

Multnomah County LIT Meeting 7 (122nd Avenue)

Multnomah County LIT Meeting: 122nd Avenue

Meeting: Metro Local Investment Team, Multnomah County

Date/time: August 14th, 5 p.m. to 7:30 p.m.

Place: Glendoveer Golf & Tennis Center

Purpose: Tour corridor, review possible projects and gather LIT feedback

Attendance

Multnomah LIT Members

Maria Hernandez

Arlene Kimura

Ashton Simpson

Staff

Anne Buzzini, *Metro*

Andy Shaw, *Metro*

Camilla Dartnell, *Kittelson & Associates, Inc*

Jaye Cromwell *JLA Public Involvement*

Brandy Steffen, *JLA Public Involvement*

General Public

Summary of Discussion

Discussion for this corridor focused on equity, safety, and accessibility. Many members stated that this corridor is a priority one for them because of the high proportion of people of color and lower income residents who live on or near 122nd Avenue. This corridor should be used by Metro as an example to demonstrate how transportation investments could be done without causing displacement or gentrification. Safety and the accessibility of transit were also major concerns, including the need for safer, more reliable and accessible bus service, especially on evenings and weekends.

Meeting

The meeting began with a round of introductions, followed by a brief presentation from Camilla Dartnell & Brian Ray (Kittelson and Associates) on proposed projects along the 122nd Avenue corridor. The group then went on a tour of the corridor led by Andy Shaw (Metro) which focused on 122nd Avenue between Sandy Boulevard and SE Tibbets Street. The LIT members returned for a discussion of potential projects and their priorities, facilitated by Brandy Steffen (JLA Public Involvement).

Presentation

The following elements were presented regarding the 122nd Avenue corridor:

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- Regionally, this is a major north-south arterial connecting Foster to Marine Drive. 122nd also provides access to trails (including the Marine Drive Trail, I-84 trail and Springwater Corridor), and car access to eastbound I-84.
 - TriMet Line #73 recently added more frequent service on this corridor, and bus transit connects to numerous east-west transit lines, including the MAX Blue Line.
 - This corridor has been identified as a Civic Corridor by the City of Portland from NE Sandy to Foster.
- Locally, there are two identified town centers on 122nd (near SE Division and at Burnside). This corridor provides multimodal local access and circulation for various residential and commercial areas.
- Project opportunities in this area include:
 - Safety improvements, including systemic safety improvements and roadway reorganization
 - Addressing multi-modal barriers at underpasses and filling gaps in the I-84 multi-use path
 - Intersection reconfiguration at Sandy
 - Enhanced Transit Corridor (ETC) treatments

Tour

The group attended a 60-minute tour of the corridor. LIT members, as well as elected officials and the general public were able to ask questions about the corridor and associated projects planned for the area. No notes were taken during this part of the meeting and members were encouraged to share their thoughts in a group discussion after the tour.

Group Discussion

The group reassembled after the tour to discuss what they had seen, as well as review additional information from the technical team. Below is a bulleted summary of comments and questions raised by LIT members, followed by responses of the technical team. Responses from Metro or Kittelson are shown as a sub-bullet.

Common themes of the discussion were: safety, accessible transit for marginalized communities, equity concerns, and healthy & resilient ecosystems and neighborhoods.

Safety

- LIT members identified several areas that they considered unsafe, including:
 - The overpass on 122nd south of Fremont, particularly due to a lack of lighting.
 - Crossings at Clinton and Davis where pedestrians are not visible to cars.
 - Several driveways along 122nd where cars turn too fast, and this feels dangerous for people walking and cycling.
 - Potholes and trip hazards in the sidewalks.

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- Several LIT members had questions about what ODOT and PBOT standards for safety and road improvements looked like.
- Another shared that “safety” can mean different things to different people, and that some feel unsafe due to police presence on transit.
- One LIT member expressed concern over the safety of people walking, cycling or driving during any upcoming construction projects.
- A member hoped for protected areas for people walking or riding bikes at the seven high crash intersections.

Accessibility

- Members noted that the bridge undercrossing is not ADA accessible.
- One member felt that investment in this area needs to align with schools: *Kids walking from the 7th Day Adventist school are crossing San Rafael in unsafe ways because they do not have access to convenient safe crossings. Parkrose High School is very diverse, but they have no access to public transit.*
- A few LIT members commented that street parking was underutilized and could be repurposed into bio-swales and buffered bike lanes.
 - One LIT member was concerned about the effect that removing parking might have on businesses.
- Several LIT members felt strongly that there need to be more bus lanes in this neighborhood, especially to warrant investment in transit-only lanes.
 - Members felt that buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high-frequency lines.
- Members felt that there should be a requirement of developers and the city to plant shade trees to provide shade and respite for people walking and bicycling.
 - It was noted that this might also help slow traffic down on this corridor.
- A member noted that focusing on efficient, reliable and accessible transit options is a key strategy to mitigate the effects of climate change.
 - Additionally, it is important to approach climate change through a lens of racial equity and eliminate barriers to transit for all members of the community.

Equity Concerns

- Some LIT members expressed concern about losing Rossi Farms and about access to affordable housing in this area. This tied into concerns about development and investments bringing displacement and gentrification to this highly diverse neighborhood.
 - LIT members strongly desired to see anti-displacement programs in this area and a displacement study done before any work gets started.

- Members also identified a desire to see economic development programs alongside investments in this area, including job training for people in the neighborhood.
- One LIT member affirmed that safety and transit are the right priorities, as these issues particularly affect the people living in this area, many of whom are people of color.
- A member noted that Metro should approach every project (and corridor) with a framework to support local businesses and with a racial equity lens.