

# Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting**  
 Date/time: Thursday, September 28, 2023 | 4:00 p.m. to 6:00 p.m.  
 Place: Virtual webinar meeting held via Zoom

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**Members, Alternates Attending**

Councilor Duncan Hwang, Co-chair  
 Councilor Christine Lewis, Co-chair  
 Commissioner Mark Shull  
 Vikki Payne (alternate)  
 JC Vannatta  
 Art Pearce (alternate)  
 Chris Ford (alternate)  
 Emerald Bogue  
 Zachary Lauritzen  
 Kaitlyn Dey  
 Laura Tran (alternate)  
 Representative Khanh Pham

**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  
 Oregon Legislature

**Panelists Attending**

Elizabeth Mros-O’Hara  
 Malu Wilkinson  
 Kelly Betteridge  
 Kate Hawkins  
 Melissa Ashbaugh  
 Jennifer Koozer  
 Kristin Hull

Metro  
 Metro  
 Metro  
 Metro  
 Metro  
 TriMet  
 Portland Bureau of Transportation

**Attendees**

Jesse Stemmler  
 Jonathan Plowman  
 Michael Kiser  
 Paulina Salgado  
 Julia Reed  
 Mauricio Leclerc  
 Kiel Jenkins  
 Anne Buzzini  
 Monica Krueger  
 Ramona Perrault  
 Nubia Martinez  
 Jason Nolin  
 Tanja Olson  
 Eve Nilenders  
 Sarah Paulus  
 Karen Buehrig

TriMet  
 TriMet  
 TriMet  
 TriMet  
 Portland Bureau of Transportation  
 Portland Bureau of Transportation  
 Portland Bureau of Planning and Sustainability  
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 Metro  
 Multnomah County  
 Multnomah County  
 Clackamas County

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Mary Holland  
Sam Daleo  
Arie Shteif  
Barry Manning  
Ben Baker  
Brian Liu  
Criss Ward  
Cynthia Castro  
Daniel DeMelo  
Meredith Herbst  
Peter Dydo  
Peter Meyerhofer  
Trevor Luu  
Windi Shapley  
Aaron Klein

Parametrix

WSP

Kimley-Horn

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### **Welcome and Introductions**

Co-chair Councilor Duncan Hwang, 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.

### **Approval of June 2023 Meeting Minutes**

Approval moved by JC Vannatta, seconded by Commissioner Mark Shull. The minutes were approved with no objections.

### **Updates**

Councilor Hwang then asked Steering Committee members to introduce themselves and 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. Community gatherings were held up and down the corridor throughout the summer. There was interest in safety, green space, and housing. There was no new information, however, they are beginning to see a vision from the community.

Laura Tran was the alternate for Unite Oregon. No updates.

JC Vannatta, Executive Director for Public Affairs for TriMet, addressed the recent study that discovered very small trace amounts of drugs in the air and on surfaces of MAX trains. TriMet values the health and well-being of riders and is working to keep drug use off TriMet trains. TriMet sent the results to health experts for evaluation and was described as extremely small due to the high sensitivity of the testing instruments. The health experts continue to ride MAX trains with their children and are confident that the MAX is safe for the public.

Kristin Hull of Portland Bureau of Transportation (PBOT) announced the Bureau applied for a Neighborhood Access and Equity Grant for improvements to the northern section of 82<sup>nd</sup>, Alberta Greenway, and Prescott (near 82<sup>nd</sup>). The Bureau hosted (with TriMet) three location-specific public workshops over the summer and six focus group meetings (as Zachary mentioned). There will be a Community Advisory Group meeting October 25<sup>th</sup> for Building a Better 82<sup>nd</sup>. The Bureau has completed canvassing of the businesses that will be affected by Critical Fix phase projects.

Chris Ford, Oregon Department of Transportation (ODOT), is the new alternate because Kristen Stahlman retired. ODOT had no updates.

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Malu Wilkinson, Metro, stated that Metro also submitted a grant with the help of many partners. The Regional Partnerships Challenge Grant application focused on two areas: 1) ongoing support for coalitions that are leading equitable development strategies, and 2) implementation of High-Capacity Transit (HCT) on Bus Rapid Transit (BRT) corridors, and exploration for regional funding opportunities. Metro partnered with TriMet and Prosper Portland to commit \$8 million in local funds match.

#### **Updates on Project Workplan and Schedule**

Elizabeth Mros-O'Hara, Project Manager at Metro, announced that staff is completing analysis on station locations and starting on terminus evaluation. She is building more time into the meeting schedule for members to discuss the topics and have meaningful conversations. Elizabeth shared the draft Steering Committee schedule (in the packet). There is a month off in March to prepare for the Locally Preferred Alternative (LPA) recommendation in April. Most of the remaining meetings will be held in person (with hybrid option) because collaborating and making decisions is easier when face to face.

Elizabeth shared a discussion draft of the Locally Preferred Alternative (LPA), a map that includes the required parts of the LPA: the mode (bus rapid transit), the alignment (particularly the northern terminus), and the general station locations. This draft will be updated as we move toward the preferred alternative. It will be paired with a high-level funding plan which is the other component of the LPA.

#### **Discussion**

*Zachary wanted to take a temperature check and what people would need to know to approve the plan. Councilor Hwang suggested that the committee circle back after today's presentations.*

#### **Public Engagement update and summary (Holly Querin, Metro)**

Holly Querin, Metro intern, gave an engagement update which was focused on the station locations and northern terminus. She gave a review of previously presented focus groups and an online open house. Geographically specific summer workshops asked for feedback on station locations and northern terminus and dispensed information about the project. Participants were asked for the most important factors for choosing a terminus and asked to give a preference on station pairs. Bus stop amenities were important to riders, as well as safety and security. Preferences were given both for increased and decreased stop spacing. Access to nearby destinations was another priority. There will be more engagement in the fall.

#### **Discussion**

None

#### **Division Transit Project one-year update (Jennifer Koozer, TriMet)**

Overview of the Division Transit Project (FX2- Division) first year successes. Since the FX-2-Division began service last September, there has been increased ridership likely attributed to faster travel times, greater reliability, and improved amenities. Ridership on FX2 increased 40% in the first year far outpacing improved ridership on TriMet's overall system during the same period (15%). Features that make the FX2 faster include: transit signal priority, higher quality stations, more accessibility, more lighting, near-level all-door boarding (3 doors), larger doors, HOP readers at every door, bikes onboard (instead of pulling down the rack).

#### **Discussion**

*Zachary asked 1) why the inner Division section saw less improvement, and 2) did Jennifer know if FX2 has lured ridership from parallel lines?*

- 1) Inner Division section travel times have improved less than other sections because of the railroad crossing at SE 12<sup>th</sup> Avenue.
- 2) no known analysis of poaching from parallel lines

### **Northern terminus and evaluation (Melissa Ashbaugh/Kate Hawkins, Metro)**

Melissa provided an overview of northern terminus options and the requirements needed for a terminus (layover space, restrooms for operators, space for 60-foot bus, station platform, ADA-accessible three-door boarding area). Locations under review are the Portland Airport, Cascade Station, Cully neighborhood, and Parkrose Transit Center. Each of these locations have advantages and challenges. Kate reviewed the evaluation criteria categories (access and mobility, safety, transit-supported land use, community fit and compatibility, project feasibility, ridership projections) and timeline.

#### Discussion

*Representative Pham wanted to know more about how we plan to include riders in the fall engagement. How will you get the word out? How will you vet the participants?*

*Kate responded that participants will be recruited from the local area with the help of community-based organizations to gather a well-rounded and balanced group.*

*JC wanted to know if tolling was a factor in the terminus evaluation.*

*Elizabeth responded that tolling is an important factor that is in flux and needs to be part of traffic modeling. The influence of tolling on transit is hard to understand with the ODOT project still determining how much the tolling charges will be and many other factors. However, the impact of tolling would likely be the same for any of the terminus locations. So, when comparing the differences between the terminus locations, the bigger consideration is whether there are different bottlenecks specific to each terminus route that would slow down the FX bus as it traveled to those locations.*

*Emerald commented that tolling is an important factor, and the Port is also considering problematic intersections in their planning.*

With the presentations completed, Councilor Hwang opened up the floor for comments, suggestions, thoughts about the project.

#### Discussion

*Commissioner Shull liked the meeting schedule of topics through next spring, the terminus evaluation framework, and looked forward to the project stimulating the economy and improving the transit on 82<sup>nd</sup> Avenue, while maintaining good access for vehicles and delivery trucks.*

*Councilor Lewis noted that the components of the project feel straight forward until trying to figure out which decisions need to come first: stations locations or terminus? Generally feeling the opportunity to get better bus service to the FX level is an obvious next step for the transit system, but not sufficient for her constituents, who need more connectivity east and west. She wants to do what is right for this route while maintaining an eye on the places we want to go next.*

*Representative Pham said the criteria has been helpful, but prioritizing the criteria will be a challenge. JC's comment about tolling was good context, and an important factor for informing the community when asking for feedback about the northern terminus locations. Representative Pham is not as familiar with the northern part of the corridor and, therefore, emphasized the importance of engaging folks who use transit, live or work in the corridor.*

*Zachary: Clackamas County is growing and unless we are going to expand all the roads, we need*

alternatives. As an Oregon Walks representative, the community says they want narrower, safer roads. Are we pursuing high-speed transit? Yes. He is ready to give a green today. Thoughtful questions remain about spacing of stations and over-burdening those with mobility challenges or transit dependency.

Art Pearce: speaking generally for Portland, we are on the right track. Respects Zachary's concern about the challenge of stop spacing, a source of tension between transit reliability and user accessibility. The use of data-informed analysis will be necessary. For northern terminus, it is important to combine both land use and transportation perspective. The terminus that seems the best in terms of growth and development would be the Cully terminus because of land uses and partnership with Hacienda for integrated land use and transportation perspective but noted that there are many tradeoffs being weighed.

Emerald Bogue appreciated the temperature check and let the group know that there was nothing so far that would cause the Port to throw up a red card. She noted that the stakes are high because of the many needs and finite resources. These have been hard discussions and she felt good about the progress and evaluation of alternatives. She supported Representative Pham's focus on engagement and the inclusion of information about future travel to inform feedback.

Vikki Payne for Multnomah County can't speak for her commissioner, but recently visited Division-Midway Alliance, a little farther out on Division, and walked the neighborhood and was held up from crossing the street several times. It took a while to get around on foot. That made her appreciate the pedestrian improvements and work on bus speed and reliability on 82<sup>nd</sup> Avenue.

Commissioner Hwang summarized that we're moving on the right track. We want to be thoughtful about community engagement and make sure we are speaking to people who use the transit corridor. We want folks to understand future travel considerations, especially tolling. The framework for terminus evaluation is well thought out and they are looking forward to future engagement and planning.

### **Public Comment**

Comment from Aaron Klein, SE Portland, near 82<sup>nd</sup> and Flavel, Brentwood-Darlington neighborhood: transit user, cyclist, walker (rarely walks on 82<sup>nd</sup>), feels lucky to have a transit pass from employer which allows him to hop on and off as needed which makes a big difference for him. They do a lot of shopping on 82<sup>nd</sup> Avenue, south of Flavel toward Clackamas Town Center, and their transit pass facilitates ease of hopping on and off and short trips. They missed the opportunity to engage at the summer workshop and wanted to present a pilot program idea to remove the fare on this line. Many businesses are so close together serving many needs but are inaccessible without a vehicle. Aaron wants to offer the same opportunity that they enjoys with their transit pass to all their neighbors to hop on and off for multiple errands. He stated that no one actually pays the fare, and if they do it's a big delay. Aaron acknowledged this idea doesn't fit with this meeting's agenda, but fantasized about a rapid bus on 82<sup>nd</sup> where folks that can't walk between stops that are going to be far apart could be incentivized to take transit and they noted the benefit to businesses. Free transit on this line won't help wealthy folks to travel downtown, but will help folks who just need to get there and done. Aaron appreciated the work of the committee.

### **Next Steps/Adjourn** (Councilor Duncan Hwang, Metro)

Councilor Hwang thanked everyone for a great discussion. Next, we will dive into travel markets and where people want to go in the corridor, other important investments, and an engagement updates. Next month, we will be in person and be able to have conversation, share food, build community, and see each other. Staff is working out the schedule and is looking at a location near 82<sup>nd</sup> Avenue, perhaps Portland Community College. Reminder that the meetings in November and December will be earlier in the month to avoid the holidays.

Councilor Hwang thanked everyone, returned 30 minutes of time, and adjourned at 5:31pm.

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, September 28, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/21/2023	09/28/2023 82 <sup>nd</sup> Avenue Steering Committee Meeting Agenda	0928202382ASC-01
2	Document	09/21/2023	82nd Avenue Transit Project Steering Committee June 2023 Draft Minutes	0928202382ASC-02
3	Document	9/20/2023	82nd Avenue Transit Project Steering Committee Schedule	0928202382ASC-03
4	Document	9/25/2022	82nd Avenue Transit Project LPA Example Updated DRAFT	0928202382ASC-04
5	Document	09/20/2022	82nd Avenue Transit Project Evaluation Framework DRAFT	0928202382ASC-05