

ODOT-led **82nd Ave of the Roses Implementation Plan** and City of Portland, BPS-led **82nd Ave Study**

Comparison between projects

| | 82nd Ave of the Roses Implementation Plan | 82nd Ave Study |
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| Lead agency | ODOT | City of Portland (BPS), funded by Metro CPDG |
| Partner agencies | CH2M (lead consultant) Metro TriMet PBOT BPS | PBOT PDC (as relates to Powell-Division and Lents) |
| Timeline | Fall 2015 to Fall 2017 | Summer/Fall 2016 to Fall 2017 |
| What is the plan? | <ul style="list-style-type: none"> • Identify four (4) priority areas • Identify safety projects for all modes • Identify projects could be funded and built in relatively short-term (5-10 years) • Discuss trade-offs between various street configurations | <ul style="list-style-type: none"> • Identify strategic and representative land use study areas • Analyze development potential and barriers to development at typical sties in the focus areas • Recommend actions and phasing to promote development <ul style="list-style-type: none"> ○ Identify opportunity sites (engage w/ willing property owners and businesses) ○ Design and test prototype development ○ Market capacity for employment and light industrial business development • Link community development objectives and street design <ul style="list-style-type: none"> ○ Complement ODOT project ○ Urban design concept for better connectivity ○ Updated connectivity plan for Jade District multi-dwelling area (as part of Powell-Division work) |
| What project is NOT | <ul style="list-style-type: none"> • NOT about changing the cross-section. No changes will be made | <ul style="list-style-type: none"> • NOT a visioning project. Focus is on addressing barriers to |

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| | <p>to street cross-section.</p> <ul style="list-style-type: none"> • NOT about change in jurisdiction. Will not make no recommendation about jurisdictional transfer. Will however educate participants about the <i>process</i> and maybe inform next steps. • NOT about grand transformation. Project will not transform the street; primarily about small and fundable improvements. • NOT yet fully funded. Likely sources will be from STIP enhancement funds and state legislature. | <p>development in the corridor. What are some ways to overcome them and achieve already identified community goals.</p> <ul style="list-style-type: none"> • NOT a wholesale change to 82nd Ave program. This is just a beginning—a stepping stone—to the many potential future changes in the corridor. This is intended to frame the barriers to good development and how to address them in the short term while allowing for phased-in (re)development over the long run. |
| Study Area | 82 nd Ave from NE Killingsworth St to SE Johnson Creek Blvd, with Focus Areas to be determined | 82 nd Ave from NE Killingsworth St to SE Johnson Creek Blvd, with Focus Areas to be determined |
| Focus Areas | <ol style="list-style-type: none"> 1. Prescott to Fremont 2. Montavilla—Burnside to Alder 3. Jade District—Division to Powell 4. Johnson Creek to Harney | <ol style="list-style-type: none"> 1. North 82nd—Sandy to Fremont to Madison HS vicinity 2. Montavilla—Burnside to Alder vicinity 3. Jade District—Division to Powell 4. Lents—Foster to Woodstock vicinity 5. Bybee to Springwater Corridor vicinity <p>Bonus areas:</p> <ul style="list-style-type: none"> • 82nd Ave MAX station vicinity, especially south of I-84 • Opportunity sites (car lots) between Montavilla and Jade |
| Steering Committee | ODOT, TriMet, City of Portland, Senator Dembrow, Rep. Keny-Guyer | Same (using 82 nd Ave of Roses Implementation Plan steering committee as advisory board) |
| Related Projects | <p>Growing Transit Communities. PBOT-led. ODOT TGM grant funded.</p> <p>Powell-Division Transit and Development Project. Metro-led.</p> <p>Portland Local Action Plan. BPS-led.</p> <p>Improving Multi-Dwelling Zoning Project. BPS-led. Metro CPDG funded.</p> <p>Connected Centers Plan. PBOT-led. Funded by City Council.</p> | |