



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Agenda

Meeting: 82<sup>nd</sup> Avenue Transit Project Steering Committee #6  
Date: September 28, 2023  
Time: 4:00 p.m. to 6:00 p.m.  
Place: Zoom meeting  
<https://us02web.zoom.us/j/86791964648?pwd=bHd4bi9GK1hsamlrcmxIaDdRMWRKUT09>  
Passcode: 822410 Webinar ID: 867 9196 4648

Purpose: Partner updates. Staff updates on project work allowing time for Steering Committee to discuss among themselves and provide feedback on: updated workplan and LPA strawman, engagement, Division Transit Project report out, and northern terminus options and proposed evaluation.

Outcome(s): Steering Committee will receive updates on related partner work, understand staff efforts and project next steps and findings, hear public testimony, and provide input to staff.

---

- 4:00 p.m. Welcome and introductions
- 4:10 p.m. Approval of June meeting minutes
- 4:15 p.m. Updates from partners
- Steering Committee member changes
  - Partner efforts on and around 82<sup>nd</sup> Avenue
- 4:25 p.m. Workplan update and Draft LPA- strawman (Elizabeth Mros-O'Hara, Metro)
- Walk through schedule and timeline for staff recommendations and Steering Committee endorsement of LPA
  - Discuss LPA components and strawman
- 4:35 p.m. Public Engagement update and summary (Holly Querin, Metro)
- Review project engagement - focus groups, online open house, transit survey, and in-person events
  - Upcoming engagement
  - Questions and discussion
- 5:00 p.m. Division Transit Project one-year update (Jennifer Koozer, TriMet)
- Overview of the DTP performance and lessons learned
  - Questions and discussion
- 5:25 p.m. Northern terminus and evaluation (Melissa Ashbaugh/Kate Hawkins, Metro)
- Overview of four potential terminus options
  - Evaluation measures and questions
  - Discussion and feedback
- 5:40 p.m. Public Comment
- 5:50 p.m. Next steps/Adjourn (Metro Councilors Hwang/Lewis)

**Materials:**

*Draft meeting minutes (June 2023)*

*Updated Steering Committee Meeting Schedule*

*Discussion Draft of Preliminary Locally Preferred Alternative – Strawman*

*Northern Terminus Draft Evaluation Framework*

**Links to Division Transit Project news and information**

- [Newsfeed: TriMet's first FX-Frequent Express-bus line speeds up trips and increases ridership by half a million rides in first year](#)
- [Video: International Spotlight on Speeding up Buses](#)
- [Video: What Riders Say About FX2-Division](#)
- [Video: Did that bus run a red light?](#)
- [Video: How to use a mobility device on an FX bus](#)
- [Video: How to load your bike on an FX bus](#)

# Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting**  
 Date/time: Thursday, June 22, 2023 | 4:00 p.m. to 6:00 p.m.  
 Place: Virtual webinar meeting held via Zoom

---

**Members, Alternates Attending**

Councilor Duncan Hwang, Co-chair  
 Councilor Christine Lewis, Co-chair  
 Commissioner Mark Shull  
 Commissioner Julia Brim-Edwards  
 Tara O'Brien  
 April Bertelsen  
 Rian Windsheimer  
 Emerald Bogue  
 Zachary Lauritzen  
 Kaitlyn Dey  
 Leslie Lum  
 Michael Liu

**Affiliation**

Metro  
 Metro  
 Clackamas County  
 Multnomah County  
 TriMet  
 Portland Bureau of Transportation  
 Oregon Department of Transportation  
 Port of Portland  
 Oregon Walks  
 Clackamas Service Center  
 Unite Oregon  
 Fubonn

**Panelists Attending**

Elizabeth Mros-O'Hara  
 Malu Wilkinson  
 Kelly Betteridge  
 Kate Hawkins  
 Paulina Salgado

Metro  
 Metro  
 Metro  
 Metro  
 TriMet

**Attendees**

Jesse Stemmler  
 Jonathan Plowman  
 Michael Kiser  
 Julia Reed  
 Kiel Jenkins  
 Tom Armstrong  
 Anne Buzzini  
 Michaela Skiles  
 Monica Krueger  
 Ramona Perrault  
 Eve Nilenders  
 Michelle Rogelstad  
 Sarah Paulus  
 Vikki Payne  
 Mara Krinke  
 Karen Buehrig  
 Kathryn Notson  
 Kristen Stahlman

TriMet  
 TriMet  
 TriMet  
 Portland Bureau of Transportation  
 Portland Bureau of Planning and Sustainability  
 City of Portland  
 Metro  
 Metro  
 Metro  
 Metro  
 Multnomah County  
 Multnomah County  
 Multnomah County  
 Multnomah County  
 Multnomah County  
 Clackamas County  
 South Tabor Neighborhood Assn  
 Oregon Department of Transportation

### **Welcome and Introductions**

Co-chair Councilor Christine Lewis, Metro, called the meeting to order at 4:04 p.m. and welcomed the attendees to the meeting by providing an overview of the agenda. Councilor Lewis initiated a popcorn round of introductions for new faces.

### **Approval of February and March 2023 Meeting Minutes**

Moved by Commissioner Mark Shull, seconded by Commissioner Brim-Edwards. With all in favor the minutes were approved.

### **Updates**

Councilor Lewis then asked Steering Committee members to provide any relevant updates about the 82<sup>nd</sup> Avenue corridor.

Zachary Lauritzen of Oregon Walks began with an update from the 82<sup>nd</sup> Avenue Coalition and the equitable development strategy. They have been partnering with Metro to organize community conversations about the community needs along the corridor. Public investments can create downstream negative effects on current residents, and planners have a responsibility to include support to counteract any negative effects. The first round of meetings began with several events along the corridor and more to come. The feedback is being used to create a long-term, equitable development strategy and advocate for resources. Councilor Lewis noted that this is an important parallel process to the transit planning sequence.

April Bertelsen, Portland Bureau of Transportation (PBOT), announced that PBOT is hosting a series of community open houses about the Building a Better 82nd project starting next Tuesday, June 27th, at McDaniel High School for the northern section. The central event is scheduled for July 20th at APANO, and the south section will be July 29th. More information on those events was sent out via email to the Steering Committee email list after the meeting.

Zachary announced that SOLVE Oregon is doing an 82<sup>nd</sup> Avenue clean-up on Saturday, June 24, starting from the top of the corridor to the bottom.

Rian Windsheimer, ODOT: Paving bids are out, bids are high, found extra money, improvements are coming soon.

### **Updates on Project Workplan**

Elizabeth Mros-O'Hara, Metro's Project Manager, clarified that the Building a Better 82nd workshops include information about the transit project. In addition, a similar event focused on the Clackamas County portion of the transit line is being planned. Metro recognizes that sharing information is an important way to bring everyone on board, allow time for public feedback, and create comfort and confidence in the project. She reported on a positive meeting with a small group of Steering Committee members and wants to continue offering more of these meetings to explain internal processes. Due to the nature of the various planning processes and timelines for the partners involved, more time is needed to ensure those processes are carried out equitably, pushing out the draft Locally Preferred Alternative recommendation to early next year. She is still working on a detailed staff work plan and will share it when done.

### **Consider Adoption of Purpose and Needs and Goals and Objectives**

Co-Chair Councilor Duncan Hwang, Metro, gave a brief history of the initial draft Purpose and Need

---

statement and Draft Goals and Objective document (included in the materials packet). The Committee asked staff to amend the documents. The members will be asked to vote using the green, yellow, and red system.

Elizabeth Mros-O'Hara, Metro, went over the edited portions. Staff heard from the Steering Committee in February that the document should include climate as a need. Because of the difficulty of documenting changes in greenhouse gas emissions (GHG), staff researched best practices and found many good examples in similar projects and local climate plans.

There were no changes to the purpose statement. The updated needs statement includes the desire to increase transit ridership as a way to address climate change. All adopted local and regional plans state that transit is a major tool to reduce GHG. Low-income, BIPOC, and other vulnerable populations are disproportionately affected by climate change, so this is an important equity need.

### **Discussion**

- Rian Windsheimer, ODOT, asked that ODOT be added to the list of local action plans.
- Tara O'Brien, TriMet, spoke in support of the changes and appreciated the support for increasing transit ridership as a climate priority.
- April Bertelsen, PBOT, spoke in support of the changes to include climate, including increasing transit ridership.

### **Vote**

Councilor Hwang called for a vote on the draft documents. All votes were green and the documents were adopted.

### **Public Engagement Update and Summary** (Paulina Salgado, TriMet, and Kate Hawkins, Metro)

Kate Hawkins, Metro, introduced a review of the engagement that occurred this spring, falling into three categories: focus groups, online open house, and community conversations. The focus was to introduce the project and to increase public awareness about the route, the turnaround at the northern terminus, and to solicit feedback about proposed station locations. This work was done in partnership with PBOT, TriMet, and other agencies involved in the corridor.

There were 8 focus groups, 2 in-person, 6 virtual, each focusing on different demographics, trying to reach underrepresented folks.

Recurring themes: accessibility at stops and sidewalks, transit amenities, personal and traffic safety.

Online open house: project awareness, partner work in the corridor, 82<sup>nd</sup> Avenue Coalition, comment map. Table showed a wide range of riders and non-riders among 550 responses.

Bus station location factors: ease of transfer, safety, connections, accessibility were top factors.

What's most important: Faster and more reliable

Paulina Salgado, TriMet, presented some open-ended comments: improving frequency and capacity, safety, concern about splitting the line. The comment map shows the location of the comments. Comments discussed station locations, terminus locations, transit connections, lighting, shelter, crosswalks, and trees. Community conversations focused on increasing project awareness at various community locations. During the summer of 2023, PBOT will host a series of district workshops, focusing on different segments of the route, asking for station feedback. The 82<sup>nd</sup> Avenue Coalition is hosting community Conversations in various locations along the corridor. These conversations are more focused on community visioning, anti-displacement, and equitable development strategies.

### **Discussion**

- Multnomah County Commissioner Brim-Edwards asked about engagement with K-12 students and Paulina stated that they have been to McDaniel HS and plan to do more at other schools. Commissioner was curious if the students' needs aligned with the greater community.
- Zachary Lauritzen, Oregon Walks, gave more detail about the question above. Schools are some of the main meeting spaces along the corridor. HS students provided lots of feedback. Zachary posed a question about turnout at the focus groups. Kate replied that most got the target amount of 10-15.
- Kaitlyn Dey, Clackamas Service Center, wanted to know which groups were best attended. Kate and Paulina responded, to the best of their memories, transit riders, Clackamas County, language specific, BIPOC, and Hispanic groups were best attended. The business group was not as well attended, however, Paulina pointed out that the smaller group made for a more intimate setting and encouraged people to engage. Kaitlyn asked a follow-up question about the attendance at the homeless group. Kate stated that they are putting together a detailed report and summary that will be available to Steering Committee members in the next couple of months.
- Michael Liu, Fubonn: will there be tabling at community events. Kate stated that they are looking for events to table and welcome suggestions and contacts.

#### **Market Analysis Tools** (Elizabeth Mros-O'Hara, Metro)

Introduction to the tools and data sources used to understand travel patterns: Electronic taps (HOP), on-board survey of on and off locations, validation by similar patterns across data, employment and home locations, transit access evaluation. HOP data from Fall 2022 includes thousands of trips. The analysis is looking for common trips, how many riders will be affected by a line split, what stops are most popular, where riders transfer, what time of day riders travel, and how weekdays compare to weekend.

LEHD data tracks where people live and work and is collected by the Census Bureau. Jarrett Walker, a consultant, did an access evaluation and analysis for termini and line splitting. Planners are trying to understand travel demand and the impacts of route changes.

#### **Discussion**

- Councilor Hwang – When will the analysis be ready? Why does the data take so long? Elizabeth responded that it is a new kind of data and that they are validating the data for accuracy and relevance. She proposed offering some small-group data presentations to allow for more questions.
- April Bertelsen, PBOT, supports reviewing the data in smaller groups and offered to help.

#### **LPA Example** (Elizabeth Mros-O'Hara, Metro)

Overview of the Division Locally Preferred Alternative (LPA): The travel mode will be a bus. Approximate station locations. Alignment (route) included two choices to cross the river because more evaluation was necessary. It included an accompanying report that described what the Committee understood about the project.

Councilor Hwang asked about the timeline. Kelly Betteridge, Metro, explained that staff hopes to have a draft LPA soon, in the fall.

Councilor Lewis encouraged the Committee members to collect their questions.

April noted that conditions of approval, every project is different because of different needs, e.g., workforce agreements

The Division LPA was adopted with two river crossing alternatives and a process to make a final decision.

Zachary hopes to have a philosophical conversation about the vision of 82nd Avenue, including the transportation on the corridor. How does the equitable development strategy connect to the LPA conversation? Kelly Betteridge, Metro, explained that the Steering Committee's role is to approve the Locally Preferred Alternative (LPA), which includes the basic concept of mode, alignment, and general station locations. Each jurisdiction then spends time moving the LPA through their own process and documenting their priorities and interests. Many jurisdictions will agree on a list of recommendations that they agree on, and the equitable development strategy might land on that list, but time will tell. Councilor Hwang noted that the Division project had a similar coalition, and they advocated for a commitment for the equitable development strategy with the local jurisdictions. Elizabeth Mros-O'Hara, Metro, explained that the equitable development strategy is a parallel process because many of the strategies will be outside the purview of the transportation agencies and the coalition can be a long-term organization that supports the community.

**Public Comment**

There was none.

**Next Steps/Adjourn** (Councilor Christine Lewis, Metro)

Councilor Lewis stated the next meeting will be in September. Future topics include data analysis, terminus, access and routing information, and engagement update. She hopes to meet in person soon, perhaps in the fall.

5:19 adjourned

Respectfully submitted,

Tanja Olson, 82<sup>nd</sup> Avenue Steering Committee Recorder

Attachments to the Public Record, 82<sup>nd</sup> Avenue Steering Committee meeting, June 22, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	06/22/2023	06/22/2023 82 <sup>nd</sup> Avenue Steering Committee Meeting Agenda	0622202382ASC-01
2	Document	6/15/2023	82nd Avenue Transit Project Steering Committee February 2023 Draft Minutes	0622202382ASTEERING COMMITTEE-02
3	Document	6/15/2023	82nd Avenue Transit Project Steering Committee March 2023 Draft Minutes	0622202382ASC -03
4	Document	06/9/2022	82nd Avenue Transit Project Initial Revised Purpose and Need Statement DRAFT	0622202382ASC -04
5	Document	06/14/2022	82nd Avenue Transit Project Draft Goals and Objectives	0622202382ASC -05
6	Document	06/14/2023	Steering Committee Consensus Decisions Meeting Protocols	0622202382ASC -06
7	Document	11/17/2016	Powell-Division Locally Preferred Alternative MAP	0622202382ASC -07

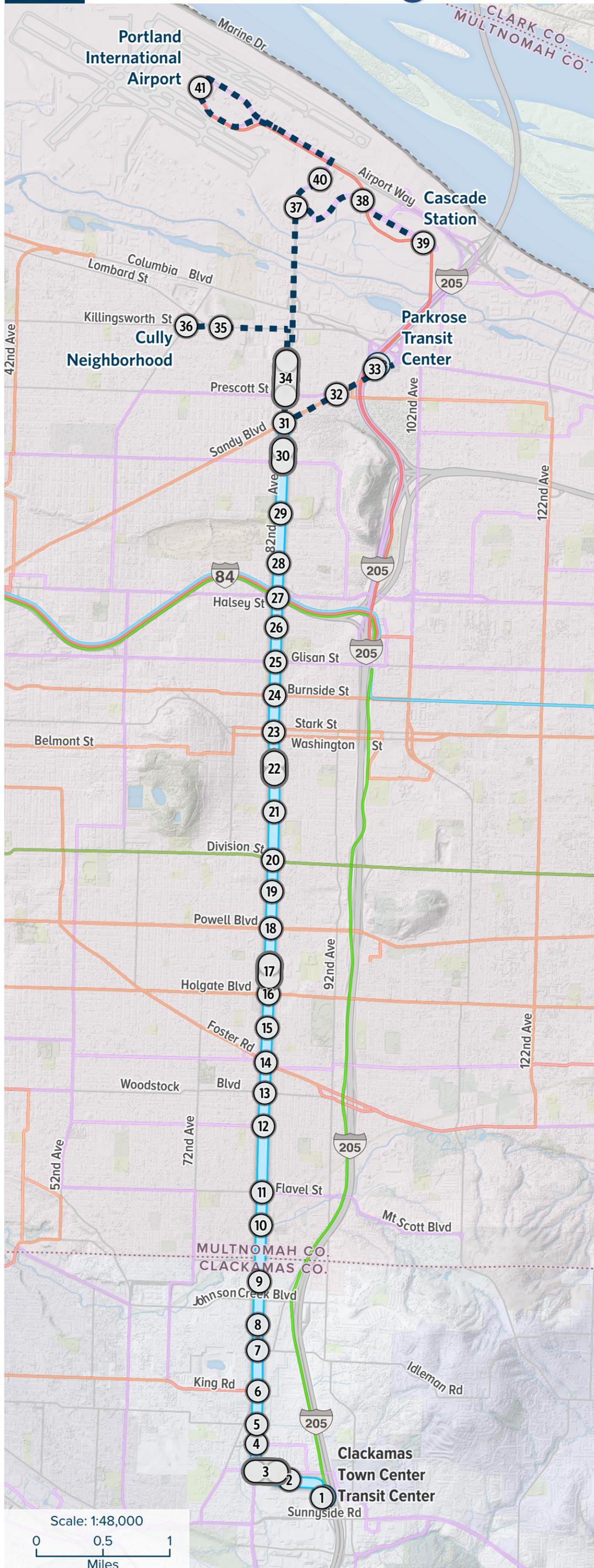
## Draft 82<sup>nd</sup> Avenue Transit Project Steering Committee Schedule (09/15/23)

	Date	Agenda Items
<b>2023</b>	<b>September 28</b>	
	<ul style="list-style-type: none"> <li>● LPA expectation setting</li> <li>● Engagement to-date</li> <li>● Introduction of northern terminus measures and characteristics</li> </ul>	<ul style="list-style-type: none"> <li>- Reviewing schedule and milestones, introduce overview of LPA</li> <li>- Engagement: what we've learned and path forward</li> <li>- DTP one-year update</li> <li>- Northern terminus evaluation measures and characteristics</li> </ul>
	<b>October 26</b>	
	<ul style="list-style-type: none"> <li>● Market analysis</li> <li>● Northern terminus engagement</li> </ul>	<ul style="list-style-type: none"> <li>- Equitable Development Strategy updates</li> <li>- Other important investments in the 82<sup>nd</sup> Ave Corridor</li> <li>- Why focus on 82<sup>nd</sup> Avenue alignment</li> <li>- Market analysis: where do people want to go</li> <li>- Engagement update on northern terminus locations</li> </ul>
<b>2024</b>	<b>November 16</b>	
	<ul style="list-style-type: none"> <li>● General station location staff recommendation</li> <li>● Northern terminus early findings</li> </ul>	<ul style="list-style-type: none"> <li>- Station location stakeholder feedback and updates</li> <li>- General station location staff recommendation</li> <li>- Northern terminus early findings and public feedback</li> <li>- Equitable Development Strategy update</li> </ul>
	<b>December 14</b>	
	<ul style="list-style-type: none"> <li>● Northern terminus evaluation</li> <li>● Draft Funding Plan</li> </ul>	<ul style="list-style-type: none"> <li>- Northern terminus evaluation and feedback</li> <li>- Draft Funding Plan</li> </ul>
<b>2024</b>	<b>January 25</b>	
	<ul style="list-style-type: none"> <li>● Northern terminus staff recommendation</li> </ul>	<ul style="list-style-type: none"> <li>- Northern terminus staff recommendation</li> <li>- Draft letter for entry into FTA CIG Project Development</li> <li>- Next steps and decision timeline</li> </ul>
	<b>February</b>	
	<ul style="list-style-type: none"> <li>● LPA staff recommendation</li> </ul>	<ul style="list-style-type: none"> <li>- Draft LPA staff recommendation</li> <li>- Update on FTA CIG Project Development process</li> </ul>
	<b>March</b>	
<ul style="list-style-type: none"> <li>● Steering Committee LPA decision</li> </ul>	<ul style="list-style-type: none"> <li>- <i>No meeting planned. Agencies to prepare their SC Member to vote</i></li> <li>- Steering Committee vote to endorse Draft LPA</li> <li>- Next steps</li> <li>- Celebration</li> </ul>	
<b>May - June</b>		
		<ul style="list-style-type: none"> <li>- <i>Hold if needed for additional Steering Committee discussion and agreement</i></li> </ul>



# 82nd Avenue Transit Project: Discussion Draft

## Locally Preferred Alternative



### Elements of Locally Preferred Alternative (in progress)\*

- Bus rapid transit route (north of Sandy tbd)
- - Potential terminus routing (terminus tbd)
- General station locations
- Station location areas still being defined

### Transit Network

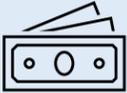
- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-2 frequent express service bus line
- Frequent service bus lines
- Other bus lines
- TC Transit centers

\*To be recommended by Steering Committee

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	Monterrey St & SE 85th or 82nd Ave
4	SE Causey Ave & SE 82nd Ave
5	South of SE Boyer Dr (Winco) & SE 82nd Ave
6	SE King Rd & SE 82nd Ave
7	SE Otty Rd & SE 82nd Ave
8	SE Overland St & SE 82nd Ave
9	SE Lindy St & SE 82nd Ave
10	SE Crystal Springs Blvd & SE 82nd Ave
11	SE Flavel St & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	Woodstock & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise or Center St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Yamhill, Taylor, or Salmon & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont or Beech St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Prescott or Alberta St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE Cully Blvd & NE Killingsworth St
37	NE Alderwood Rd & NE 82nd Ave
38	Mt Hood Ave MAX
39	Cascades MAX Station
40	NE Air Cargo Rd & NE 82nd Way
41	PDX Terminal

Data Sources: TriMet, Metro  
Export Date: 9/25/2023  
J:\woodbury\proj\22066\_82nd\_Corridor

# Northern Terminus: Draft Evaluation Framework

Category	Related objectives	Questions
<b>Access and Mobility</b> 	<ul style="list-style-type: none"> <li>• Increase transit ridership</li> <li>• Provide transit access to key destinations and the broader transit network</li> <li>• Reduce transit travel time</li> <li>• Improve transit reliability today and in the future</li> <li>• Support land use and transportation objectives</li> <li>• Support equity objectives</li> <li>• Support climate objectives</li> <li>• Support efficient movement of people and access to services</li> <li>• Competitive for FTA capital grant funding</li> </ul>	<p><b>Transit journeys:</b> How would transit trip options change for certain travel movements?</p> <p><b>Access to jobs:</b> How would transit access to jobs change?</p> <p><b>Added transfer:</b> How many existing riders would be affected by splitting the Line 72?</p> <p><b>Reliability:</b> Are there any notable considerations regarding transit reliability?</p>
<b>Safety</b> 	<ul style="list-style-type: none"> <li>• Improve physical safety and access to stations</li> <li>• Support land use and transportation objectives</li> <li>• Support regional and local Vision Zero objectives</li> <li>• Context-sensitive design improves transit while supporting other community priorities</li> </ul>	<p><b>Station access:</b> What are existing pedestrian and bicycle facilities accessing the stations along each terminus option? What opportunities are there for the project to improve access?</p> <p><b>Crashes:</b> Are there any notable considerations regarding crash history and bicycle and pedestrian safety?</p>
<b>Transit-Supported Land Use</b> 	<ul style="list-style-type: none"> <li>• Provide transit access to key destinations and the broader transit network</li> <li>• Support land use and transportation objectives</li> <li>• Support equity objectives</li> </ul>	<p><b>Residents:</b> How many people live near the stations along each terminus and the overall BRT route and what are their demographic characteristics?</p> <p><b>Workers:</b> How many jobs are accessible from the stations along each terminus and the overall route? What industries and pay levels? What are the demographic characteristics of workers?</p> <p><b>Future growth:</b> How are the number of jobs and residents near terminus areas expected to change in the future?</p> <p><b>Land use:</b> What existing or potential future transit-supportive land uses are located near the stations along each terminus route?</p> <p><b>Community-serving destinations:</b> What community-serving destinations are located along the terminus routes?</p>
<b>Community Fit &amp; Compatibility</b> 	<ul style="list-style-type: none"> <li>• Compatible with other investments to improve access and safety in the corridor</li> <li>• Context-sensitive design improves transit while supporting community plans and priorities</li> </ul>	<p><b>Physical fit:</b> How would the terminus amenities fit within the existing land uses and available space?</p> <p><b>Compatibility:</b> How do terminus concepts support community plans?</p>
<b>Project feasibility</b> 	<ul style="list-style-type: none"> <li>• Cost-effective transit operations</li> <li>• Competitive for FTA capital grant funding</li> <li>• Project cost is supported by project partners and documented in a financing plan</li> </ul>	<p><b>Capital cost:</b> Is there a notable difference in capital cost between the options?</p> <p><b>Operating cost:</b> Is there a notable difference in operating cost between the options?</p> <p><b>CIG ratings:</b> Is there a notable effect on CIG ratings between the options?</p>
<b>Ridership</b> 	<ul style="list-style-type: none"> <li>• Increase transit ridership</li> <li>• Support land use and transportation objectives</li> <li>• Support equity objectives</li> <li>• Support climate objectives</li> <li>• Competitive for FTA capital grant funding</li> </ul>	<p><b>BRT line ridership:</b> How does ridership on the 82<sup>nd</sup> Avenue BRT line change under each terminus option?</p>