



## POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

### 82nd AVENUE DESIGN OPEN HOUSE

January 11, 2016 | 5 to 8 p.m. | Jade/APANO Multicultural Space, 8114 SE Division Street, Portland

#### KEY THEMES AND OUTCOMES

Approximately 150 people dropped in throughout the night to review information about changes to 82nd Avenue that could come with the addition of bus rapid transit. The purpose was to understand if, given potential changes along a spectrum of design scenarios (minimum build and high build), 82nd Avenue remained the preferred BRT route.

Rich conversations and constructive input came from community members, business and property owners, area stakeholders -- including the Jade District, the Asian Pacific American Network of Oregon, Portland Community College Southeast and Warner Pacific -- and members of bicycle, pedestrian and environmental justice, in addition to staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation and Metro.

The design open house was publicized through a variety of channels, including letters to property and business owners along 82nd, two Powell-Division emails (more than 2,000 subscribers), direct invitations to the five adjacent neighborhood associations, two Metro newsfeeds, email/social media announcements from TriMet and the Bicycle Transportation Alliance, and an article in the Portland Tribune.



People continue to support 82nd Avenue as the preferred route.

## **Support for 82nd Avenue**

There was overwhelming support for 82nd Avenue as the preferred route for bus rapid transit. People were invited to review the information, ask questions of staff and then indicate their route preference. As a result, 112 people supported 82nd Avenue. Two people supported 50th and/or 52nd avenues.

## **Feedback on the spectrum of design scenarios**

People are eager to see improvements that make 82nd feel safer and more hospitable to road users and businesses alike. The question of whether or not 82nd Avenue should have bike lanes was a polarizing one. People felt strongly one way or the other. If 82nd Avenue is selected as the preferred route, people will be invited to participate in the design process in the spring and summer of 2016.

## **Comment cards**

- "Great idea for voting process in the community. Everything was explained clearly so I could understand. Wish I knew more about this project before "yes, 82nd!"
- "I prefer the minimum build on the 82nd BRT plan. I think it will be much safer for bicyclists. Overall it is a better plan for the neighborhood. I drive this stretch approximately 1x per day. I live on 80th between Woodward and Tibbets. This plan has a lot of implications for me. Also for neighbors, I don't see how the high impact build gives better transit times given the significantly higher cost."
- "At most minimum build. Bike lanes do not belong on 82nd and ridiculous to take out all those properties and the associated expense. There are plenty of wide unused streets east/west of 82nd. Also very few pedestrians on 82nd so current sidewalks are more than adequate."
- "Bike lanes would be a disaster on 82nd ave. Presently, there are only few pedestrians on 82nd between Division and Powell. Minimum build should be the only plan considered. It is also wrong to force business out of business as well as property owners."
- "-High Build! Make the best facility and community center we can because this opportunity will only come once.  
-Work with APANO to figure out how to mitigate impacts to biz through construction/redevelopment. We have to figure out how to invest in the community but not be so afraid of disruption that we don't invest in it.  
-Green space! Community design workshops work great."
- "82nd Ave no build out or minimum build out—maximum build out too much for area. 50th and 52nd avenues—no build out! Streets are too narrow and would destroy housing in residential neighborhoods in Richmond and South Tabor. Neither 50th or 52nd Aves are options—Topography—hills and curves plus Clinton/Woodward bikeway conflict with bus rapid transit concept. (Too much like Mt. Hood Freeway project! South Tabor residents still have hackles on necks raised when "Mt. Hood Freeway" is said.) Keep

the residential housing as it currently exists on SE 50th and SE 52nd Ave.

- “Good outreach—intro could have been stronger. Thanks, Jim”
- “I support somewhere between minimum-build and high-build. I am a bike rider but consider 82nd Ave a lost cause for “through” riding. However, I am in favor of safe sidewalks, so improve them here please. If I need to ride my bike to a business on 82nd ave., I’ll use the sidewalk. I know and follow the rules.”
- “Excellent job w/ the medium build scenario. I am an avid bicyclist, but 82nd makes little sense and is incredibly costly, especially compared to the 70’s bikeway. The medium build is cost effective, will add significant community value through plazas and affordable housing opportunities, and greatly improve travel time. Nice work!”
- “For the downtown route/portion, I’d like to prioritize minimizing the time BRT spends in downtown rush-hour traffic. Many routes serve the bus mall, and buses serving downtown can have their entire timing thrown off by central city congestion. Transferring at the bus mall sounds okay to me if it means more reliable service times. For 82nd and Powell, I’d also want to consider any way to aid connections for shoppers potentially coming up from Eastport Plaza—the 72 often becomes crowded with bags, kids, shopping trolleys, etc. at Eastport and it looks physically challenging for those riders.”

Also, please do not forget the part of this project where we should seek to create more affordable housing and job opportunities in this area, because the gentrification boost is foreseeable. I know you’re trying, but this is to say, keep trying and ask about it at every event. You never know when someone from the community will have a brilliant idea, and we’ll need broad support when it comes time for funding.”

- “We would like to be notified concerning all 70’s proposed actions—we are big supporters!”
- “Re-route all vehicular traffic to i-205. 82nd Avenue becomes a street for everyone except for cars. Third scenario is a bad idea. Transportation should not come at the cost of long-term independent
- “I’m excited about getting to downtown on the #9 faster! Please, in the interim, until all the fancy stations, BATs, lights, etc. are built—can you just designate a #9 express, which stops at the proposed stations? Between Cesar Chavez and downtown. There would be only 6 stops and I would use it! All the expensive stuff isn’t needed to get started! Call it a ‘Pilot Project’”
- “82nd route is okay but prefer to have 50/52nd as a route. Must have a stop between 101 and 103rd on Division Street! Thanks!”
- “-No bike lanes on 82nd  
-Improve pedestrian access  
-Prefer 50/52nd to 82nd

-Do not result in any lesser service for stops not served by BRT, weekends too"

- "I would advocate for a cross between plan 2 and 3. We need to create a greatly improved pedestrian experience in the entire zone. To do this we need a driveway diet. Especially on the east side of the street. Creating a pedestrian wall on the west side at Woodward would build a center point for the pedestrian neighborhood . The bus routes along both sides need to be enhanced with clean and easy access to important points along 82nd."

#### **Comments on the minimum build BRT scenario**

- "Minimum build with bus pullouts at Woodward and right turn auto lane in chamfer to reduce conflicts with pedestrians"
- "No build until jurisdictional transfer then reduce right of way travel lanes"
- "Don't build BRT, invest in existing bus system improvements."
- Double down on current bus service. Bonus points=bring back night owl service!

#### **Comments in between the minimum and high build BRT scenarios**

- "Yay for the 70's greenway!"
- "Bike lanes on 82nd would be nice but are not completely necessary. Bikeway on 80th/79th works well especially if this job to 77th is eliminated at PCC. Route should go through PCC w/ signals at PCC entrance/80th."
- "Even though I bike, I would not advocate for adding a bike lane into the mix on 82nd."

#### **Comments on the high build BRT scenario**

- "Quickest trip to downtown and most accurate service most important."