



May 28, 2021

Senator Betsy Johnson, Co-Chair
Senator Elizabeth Steiner Hayward, Co-Chair
Representative Dan Rayfield, Co-Chair
Joint Committee on Ways and Means
Oregon State Legislature
900 Court Street, NE
Salem, OR 97301

Re: Safety Improvement for OR-213 in Portland

Dear Co-Chairs Johnson, Steiner Hayward, and Rayfield,

State Highway OR-213, also known as 82nd Avenue, is a defining roadway in Portland and is located in one of the most diverse areas of our state. Destinations like the Jade District and Montavilla make 82nd Avenue a citywide attraction for restaurants, shopping, and services. It is a regionally significant transportation corridor, hosting one of TriMet's busiest bus lines, serving 20,000 to 30,000 vehicle trips a day, and providing a critical north-south connection. A safe, well-functioning 82nd Avenue is important to both the City of Portland and the State.

The 82nd Avenue of today functions very differently than it did when it was built as a state highway. The construction of I-205 running parallel to the state highway shifted long-distance travel and commerce off 82nd Avenue. Today, most trips on 82nd are local and provide access to businesses and destinations. As such, and to ensure greater responsiveness to evolving community needs, both the Oregon Department of Transportation (ODOT) and Portland Bureau of Transportation (PBOT) agree that the City should own, operate and maintain the facility with a funding plan to bring 82nd Avenue to state of good repair and basic safety. Managing 82nd Avenue with an eye towards the future and addressing safety, climate and equity outcomes is critical to supporting the ability of people and businesses in this corridor to thrive.

82nd Avenue has significant needs. It is one of the highest crash roads in Portland for people walking, biking, and driving. Tragically, 16 traffic-related deaths occurred on 82nd Avenue between 2007 and 2018. As you may know, two pedestrians were killed on 82nd Avenue last month while trying to cross the street. While both ODOT and PBOT continue to invest in 82nd Avenue as shown in Figure 1, the current pace of investment is nowhere near sufficient.

We find ourselves in a unique circumstance with full agreement on what should be done on 82nd Avenue, but without complete funding to make the changes. We express our gratitude to the nine Portland Metro region legislators for their letter requesting support for much needed safety investments on 82nd Avenue. In light of these circumstances and in recognition of the long-term benefits to the community, ODOT and PBOT propose the plan detailed below for executing a jurisdictional transfer from the State to the City of Portland.

ODOT and PBOT agree that the total cost to transfer 82nd Avenue from the State to the City of Portland is \$185M, excluding the structures over I-84 and the Union Pacific Railroad/light rail. As shown in Table 1, this would include the cost of bringing signals, lighting, ADA ramps, pavement, and stormwater to state of good repair, and addressing some of the most urgent deficiencies in sidewalks and pedestrian crossings. All of these improvements align with the City’s future vision for the roadway. To address the safety issues described, roughly \$95M of the \$185M would be allocated directly toward safety improvements. With a commitment of \$80M from the legislature for those near-term safety upgrades, ODOT and PBOT would immediately initiate these investments on 82nd Avenue, as shown in Figure 2. Further, with this \$80M commitment, ODOT and PBOT commit to making the additional investments necessary to reach the \$185M cost to transfer. Contingent on this contribution from the legislature, ODOT commits to allocating \$70M of additional funds toward 82nd Avenue and PBOT commits to the remaining \$35M.¹ We will execute an IGA by January 2022 establishing the agreement to transfer. A breakdown of these investments and contributions are shown in the tables below.

Table 1: Elements of Transfer Cost

Type of Investment	Amount included in cost to transfer (<i>adjusted to 2022 \$</i>)
Safety Investments:	\$95M
<i>Pedestrian crossings, sidewalks, driveways, lighting & systemic safety treatments</i>	\$53M
<i>ADA</i>	\$12M
<i>Signals</i>	\$30M
Pavement	\$78M
Stormwater	\$12M
Total Transfer Cost	\$185M

Note: ODOT will retain ownership of structures over I-84 and the UPRR/light rail.

Table 2: Contributions to Fund Transfer

	Cost (\$2022)	Investments
Legislature	\$80M	Immediate safety projects including 6-10 enhanced or new crossings, lighting, and intersection improvements. Cross section planning and project development to maximize public benefit and leverage outside funding sources. Sidewalk improvements, ADA and pavement investments in one portion of 82 nd Avenue.
ODOT	\$70M	Contribution toward pavement and state of good repair. Potential leverage toward federal project.
City of Portland	\$35M	Complete state of good repair and make additional investments basic safety. Potential leverage toward federal project.
Total	\$185M	

¹ ODOT’s \$70M contribution is contingent upon commitment of state and local funds and approval by the Oregon Transportation Commission, and is in addition to currently programmed projects. ODOT’s \$70M contribution includes \$3.35M already approved by OTC in May 2021, and will additionally comprise a variety of state and federal sources, which may include but are not limited to: regional and statewide funds to support ADA work, regional and statewide funds to improve bicycle/pedestrian connectivity and safety, regional and statewide safety funds, and regional funds to bring pavement up to a state of good repair. ODOT will work to ensure this \$70M contribution is spread across funding years in order to minimize statewide impact while enabling swift allocation of committed funds leading to ultimate transfer to the city.

Again, we extend our thanks to the nine Metro region legislators for setting a path towards much needed investments and jurisdictional transfer. We know we cannot fully meet the community vision and transformation of 82nd Avenue on our own and in the near term; Metro's recent "Get Moving" transportation funding measure identified \$530M worth of need to meet that vision on this critically important road. However, these investments, if endorsed by the legislature, along with the transfer of the facility, will be significant steps toward achieving that vision.

Thank you for your consideration,

A handwritten signature in black ink that reads "Chris Warner". The signature is fluid and cursive, with the first name "Chris" and last name "Warner" clearly distinguishable.

Chris Warner, Director
Portland Bureau of Transportation

A handwritten signature in blue ink that reads "Kristopher W. Strickler". The signature is cursive and written in a darker blue color.

Kristopher Strickler, Director
Oregon Department of Transportation

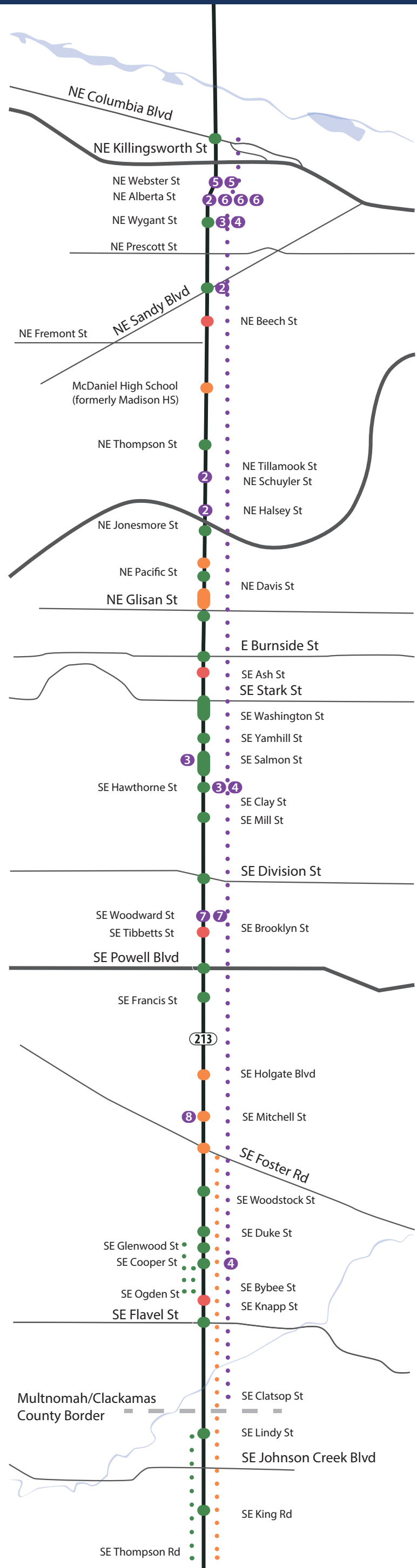
82nd Avenue

Over \$63 million invested along 82nd Avenue through previous and upcoming projects.

OVER \$27 MILLION IN STATE AND CITY PROJECTS COMPLETED DURING THE PAST 10 YEARS

OVER \$29 MILLION IN STATE PROJECTS PLANNED FOR/UNDER CONSTRUCTION NEXT 5 YEARS

- NE Killingsworth St to NE Prescott St**
Sidewalk infill west side
- PBOT 82nd Ave**
Long-range plan Adopted in 2019
- NE Wygant St**
Pedestrian island \$17,000
- NE Alberta St to NE Prescott St**
Sidewalk infill east side
- NE Thompson St**
Pedestrian island \$14,000
- NE Pacific St**
Pedestrian island \$15,000
- E Burnside St**
Signal upgrades
Curb ramps
Improved signage
- SE Ash St & SE Salmon St**
Pedestrian islands
Curb ramps
- SE Hawthorne St**
Pedestrian island \$10,000
- SE Division St**
Signal upgrades
Curb ramps
Relocated bus stop
Rapid Flash Beacon
Crosswalk
Additional \$200,000 in improvements
- SE Francis St**
Pedestrian island
Rapid Flash Beacon
Sidewalk infill \$43,000
- SE Glenwood St to SE Bybee St**
Sidewalk infill east side
- SE Duke St**
Signal upgrades
Curb ramps
Relocated bus stop \$1.5 million
- SE Lindy St to SE King St**
Sidewalk infill
Paving
Curb ramps \$6.9 million
- NE Columbia Blvd**
Signal at SB ramp
Turn lanes added \$1.1 million
- Implementation Plan**
Long-range plan
NE Columbia Blvd to Johnson Creek \$400,000
- NE Sandy Blvd**
Signal upgrades
Improved signage
Curb ramps \$1.4 million
- NE Jonesmore St**
Pedestrian median
Fence \$231,000
- NE Glisan St**
Paving
Curb ramps \$149,000
- SE Stark St to SE Washington St**
Signal upgrades
Curb ramps
Sidewalk upgrades
Improved signage
- SE Yamhill St**
Signal upgrades
Curb ramps
- SE Mill St**
Signal upgrades
Curb ramps
Improved signage
- SE Powell Blvd**
Signal upgrade
Curb ramps added
Traffic separator \$282,000
- SE Woodstock St, SE Foster Rd, & SE Flavel St**
Signal upgrades
Curb ramps \$4.5 million
- SE Cooper St**
Pedestrian island \$18,000
- SE Cooper St to SE Bybee St**
Sidewalk infill west side
- SE King Rd to Mt. Scott Creek Bridge**
Paving
Curb ramps \$4 million



Legend

● ● ● ● ● Project site
May 2021

Immediate Safety Improvement Program adds \$3.35 million in 2021

**Some locations yet to be identified.*

Over \$4 million in city-funded projects under construction 2022-2024

- 5 NE Webster St**
Crosswalk upgrades
Curb ramps
Start 2021 \$750,000
- 6 NE Alberta St**
Rapid Flash Beacon
Median island
Crosswalk upgrades
Curb ramps
Start 2021 \$1.2 million
- 3 NE Wygant St, SE Hawthorne Blvd & SE Salmon St**
Bus stop relocations
Start 2021 \$5,000
- 2 NE Alberta St, NE Sandy Blvd, NE Halsey St, NE Tillamook St & other sites***
Digital feedback signs
10 locations total
Start 2021 \$175,000
- 4 NE Wygant St, SE Hawthorne Blvd & SE Cooper St**
Reflective signing
Striping
Illumination
Start 2021 \$200,000
- 7 SE Woodward St**
Pedestrian countdown timers
Crosswalk upgrades
Curb ramps
Start 2021 \$550,000
- 8 SE Mitchell St**
Advance installation of Rapid Flash Beacon from existing STIP project
Summer 2021 \$400,000
- 1 82nd Avenue Corridor**
Permanent Speed Zone Reduction from 35 MPH to 30 MPH
Summer 2021 \$75,000
- McDaniel High School**
Signal upgrades
Crosswalk upgrades
Start 2020 \$1.1 million
- NE Pacific St**
Rapid Flash Beacon
Start 2021 \$658,000
- NE Davis St (Vestal Elementary)**
Improved crossing
Start 2023 \$1.3 million
- NE Glisan St**
New traffic signal
Start 2023 \$3.7 million
- NE Beech St & SE Ash St**
Enhanced crossings
Start 2022 \$1.4 million
- SE Brooklyn St or SE Tibbetts St**
Multi-use path
Curb ramps
Rapid Flash Beacon
Start 2024 \$1.4 million
- SE Holgate Blvd**
Curb ramp
Start 2021 Approx. \$300,000
- SE Foster Rd to SE Thompson Rd**
Paving
Sidewalk infill
Curb ramps
Rapid Flash Beacons
Start 2022 \$21.6 million
- SE Mitchell St**
Rapid Flash Beacon
Start 2021 Approx. \$700,000
- SE Ogden St or SE Knapp St**
Multiuse path
Curb ramps
New traffic signal
Start 2023 \$1.4 million

FIGURE 2. 82ND AVENUE PROPOSED \$80M INITIAL SAFETY INVESTMENT

PBOT and ODOT will take near-term action to invest in urgent safety improvements.

- 1. Potential crossing location
- 2. Add lighting where missing
- 2 & 3. Corridor-wide improved lighting and systemic safety
- 3. Identified intersection safety upgrades

	DELIVERY TIMEFRAME	BUDGET
1. Additional new or enhanced crossings (6 to 10) Locations to be determined, drawing on unfunded locations identified in PBOT’s 82nd Avenue Plan.	1-2 years	\$10-12M
2. Lighting for safety throughout the corridor Fill in lighting where it is missing on one side, add pedestrian lighting at crossings and intersections, and upgrade existing lighting to meet standards.	1-2 years	\$10-12M
3. Intersection safety enhancements Systemic safety and intelligent transportation system investments, including treatments such as leading pedestrian intervals, protected left turn phasing, high visibility crossings, etc.	1-4 years	\$8-10M
4. Cross Section Planning and Project Development PBOT-led project development and implementation planning to develop envisioned cross section and transit investment approach.	0-4 years	\$2-3M
5. Sidewalk improvements, ADA, signals, and pavement investments Depending on the outcome of the cross section planning, invest in pavement, sidewalks, ADA ramps, signals, and safety upgrades on a portion of 82nd Ave.	2-4 years	\$43-50M
TOTAL		\$80M

