



Meeting: 82nd Avenue Transit Project Community Advisory Committee #4
Date/time Wednesday, May 14| 6:00 p.m. to 7:30 p.m.
Location: PCC Southeast, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon

Members

Kaylyn Berry	Rahab's Sisters
Jessica Curtis	Clackamas Town Center
Terry Epperson	82nd Avenue Resident
Ana Gonzalez	Verde
Meghan Humphreys	82nd Avenue Resident
Jay Jones	North Clackamas Chamber of Commerce
Gretchen Kolderup	82nd Avenue Resident
Zachary Lauritzen	Oregon Walks
Jacob Loeb	82nd Avenue Business Association
Valeria McWilliams	82nd Avenue Resident
Eden Melgar	82nd Avenue Resident
Thomas Ngo	The Street Trust
Franklin Ouchida	TriMet Committee on Accessible Transportation

Facilitator

Shabina Shariff	TriMet
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Presenters

Amanda Deering	City of Portland
Michael Kiser	TriMet
Paulina Salgado	TriMet

Other staff

Peter Craig	KPFF
Anthony De Simone	Clackamas County
Jennifer Koozer	TriMet
Jason Nolin	Metro
Holly Querin	Nelson Nygaard
Julia Reed	City of Portland

Welcome and Introductions



Shabina Shariff welcomed the attendees, provided an overview of the agenda, future meeting times and group norms.

Public Comment

No one came forward to comment.

Project budget, scope and cost snapshot (Michael Kiser– Manager, Small Starts Projects)

Michael Kiser gave an overview of the current cost estimates of the project.

Comment about current budget shows space for the “Some BAT Lanes” scenario. There seems to be more interest in the “More BAT Lanes” scenario. Is that costed out?

Staff replied the current cost estimate, from March, included the “Some BAT Lanes” as a rough placeholder. The next cost estimate, based on 30% design, will have a more refined cost estimate that includes the “More BAT Lanes” scenario.

Comment about Cully terminus line item and if that includes acquisition. Has the site been identified?

Staff replied we’ve been in conversation with Hacienda CDC about the site adjacent to Las Adelitas.

Question about federal funding sources and community input if the budget needs to be cut.

Staff replied there is confidence the Federal Transit Administration (FTA) Capital Investment Grant (CIG) program will not go away. We are tracking with the FTA and meet with them monthly.

Question about the timeline for CIG grant decisions.

Staff replied National Environmental Policy Act (NEPA) review is a large part of the federal process and the project can’t move past 60% design until the NEPA decision in the form of a Documented Categorical Exclusion (DCE).

BAT Lane Outreach & Engagement Feedback Findings (Paulina Salgado – Community Affairs Coordinator)



Paulina provided an overview of outreach activities and responses from the community.

Question on what canvassing looked like and what conversations were had.

Staff responded the team visited 312 businesses from Lombard to Clatsop, handed out fliers, and spoke with available staff about the project.

Follow up question about when staff will stop business outreach.

Staff replied that the re-opened survey will close June 6, but the community affairs team will continue talking with businesses throughout design and construction

Question on if PBOT is making the decisions about BAT Lanes and what decision are they leaning towards.

Staff replied that PBOT will determine where BAT lanes are feasible in its jurisdiction, and partners will advise the project about where BAT lanes should be pursued.

Were respondents who said they ride Line 72 more likely to support the “More BAT Lanes” scenario” than the “Some BAT Lanes” scenario?

Staff will follow up on this question.

Question about what methods were used to ensure not only transit riders were included in the focus groups, but folks who use different modes of transportation to get around as well.

Staff replied that community based organizations recruited focus group participants with support from TriMet staff. Members from the community were recruited to join these focus groups with emphasis on diversity.

Comment that 62 businesses responded to the survey out of the 312 canvassed –1 in 5 businesses. Businesses are well-represented in the survey.

Were the people who identified as business owners or managers specific to 82nd Avenue, or from across the region?

Staff will follow up on this question

Comment on a majority of survey takers are middle aged white men who make over \$100,000, only 32% women who took survey. It seems the results are heavily focused on the male perspective.

Staff commented the focus groups had more women.

Questions about how the demographics and incomes of the survey respondents compare to those of all 82nd Avenue residents? To Line 72 riders?



Staff will follow up on this question.

Questions about how all responses compare to those of respondents who live close to 82nd Avenue (dark blue areas on map)?

Staff will follow up on this question.

Comment on Division Transit Project – one owner saw a decrease in business – to what were they attributing the decrease?

Staff commented medians were an issue with businesses who wanted left-turn access.

BAT Lane Follow-up (Diversion, Ridership & Business) (Amanda Deering – Senior Transportation Modeler and Planner)

Amanda Deering, Senior Transportation Modeler and Planner with PBOT, gave an overview of BAT Lanes and diversion.

Committee members offered appreciation for contextualizing what diversion to other streets looks like.

Question on traffic calming working on identifying streets - what does that look like for timing for PBOT and TriMet – cut through traffic continues to come up and is a high priority for committee members.

Staff replied that work is still in progress.

Did the model take into account projects that already happened, or is this a national model that doesn't have much local context?

Staff replied that PBOT started with Metro's regional model, and then added detail so more local projects are captured. It doesn't have every single street but is representative of the area.

If we have a decent bus system – that should result in fewer cars. Did the FX2 on Division result in less car traffic?

Staff replied that transit ridership on Division did increase, but since the line opened during COVID-19, there are a multiple variables.

Question about whether there is another study, separate from this modeling, that will show what mode shift may be?

Staff replied that there are models for projected ridership but not for mode shift.



Discussion

Staff asked committee members what other questions members have on BAT Lanes and what they would like the Policy and Budget Committee to know.

Suggestion to have committee members send feedback to Chair to share with Policy and Budget Committee members.

Comment on the importance for the committee members to hear from non-dominant demographics.

Question about the cost of the “More BAT Lanes” scenario.

Staff replied a cost estimate will be completed over the summer with 30% design.

Comment on widening and acquisition – after looking at feedback it isn’t the popular option and is also the most costly one although members haven’t been shown the exact cost.

Comment on BAT Lanes being beneficial to business, especially during congestion as it helps get folks to businesses quicker. Signage around BAT lanes can be confusing. It would be helpful to have clearer signage that BAT Lanes are business access lanes, and focus on helping the public navigate these changes.

Adjourned.