

Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting #7**
 Date/time: Thursday, October 26, 2023 | 4:00 p.m. to 6:00 p.m.
 Place: Hybrid webinar meeting held via Zoom at Portland Community College Southeast
 Campus, Student Commons Room 234, 2305 SE 82nd Ave, Portland, Oregon

Members, Alternates Attending

Ayman Irfan
 Commissioner Julia Brim-Edwards
 Commissioner Mark Shull
 Commissioner Mingus Mapps
 Councilor Christine Lewis, Co-chair
 Councilor Duncan Hwang, Co-chair
 Emerald Bogue
 JC Vannatta
 Kaitlyn Dey
 Michael Liu
 Representative Khanh Pham
 Rian Windsheimer
 Zachary Lauritzen

Affiliation

Unite Oregon
 Multnomah County
 Clackamas County
 City of Portland
 Metro
 Metro
 Port of Portland
 TriMet
 Clackamas Service Center
 82nd Avenue Business Alliance
 Oregon Legislature
 Oregon Department of Transportation
 Oregon Walks

Presenters

Elizabeth Mros-O'Hara
 Holly Querin
 Jonathan Mosteiro
 Michael Kiser

Metro
 Metro
 Nelson Nygaard
 TriMet

Attendees

Anne Buzzini
 Chabeli Arreola
 Chad Tucker
 Eve Nilenders
 Heather Rector
 Jamie Snook
 Jason Nolin
 Jonathan Plowman
 Julia Reed
 Karen Buehrig
 Kate Hawkins
 Kathryn
 Kelly Betteridge

Metro

 Multnomah County

 TriMet
 Metro
 TriMet
 Portland Bureau of Transportation
 Clackamas County
 Metro
 Metro

Kristin Hull	Portland Bureau of Transportation
Malu Wilkinson	Metro
Mary Holland	
Melissa Ashbaugh	Metro
Michelle Rodriguez	City of Portland, Commissioner Mapps' office
Mike Coleman	Port of Portland
Monica Krueger	Metro
Nubia Martinez	Metro
Paulina Salgado	TriMet
Peter Dydo	WSP
Peter Meyerhofer	Kimley-Horn
Sandra Hikari	Oregon Department of Transportation
Sarah Paulus	Multnomah County
Tanja Olson	Metro
Vikki Payne	Multnomah County
Yuliya Lee	Metro
Zef Wagner	Portland Bureau of Transportation

Welcome and Introductions

Co-chair Metro Councilor Duncan Hwang called the meeting to order at 4:08 p.m. and welcomed the attendees to the meeting by providing an overview of the agenda. Two new committee members, Commissioner Mingus Mapps (City of Portland) and Ayman Irfan (Unite Oregon), were introduced, followed by a round robin of introductions of remaining members.

Commissioner Mapps oversees PBOT and is committed to safety improvements, access for vulnerable populations on 82nd Avenue, improved signage and striping, street lighting, and pedestrian crossings.

Ayman Irfan is a climate fellow from Climate Core and Strategic Energy Innovations, representing Unite Oregon.

Commissioner Mark Shull: Clackamas County is very interested in high-capacity transit on the 82nd Avenue transit project. The County has invested a lot in the 82nd area, affordable housing projects, property tax incentives to locate businesses, looking forward to making the economic zone more attractive to stimulate commerce.

Zachary Lauritzen of Oregon Walks manages the 82nd Avenue Community Coalition.

Vikki Payne is Communications and Project Manager for Commissioner Brim-Edwards (who was attending online).

Rep. Khan Pham noted that there was a pedestrian fatality on 82nd Avenue this week. James Brian Fenmore was killed from a speeding car colliding with a pedestrian on the sidewalk.

Duncan Hwang is a Metro Councilor representing District 6.

Christine Lewis is a Metro Councilor representing District 2.

JC Vannatta is Executive Director for Public Affairs for TriMet.

Commissioner Brim-Edwards from District 3, includes 82nd, important transit and economic Avenue that runs through District 3.

Michael Liu is a small business owner of Fubonn Shopping Center.

Kaitlyn works at Clackamas Service Center which provides important services to community members in need of food, clothing, showers, medical and dental and other services.

Rian Windsheimer, ODOT Region One Manager, reported that ODOT has begun a paving project which includes new flashing beacons, new sidewalk, 158 ADA ramps, and other safety improvements on 82nd Avenue.

Emerald Bogue is Director of Policy and Regional Affairs at the Port of Portland.

Approval of September 2023 Meeting Minutes

Approval moved by JC Vannatta, seconded by Commissioner Brim-Edwards. The minutes were approved with no objections.

Updates on Project Workplan and Schedule by Elizabeth Mros-O'Hara (Metro)

Elizabeth shared the schedule of upcoming Steering Committee meetings and planned topics. Staff is wrapping up technical analysis, continuing to ask for community feedback, and forming some recommendations for the Locally Preferred Alternative (LPA). There will be a deeper dive into the northern terminus options, Portland Airport, Cascade Station, Parkrose Transit Center, and Cully neighborhood, and community engagement focus groups around terminus options, focusing on residents and transit riders, considering fit and employee needs, with partner agencies at the Port and employers at Cascade Station.

In November, staff will present a recommendation on the general station locations. The steering committee will have a chance to discuss, ask questions of staff, provide feedback, and take a temperature using red, yellow, green cards.

In December, TriMet will present a high-level draft funding plan and Metro will share about terminus analysis and an engagement update.

In January, there will be a staff recommendation on the northern terminus and more about how we are preparing for federal funding.

In February, there will be a staff recommendation on the entire LPA. In March no steering committee meeting is planned to give committee members time to meet and discuss the proposal internally and with community groups. This is time for partners to get alignment with their agencies so their SC member is able to endorse an LPA.

In April, Metro hopes the committee will be ready to support the LPA proposal. After the committee recommends the LPA, the committee won't meet again unless for a celebration. In the summer, project partners will adopt the LPA into their plans and then Metro Council will incorporate the LPA into the Regional Transportation Plan (RTP).

Question from JC Vannatta: Does each agency have to adopt the LPA before the project can proceed to Project Development?

Answer: No, because it is a Small Starts program grant that we are pursuing, that is not necessary.

Update on Northern Terminus engagement: Metro has planned some in-person focus groups next week in the Cully and Parkrose neighborhoods, trying to engage with hard-to-reach folks, transit riders, business owners, to learn what the community cares about. They especially want to hear from folks who will be affected by the changes to Line 72 and are hoping to have some pop-up events along Killingsworth in conjunction with some community groups.

Question from Zachary: how do you decide who is the target at the airport and Cascade Station?

Answer: They are very different from the other locations because there are very few residents that live

there. Metro plans to work closely with the Port to understand the competing interests. Also looking at where the workers live and if they would be interested in using transit. We are reaching out to businesses to get their interest in bus service.

Answer from Emerald Bogue: About 10,000 people work at the airport and they come from all over the region. About 20% are coming from Washington. Workers come at all hours. Cascade Station lies on Port property. They have ways of engaging with the workforce. Travelers are a different segment.

It will require more conversations about where people live and work. Jonathan will talk more about this next. The project team is also considering how the Line 72 interplays with the Red Line.

Elizabeth showed a draft LPA map, an example of what the LPA recommendation will look like. It will include the mode of transportation, the alignment, the general station locations, and a high-level funding plan. The map will keep changing to reflect the staff recommendations.

Discussion

Question from Councilor Lewis: In terms of the mode, we've been talking a lot about bus, does that include specifics about the buses?

Answer from Elizabeth: We know it won't be a light rail line because it is so close to the Green Line. We are looking at a bus rapid transit (BRT) service that has a classification for the Federal Transit Administration. To fit into that classification, we have to have a number of "bells and whistles" and quality improvements like on the FX2.

Question from Zachary: What about bus electrification?

Answer from JC: TriMet has committed to zero emissions vehicles, which could be electric or hydrogen fuel cell. So, the route will have zero emission buses because they have vowed not to buy any more diesel buses.

Other activity/investments in the corridor by Holly Querin and Elizabeth Mros-O'Hara (Metro)

Elizabeth Mros-O'Hara, Project Manager at Metro, provided some context about the huge needs along the corridor that have been accumulating over many decades and pointed out that the following presentation portrays great work, but it is not enough. Holly has been doing a lot of work, interviewing folks, and looking for information about projects along the corridor. Everyone was asked to add missing projects to the maps on the walls in the back of the room.

Holly acknowledged the many agencies and organizations that have contributed to these investments and she asked for people to let her know who is missing. The first map is focused on in-process and completed transportation projects from a huge variety of agencies and organizations. The second map shows shelters and recent housing projects for a wide range of people. Please let Holly know what she has missed.

The Transit-Oriented Development (TOD) team at Metro has received \$5 million that will be used as a revolving fund for site acquisition for affordable housing along the corridor.

Question from JC: Could the above \$5 million be used to acquire land for construction staging?

Answer from Malu: It's not impossible but the timing might not work.

Holly listed some community stabilization and business stabilization investments: equitable development strategy, \$10 million from Portland Clean Energy Fund for street trees, property tax revenue for business stabilization from Prosper Portland, two library updates, APANO's small business support, and a school renovation funded by school bond.

This is a lot, but we know it's not enough.

Discussion

Question from Zachary: What is the plan for the Marshal High School?

Answer from Commissioner Brim-Edwards: It is likely that Marshal will be a swing site for the long term, two more high schools and then middle schools after that.

Councilor Lewis would add Three Creeks Natural Area south of Harmony, a partnership with Metro, watershed and water district, and will include east-west trail connections.

Zachary would add the Meals on Wheels site across from Eastport.

Councilor Lewis asked if Clackamas Service Center was on the map and if it was appropriate. Elizabeth noted that the maps include things that are coming. We should likely recognize the importance of important places serving the community needs in general, though. CSC is one of these sites.

Project routing and travel patterns findings by Jonathan Mosteiro (Nelson Nygaard) and Michael Kiser (TriMet)

Overall project timeline: first we must start with an LPA, then there will be project development (design). We are coming to a close to the planning phase. Design takes three years with intense outreach with agency partners and community affairs. Construction will take three years. Opening will be around 2030. The schedule will be refined as we go, and it will be similar to Division Street project.

Key questions this analysis was trying to answer: How do people use Line 72 today? What kinds of investment options would serve Line 72 travelers? How might trips change with an FX investment on 82nd Avenue? Following will be the highlights of our data.

We used a lot of data sources from Census, TriMet, and an in-person survey to learn how people travel on the line 72 as a whole. Jonathan stressed that this is just one piece of information to inform the LPA decision and he gave a review of why we are focusing on BRT. This corridor is a strong market for transit due to density in population, 5-7% of the region's jobs, and has population demographics that are likely to use transit. The population and jobs are projected to grow faster in the corridor than the rest of the region. 76% of the population live in an Equity Focus Area (EFA). These populations are more transit dependent. Ridership on this line stayed strong during the pandemic and has come back faster than other lines.

Travel patterns on Line 72 showed how many more people use 82nd Avenue compared to Killingsworth. Between the two Line 72 segments: 60% of riders got on and off on 82nd and traveled only on 82nd Avenue. 9 out of 10 Line 72 trips have an 82nd Avenue portion of their trip. Up to 25% of riders traveled between 82nd Avenue and Killingsworth (around the bend). Most common trips that include the bend are between the MAX station and Cully.

Michael gave an overview of why we are focusing on 82nd Avenue rather than running the FX bus on the Line 72 route which goes to Swan Island. A review of different scenarios shows why the project is focused on 82nd with a line split and continuing to run Line 72 between Swan Island to a new terminus at Parkrose Transit Center as frequently as today. Michael discussed a comparison of different scenarios: Enhanced bus along existing Line 72 route, enhanced bus on the Killingsworth section plus FX on 82nd Avenue, FX on the entire route, and split Line 72 and build FX on 82nd Avenue.

Screening criteria was reviewed: Does this option address community needs, reduce transit travel times, and make transit more reliable? Is this option affordable or competitive for federal funding?

Enhanced bus on the entire route does not meet the key criteria. Enhanced bus plus FX on 82nd does meet some of the criteria, but has problems with fitting the long buses on the Killingsworth leg of the line and would require extensive local funding that is not available. Line 72 FX on the entire route does

not qualify for federal funding. 82nd Ave FX improvements on 82nd meets criteria and is competitive for federal funding.

The FX improvements on 82nd would benefit 80% of the current Line 72 riders, including bringing a more comfortable environment. Up to 21% of riders could be negatively affected by the line split. We have brainstormed strategies to minimize the impacts by modifying the local bus network, choosing the right terminus, create better transfer locations, and adding additional service in specific places and time.

Key takeaways: there is enough demand to support HCT and there will be significant growth on 82nd Ave. Splitting the line best fits the purpose and needs and the investment will make improvements for 80% of existing riders while still providing important service on the rest of the Line 72.

Discussion

Question from Rep. Pham: Can you talk about the special services to mitigate the effects of a line split on the McDaniel High School students.

Michael: TriMet can add a special bus service that coincided with school bell schedule (when school starts and gets out) to serve the high school students.

Pham: Could you talk about the outreach?

Michael: More details will come in the project development phase.

Zachary: Paulina and I went to McDaniel and talked to 100 students, and they all preferred to have a northern terminus in Cully. Many students were leaving class early in order to get a space on a bus because they fill up quickly after the last bell.

JC: not uncommon to have "small trippers" for school peak times

Question from Councilor Lewis: How many small investments add up to an enhanced service on the whole route?

Answer from Michael: All these investments are built into the current scenario.

Answer from Jonathan: The infrastructure investment on the whole line doubles the project cost and is still a lot more than adding a few extra buses for the bell schedule.

Answer from Jamie Snook: We could do FX on 82nd Ave and enhanced improvements on Killingsworth as needed. But most of the ridership is on 82nd, plus the Killingsworth section needs different treatments. Independently, the Better Bus program can take a look and review improvements that are needed on Killingsworth.

Zachary: Where do the headway numbers come from?

Answer from Michael: Today Line 72 has 12-minute headways. We are projecting a 10-minute headway for the FX portion on 82nd.

Answer from JC: How to address the remaining portion of 72 on Killingsworth is an ongoing conversation. There is more work to be done. What can we afford, where will the funds come from?

Question from Zachary: What is the magic number that makes it frequent enough so riders don't have to look up the schedule? And can you get there?

Answer from JC: What builds ridership is frequency, so riders don't have to think. First, we went to 15-minute headways, and then 12 minutes. Many overloads are on 82nd Ave. We already need bigger buses, instead we must add buses which costs more because of the extra driver. We are investing in the infrastructure. Even with only 12-minute headways on FX2 line, we are seeing increased ridership.

Answer from Michael: Bigger buses addresses waiting and capacity. We want to go to the next jump in frequency, but it's hard to calculate.

Question from Zachary: If we know the need exists now, why don't we add more service now? And if we don't have the resources, will we have more resources in 2030?

Answer from JC: we are still low on operators, still down 250 operators. Not a question of resources.

Question from JC: Is there data to help understand jobs and riders at the port?

Answer from Elizabeth: We have some data from the Port, where people live by zip code. We need to understand who can benefit from the bus, how to operate in a constrained area, and how the bus would interact with the Red Line.

Answer from Michael: One of the criteria is access to jobs and that will be a benefit.

JC: Could the Killingworth bus terminate at the airport? No, sorry.

JC: Forward together is connecting people to opportunities. Why not situate the southern terminus at Sunnyside where there is an employment concentration?

Answer to Elizabeth: There are shuttles to Kaiser Permanente and Clackamas Community Center.

JC: do we get data from people at Clackamas Town Center to understand where those people go?

Elizabeth: We know that Clackamas Town Center is a major employer and a major shopping destination. We know that it draws people from nearby in the corridor and from the greater region.

Comment from Emerald: the opportunity and complexity of access to the airport. Port thinks of the access as a program not a single project because everyone needs a way to get there. The airport is a very busy cul-de-sac, a uniquely constrained real estate. People who work at the airport have to figure on more time to get to work or pay more for close parking. Direct access to the terminal would be great. The rider profile of the MAX is different than the bus.

Comment by Michael Liu: Assumptions to improving the bus line would be helpful to know. What are we giving up to make that improvement? How much lane space is being dedicated to buses? Clearly you are using information in your models and I need to know a general idea.

Answer from Elizabeth: we will have a general stop location in November. We won't have a dedicated lane the whole corridor, so we are looking at BAT lanes in key areas. We will not have the design done and a lot of how much dedication is a design, traffic, and land use balancing exercise to create the best savings for transit, while minimizing any negative impacts.

Michael Liu: needs to know what qualifies for federal funding

Michael K: New starts requires 50% dedicated lanes, but Small Starts doesn't have a dedicated lane requirement. We figure something similar to the FX2, here and there as needed. Design will be more refined in the project development phase.

Comment from Commissioner Shull: Country cousin has less dense population. These areas have to rely on cars and they come up 82nd Avenue. There is a concern that we will make travel for cars on 82nd Avenue worse and encourages a holistic approach for all users of the corridor.

Comment from Michael K: Recognizes there are many users and wants to maintain a balance.

Comment from Councilor Lewis: Could activate the park and ride at the end of the Green Line.

Emerald: comment about tolling and the unknown effect it will have on 82nd Avenue around speed and reliability. How do we have a more informed point of view about that?

Elizabeth: we are struggling with that. We don't have any examples in the area because we don't have tolling here already. In addition, we will get more information as ODOT moves farther into their planning process. We can only make an educated assumption that if it costs more to drive on the parallel route, we will see more people wanting to drive on 82nd Avenue.

Michael K: projection predicts 15-25% increase in congestion on this corridor without tolling, so adding tolling on top of that will be worse. We don't know what tolling will do, but that is why we are trying to get the most from this project.

Elizabeth: The bus can carry more people in the same space. Over 100 people in the same space of 3-4 cars. So if we can get the infrastructure in place for the bus, we can move more people on a constrained roadway.

Comment from JC: Michael Kiser and Ray Moore received an award for the largest DBE contract and usage for FX2.

Elizabeth: wants to have someone make a presentation on the workforce agreements on FX2 for this project to consider.

Michael K: DBE has the capability to increase generational wealth.

Public Comment

Comment from Kathryn (online): For Rian, question for ODOT. Wants to know what is happening with the median at the MAX station. It needs fixing.

Answer from Rian: There has been conversation with Steering group. City of Portland will be running this section and they will do additional engagement to find out what the community wants to see there. Happy to talk anytime.

Kathryn: spoke about a design with roses and "Madison south" and "Montavilla" that was not used.

Next Steps/Adjourn

Co-chair Councilor Christine Lewis thanked staff for their hard work, and PCC for the room, food, and technology for hybrid. Next time will be November 16, in this location, same in person opportunity with hybrid if you have to do it. Holidays mean our meetings are earlier in the month. Next month will be the staff recommendation for general station locations and we will take a temperature check with green, yellow, and red cards. If you are on Zoom you will need to provide your own colored stuff. Please peruse the posters on the walls and feel free to linger.

Meeting adjourned at 5:51pm.

Respectfully submitted,

Tanja Olson, 82nd Avenue Steering Committee Recorder

Attachments to the Public Record, 82nd Avenue Steering Committee meeting, October 26, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/17/2023	10/26/2023 82 nd Avenue Steering Committee Meeting Agenda	1026202382ASC-01
2	Document	10/19/2023	82nd Avenue Transit Project Steering Committee September 2023 Draft Minutes	1026202382ASC-02
3	Document	10/19/2023	82nd Avenue Transit Project Steering Committee Schedule	1026202382ASC-03
4	Document	9/25/2022	82nd Avenue Transit Project LPA Example Updated DRAFT	1026202382ASC-04