

82nd Avenue of Roses Implementation Plan: Focus Area Selection Process Summary

PREPARED FOR: Terra Lingley, ODOT
COPY TO: Jon Makler, ODOT
PREPARED BY: Kristin Hull, CH2M
Kate Drennan, CH2M
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Introduction

The study area for the 82nd Avenue of Roses Implementation Plan (Implementation Plan) is more than seven miles in length, passing through many neighborhoods and city Comprehensive Plan Centers. Planning funding limitations prevent in-depth analysis for the entire 82nd Avenue of Roses corridor. Instead, the Project Management Team (PMT), in coordination with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC), will recommend focus areas within the corridor for further study. The Steering Committee will decide which focus areas to study.

The Implementation Plan will study four focus areas. Each focus area will be six to 10 blocks long with logical start and end points encompassing an area with similar characteristics. The Implementation Plan will develop projects and programs on 82nd Avenue, though the team may collect supporting information for areas east and west of 82nd Avenue to ensure that project ideas and evaluation reflect the broader community context. Project ideas developed for focus areas may be applicable in other areas of the corridor (outside focus areas); the Implementation Plan will recognize those opportunities.

Focus Areas

The 82nd Avenue of Roses Implementation Plan will develop project and program ideas in four focus areas along 82nd Avenue. Focus areas are 6-10 block stretches of 82nd Avenue with similar characteristics. The project's technical and community advisory committees as well as the public provided input to help select focus areas.

Public Outreach

The Oregon Department of Transportation (ODOT) conducted a web-based survey to help define the focus areas. The survey was available from May 10 through May 31, 2016. It was distributed to the project's interested parties list. Community based organizations collected responses from culturally-specific respondents to augment the general web-based survey. In all, ODOT collected 524 surveys: 446 in English, 30 in Spanish, 13 in Vietnamese, 18 in Russian and 17 in Chinese.

Most respondents ranked all three key characteristics (safety, areas near destinations and areas where people tend to be outside) for selecting focus areas as very important. When asked about the most important characteristics to consider when selecting focus areas, respondents said that the number and severity of bicycle or pedestrian crashes was the most important factor. The severity of auto crashes and gaps in the sidewalk network were also important factors.

Appendix A includes a summary of the survey results.

In addition to general public outreach, the TAC and CAC each attended a meeting discussing focus area recommendations.

The TAC identified three focus areas:

- Division Street to Powell Boulevard
- Foster Road/Woodstock Boulevard
- Stark Street/Washington Street

The group did not come to consensus on the fourth focus area, but agreed that it should either be near Fremont Street/Sandy Boulevard or between Flavel Street and Johnson Creek Boulevard. The TAC suggested that safety data and the presence of vulnerable populations should drive focus area selection.

Appendix C includes a summary of the TAC Meeting.

The CAC initially identified five important areas: north of Johnson Creek Boulevard, Jade District, Stark Street/Washington Street, Halsey Street to Sandy Boulevard, and Sandy Boulevard to Killingsworth Street. The discussion then centered around typologies, and picking a variety of typologies was important to the group. With that direction the group recommended the following four focus areas:

- Division Street to Powell Boulevard
- Johnson Creek Boulevard north to Flavel Street
- Near MAX stop/Fremont Street/Sandy Boulevard
- Sandy Boulevard to Killingsworth Street

Appendix D includes a summary of the CAC meeting

Evaluation Criteria

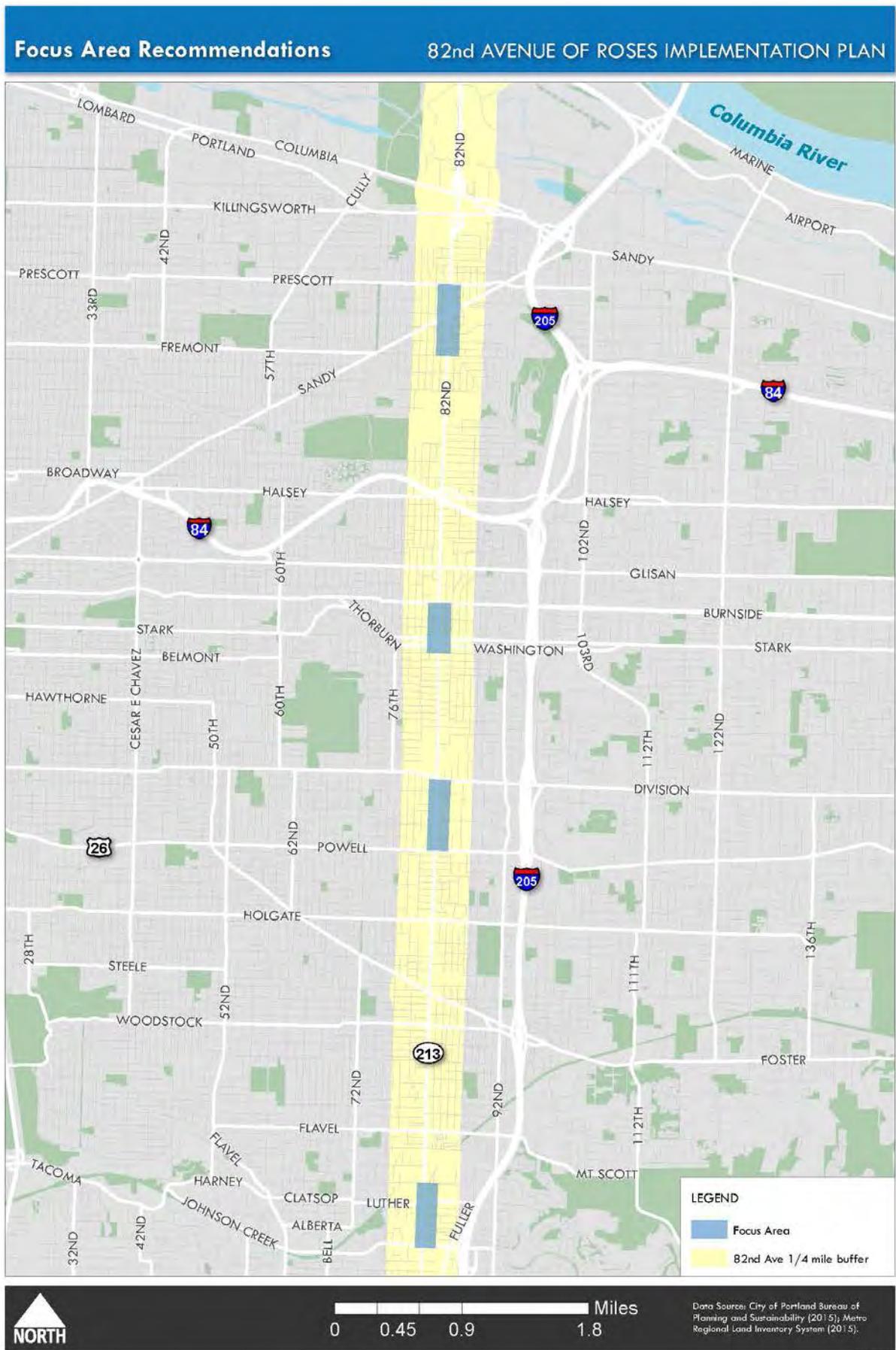
To guide the selection of focus areas, the PMT, TAC and CAC developed project objectives and criteria to evaluate segments and intersections in the study area. The PMT created a set of maps displaying data relevant to each criterion to inform the TAC and CAC during focus area selection. The evaluation criteria and maps ensured that committee members used project goals and objectives to guide decision making. The table below includes objectives and criteria. Appendix B includes the maps.

Objective	Criteria
Improve Safety	Number and severity of bicycle or pedestrian crashes
	Number and severity of automobile crashes
Support Multimodal Travel	Use of bus stops
	Transfers points to MAX or other bus lines
	Gaps in sidewalk network (no sidewalk or sidewalk narrower than 6 feet)
	Frequency of deployment of bus ramps
	Distance between marked and signalized pedestrian crossings exceeds ¼ mile
	Areas with high traffic volumes
	Crossings of streets designated as part of the priority bike network
Equity Representation	Concentration of environmental justice populations in half mile buffer
Focus Resources Near Important Community Destinations	Presence of schools
	Presence of environmental resources (parks, open space)
	Density of community destinations
	Density of restaurants
Support local land use, economic development and transportation plans	Redevelopment potential
	Consistent with City and County transportation system plans (TSPs) and comprehensive plans
	Areas with displacement/gentrification risk

Focus Area Recommendation

The PMT used the outcome and substance of the public outreach process when developing the recommendation for the four focus areas. The PMT recommends the following focus areas:

1. Prescott Street to Fremont Street
2. Burnside Street to Alder Street (Montavilla)
3. Powell Boulevard to Division Street (Jade District)
4. Harney Street to Johnson Creek Boulevard



The PMT also recommends identifying areas with basic infrastructure needs including sidewalks that are narrower than 6 feet, sidewalks that have less than a four foot ADA clear width due to utility poles or other obstructions, or signalized pedestrian crossings that are more than ¼ mile apart throughout the corridor. The PMT also recommends studying access to the 82nd Avenue MAX Station as part of the Growing Transit Communities project already underway.

Recommended Focus Areas

Prescott Street to Fremont Street

This focus area is a half mile between Prescott Street and Fremont Street. The segment has a disproportionately high number of crashes in the 2014 crash data. Fremont Street is a 2014 95% Safety Priority Index System (SPIS) site and Sandy Boulevard is a 90% SPIS site. One crash at Fremont Street resulted in a fatality.

The area serves as an important gateway to 82nd Avenue for the community members living in the Cully neighborhood. Students from North and Northeast Portland who attend Madison High School travel through the area, as well people accessing Rocky Butte Park. This focus area has moderate to high concentrations of environmental justice populations, particularly on the east side of 82nd Avenue. The focus area falls within the Roseway Comprehensive Plan Center which could potentially encourage higher densities and redevelopment.

The CAC recommended this focus area to include a more residential typology along 82nd Avenue for potential design solutions. Recommendations in this focus area could be applied in other residential segments of the corridor, particularly those between Prescott and Killingsworth Streets.

Burnside Street to Alder Street (Montavilla)

This focus area is in the Montavilla Neighborhood and stretches from Burnside Street to Alder Street and includes both Stark and Washington Streets. Montavilla is a City of Portland Comprehensive Plan Center and has many community destinations and plans for higher density redevelopment. The focus area includes SPIS sites at Burnside Street (95%), between Stark and Washington Streets (95%), and at Alder Street (95%) indicating a disproportionally high number of automobile crashes. There was also one vulnerable user crash (involving either a bicycle or pedestrian) near Burnside Street in 2014.

Vestal Elementary School is on 82nd Avenue at NE Davis Street, and the Montavilla Community Center and Pool is northeast of the Glisan Street and 82nd Avenue intersection. There is a TriMet Park and Ride at SE Ash Street, however users must walk an eighth of a mile north or south from the parking lot to reach a signalized crossing. The bus stops at each of the major streets in the focus area (Glisan, Burnside, Stark and Washington Streets) have high levels of daily boardings and alightings (see Appendix B for daily boarding information).

The TAC recommended including this focus area. Many CAC members expressed interest in this area, but the group did not recommend including it as one of the four focus areas because it has similar characteristics as the Division Street to Powell Boulevard segment.

Safety Data

The TAC, CAC and public all agreed that addressing areas with documented safety issues – particularly safety for pedestrians, cyclists and those using mobility devices – is the most important goal of the Implementation Plan. In selecting focus areas, ODOT looked at crash records and ODOT's Safety Priority Index System (SPIS) data from 2014, the most recent year for which data was available. SPIS is a standardized methodology for considering crash frequency, rate and severity over a three year period across the state highway system.

Division Street to Powell Boulevard

This focus area extends approximately a half mile from Division Street to Powell Boulevard and includes the Jade District. Division Street and Powell Boulevard are each busy east-west arterials, linking 82nd Avenue to adjacent neighborhoods and the region. Survey respondents who speak English, Spanish, Chinese, and Vietnamese all indicated the Fubonn Shopping Center is a popular community destination within the focus area. The segment from Fubonn to Rhone Street has high crash rates and is a 95% SPIS site. Division Street is also a SPIS site with a fatality in 2014.

The bus stops at Division Street and at Powell Boulevard have some of the highest boardings and alightings on the corridor. Streets used to access those stops – such as SE Kelly Street and SE Franklin Street – do not have sidewalks. Division Street, Woodward Street, and Powell Boulevard all have signalized crossings. Powell Boulevard and Woodward Street are more than one-quarter mile apart, and it is nearly a quarter mile from Woodward Street to Division Street. There are no enhanced pedestrian crossings between these signals. Redevelopment activities in the area will likely result in added multimodal activity and greater demand for pedestrian and transit infrastructure. Lastly, the area is one of the most diverse areas of the corridor, the region and the state, with more than 80% of residents included in an environmental justice population¹.

Both the CAC and TAC recommended including this segment as a focus area.

Harney Street to SE Johnson Creek

The fourth focus area is a half mile segment in unincorporated Clackamas County at the south end of the study area from Harney Street to Johnson Creek Boulevard. The area has a high number of crashes, particularly in the southern segment. Johnson Creek Boulevard is a 95% SPIS site.

This focus area has many community destinations including Fred Meyer and Carltonia, both located on the west side of 82nd Avenue. Clusters of mobile homes on the east side of 82nd Avenue generate demand for multimodal travel where infrastructure does not meet standards. The sidewalk network has many gaps and most side streets do not have sidewalks. The focus area has two segments where there is more than a quarter mile between signalized crossings. Individual bus stops within the focus area have fewer boardings and alightings than elsewhere in the corridor due to close stop spacing, necessitated by the lack of sidewalk infrastructure that would allow riders to safely walk to stops that are further apart. This stop spacing creates travel time inefficiencies for TriMet riders and operators. The focus area is also home to high concentrations of environmental justice populations, particularly on the east side of 82nd Avenue.

The CAC and TAC recommended including this focus area.

Environmental Justice Populations

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income in development and implementation of projects and policies. Environmental justice populations are often described as those people who have traditionally been underserved or harmed by infrastructure projects and excluded from decision making processes. The team used the US Environmental Protection Agency's EJ Screen's composite index of low-income, minority, linguistically isolated, less than high school educated, older (over age 64) and younger (under age 5), populations as a proxy to gauge equity in selecting focus areas.

¹ An environmental justice population is determined by metrics of the US Environmental Protection Agency. The map is using an index of six factors calculated at the Census Block Group level. The six factors include: % minority, % low-income, % less than high school education, % linguistic isolation, % individuals under the age 5, and % of individuals over age 64.

Beyond Focus Areas

Recognizing that the entire 82nd Avenue corridor has improvement needs specifically for basic infrastructure like sidewalks and enhanced crossings, the PMT will look for improvement types that can be generalized from the projects and programs identified for each focus area. By looking at areas with similar characteristics to the focus areas (e.g. similar infrastructure conditions, bus boardings/alightings, or land use), the PMT will seek to make recommendations for improvements beyond focus areas.

Appendix A: Web-Based Survey Results

Appendix B: Evaluation Criteria Maps

Appendix C: TAC Meeting Summary

Appendix D: CAC Meeting Summary

82nd Avenue of Roses Implementation Plan

Survey #1 Report

June 10, 2016

As part of the 82nd Avenue Implementation project, the Oregon Department of Transportation (ODOT) conducted a Web-based survey to help define the project study areas. The survey was available from May 10 through May 31, 2016. ODOT distributed the survey through community based organizations, schools, and elected and appointed leadership. In addition, the Asian Pacific American Network of Oregon, the Russian-Slavic Network of Oregon and the Latino Network collected responses from culturally-specific respondents to augment the web-based survey.

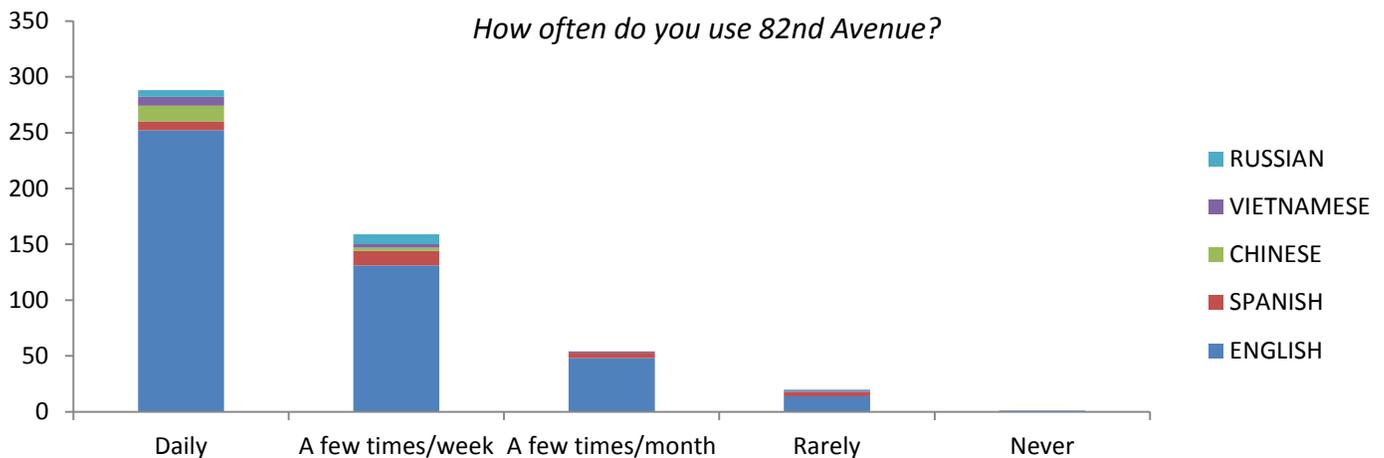
In all, ODOT collected 446 surveys in English, 30 in Spanish, 13 in Vietnamese, 18 in Russian and 17 in Chinese, for a total of 524 survey responses.

Survey questions and summary responses follow. Numbers of responses are shown on the vertical axis in each of the following questions.

SURVEY RESPONSES

1.) How often do you use 82nd Avenue?

A majority of respondents say that they use the corridor daily. Many respondents who answered in English, Spanish and Chinese say they used the corridor a few times each week.



2.) When you think about 82nd Avenue, what is the first thing that comes to mind?

While responses to this question varied, the majority of respondents in English describe a corridor in relative neglect for such an important facility. Russian-speaking respondents frequently mentioned traffic and safety in particular. Other frequent responses include traffic and safety, and shopping. Spanish, Chinese and Vietnamese-speaking respondents mentioned school and work specifically.

While most respondents note general disparity, one English speaking respondent notes the contrast of the 82nd Avenue area to other parts of Portland in this way:

"[82nd Avenue is...] A wonderful contrast to the rapidly gentrifying inner parts of Portland. A street which has an undeserved, not completely justified reputation. Also, home."

Indicative responses by language include:

English speakers:

- I live on 84th and Hawthorne and often have to wait several minutes to walk across the street to catch the bus (at a marked crosswalk). It takes a lot out of my day and seems to be a safety hazard as I regularly feel like cars will not stop for me because the crosswalk isn't clear enough.
- Lots of traffic, buses, pedestrians. Lots of cars turning into and out of my way. Lots of confusion. Old, beat up businesses. Down on their luck people. Drugs.
- Unsafe and unkempt. Little to no sidewalks for pedestrians. If there are sidewalks they are narrow and almost street level with the main road. Also power poles are placed on these narrow sidewalks, so if you're in a wheel chair you must use the street to get around them. And little [to] no trees. Unless you're by new development (like PCC for example).

Spanish speakers:

- Too much traffic, condition of the road, nothing attractive to drive by.
- Robbery.
- Dirty, car shop business, creepy people.

Chinese speakers:

- Ease of access, Chinese close together, close to restaurant, stores, senior apartment and school.
- Shopping convenient, can buy all you need in 82nd.
- Traffic.

Vietnamese speakers:

- To travel to work, school, dining.
- Go shopping, go to work, go to eat.

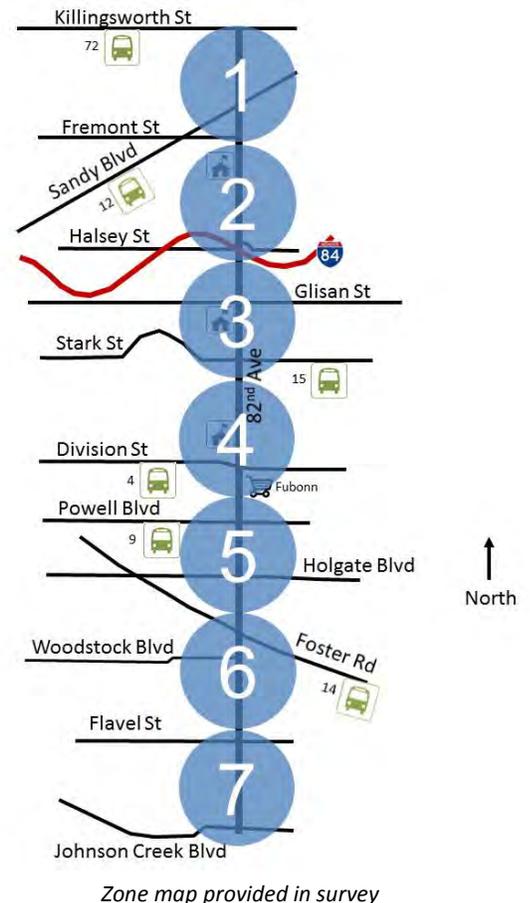
Russian speakers:

- Bad signage and deteriorated roads.
- As a business woman, I see that there is almost no Russian-speaking business presence on 82nd.
- Dirty.
- Not safe, bad traffic, speeding, lack of sidewalks.

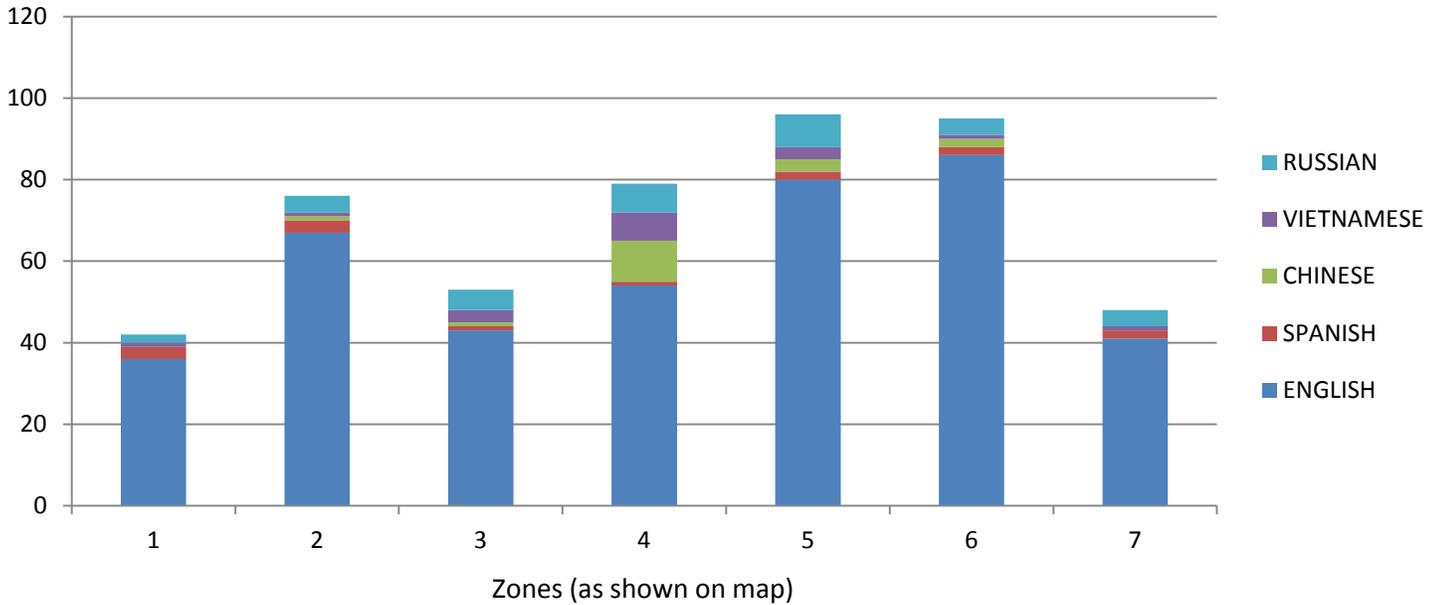
3.) What zone do you visit most often?

Respondents were asked to indicate which zones they visit most often as shown on the map. The most popular zones visited are Zones 5 and 6 between Powell Boulevard and Flavel Street, followed by Zones 2 (Fremont Street to Halsey Street) and 3 (Halsey Street to Stark Street) respectively. Language-specific responses include:

- English-speaking respondents favor Zone 6 (Foster Road to Flavel Street)
- Spanish-speaking respondents favor Zones 1 and 2 (Killingsworth Street to Halsey Street)
- Chinese-speaking respondents favor Zone 4 (Stark Street to Division Street)
- Vietnamese-speaking respondents favor Zones 4 and 5 (Stark Street to Holgate Boulevard)
- Russian-speaking respondents Zone 5 (Powell Boulevard to Holgate Boulevard)



What zone do you visit most often?



4.) What destinations do you travel to most frequently on 82nd Avenue (i.e. Fubonn, area near 82nd Avenue and Glisan Street, schools)?

The most popular destinations among the respondents as whole are restaurants/food/grocery, followed by shopping and home. Top destinations for the English-speaking respondents include Fred Meyer and Fubonn.

"I work in inner SE and own a house a few blocks off 82nd. I cross and drive down 82nd every day. Mostly travel around the Woodstock/82nd and Foster/82nd area but do visit Fubonn, Trader Joe's, Freds, several restaurants all down 82nd."

In comparison, Spanish-speaking respondents travel for shopping and schools; Chinese-speaking respondents travel to Fubonn and schools; Vietnamese-speaking respondents travel to Fubonn and Boulevard Street; and Russian-speaking respondents travel to Walmart and ethnic stores.

Indicative responses by language include:

English speakers:

- Fubonn and other Asian markets on the corner of 82nd and Division.
- On the southern end of the corridor: Fred Meyer, Home Depot, Winco, Ross, Bank of America, etc.
- Businesses between Glisan and Sunnybrook: Costco, Michaels, Starbucks, Home Depot, Pet Smart, Fred Meyer, Cartlandia, Fubonn, a Korean market north of Fubonn, Joann.

Spanish speakers:

- Fubon, Fred Meyer on Foster Road, Fred Meyer and Trade's Joes on Johnson Creek.
- Commercial and recreational businesses, visiting family.
- Stores: Fred Meyer, Walmart, cinemas.

Chinese speakers:

- Restaurants close to 82nd Avenue, Chinese market and school.
- Food markets and Portland Community College (PCC).
- School, restaurant and bank.

Vietnamese speakers:

- Go to market, go to school, every day.
- Go shopping, go to work, go to eat.
- Fubonn, Walmart.

Russian speakers:

- Russian store, Fred Meyer, Clackamas Mall.
- Just passing by to get to my work.

- Shopping at Fred Meyer on Johnson Creek Boulevard.

5.) Why do you travel to 82nd Avenue?

The most popular answer among all respondents is restaurants/food/grocery followed by shopping and home. This is also reflected in Question #4.

Beyond the choices provided, other responses by language included:

English speakers:

- Commute route.
- I don't work on 82nd but travel on the road to get to work.
- Mostly as a thoroughfare to another destination. For example, to get to the airport or to get to I-205.
- To get to the freeway.
- To make transit connections.
- I travel on it because it's the closest north-south road, but don't really visit places on it. Our neighborhood on 82nd is mostly shady sex shops.

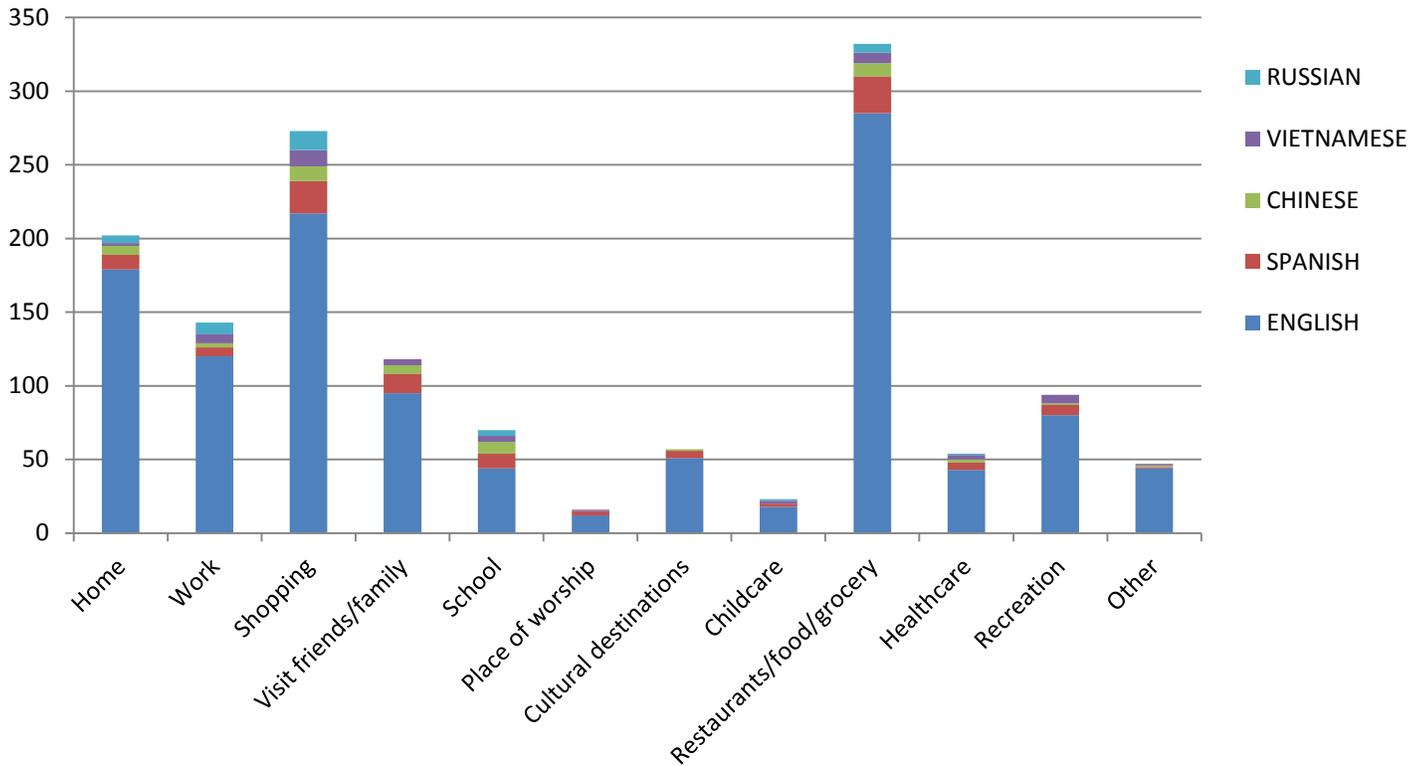
Spanish speakers:

- Bank.

Chinese speakers:

- School, restaurant and bank.
- Close to 82nd restaurant, Chinese market and school.
- Food market and PCC.
- Fubonn.

Why do you travel to 82nd Avenue?



6.) How do you travel on 82nd Avenue today?

Traveling by car ranks highest among all respondents followed by walking/mobility device and then by bus. The bus is favored by the Spanish-speaking respondents after the car, and bicycles are favored by the Vietnamese-speaking respondents.

Beyond the choices provided, other responses by language included:

English speakers:

- MAX.
- Never bike, good heavens!
- Semi truck.
- Travel with people.
- I'd like to bike but traffic is hugely unsafe!
- I have walked and used the bus, but it is currently not very safe to do so with the roads so torn up and the lack of decent sidewalks, especially in Zone 6 and 7 (Foster Road to Johnson Creek Boulevard).

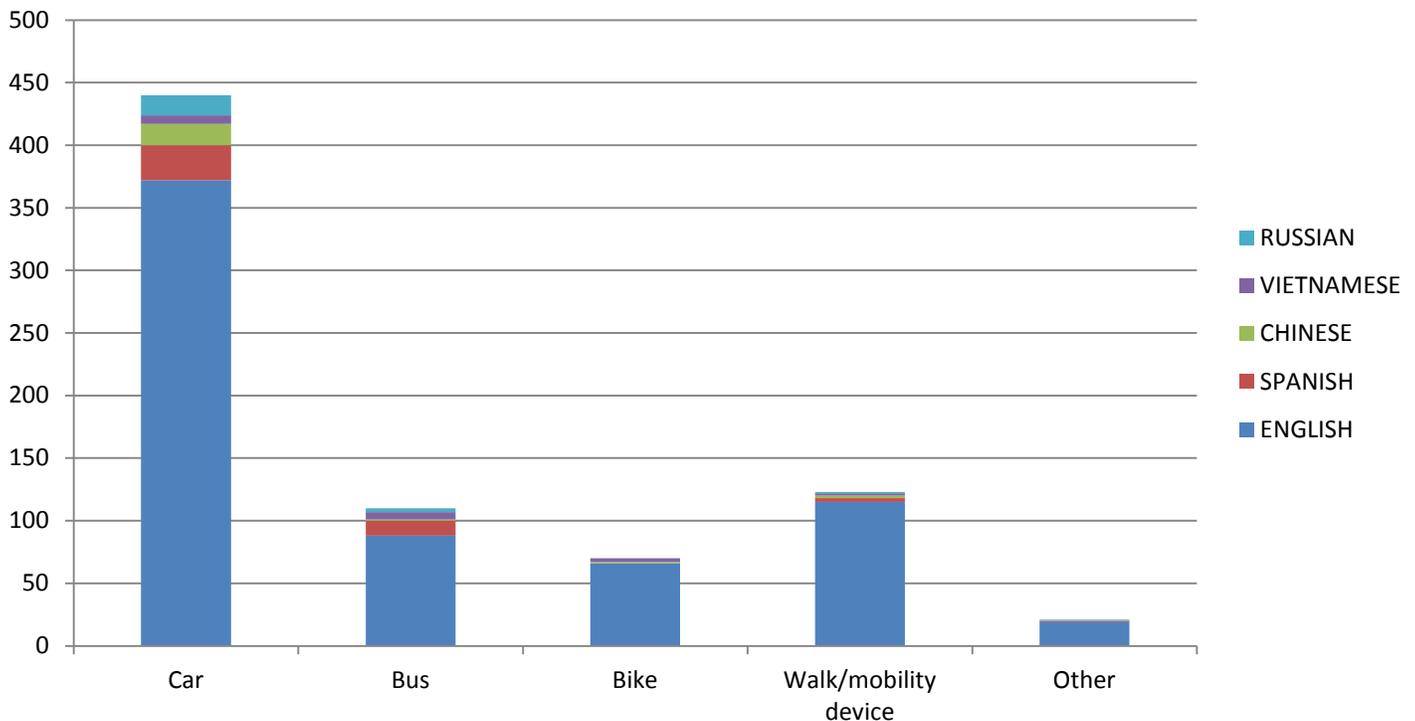
Chinese speakers:

- MAX.

Russian speakers:

- MAX or streetcar.
- Ideally, from a new MAX train line on Powell Boulevard.

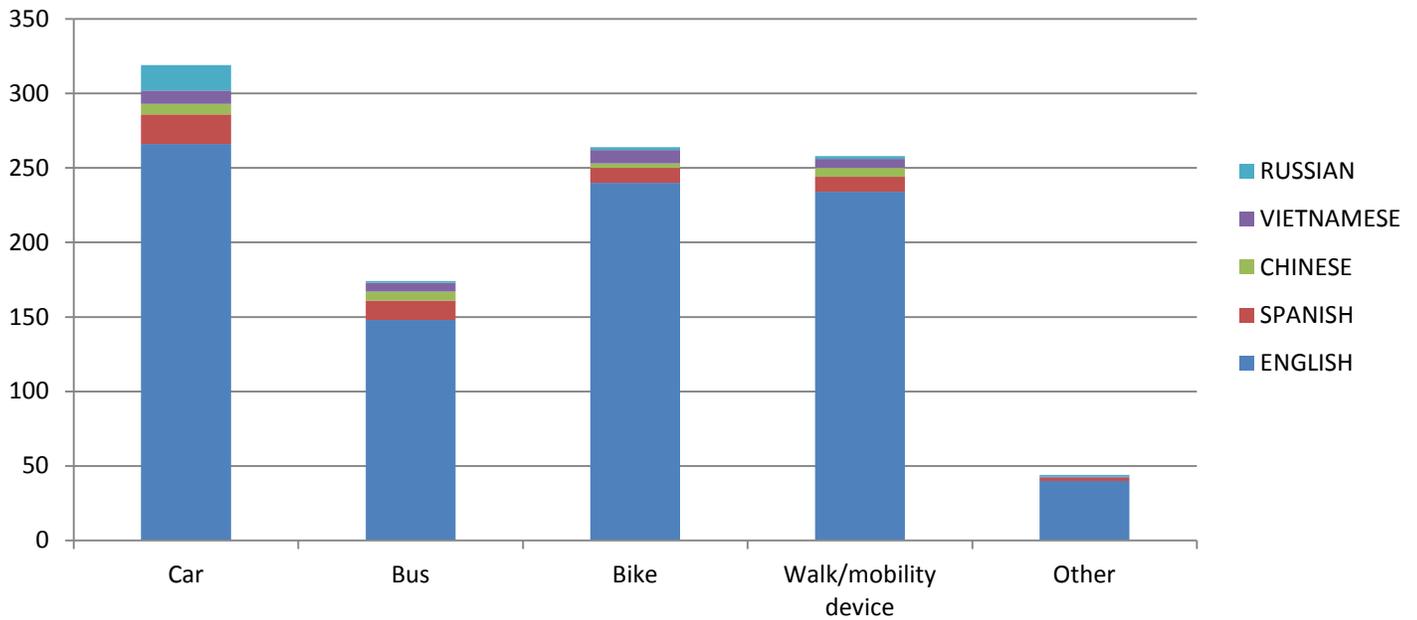
How do you travel on 82nd Avenue today?



7.) In the next 5-10 years, how would you like to travel on 82nd Avenue?

Traveling by car ranks highest among all respondents, followed by bike and then walk/mobility device. Travel by bus ranks 2nd among the Spanish-speaking respondents and is tied with walk/mobility device as 2nd among the Chinese-speaking respondents.

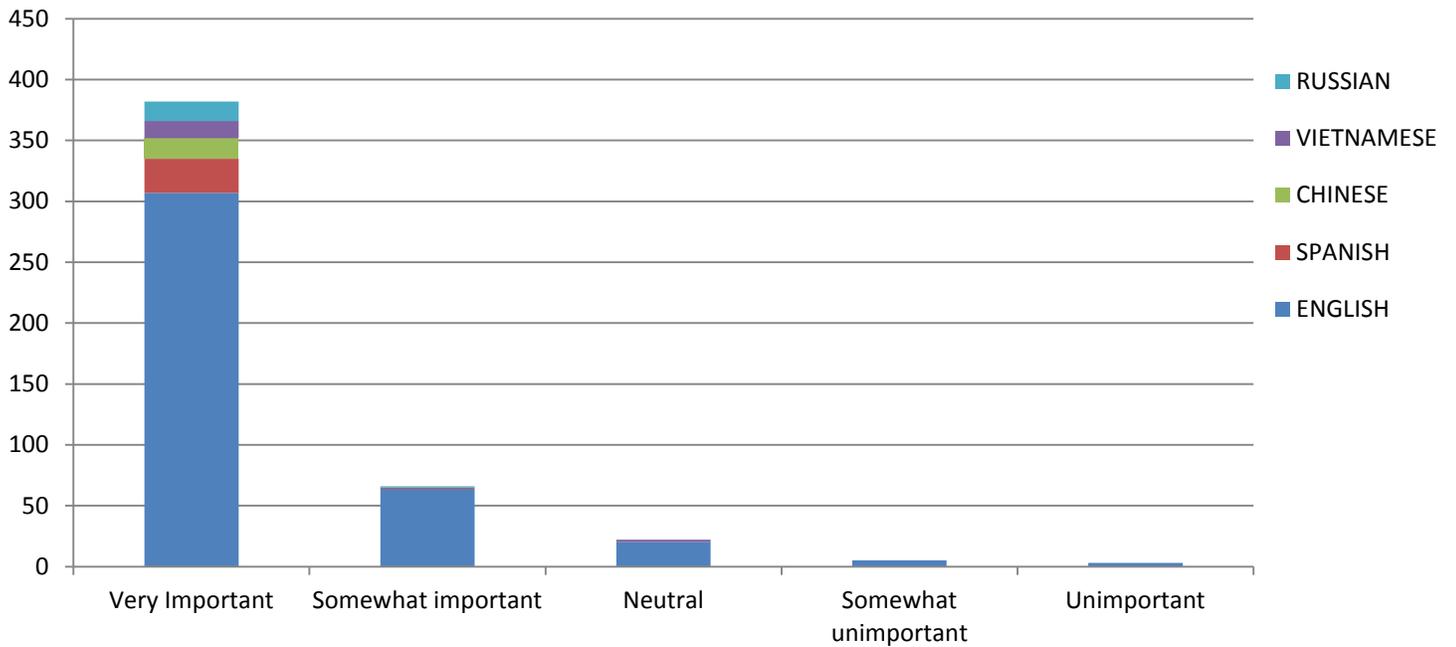
In the next 5-10 years, how would you like to travel on 82nd Avenue?



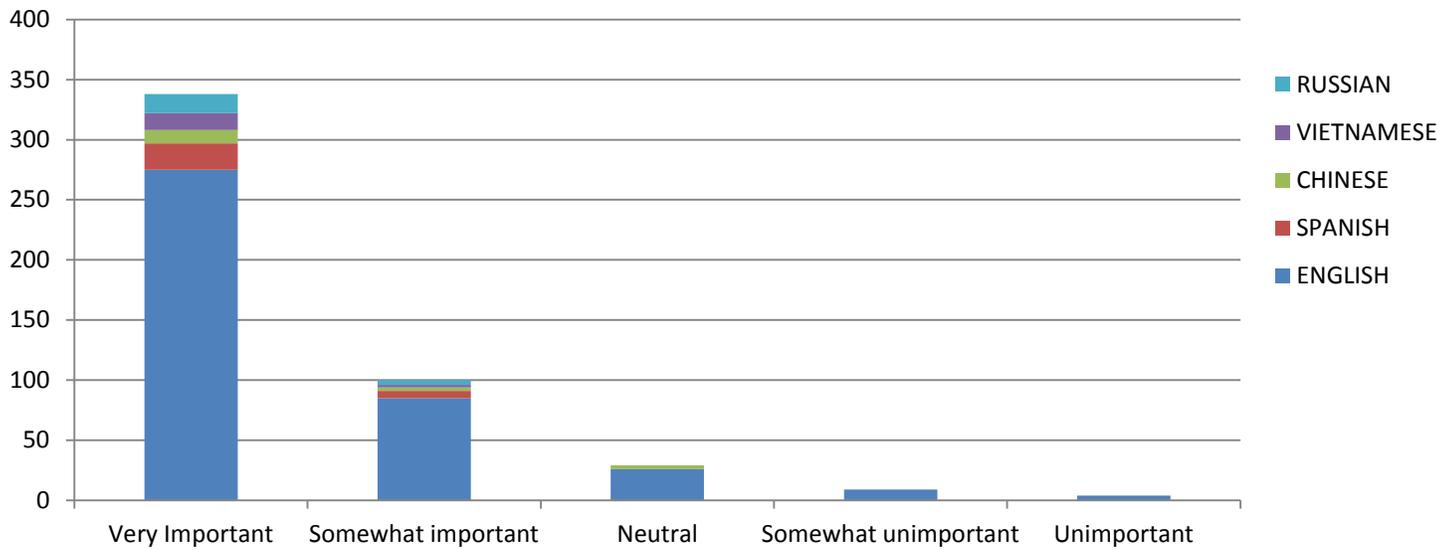
8.) How important is it that we narrow down areas for improvements with the following characteristics?

All respondents rated the three characteristics (safety, areas near destinations and areas where people tend to be outside) as very important. People in each language group responded similarly.

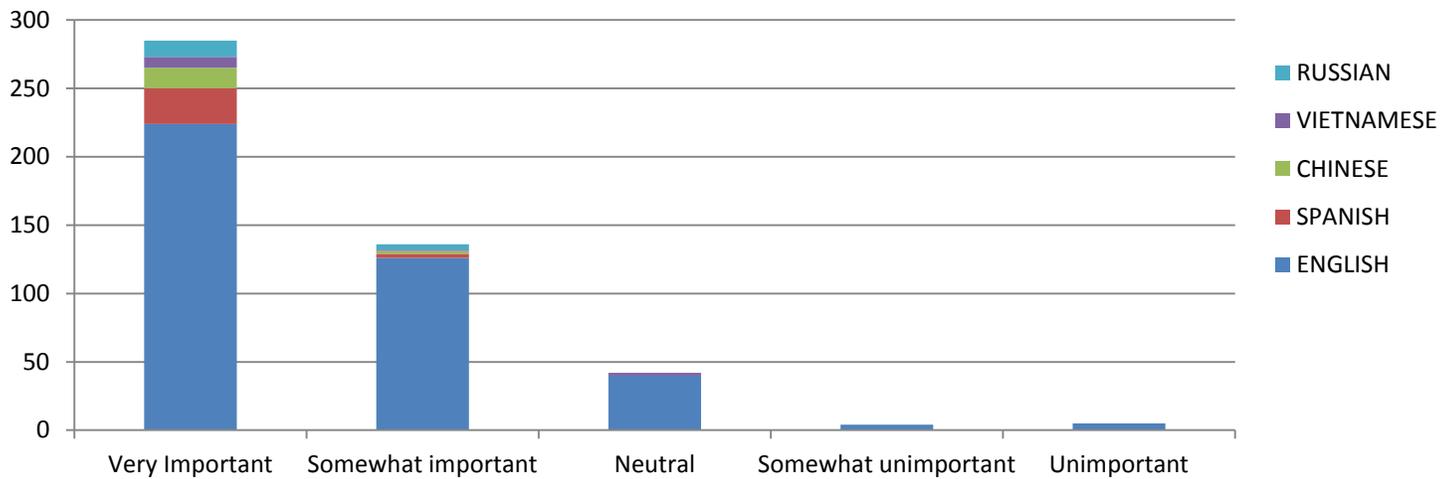
Safety issues for all travelers



Areas where many people are outside (not in cars) walking, taking the bus, etc.



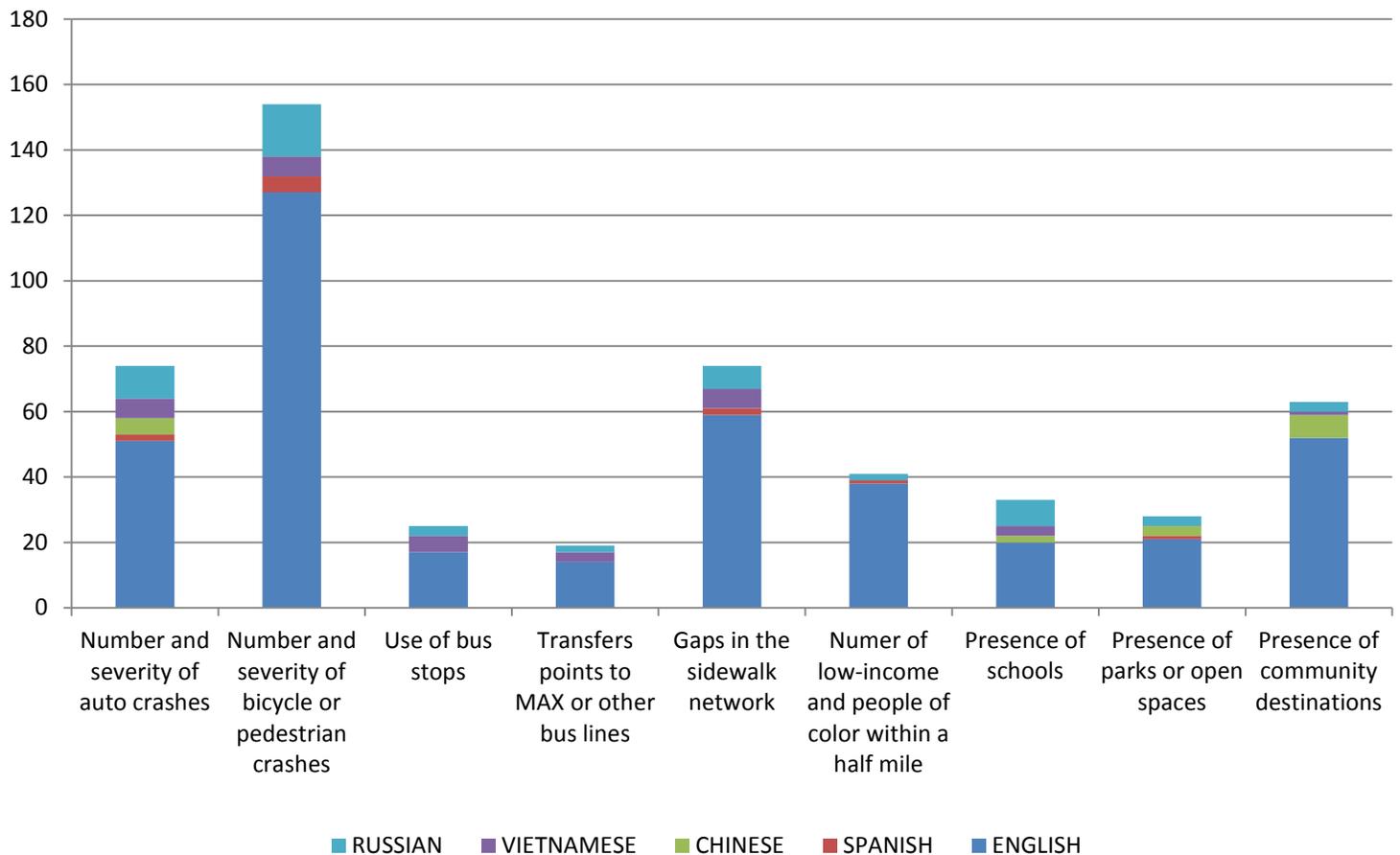
Areas near destinations like schools, parks, shopping and medical offices



9.) What is the most important characteristic that we should consider when selecting the four focus areas?

One hundred fifty four respondents selected number and severity of bicycle or pedestrian crashes as the highest consideration when selecting four focus areas. Number and severity of auto crashes and gaps in the sidewalk network rank equally at 74 respondents each. Presence of community destinations ranks third. Less important among the respondents is use of bus stops and transfer points to MAX or bus lines.

What is the most important characteristic that we should consider when selecting the four focus areas?



10.) Are there other characteristics that we should consider as we select areas for detailed study?

Safety is a high priority among these respondents along with vehicle/pedestrian/bike crashes and roadway design. This is especially true for the English and Russian-speaking respondents.

"We should be making 82nd safer for people who use wheelchairs or other mobile devices. I often see people having to swerve into the street because the sidewalk isn't wide enough for their scooter. Also more crosswalks with the flashing lights (regular ones without flashing lights don't help because drivers blow through them.)"

English and Russian-speaking respondents rank safety, traffic and clean up/fix up of roads and streets as their highest priorities. In comparison, Spanish-speaking respondents prioritize crashes followed by parks and community spaces. Community spaces ranks the highest among the Chinese-speaking respondents.

Indicative responses by language include:

English speakers:

- All modes of transportation crashes should be considered. Please don't separate them in categories. Lower driving speeds and better crosswalks, sidewalks, and bikeways benefit all modes of transportation. Make access to Vestal School desirable and safe and make all crosswalks times so people can avoid conflicts with cars. The crosswalk at the 82nd Avenue MAX Transit Center has a signal that does not protect the large number of people dodging cars to cross. 15-20 people crossing to 72 bus or other destination with each train should have priority over the left turn signal at NE Jonesmore and 82nd Avenue. The current signal and setup invites conflicts between cars and pedestrians. Vision Zero has Zero Vision currently. I have called 503-823-SAFE about this intersection multiple times with no improvements. TriMet also needs to be held accountable for excessive trash, crime, and crowded infrastructure in this area. They have said they are redesigning the Transit Center but never start the project.

- SE Portland from Duke to Harney is not included at all in the considerations of improvements in the Portland plan. I would like to see focus spent on improving this area. Too many used car lots that could really be turned into amazing housing communities.

Spanish speakers:

- Crashes (across transit, bikes and pedestrians), bus routes, low income people, schools, parks and community spaces.
- Auto crashes, bike crashes, bus routes, max lines, sidewalks, parks and community spaces.
- Build cultural areas, restaurants, baking stores with a touch of internationality.

Chinese speakers:

- Too many homeless people.
- Need more kids' playground.
- Open community space (shopping and culture).
- The amount of car crashes and how serious they are.

Vietnamese speakers:

- Traffic jam at rush hours; safer for pedestrians.
- A clear guide to get around.
- Safer to walk for pedestrians.

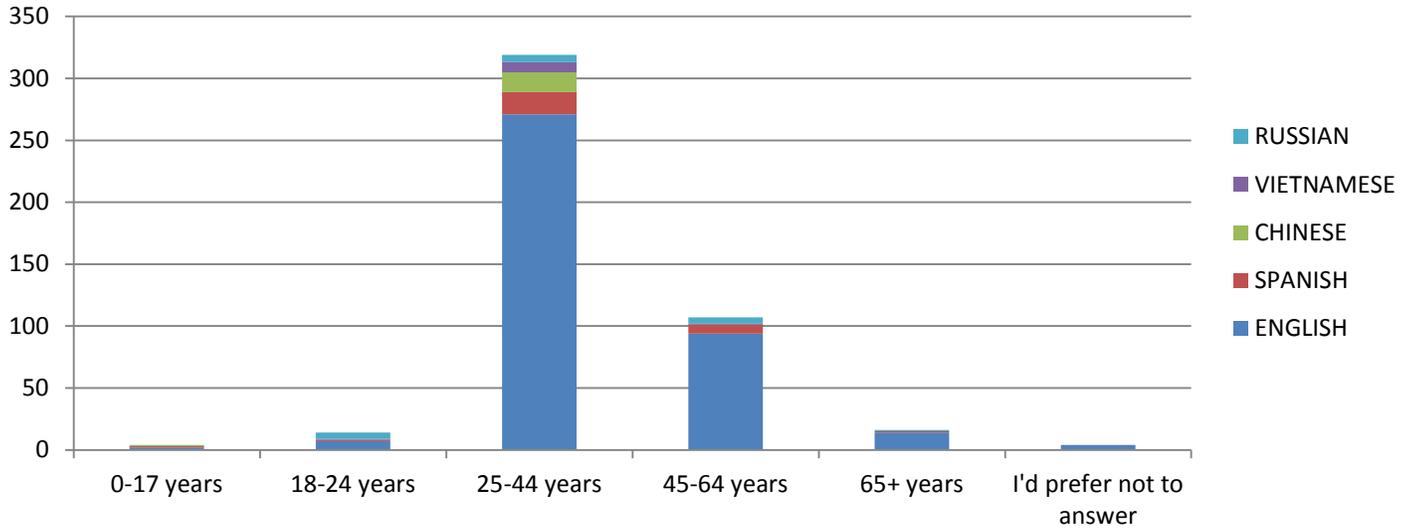
Russian speakers:

- It is very important to make sure that areas where 82nd connects with other streets (like Division, Powell) are safe for pedestrians, cars, bikers.
- Presence of childcare centers, broaden the street - please, sidewalks.
- Presence of good quality signage.
- Number of cars present on 82nd daily.
- Number of businesses and creating more opportunities for new businesses.

DEMOGRAPHICS

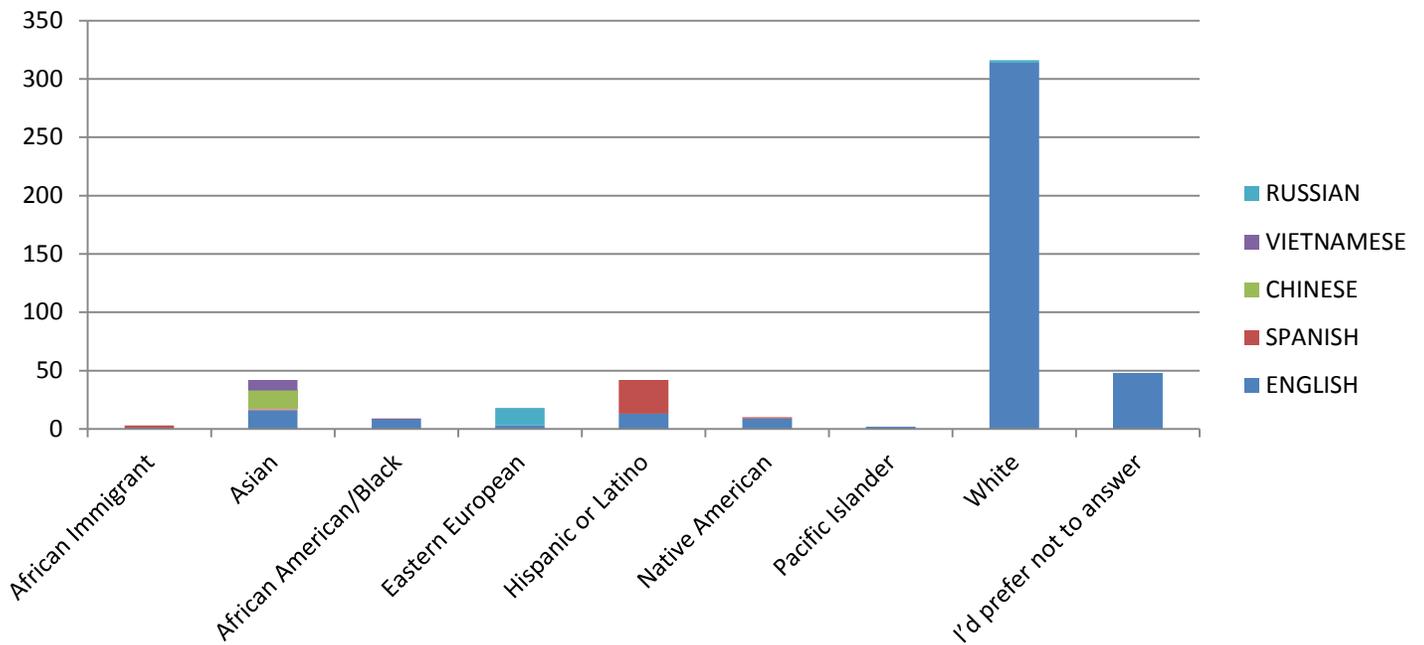
11.) How old are you?

The majority of the respondents are 25-44 years old.



12.) With which of the following racial or ethnic groups do you most closely identify?

The majority respondents identify as White.



13.) What gender do you identify with?

Of the survey respondents, 277 (60%) identify as female.

	<i>Female</i>	<i>Male</i>	<i>Other</i>	<i>I'd prefer not to answer</i>
ENGLISH	224	140	23	4
SPANISH	21	8	0	0
CHINESE	14	3	0	0
VIETNAMESE	6	4	0	0
RUSSIAN	12	5	0	0
TOTALS:	277	160	23	4

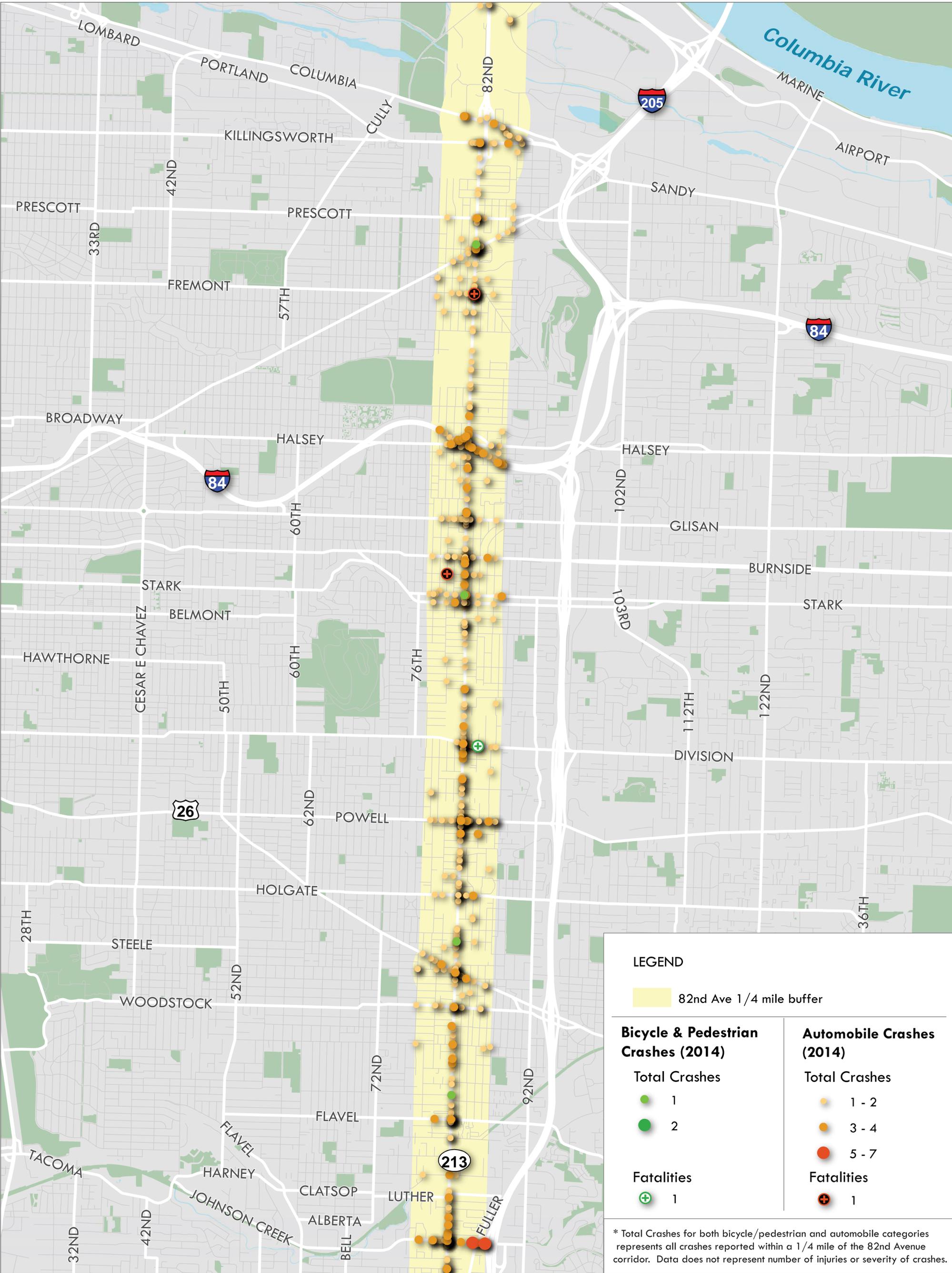
14.) How much education have you completed?

The majority of the respondents have graduated college. Of the survey responses, the Chinese and Spanish-speaking respondents tend to have attained less formal education levels past college.

	<i>Elementary</i>	<i>Some high school</i>	<i>High school graduate</i>	<i>Some college/ community college</i>	<i>College graduate or more</i>
ENGLISH	0	3	10	67	313
SPANISH	8	2	5	2	11
CHINESE	1	3	9	1	3
VIETNAMESE	1	2	0	3	4
RUSSIAN	0	1	4	6	7
TOTALS:	10	11	28	79	338

Figure 1 Improve Safety

82nd AVENUE OF ROSES IMPLEMENTATION PLAN

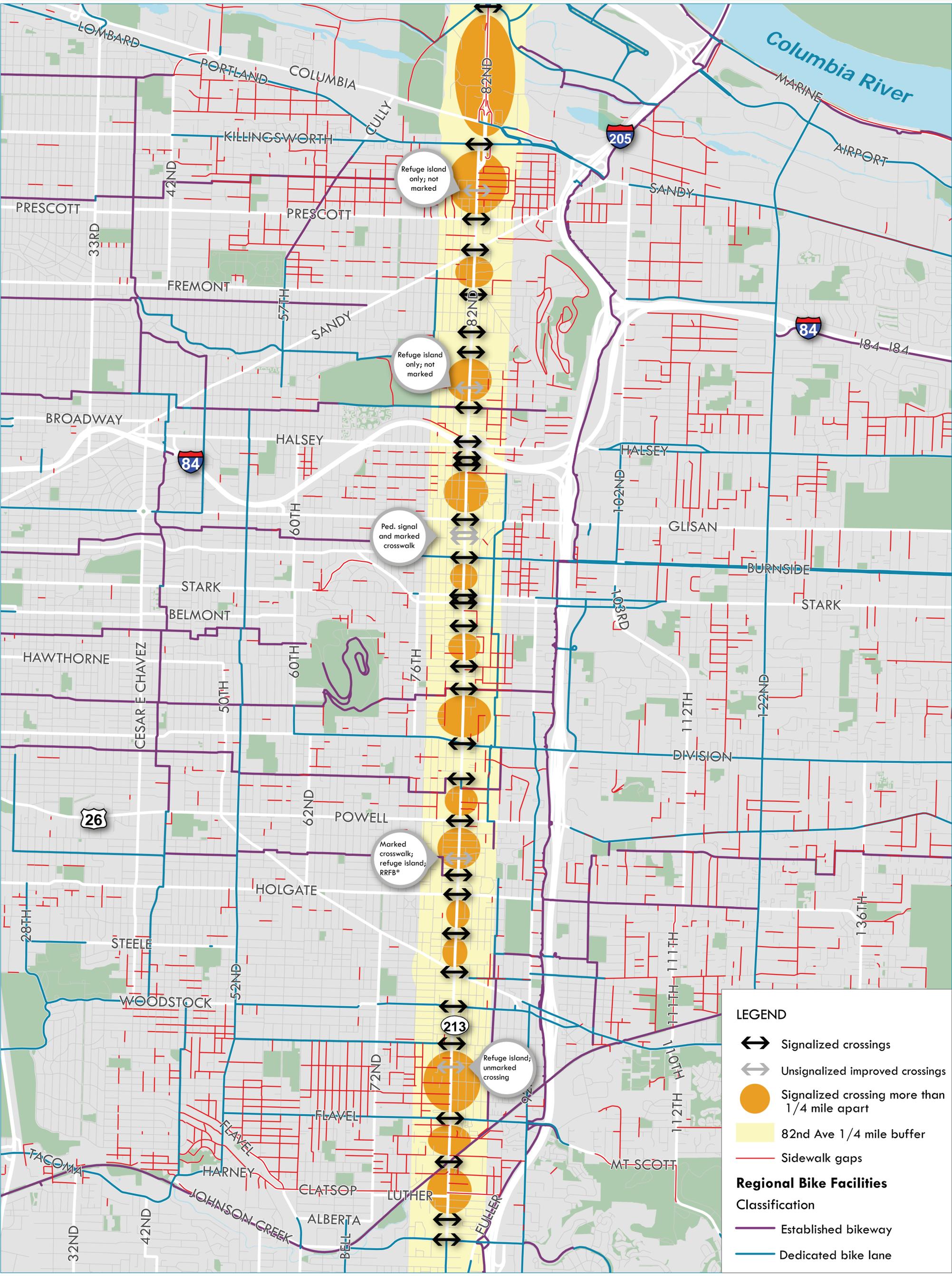


Data Source: City of Portland Bureau of Planning and Sustainability (2015); Metro Regional Land Inventory System (2015). Oregon Department of Transportation (2014)

Figure 2.1

Support Bike/Pedestrian Travel

82nd AVENUE OF ROSES IMPLEMENTATION PLAN



LEGEND

- Signaled crossings
- Unsignaled improved crossings
- Signaled crossing more than 1/4 mile apart
- 82nd Ave 1/4 mile buffer
- Sidewalk gaps

Regional Bike Facilities Classification

- Established bikeway
- Dedicated bike lane



Transit

Route 72 is the major transit route along the corridor, though Route 19 travels along 82nd Avenue for a half mile between SE Duke Street and SE Flavel Street. Route 72 runs seven days a week. On weekdays, it runs very frequently (10 to 20-minute headways) from about 5AM to 1AM. Service is similar on weekends, but headways can reach closer to 30 minutes during the early and late hours.

Exhibit 3 shows daily bus stop activity along the corridor. The stops providing access to MAX at I-84 are clearly the most heavily used. Further south, the 1.5-mile segment between Division Street and Foster Road (Insley) is the second most heavily accessed area.

Exhibit 3: Route 72 Daily Bus Stop Ons and Offs, Spring 2015

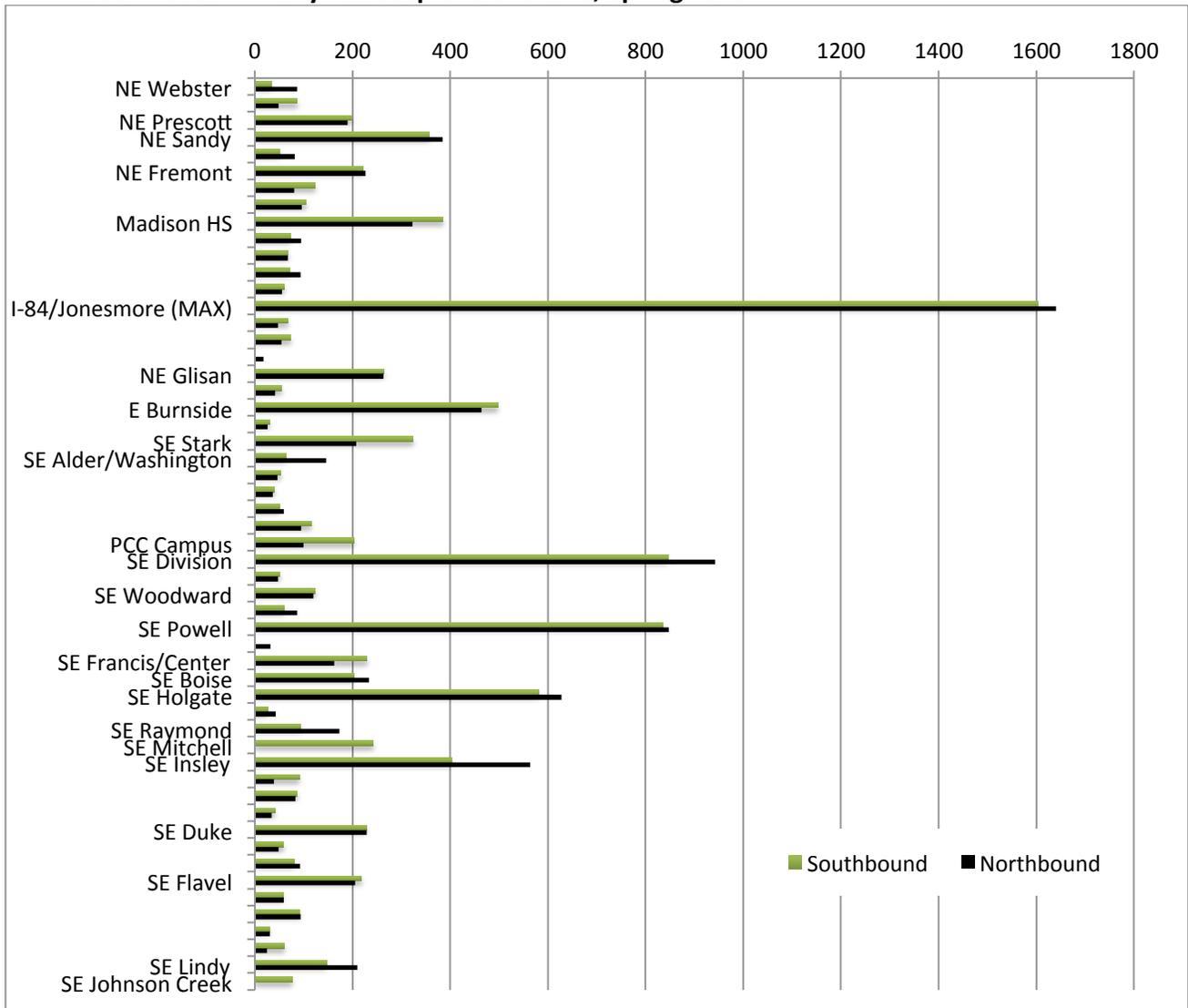
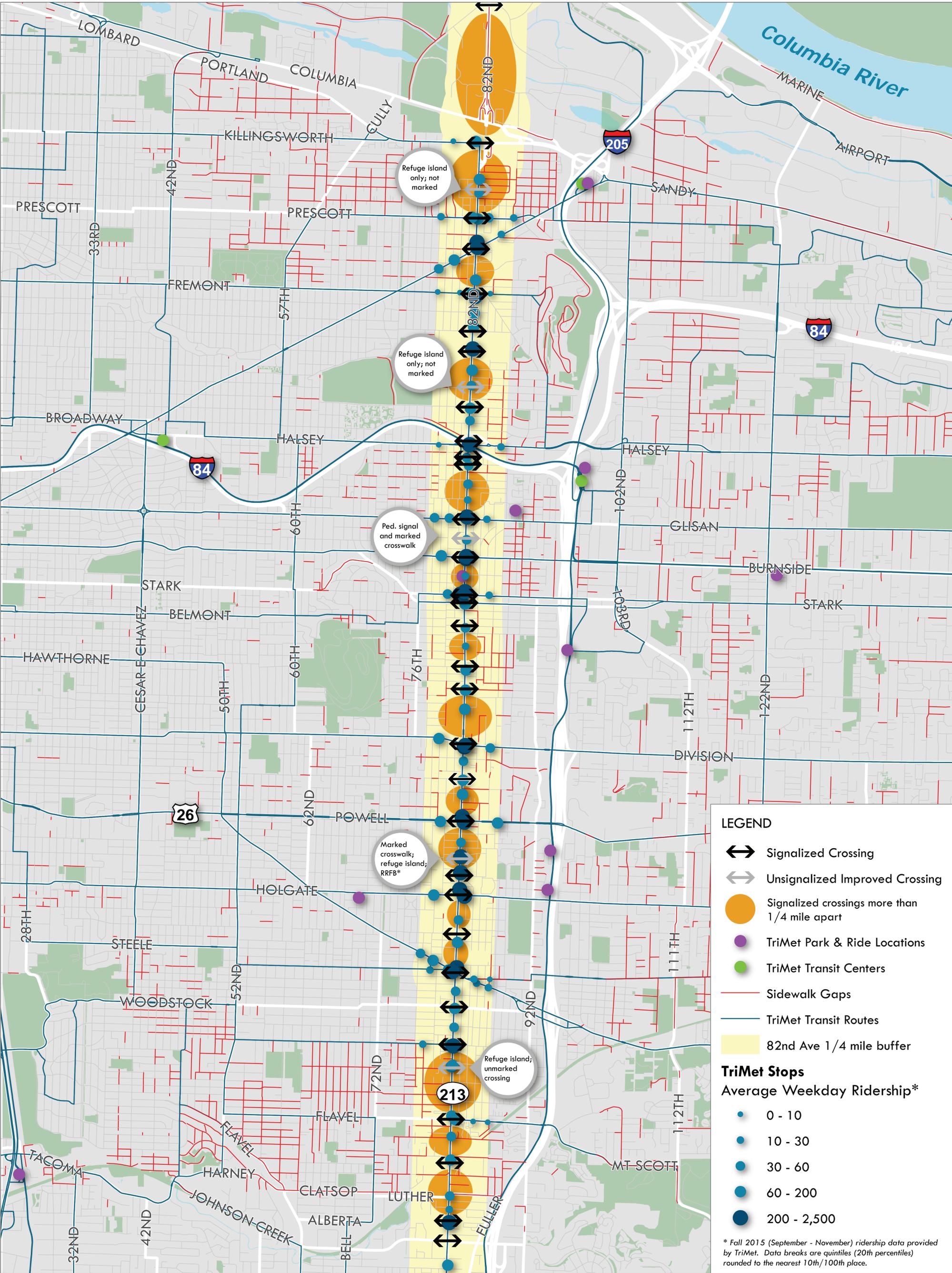
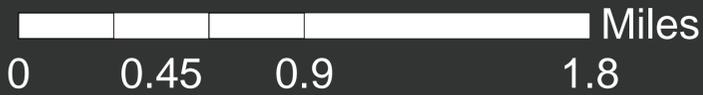


Figure 2.2
Bus Stop Use

82nd AVENUE OF ROSES IMPLEMENTATION PLAN



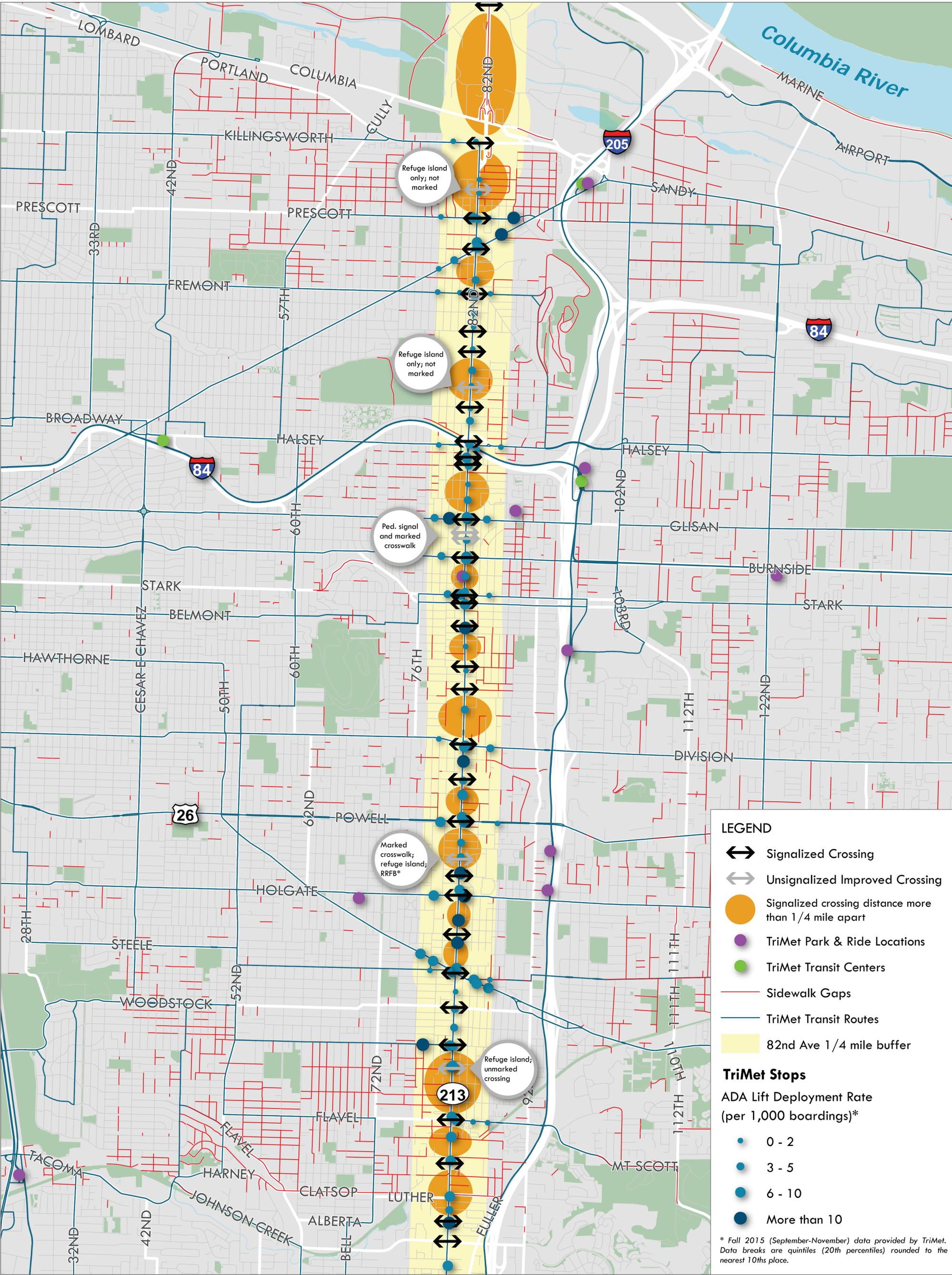
* Rectangular rapid-flashing beacon (RRFB)



Data Source: City of Portland Bureau of Planning and Sustainability (2015); Metro Regional Land Inventory System (2015).

**Figure 2.3
ADA Lift Deployment**

82nd AVENUE OF ROSES IMPLEMENTATION PLAN



LEGEND

- Signalized Crossing
- Unsignalized Improved Crossing
- Signalized crossing distance more than 1/4 mile apart
- TriMet Park & Ride Locations
- TriMet Transit Centers
- Sidewalk Gaps
- TriMet Transit Routes
- 82nd Ave 1/4 mile buffer

TriMet Stops
ADA Lift Deployment Rate (per 1,000 boardings)*

- 0 - 2
- 3 - 5
- 6 - 10
- More than 10

* Fall 2015 (September-November) data provided by TriMet. Data breaks are quintiles (20th percentiles) rounded to the nearest 10ths place.

Traffic Volumes

Exhibit 4: Average Annual Daily Traffic along 82nd Avenue, 2014 (both directions)

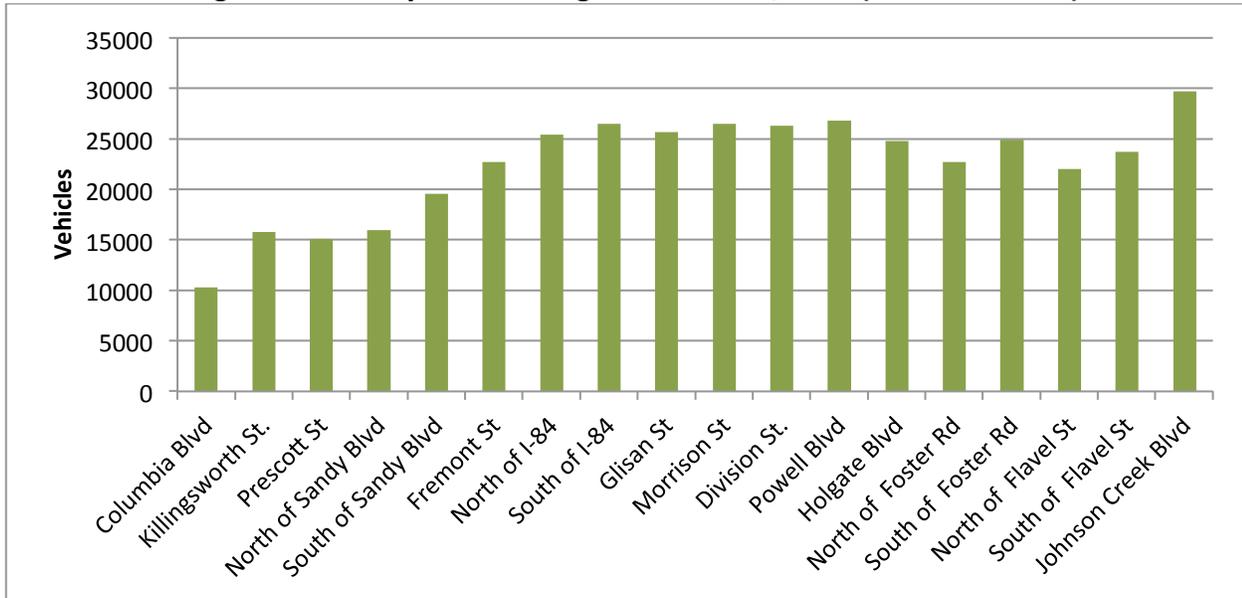
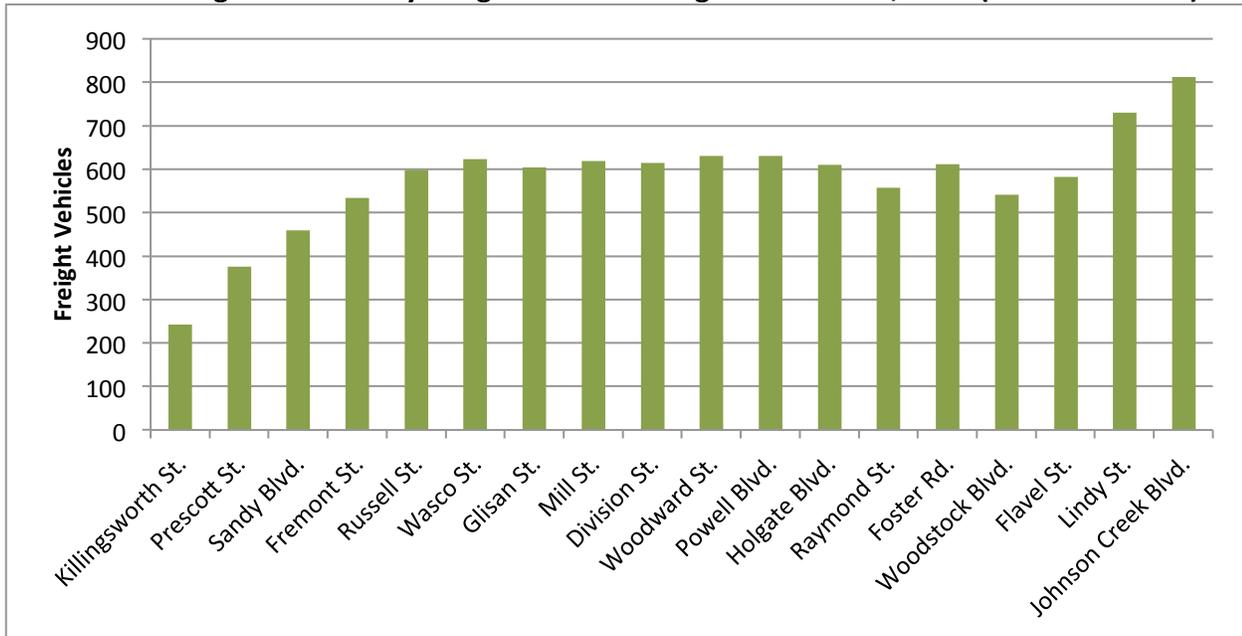


Exhibit 5: Average Annual Daily Freight Volume along 82nd Avenue, 2014 (both directions)

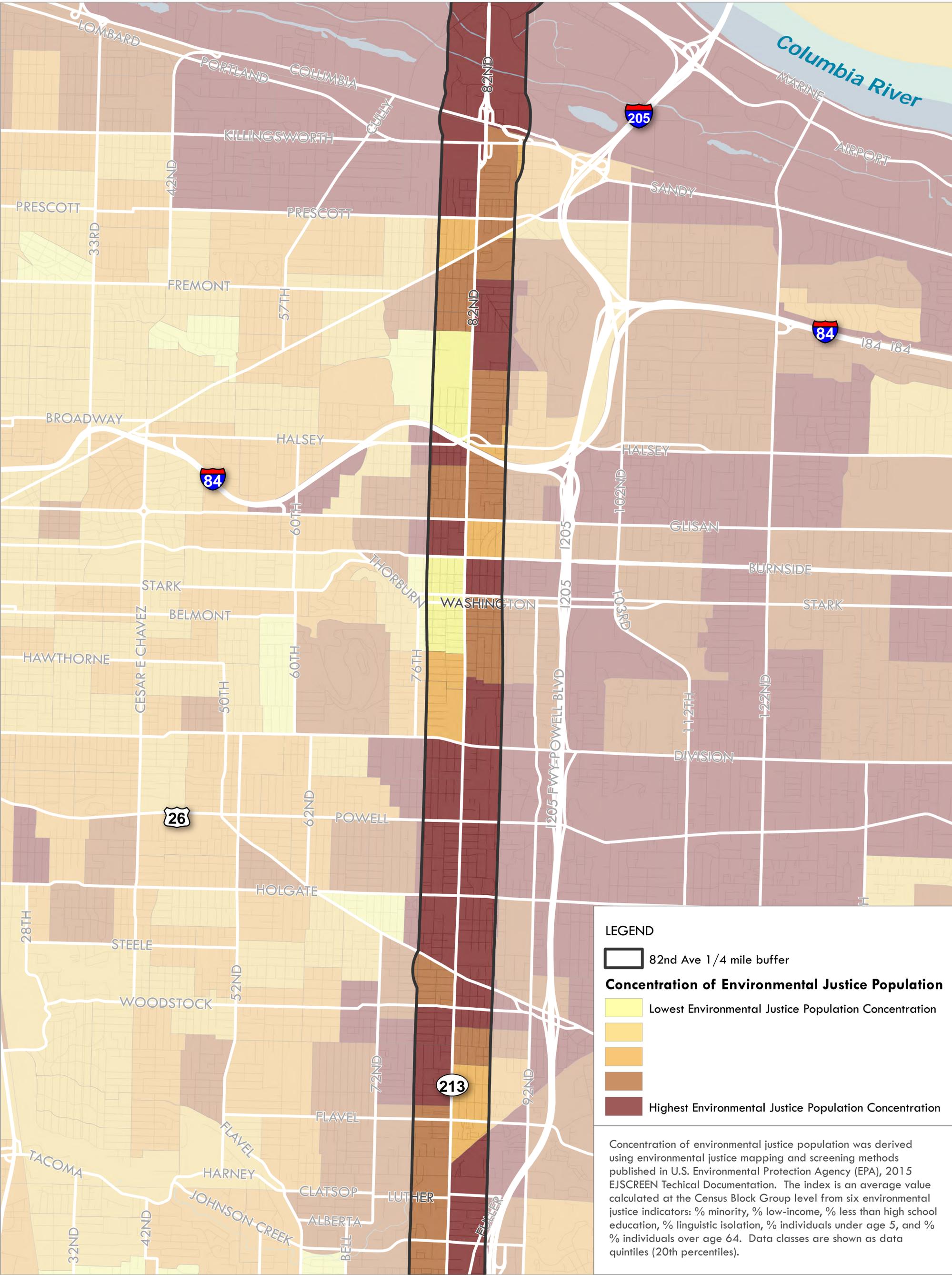


Average daily traffic volumes on 82nd Avenue are lowest north of Sandy Boulevard, with less than 20,000 vehicles per day. Traffic volumes are highest near Johnson Creek Boulevard, nearly reaching 30,000 vehicles per day.

Freight traffic volumes follow a similar pattern, with lower volumes north of Sandy Boulevard and the highest volumes near Johnson Creek Boulevard.

Figure 3
Equity Representation

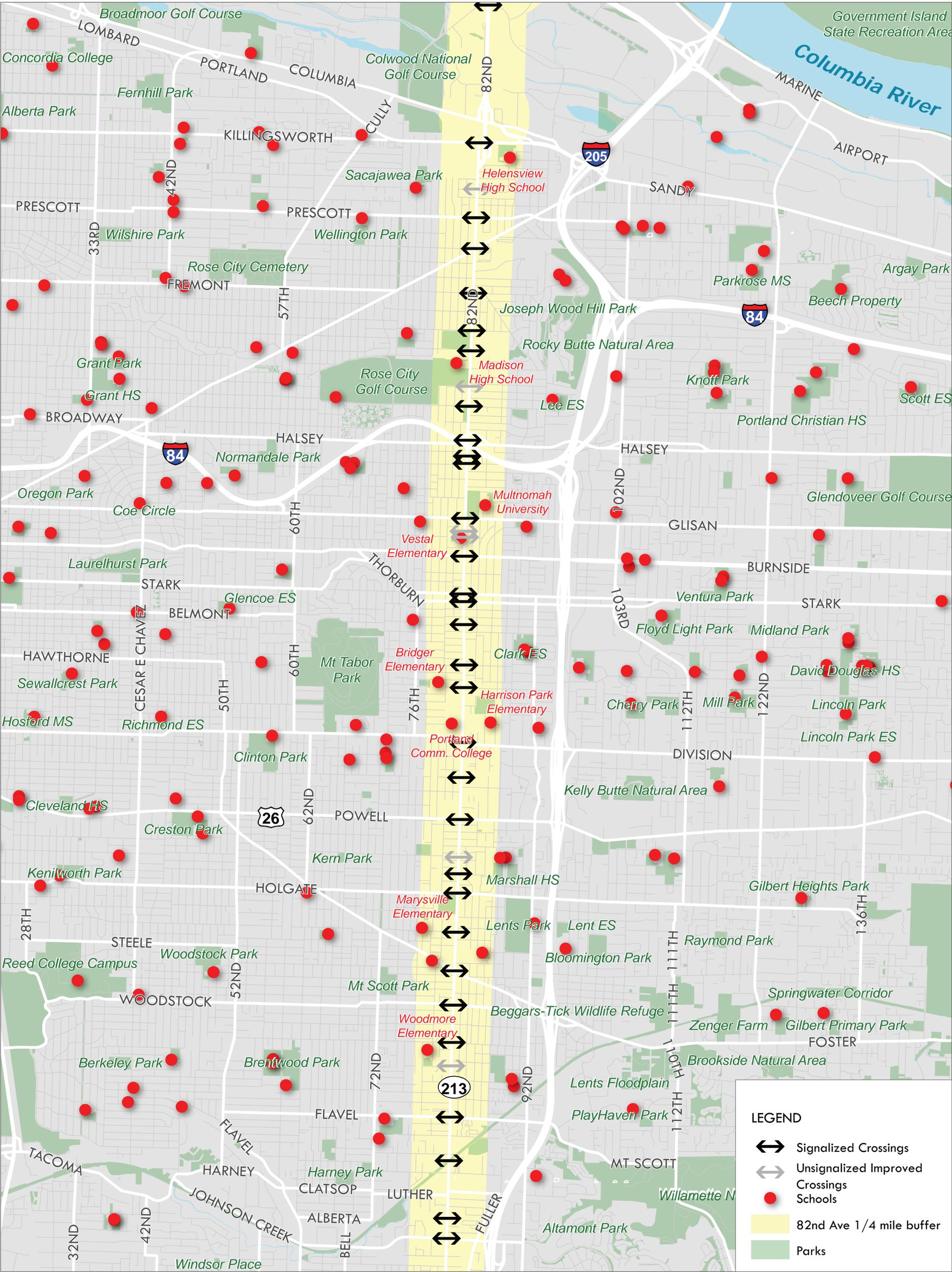
82nd AVENUE OF ROSES IMPLEMENTATION PLAN



Data Sources: City of Portland Bureau of Planning and Sustainability (2015); Metro Regional Land Inventory System (2015); U.S. Census Bureau (2014).

**Figure 4
Parks & Schools**

82nd AVENUE OF ROSES IMPLEMENTATION PLAN



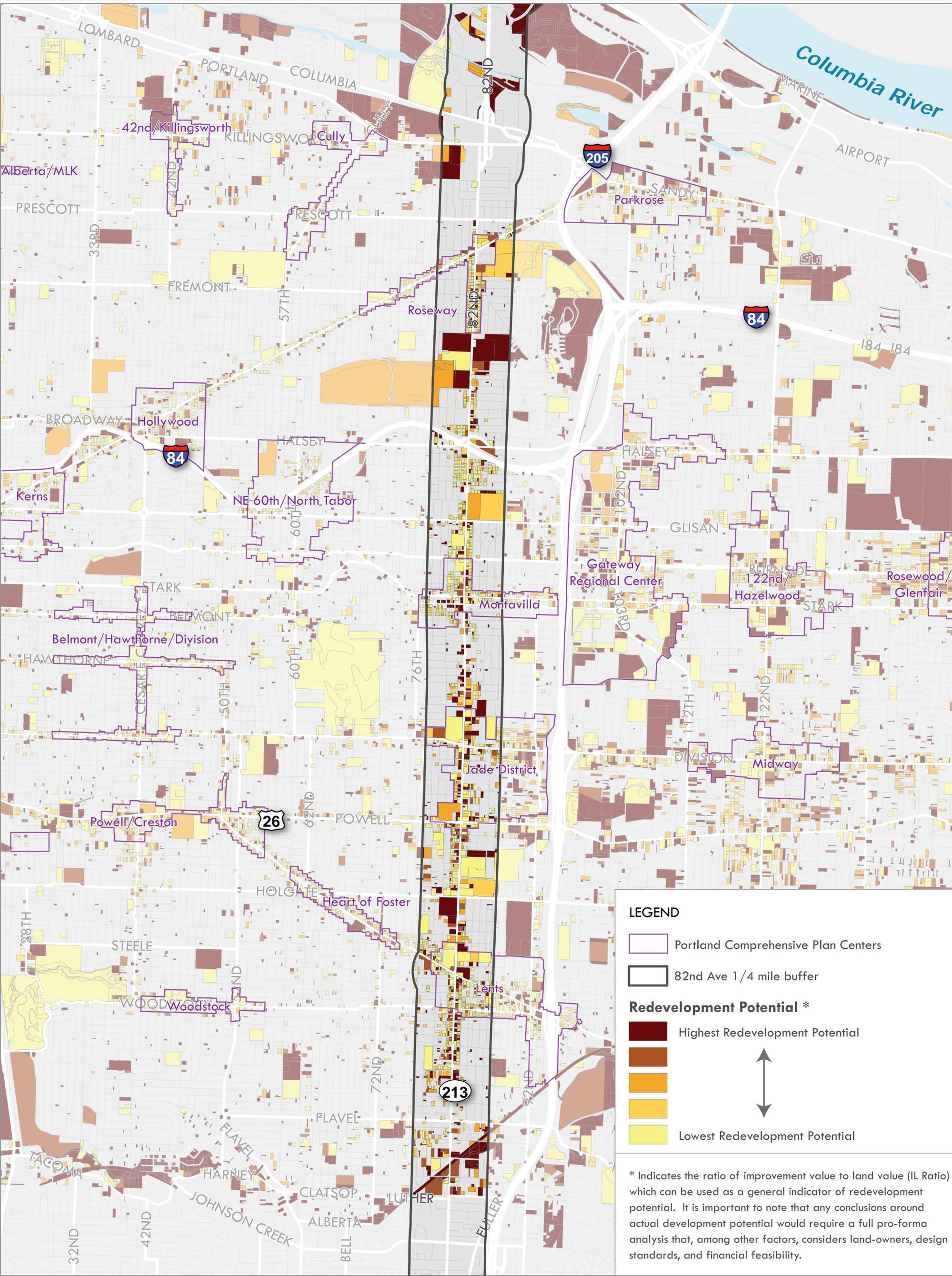
LEGEND

- Signalized Crossings
- Unsignalized Improved Crossings
- Schools
- 82nd Ave 1/4 mile buffer
- Parks

Figure 5

Redevelopment Potential

82nd AVENUE OF ROSES IMPLEMENTATION PLAN



LEGEND

- Portland Comprehensive Plan Centers
- 82nd Ave 1/4 mile buffer

Redevelopment Potential *

- Highest Redevelopment Potential
-
-
- Lowest Redevelopment Potential

↕

* Indicates the ratio of improvement value to land value (IL Ratio) which can be used as a general indicator of redevelopment potential. It is important to note that any conclusions around actual development potential would require a full pro-forma analysis that, among other factors, considers land-owners, design standards, and financial feasibility.



Technical Advisory Committee (TAC) Meeting #3 Summary

June 15, 2016

3:30-5:00 pm

ODOT Region 1 Headquarters, 123 NW Flanders

Attendees:

Terra Lingley, ODOT

Jon Makler, ODOT

Chi Mai, ODOT

Mike Coleman, Port of Portland

Ben Baldwin, TriMet

Ali Al Sahraf, TriMet

Clay Veka, PBOT

April Bertelsen, PBOT

Elizabeth Mros-O'Hara, Metro

Rich Crossler-Laird, ODOT

Jon Williams, Metro

Justin Dollard, Portland Public Schools

Kate Drennan, CH2M

Kristin Hull, CH2M

Joseph Auth, ODOT

1. Welcome and introductions – Kristin Hull, CH2M

Kristin welcomed the group and asked each member to introduce him or herself. Kristin reminded the group that the Implementation Plan would consider improvements in four focus areas along 82nd Avenue. Each focus area will be up to 10 blocks long. She told the group that the purpose of today's meeting is to gather TAC input on the most important focus areas.

2. Focus area selection information – Kate Drennan, CH2M

Kate reviewed the focus area selection criteria and supporting maps. Group discussion by topic area is provided below.

Safety

Map comments:

- Change the breaks on auto injuries and make the number of crashes for both auto and bike/ped crashes to make them easier to distinguish
- Confirm if the safety map shows all crashes or just serious/fatal crashes

The group also noted that interested in seeing the bike/ped crashes relative to the crossing gaps would be interesting. Justin asked if we considered filtering the crashes by time of day. Terra explained that ODOT is interested in crashes at all times of day, so filtering out late night crashes does not make sense for this project.

Multi-Modal Travel and Transit

Map comments:

- Change label for unsignalized crossing to "unsignalized and improved crossing" to differentiate improved crossings from street intersections
- Show the type of improvement at unsignalized and improved crossings (pedestrian beacon vs. marked crosswalk, etc.)
- Use daily weekday boardings rather than monthly boardings for transit map
- Check that TriMet uses lift deployment per 1,000 boardings rather than raw numbers



- Only show boarding data for Line 72
- Show crossing distances linearly rather than using the spherical buffer
- Change colors for bike facility classification

The group suggested that the map showing the density of connections highlights areas where connections would be impractical due to adjacent land uses or topography. They suggested removing this map and criteria. The group also suggested adding a map that shows upcoming or ongoing projects on 82nd Avenue.

The group also suggested including maps from ODOT's current active transportation inventory showing sidewalk width. The group discussed if adding a criteria related to density of driveways would help select focus areas. Terra explained that ODOT is working to close unused driveways through a separate project.

Equity Representation

Map comments:

- Change label to "concentration of environmental justice population"

Kristin agreed to update the maps prior to the CAC meeting.

3. Focus area selection workshop – All

Kristin asked the group where the most important focus areas are based on the data and criteria. The group agreed that the following areas should be identified as focus areas:

- Division Street to Powell Boulevard (Jade District) because it has high traffic volumes, high transit use, a density of community destinations, is diverse and has a significant number of crashes.
- Foster Road (Lents area) because it has high transit use, a density of community destinations, is diverse and has a significant number of crashes.
- Stark Street/Washington Street (Montavilla area) because it is a community destination.

The group discussed other potential focus areas. They agreed that the fourth focus area should either be near Fremont Street/Sandy Boulevard or between Flavel Street and Johnson Creek Boulevard. The TAC suggested that safety data and the presence of vulnerable populations should drive focus area selection.

TAC members were concerned that Clackamas County was not represented at the TAC or CAC, so the groups might be biased toward the segments of the study area inside the City of Portland. The group noted that the southern part of the study area lacks sidewalks which means that TriMet has more frequent stops; this may make individual stops look like they see less use than stops in other parts of the corridor. Joseph suggested looking to see if there were SPIS sites in either potential focus area.

TAC members suggested that the potential focus area near Fremont Street/Sandy Boulevard is near schools and has both safety and congestion issues, and has busy bus stops.

Additional notes are captured on the attached map.

4. Next steps

Kristin reminded the group that the CAC would meet to discuss focus area selection on June 23. She also told the group that the Steering Committee would meet to decide on the focus areas in July. TAC members asked to have the draft Steering Committee recommendation one week prior to the meeting so that they would have time to brief their organization's member. Kristin told the group that their next meeting would be in late fall 2017.



Community Advisory Committee Meeting #3 Summary

6-8 p.m. Thursday, June 23, 2016

PCC Southeast Campus

Attendees:

Elliot Akwai-Scott
Brian Balla
Kimberly Botter
Kathryn Doherty-Chapman
John Mulvey
Terry Parker
Cora Potter

Traci Price
Diane Sparks
Shayna Rehberg
Peter Schraner
Chabre Vickers
Michael Sonnleitner (alternate)

Members Unable to Attend:

Kevin Kaufman
Leticia Martinez

Rachel Kimbrow

Staff:

Logan Gilles, Senator Dembrow's Office
Alfredo Gonzalez, Cogan Owens Greene
Kristin Hull, CH2M
Duncan Hwang, APANPO

Terra Lingley, ODOT Project Manager
Jon Makler, ODOT
Kate Drennan, CH2M

Introductions – Hull

Kristin from CH2M started the meeting, reviewed the agenda, and stated the purpose of the meeting. Participants introduced themselves and the organization(s) they represent. Kristin asked the group if they had any changes to the last meeting summary or final CAC protocols. The group agreed that both documents were accurate.

Survey Results – Hull and Community Engagement Liaisons

Kristin provided a brief overview of the results from a community questionnaire, available to the public online and in print format. The survey was available in English, Spanish, Vietnamese, Russian and Chinese. The project team partnered with community-based organizations to conduct culturally specific outreach to members of the Vietnamese, Chinese, Russian and Latino communities. Kristin told the

group the community-based organizations conducting outreach included: Asian Pacific American Network of Oregon (Vietnamese and Chinese), Russian-Slavic Network of Oregon (Russian) and Latino Network (Spanish).

Kristin said that ODOT received 524 responses to the online survey including the language-specific surveys. She reported a few high level themes from the survey responses:

- While responses to the question about the first thing that comes to mind when thinking about 82nd Avenue varied, the majority of respondents in English describe a corridor in relative neglect for such an important facility.
- Most people reported traveling most frequently on 82nd Avenue by car.
- Respondents noted that they would like to be able to travel by car, walking, biking and transit on 82nd Avenue in the future.
- Most respondents rated the three characteristics (safety, areas near destinations and areas where people tend to be outside) as very important.
- When asked which criterion was most important, respondents selected pedestrian and bike safety, auto safety and sidewalk gaps and the presence of community destinations most frequently.

Duncan Hwang, APANO, provided the CAC with some highlights from the outreach they conducted in the form of focus groups and intercept surveys. He reported that respondent's community networks were in and around 82nd Avenue and their travel was within the project area rather than through it. The exception were workers who commuted to Columbia Corridor for employment and faced challenges of transit reliability. The difficulty of frequent, direct north-south connected relegated many workers to using vehicles for their commutes. Respondents chose increasing safety and walkability within the community as the top priority for choosing focus areas.

Alfredo Gonzalez from Cogen Owens Greene provided a short summary of findings from a focus group with the Latino community. He said that safety and air quality were the most frequently cited concerns. He said that respondents also raised concerns about lighting and smoking near bus stops where many wait with their children.

Focus Area Selection Exercise – Hull/All

Kristin introduced the primary task of the CAC meeting – selecting focus areas along the 82nd Avenue corridor. She said that due to the length of the corridor and funding limitations, the project team will focus on four segments of 82nd Avenue to conduct deeper data analysis and propose design solutions. Kristin reviewed the focus area selection criteria discussed during CAC Meeting #2. Kristin then reviewed a map packet prepared for the CAC which displayed quantitative data reflecting project objectives. She said that each focus area could include up to ten north-south blocks of 82nd Avenue.

She shared a handout showing focus area selection objectives (attached).

The CAC sat at three tables equipped with a large map of the project focus area. Members were asked to consider the data displayed in the map packets and their own local knowledge of the area to select their top three areas. In the first round of the exercise, participants placed red dots on their top choice for a focus area, and green dots on their second, third and fourth choice. Staff facilitated discussions at each table, asking members the questions:

- Why did you choose this location?
- What makes this node important?

Participants discussed their choices about important nodes. Kristin then repeated the exercise with each member placing their dots on one large map (shown to the right). Kristin and Jon Makler then led the CAC in a group discussion about where dots were clustered. CAC members generally clustered their dots in the following nodes:

- Halsey Street to Glisan Street
- Fremont Street
- Halsey Street to Burnside Street
- Stark Street/Washington Street
- Foster Road/Woodstock Boulevard
- Woodstock Boulevard to Johnson Creek Boulevard
- North of Sandy Boulevard

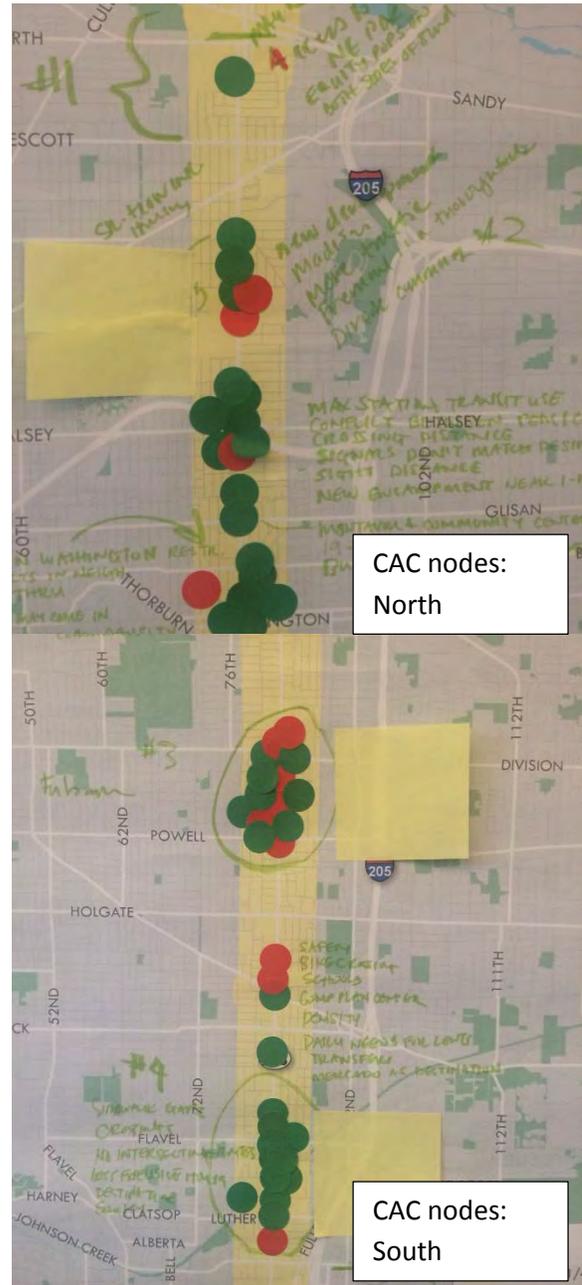
The discussion about the importance of each cluster is below:

Halsey Street to Glisan Street

- Important for students accessing Madison High School.
- Impending new development with traffic impacts. There may be an opportunity to leverage the new development.
- Not a lot of other north/south connections here as the grid isn't as permeable leaving people without options other than 82nd Avenue.

Fremont Street

- Acts as a thoroughfare/gateway to access 82nd Avenue.



- Larger residential nodes between Madison and the Max station where there is not a lot of permeability.

Halsey Street to Burnside Street

- MAX station has heavy pedestrian activity.
- This area has a large gap between signalized crossings. Signals do not line up to where people need to go, so many people dash across the road.
- The hill creates sight distance issues.
- New houseless site that may become a designated camping site with the need for services.

Stark Street/Washington Street

- A lot of people use the Line 19 bus at this location as a transfer to the Line 72 bus. The bus stop needs improvement because it lacks drainage and grade difference between sidewalks and the roadway.
- Left turns for people driving south are prohibited - people do not follow the directions and end up driving through neighborhoods when making a southbound left turn
- New development between Stark/Washington Streets (Trader Joes) will create additional auto and pedestrian traffic.
- New residential development in the area near the intersection could add more pedestrians to the area.

Foster Road/Woodstock Boulevard

- Area is a comprehensive plan center.
- Has a high numbers of crashes.
- Has a concentration of environmental justice populations.
- Town center developing, important node to get groceries, the 72 bus, etc.
- Crossings may be more important than traveling along 82nd.
- Redevelopment is happening on Foster Road through the Foster Streetscape Plan and CAC members noted that the sidewalk designs will not match what is currently on 82nd Avenue in this node.
- Schools on both side of the street in that area.

Woodstock Street to Johnson Creek Boulevard

- Has long distances between signalized crossings.
- There is a fair amount of crossing activity between mobile home parks, Fred Meyer, and Cartlandia.
- Has gaps in sidewalks and long distances between pedestrian crossings.

North of Sandy Boulevard

- Northern areas have environmental justice populations both east and west of 82nd Avenue.
- People living in east Portland traverse this portion of 82nd Avenue to reach north and northwest Portland.
- CAC does not have representatives from this area, but it is still important.

Group Recommendation – All

As the CAC discussed the conditions of each proposed focus area and why they voted, the group said that five potential areas were important: north of Johnson Creek Boulevard, Jade District, Stark Street/Washington Street, Halsey Street to Sandy Boulevard, and Sandy Boulevard to Killingsworth Street. Jon Makler clarified that the CAC should think about focus areas in terms of typologies, rather than settled investment priorities. In studying a focus area, future projects could be built in non-focus areas that have similar conditions. With that direction the group recommended the following four focus areas:

1. Division Street to Powell Boulevard
2. Johnson Creek Boulevard north to Flavel Street
3. Near MAX stop/Fremont Street/Sandy Boulevard
4. Sandy Boulevard to Killingsworth Street

As some of these areas are more than 10 blocks long, Kristin explained that the project team would have to narrow the focus. Kristin also shared the Technical Advisory Committee’s recommendation to study the following focus areas:

- Division Street to Powell Boulevard
- Foster Road/Woodstock Boulevard
- Stark Street/Washington Street
- Either a north of Sandy Boulevard or near Johnson Creek Boulevard depending on which area has the most crashes and the highest concentration of environmental justice populations

Kristin told the CAC that ODOT would review CAC and TAC input and provide a staff recommendation to the Steering Committee at their meeting in mid-July along with the TAC and CAC input.

Close and Next Steps – Hull

Kristin asked for volunteers to present to the Steering Committee meeting about their discussion. Cora, Chabre and Terry volunteered to attend the Steering Committee meeting. Kristin told the group that their next CAC meeting would be in the fall and would be an opportunity to learn about some of the technical deliverables the team has prepared including a memo about jurisdictional transfer and cross section.

Focus Area Selection Objectives

6/14/16

Objectives	Examples of information to use
Improve safety	<ul style="list-style-type: none"> • Places with high numbers of bike crashes • Places with high numbers of pedestrian crashes • Places with high numbers of auto crashes
Support multimodal travel	<ul style="list-style-type: none"> • Places where bus stop use is highest • Places where bus stops are used most by people using mobility devices • Places where important bike routes cross 82nd Avenue • Places without sidewalks or with very narrow sidewalks • Places where marked pedestrian crossings are more than ¼ mile apart • Places where the street network is disconnected • Places with high traffic volumes
Equity representation	<ul style="list-style-type: none"> • Places where low-income, minority and people who speak languages other than English live
Focus resources near important community destinations	<ul style="list-style-type: none"> • Location of schools • Location of parks • Location of grocery stores, restaurants, medical clinics, community centers, services •
Support local land use, economic development and transportation plans	<ul style="list-style-type: none"> • Places with redevelopment potential • Places identified in City or County transportation system plan as needing improvement • Places identified as focus areas in City or County land use plans • Places identified as Urban Renewal areas or Neighborhood Prosperity Initiative areas • Places at-risk for displacement or gentrification