

Frequently Asked Questions

What are we addressing with this plan, and what are we not?

This plan will create a list of **implementable** projects at four key focus areas between NE Killingsworth Street and SE Johnson Creek Boulevard. Implementable projects are expected to be able to be funded and constructed within 10 years. This could projects that are on the roadway itself, on sidewalks or at intersections. Projects may address safety for all people who use 82nd Avenue whether walking, biking, taking transit or driving cars or trucks.

Today, the Oregon Department of Transportation is responsible for 82nd Avenue. The plan will also explore what it might mean if another transportation agency like the City of Portland took ownership of 82nd Avenue. While the plan will not recommend whether or not transferring ownership makes sense, it will examine case studies of recent roadways transferred between ODOT and cities and highlight some differences between how ODOT manages roadways and how the City of Portland manages roadways.

The plan will look at a variety of road layouts, or cross-sections, and discuss at a high level, what each layout could mean for the adjacent neighborhoods, walkers, bikers, multimodal safety, and traffic congestion.

This project will not address reconstructing the entire corridor, land use adjacent to 82nd Avenue, security (i.e. crime, prostitution, drug use), affordable housing, biking or walking facilities off of 82nd Avenue, greenway or trail planning, and economic development incentives.

What is Jurisdictional Transfer?

Jurisdictional transfer is when the current owner of a roadway transfers ownership and all other responsibilities for that roadway to another entity. Past jurisdictional transfers include ODOT taking on city or county roadways, or ODOT transferring ownership to a city or county. Transfers are an agreement between the two parties, and a collaborative effort. The transfer process is outlined in detail in [Oregon Revised Statutes \(ORS\) Chapter 373](#).

Jurisdictional transfers are intended to improve the efficiency of the transportation network, reduce the cost of providing services, and enhance the linkage between land use and transportation. Transfers should only occur when it is mutually agreeable to both parties.

Who owns and operates 82nd Avenue today?

Generally ODOT owns, operates, and maintains 82nd Avenue between the curbs (which includes the two northbound and two southbound travel lanes, including the center turn lane) for most of the section in the plan area. The City or adjacent land owners own and maintain the sidewalk between the curbs and buildings/parking lots. The City of Portland, with input from ODOT, programs the traffic signals on 82nd Avenue.

Why are there segments along 82nd Avenue that have substandard or no sidewalks?

There are sections of 82nd Avenue with substandard or no sidewalks, especially in Clackamas County, but also throughout the corridor. ODOT took ownership of SE/NE 82nd Avenue in the 1940s. In some cases buildings and fences are located on private property right up to the curb, either eliminating or constricting the available area for sidewalk facilities. If a property has not developed or redeveloped since modern sidewalk standards have been in place, property owners have not been required to add sidewalks or dedicate space to create pedestrian accommodations. As properties redevelop, either the City or County requires sidewalks to be brought up to standard and a continuous pedestrian network can then be developed. In some cases, creating the space to add pedestrian facilities may require altering or removing buildings that are close to the roadway which is expensive and impactful for property owners. Neither ODOT, the City or the County currently have funding to make these improvements, so ODOT, the City and County anticipate that sidewalks will be developed along with redevelopment. The 82nd Avenue of Roses Implementation Plan could recommend public funding of sidewalks prior to redevelopment.

Why isn't this planning process addressing parallel bicycling facilities?

The City of Portland Bureau of Transportation (PBOT) has submitted a grant application to ODOT requesting \$2.5M to develop a “seventies bikeway” that would provide a low-traffic, low stress parallel route just west of 82nd Avenue. Since that process is underway, and ODOT does not have jurisdiction over that area, we will not address it in this plan. However, ODOT will continue to work with the City to coordinate all of the ongoing planning that is happening along the corridor. More information is [online here](#).

I keep seeing 82nd Avenue in the news – what are the other projects happening along the roadway?

Metro is leading the **Powell-Division Transit Development Project** to connect downtown Portland to Gresham. The current concept is considering Bus Rapid Transit (BRT) along Powell Boulevard near downtown, transitioning to Division Avenue possibly along 82nd Avenue, and continuing to Gresham and Mt Hood Community College. More information is [online here](#).

The Portland **Bureau of Planning and Sustainability** (BPS) is proposing to modify the existing zoning from General Commercial to General Employment for a 10 block segment along 82nd Avenue between SE Alder Street and SE Mill Street, between Montavilla and the PCC Southeast Campus. This project will help the City meet future employment needs in east Portland. More information is [online here](#).

How can I get involved and/or provide feedback for the plan?

You can join the project mailing list by emailing [Brandy Steffen](#), or calling 503-731-8230. You can attend Community Advisory Committee and Steering Committee Meetings as a member of the public, or attend a variety of public outreach events (to be scheduled). ODOT will publicize events on the project website and through the mailing list.