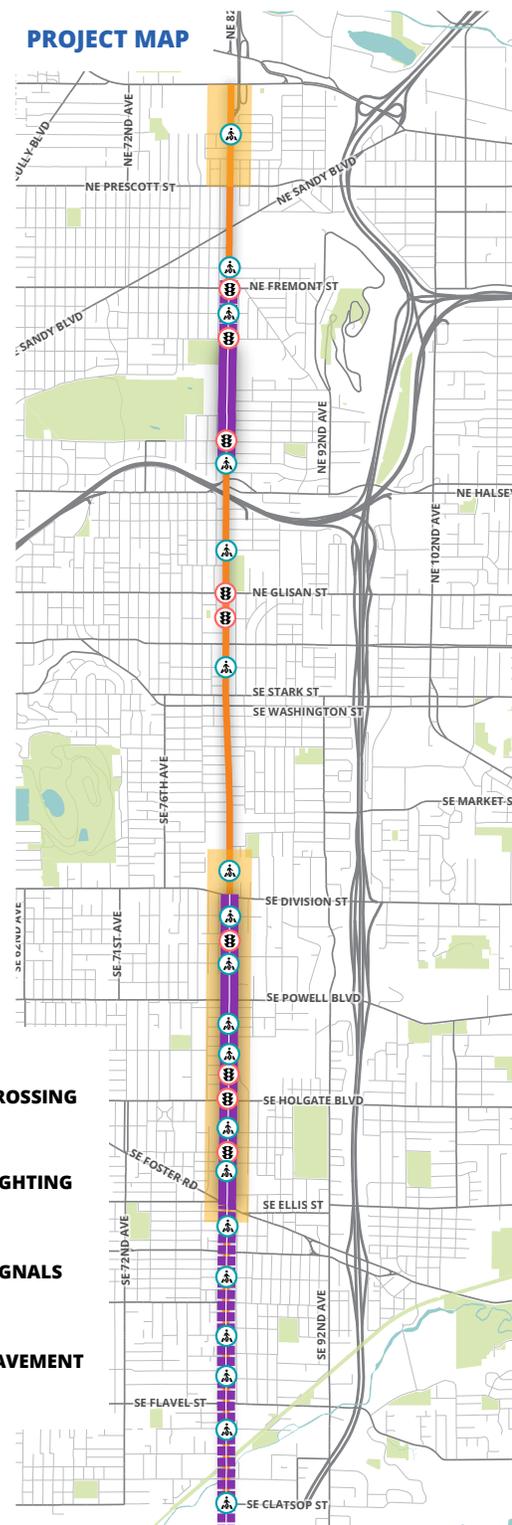
Next Steps: Future Investment on 82nd Avenue

These initial investments are only the first step in building a better 82nd Avenue. In the summer of 2022, PBOT is launching a new major planning effort to invest over \$100M to address additional community priorities and transportation needs along this essential corridor.



Learn more at:
portland.gov/82nd-Avenue

PROJECT MAP



CRITICAL FIXES coming soon to 82nd Avenue



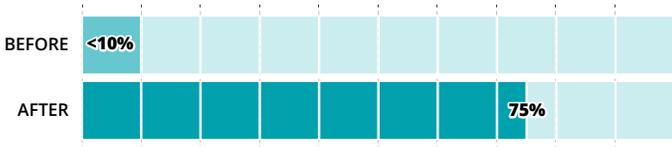
CRITICAL FIXES: BASIC SAFETY

New & Upgraded Crossings

Over the next several years a total of 19 new or upgraded crossings will be added to 82nd Avenue to improve safety and fill many of the existing crossing gaps.

Crossings planned for construction in:

2022-23	2023-24	2025-26
• NE Alberta St	• SE Tibbets St	• SE Rhone St
• NE Beech St	• SE Ramona St	• PCC Southeast
• NE Klickitat St	• SE Tolman St	• SE Center St
• NE Schuyler St	• SE Cooper St	
• NE Pacific St	• SE Knapp St	
• SE Ash St	• SE Lambert St	
• SE Clinton St	• SE Clatsop St	
• SE Schiller St		
• SE Mitchell St		



Today, less than 10% of 82nd Avenue meets PBOT's crossing spacing guidelines. After these new 19 crossings are constructed, 75% of the crossing needs identified in the 2019 82nd Avenue Plan will be met.

Improved Street Lighting

PBOT will invest \$2 to \$5 million in additional street lighting along 82nd Avenue. This will fill all the lighting gaps along the entire length of the corridor, which will help improve visibility for everyone.



Today, approximately 80% of 82nd Avenue meets PBOT lighting standards. After the new lighting is installed, 100% of 82nd Avenue will meet PBOT lighting standards.

Corridor-Wide Safety Improvements

PBOT will invest \$12 to \$15 million in variety of improvements to improve safety along the entire corridor. These investments include improvements to signal timing, communication equipment, and other technological enhancements to help reduce speeding vehicles. Additionally, updated street signs, roadway striping, and signal-heads will be added along 82nd Avenue to improve overall safety and reduce future maintenance costs.

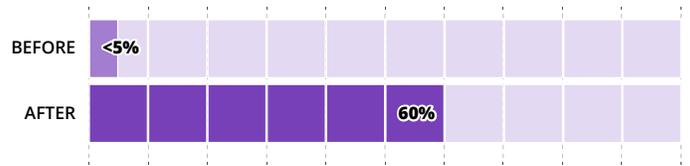
CRITICAL FIXES: MAJOR MAINTENANCE

PBOT will invest roughly \$50 million in major maintenance projects along 82nd Avenue, including paving, Americans with Disabilities Act (ADA) improvements, and traffic signal rebuilds.

Repaving & Accessible Curb Ramps

PBOT and ODOT will be repaving and restriping more than half of 82nd Avenue over the next several years.

Additionally, all of the curb ramps along these segments being rebuilt will be upgraded to meet ADA standards.



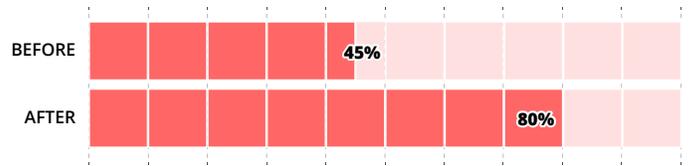
Today, less than 5% of 82nd Avenue meets our pavement guidelines and ADA accessibility standards. After the repaving, restriping, and curb ramp upgrades are complete, 60% of 82nd Avenue will meet our pavement guidelines and ADA accessibility standards.

Traffic Signals

Nine traffic signals along 82nd Avenue will be rebuilt to include modern safety and traffic operation technology.

Signals planned for construction by 2025-26:

- NE Glisan St ('23-'24)
- NE Davis St ('23-'24)
- NE Fremont St
- NE Siskiyou St
- NE Tillamook St
- SE Woodward St
- SE Boise St
- SE Holgate St
- SE Raymond St



Today, about 45% of the traffic signals along 82nd Avenue meets PBOT standards. After the nine signal rebuilds are complete, 80% of the traffic signals along 82nd Avenue will meet our traffic signal standards.

