



Community Advisory Committee Kick-off Meeting Summary

May 16, 2016, 6pm-8pm, PCC East

Attendees:

Elliot Akwai-Scott

Kimberly Botter

Kathryn Doherty-Chapman

John Mulvey

Terry Parker

Traci Price

Shayna Rehberg

Chabre Vickers

Brian Wong

Members unable to attend:

Remy Agudelo

Brian Balla

Kevin Kaufman

Rachel Kimbrow

Luci Longoria

Leticia Martinez

Cora Potter

Peter Schraner

Diane Sparks

Adam Stein

Staff:

Logan Gilles, Senator Dembrow's Office

Kirsten Green, Cogan Owens Greene

Kristin Hull, CH2M consultant Project Manager

Terra Lingley, ODOT Project Manager

Jon Makler, ODOT

Rich Watanabe, ODOT

April Bertelsen, PBOT

Radcliffe Dacanay, BPS

Introductions

Terra led self-introductions and reviewed the agenda.

Project Overview – Terra Lingley

Terra reminded the group that ODOT provided a detailed project overview at the first CAC meeting in November 2015. She highlighted related projects including:

- Metro's Powell-Division transit project. This project is looking at a short segment of 82nd Avenue between Powell and Division.
- City of Portland's 82nd Avenue Study, "Understanding Barriers to Development and Design," will look at four nodes: Fremont, Montavilla, Lents, and Jade District and will consider connections to 82nd Avenue.
- Safety construction projects at intersections of 82nd Avenue and Sandy, Burnside, Stark, Washington, Yamhill, Mill, Division, and Duke are ongoing.
- City's Employment Zone changes may affect 82nd Avenue.

- Foster Road Streetscape Plan will include minor changes to corners at Foster Road and 82nd Avenue.
- City of Portland's Growing Transit Communities will look at 82nd Avenue and Halsey.

Terra touched on the goals for the Implementation Plan which include creating a long-term vision for 82nd Avenue beyond the investments over the next 5 years, and creating an implementable set of projects to address community concerns in focus areas (to be determined through the process).

Terra also told the group that the project team had been working on developing cross-section options and documenting tradeoffs among those options. She said that the Implementation Plan would not select a preferred cross-section. She told the CAC that ODOT was hosting three focus groups to review the tradeoff documentation before finalizing the documentation. She invited CAC members to attend the focus groups.

Charge and Protocols – Kristin Hull

Kristin reviewed the draft charge and protocols. She explained that the committee is charged with providing input throughout the development of the Implementation Plan, and providing a recommendation on the final Implementation Plan.

The group discussed protocols to guide their work together. An updated set of protocols is attached to this meeting summary. The group agreed to the following change:

- Allow members to send an alternate in their place when a member cannot attend a meeting. Alternates are able to participate in group discussions and decision making.
- Consensus is the point where everyone can walk away supporting the group's decision, even if it is not every member's favorite choice. One member described this as being willing to speak supportively of the group recommendation to others.
- Group recommendations require support of 2/3 of members at a meeting. All opinions will be captured and shared with decision makers. If a group of CAC members share a dissenting opinion, they may prepare a minority report.
- The CAC will use a Google group to share information between meetings.

Focus Area Selection Criteria and Process

Jon began by explaining that the process included selection of focus areas to ensure that ODOT could meaningfully review issues in each focus area and develop project ideas within the available budget. He explained that planners have two choices in conducting a study of a long corridor: 1) study the entire corridor inch-by-inch or 2) focus on critical areas.

A member suggested that, while the focus area process was fine, the entire corridor is in an urban area and ought to have sidewalks and safe crossings. He suggested that it would be important to select areas with a range of characteristics, not just business districts. Kristin explained that the team would work to identify improvements (e.g. pedestrian crossings) that might be applicable in other areas and would highlight these in the final plan.

Kristin reviewed a draft set of focus area selection objectives, noting that the CAC will be using these objectives to select focus areas at the next meeting in June. The group provided comments on the objectives and other information that they said would be helpful in selecting focus areas. The group suggested changing the nomenclature of “serving vulnerable populations” to something that reflects the benefits of diversity in the study area.

A member asked how high crash locations are identified. Jon explained the Safety Priority Index System (SPIS) process for identifying safety issues on the state highway system. A member asked how accidents that are not reported to police are reflected. Jon said that those are not tracked but that CAC members can provide a local understanding of unsafe conditions.

A member asked to receive all data a week in advance to allow everyone to be prepared for the workshop.

CAC members suggested that following information would be helpful in selecting focus areas:

- Location of emergency shelters and routes
- Location of restaurants
- Are not leaving out key corridor qualities – ensure that our focus areas reflect a diverse set of focus areas
- Areas with pedestrian traffic
- Places where redevelopment is already happening -- need plan in place quickly to ensure developers contribute to needed improvements
- Traffic volumes
- Sidewalk obstructions
- Marked crossings with pedestrian signal (instead of marked crossings)
- Topography and site distance
- Areas with displacement/gentrification risk

Public Involvement Plan

Kristin reviewed the highlights of the Public Involvement Plan. She explained that public involvement was centered on three milestones: select focus areas, develop project sets and prioritize projects. She told the CAC that they would meet at each milestone.

She highlighted outreach activities:

- Select focus areas: Online survey and outreach by community-based organizations
- Develop project sets: Online survey, walking tours, business canvass (walking tours and business canvass conducted by community-based organizations)
- Prioritize projects: Workshops and online survey

She told the group that a Steering Committee comprised of officials from ODOT, PBOT, Metro, and TriMet as well as state legislators would meet three times during the process to provide

recommendations to ODOT. The CAC will be invite to appoint spokespeople to share their recommendations with the Steering Committee.

CAC member noted that the plan looked ambitious and complete, but suggested that ODOT continue to look for creative ways to gather input.

Next Meeting and Other Discussion

The CAC discussed potential meeting dates as June 8, 15, 20, 22 and 23. They discussed if meetings should start at 6 or 6:30. Terra will poll the entire CAC about dates and times. Jon invited members to arrive early to talk over dinner (bring your own dinner) with each other and ODOT staff.

A CAC members asked to have the Plan and Policy Review and Transportation Baseline Report distributed to the CAC.