



To: Mayor Ted Wheeler, PBOT Director Leah Treat, ODOT Director Matt Garrett,
ODOT Region 1 Manager Rian Windsheimer

Date: April 18, 2018

Re: Inter-jurisdictional Transfer of 82nd Ave from the State of Oregon to the City of Portland

Oregon Department of Transportation (ODOT) recently completed a 2-year study of 82nd Avenue to identify projects that could be feasibly be done in the next 7 to 10 years that would “build toward community goals.”

The community goals are self-evident in various studies that have been completed regarding 82nd Avenue. These studies (Imagine 82nd, 2008; Jade District Visioning Plan, 2014; East 82nd Avenue Corridor, 2016) articulate a vision of 82nd Avenue infrastructure that provides easy access to pedestrians, bicyclists, and public transit. Shared concepts include a “sense of place,” safe crossings, and wider sidewalks with trees and outdoor seating.

While we appreciate the work that has gone into the ODOT report, the result does not support our community vision. For example, the report offers “enhanced crossings,” which are simply refugee islands in areas of high traffic volumes without any crosswalks or pedestrian activated signals. The report acknowledges that sidewalks along 82nd Avenue need improvement, but stipulates they be built to ODOT standards of 6 feet wide. Community standards articulate a sidewalk width of 9 or more feet. Because ODOT applies highway design standards to 82nd Avenue, ODOT has limited ability to bring 82nd Avenue to City of Portland and community standards.

To create the transformative “sense of place” that area residents have articulated (in many languages!) for years, we seek an expedited transfer of ownership of 82nd Avenue from the State of Oregon to the City of Portland. *It is critical that this process get underway as soon as possible, BEFORE ODOT spends funds to make improvements that are not aligned with our vision.*

Rather than ODOT spending those dollars on improvements, we seek shared funding (to be negotiated) from the State of Oregon and City of Portland that will allow the City to design and transform 82nd Avenue with community input. To help determine the level of funding necessary, we request a meeting with you to discuss the costs associated with road maintenance (repaving), improved sidewalks, and crossings. We recognize that choices will need to be made to prioritize which segments of 82nd Avenue get initial funding, and which of the improvements are most needed.

MICHAEL DEMBROW
OREGON STATE SENATOR
SENATE DISTRICT 23

ALISSA KENY-GUYER
OREGON STATE REPRESENTATIVE
HOUSE DISTRICT 46

Finally, there's the broader issue of the longer-term state of the street. An integrated plan for 82nd should include full modernization, including significant upgrades to pedestrian infrastructure and traffic calming; bicycle path on a street parallel to 82nd Avenue; accommodation for increasing density; and a commitment to affordable housing and anti-displacements strategies. Progress must not leave our vulnerable communities behind.

We look forward to having a meeting at your earliest convenience to discuss proactive and comprehensive planning for the vibrant and inclusive community we all wish to see on 82nd Avenue.

Sincerely,



Sen. Michael Dembrow
Senate District 23



Rep. Alissa Keny-Guyer
House District 46

Cc's:

Rep. Jeff Reardon
Rep. Barbara Smith Warner
Sen. Rod Monroe
City of Portland Commissioner Dan Saltzman
City of Portland Commissioner Amanda Fritz
City of Portland Commissioner Nick Fish
City of Portland Commissioner Chloe Eudaly
Multnomah County Commissioner Jessica Vega Pederson
Metro Councilor Bob Stacey
April Bertelson, Portland Bureau of Transportation
Radcliffe Decaney, Portland Bureau of Planning and Sustainability
Brian Wong, 82nd Avenue Improvement Coalition
Frank Harris, 82nd Avenue Business Association
Todd Struble, Jade District
Kem Marks, East Portland Action Plan
Terry Dublinski-Milton, Southeast Uplift
Doug Fasching, Central Northeast Neighbors
Lore Wintergreen, East Portland Neighborhood Office