



Meeting: 82nd Avenue Transit Project Community Advisory Committee #5
Date/time: Wednesday, June 25 6:00 p.m. to 7:30 p.m.
Location: PCC Southeast, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon

Members

Jorge Sanchez Bautista	Student Leader
Jessica Curtis	Clackamas Town Center
Kaitlyn Dey	Clackamas Service Center
Sokho Eath	IRCO
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
Thomas Ngo	The Street Trust
Franklin Ouchida	TriMet Committee on Accessible Transportation

Facilitator

Shabina Shariff	TriMet
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Presenters

Brian Moore	Propser Portland
Ken Itel	Clackamas County
Kiel Jenkins	Bureau of Planning and Sustainability
Jesse Stemmler	TriMet
Julia Reed	City of Portland
Lindsey Alley	TriMet

Other staff

Peter Craig	KPFF
Zoya Zhou	KPFF
Anthony De Simone	Clackamas County
Jennifer Koozer	TriMet
Jason Nolin	Metro
Holly Querin	Nelson Nygaard
Paulina Salgado	TriMet
Dameion Samuelson	TriMet



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.

Tax Increment Financing (TIF) Districts and Land Use Planning (Julia Reed, Brian Moore, Kiel Jenkins, and Ken Itel)

Partners from Portland Bureau of Transportation, Bureau of Planning and Sustainability, Prosper Portland, and Clackamas County shared updates on land use planning for 82nd Avenue.

Question on the length of TIF districts.

Staff replied TIF districts typically last 20 to 30 years from when they are created.

Question on AV.

Staff responded Assessed Value is the value of a property according to Multnomah County. When a TIF district is created, the county assess the total value of all properties in the district. Each year the assessed values are studied. If value increases, it creates revenue for the TIF district. It is different than the market value.

Question on vibrancy and how it's being defined.

Staff replied input is requested on the definition of vibrancy and TIF districts.

Question on Economic Opportunities Analysis (EOA).

Staff will follow up on this question.

Comment on market dependent on new vitalization for certain areas. Market demand plays a large role in driving revitalization in certain area. Zoning will always be the framework, but implementation is site specific. If there are opportunity sites for housing or other uses, that's when zones can be changed, unless there are broader neighborhood planning efforts being implemented. The zoning has a set of allowed uses.

Question on incentives for landlords to improve properties.



Staff shared information about the Prosperity Investments Program, a matching grant for business to fund storefront and interior improvements. The program is matched dollar-for-dollar, with a maximum grant of \$50,000. District managers in TIF districts assist businesses in accessing these and other available resources.

Comment on lack of connectivity at the I-5 multi-use path at the intersection of 82nd Avenue. Improvements here are being explored.

Question on current spending status.

Staff responded approximately \$50 million remains to be spent from the \$87 million total.

Policy and Budget Committee Report Out (Valeria McWilliams – CAC Chair)

Valeria shared key takeaways from June's Policy and Budget Committee meeting.

BAT Lanes (Jesse Stemmler – Principal Project Manager)

Jesse gave an update on the project decision making timeline and preliminary 30% cost estimate.

Question on cost for Division Transit Project stations.

Staff will provide cost summary of Division Transit Project via email.

Question on BAT lanes as the new norm for City of Portland.

Staff responded programs such as the Rose Lanes are a great tool to speed up transit in Portland and will continue working with City of Portland staff on this program.

Question on new FX bus manufacture and design specifications.

Staff responded Committee on Accessible Transportation has recommendations for the current design. The project has some ability to customize the current buses to a certain extent.

BAT lanes May/June Outreach and Feedback (Lindsey Alley – Senior Research Analyst)

Lindsey provided an in-depth analysis on questions committee members had on survey results from last month's meeting.



Comment on survey design. Anyone in favor of more BAT lanes is also in favor of having at least some BAT lanes.

Question on additional outreach for BAT lanes.

Staff will follow up.

BAT Lanes Roundtable (Jesse Stemmler – Principal Project Manager)

Jesse led the discussion on BAT lanes recommendation and invited each member to share their input. Members recommended as follows:

Terry Epperson, 82nd Avenue Resident
Support BAT lanes wherever possible.

Jorge Sanchez Bautista, Student Leader
Support More BAT lanes; consider how they would affect businesses; consider what the project can afford.

Gretchen Kolderup, 82nd Avenue Resident
Support More BAT lanes, especially to support vulnerable populations who rely on transit; address business concerns and locations where traffic diverts.

Jessica Curtis, Clackamas Town Center
Support More BAT Lanes; helpful to have consistency throughout the corridor.

Kaitlyn Dey, Clackamas Service Center
Support More BAT Lanes, from the perspective of a daily Line 72 rider at 5 p.m.

Ana Gonzalez, Verde
Support More BAT lanes to prioritize vulnerable populations who rely on transit.

Meghan Humphreys, 82nd Avenue Resident
Support More BAT Lanes; consider consistency, safety, and 30% of Oregonians who don't drive.

Thomas Ngo, The Street Trust
Support More BAT Lanes; seize opportunity to set the bar for the region; support businesses transitioning away from fossil fuel-oriented businesses; The Street will provide a letter of support for BAT Lanes.

Zachary Lauritzen, Oregon Walks
Support More BAT Lanes on this highest ridership bus line in the state.



Sokho Eath, IRCO

Support More BAT Lanes, provide this resource to communities that need the most.

Franklin Ouchida, TriMet Committee on Accessible Transportation

Support More BAT Lanes; CAT is providing a letter detailing its support.

Jacob Loeb, 82nd Avenue Business Association

Support More BAT lanes to be fair to businesses across the corridor, some of whom do want BAT lanes and others who don't; consider installing BAT lanes at end of construction period and with easy-to-understand signage like "turn only except bus"

Jay Jones, North Clackamas Chamber of Commerce

Support Some BAT lanes; Clackamas County businesses are facing a number of challenges; partners need to communicate better with businesses

Valeria McWilliams, 82nd Avenue Resident

Support More BAT Lanes, reflecting what was heard in community engagement; prioritize transit riders; advance shared vision for 82nd Avenue, including more walkability which can benefit businesses

Comments from members not present

Kaylyn Berry, Rahab's Sisters

Support More BAT Lanes, pedestrian safety and comfort, and increased reliability of bus lines along the corridor are top priority for many transit dependent folks in the region.

Eden Melgar, 82nd Avenue Resident

Support More BAT Lanes, prioritizes transit, increases pedestrian safety, could potentially allow for bike access via shared bus lanes, and overall reflects a shift toward more environmentally responsible transportation planning. Concerns about traffic diversion, especially onto greenways

Summer Schedule (Shabina Shariff – Community Affairs Coordinator)

Shabina reviewed the summer CAC schedule. The committee will not meet in July and August. Two office hours are scheduled for members to drop by speak with staff, and a field trip to Cully is planned. Details will be shared with members.

Adjourned