



Meeting: 82nd Avenue Transit Project Community Advisory Committee #3
Date/time Wednesday, April 23| 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
Kaitlyn Dey	Clackamas Service Center
Sokho Eath	IRCO
Terry Epperson	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
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

Brad Choi	TriMet
Jesse Stemmler	TriMet

Other staff

Anthony Buczek	City of Portland
Peter Craig	KPFF
Anthony De Simone	Clackamas County
Jason Nolin	Metro
Julia Reed	City of Portland
Paulina Salgado	TriMet
Dameion Samuelson	TriMet

Welcome and Introductions

Shabina Shariff called the meeting to order and welcomed the attendees, provided an overview of the agenda, went over future meeting times, and reviewed group norms.

Question about forming a sub-committee during summer.



Staff commented that's something that can be explored.

Co-Chair provided brief remarks on April's Policy and Budget Committee in the absence of the Chair.

Question about who the members of the Policy and Budget Committee are and who else attends the meeting.

Staff responded the committee is chaired by TriMet's General Manager and includes leadership from ODOT, PBOT, Metro and Clackamas County, along with the Chair of CAC.

Public Comment

No one came forward to comment.

BAT Lanes: Decision-Making, Outreach, and Scenarios Being Studied (Brad Choi and Jesse Stemmler, TriMet – Principal Project Managers)

Brad Choi and Jesse Stemmler gave an overview of what BAT lanes are, the process of decision-making about extents of BAT lanes, outreach planned, and scenarios being studied.

Discussion

Comment on reliability and mode split. Keep the concept of reliability and variability in mind as we discuss the scenarios.

Comment on the two scenarios –as congestion increases, traffic delay causes transit reliability to worsen. Infrastructure investments are needed to maintain reliability for transit users.

Question about why the Some BAT Lanes scenario is at the northern and southern ends of the corridor

Staff commented this has to do with varying traffic volume throughout the corridor. The middle section is the most congested part of the corridor. If there could be BAT lanes added in the middle section, there could be BAT lanes through the entire corridor.

Question about pedestrian traffic data.

PBOT staff replied there are pedestrian peak hour counts. We are aware where pedestrians use crossings the most.



Questions about the some BAT Lanes scenario – when choosing this scenario, does that mean the middle section won't receive the same pedestrian comfort upgrades.

Staff replied that some pedestrian environments may see improvements with PBOT's Building a Better 82nd Project.

Question about diversion and if the research took into account the possibility of usage charge coming for I-205. What that would change for the modeling in terms of how many people would divert to I-205 as opposed to 122nd Avenue.

Staff replied the model tells us the diversion to transit, walking and biking doesn't produce a large reduction in traffic volume. Tolling is not in the immediate Regional Transportation Plan. Currently, there isn't direction to revise and re-evaluate tolling in the near future.

In terms of ridership, more BAT lanes means more ridership. Where there are dedicated lanes, there are more people riding transit.

Question about how much time people lose in a merge situation by going with the Some BAT Lanes scenario versus the More Bat Lanes scenario.

Staff replied there is slowing from the merge and slower travel times with the Some BAT Lanes scenario than the More BAT Lanes scenario.

Question about signal priority and how much does that add to the car delay and the BAT lane conversation; is there a point in which the system breaks down because there is so little capacity in the lanes people are having trouble turning off of side streets?

Staff replied there is more congestion with one lane of car traffic than two. We would change the signal timing on 82nd Avenue to provide more green light time to offset the loss of lanes. The modeling didn't show any breakdown at signals.

Question on why a projection for 2045 was presented.

Staff replied with the 2029 scenarios we wouldn't see any changes due to widening. Widening will become meaningful in a 20-year look ahead.

Comment on safety issues and widening. There are concerns around widening, and not just with cost, but safety.

Comment on pedestrian benefits and comfort. Are there any studies on pedestrian safety and BAT lanes? Clients have been hit on sidewalks due to jump-offs.



Question on what is the most effective in terms of cost and safety in relation to the project.

Staff commented it could be a combination of both scenarios.

Comment on negative impacts to business on the Division Transit Project. Businesses have reported profit loss following changes on that street.

Staff commented follow up is needed.

Reminder about two events taking place on April 26 – 82nd Avenue Parade of Roses and New Year in the Park.

Adjourned.