

Central Northeast Neighbors

Notes from the August 6, 2007 CNLUTOP NE 82nd Avenue of Roses Tour

Present: Bob Ueland (CNN Chair), Craig Bach (Montavilla NA), Dave Carter (RCP NA), Dawn Tryon (MSNA), Debbie Bischoff (BOP), Frank Walsh (MSNA), Jamie Waltz (PDOT), Jenni Bernheisel (ONI-CP), Jo Schaefer (Hollywood), Kirsty Hall (PDOT), Lul Abdulle (CNN), Mark Lear (PDOT), Ruth Hander (MSNA), Sandra Lefrancois (CNN), Shawn Moddes (RCP NA), Sean Batty (Roseway NA), Susanne Dagnese (ODOT)

Presenters: Debbie Bischoff, Frank Walsh, Katherine Anderson (ONI-CP), Kirsty Hall, Rod Wojtanik (Parks)

Facilitation: Sandra Lefrancois **Co-facilitation:** Kirsty Hall

Materials: Debbie Bischoff (BOP) and Kirsty Hall (PDOT) provided graphic materials and CNN provided informational packets

Photos: Craig Bach (Montavilla NA)

Goals

- 1) To provide input for PDOT's 82nd Avenue of Roses Transportation Safety Project
- 2) To discuss on site zoning, land use planning, growth management opportunities and challenges along NE 82nd
- 3) To raise awareness about NE 82nd transportation safety and planning
- 4) To raise awareness about NE 82nd zoning & land use opportunities and issues

Site #1- 82ND Avenue of Roses MAX Station area

Presenter: Katherine Anderson, City of Portland Office of Neighborhood Involvement-Crime Prevention

The 82nd MAX CPTED (Crime Prevention Through Environmental Design) includes key issues regarding public safety and pedestrian crossing safety-see attached DRAFT report:

The 82nd Avenue's CPTED group formed as the result of increased crime and on-going fear of crime as well as traffic safety issues in the area of 82nd Avenue by and at the MAX platform and at the Tri-Met Bus Stops/East and West side of the street. The group is comprised of community members, neighborhood association representatives, police personnel, crime prevention personnel, neighborhood coalition representatives, tri-met representatives; city's planning bureau staff, and other stakeholders. The group conducted CPTED assessments

and reviewed other applicable studies and reports to come up with a report/action plan including but not limited to:

- Review of crime stats for the area
- Both day and night time CPTED assessments of the site
- Review of pedestrian injury and fatality data

The group is planning to work in collaboration with BOP and ODOT for the MAX Station Area Plan on a TGM study for the area including land-use, zoning, and transportation improvements. As well the group has worked closely with PDOT's 82nd Transportation Safety Project-Community & Schools Traffic Safety. The hearing for the CPTED report goes to Council on August 29th, 2007 at 9:30am.

Site #2A-Glenhaven Skatepark on NE 82nd by Madison HS

Presenter: Rod Wojtanik, City of Portland Parks and Recreation

Glenhaven Skatepark, located in Glenhaven Park, north of Madison High School is Portland's second public skatepark to open in the recent past. This project was funded by the 2002 voter approved Operating Levy for Portland Parks and Recreation. This site was recommended during an 18-month public outreach process which looked to identify appropriate skatepark locations throughout the City. A 23-person citizen advisory committee recommended a network of skateparks, located throughout the City, to begin to address the need for safe, legal public skateboarding and free-style BMX bike riding. City council endorsed this recommendation in July 2005.

Glenhaven Skatepark was designed and built by Dreamland Skateparks, an internationally known skatepark design and construction company based out of Lincoln City, Oregon. Dreamland's owner and many of his crew were instrumental in the construction of the Burnside Skatepark, located under the east side of the Burnside Bridge.

Glenhaven Skatepark is currently one of the most heavily used facilities in Portland's public park system. Estimates are that between 200 and 400 people a day can be found at the skatepark. The park is open from dawn to dusk and allows for free-style BMX use after noon and without stunt pegs. Anecdotal evidence reveals that people from all over the City and the Northwest region are coming to use this facility. Many can be seen walking up from the Max line or getting off the bus at the stop in front of the site.

Site #2B-NE 82nd & Siskiyou "Big Box" Development Proposal

Presenter: Frank Walsh, Madison South Neighborhood Association

A development with 240,000 sq. ft. of retail is proposed at 82nd and Siskiyou, including a 180,000 sq. ft. "big box". Several organizations, including the Madison South NA, the Roseway NA, and Save Madison South, are opposed to the development, for a number of reasons: **Safety**—82nd is already designated as a High Crash corridor. Sam Adams already calls 82nd a 'dangerous' street. Siting the entrance to the development across from the entrance to Madison High

School is inherently unsafe. **Congestion**—8,000 new car trips a day would both congest 82nd, as well as the rest of the neighborhood, due to spill-over parking and cut-through traffic. **Neighborhood Livability**—The proposed development is way out of scale for the neighborhood and that section of 82nd. **Zoning**—the site is properly zoned for 60,000 sq. ft. of retail.

Site #3-NE 82nd & Sandy Blvd. High Crash Intersection

Presenter: Kirsty Hall, City of Portland Office of Transportation

NE 82nd & Sandy Blvd is ranked as one of Portland's high crash intersection locations. It ranks at number six out of the top 40 high crash intersections in Portland, and is one of two high crash intersections located along the northern section of the 82nd Ave corridor (the other being NE Glisan at 82nd, ranked at number 37). NE 82nd & Sandy intersection saw 53 crashes between 2001 and 2004, resulting in one fatality, 21 injuries of type A, B, or C, and 31 property damage only incidents. The total crash value assessed for these crashes, as estimated by the National Safety Council, was \$1,589,000. The intersection's adjacent land use is primarily a mix of older and newer residential complexes with parking - including one large senior living facility - and business and commercial. Where new development has occurred at the intersection on the Columbia Knoll senior living facility side, there is now sidewalk and ADA compliance, meaning wider sidewalks, and new, safer curbs for wheelchair access.

The tour noted the difference between the quality and safety of new corner/curbs on the Columbia Knoll side of the street, compared with the old curb facilities on the corner diagonally opposite - complete with narrow sidewalk right of way, bushes and utility poles obstructing the right of way, and old style curbs that dump pedestrians directly into the street. The tour also examined the distance between signalised intersections either side of this intersection. Pedestrians wanting to cross 82nd near 82nd and Sandy will find the next nearest signalised crossing of the facility to the north to be 1090 feet away, at NE 82nd & Prescott. Pedestrians wanting to cross the 82nd to the south will find the next nearest signalised crossing facility to be 1561 feet away, at NE 82nd & Fremont.

Site #4-Cascade Station

Presenter: Debbie Bischoff, City of Portland Bureau of Planning-NE District Liaison

Development at Cascade Station was approved in 2000 as part of a multi-partner agreement between the City of Portland, Port of Portland, Trimet and Bechtel. Bechtel paid for and constructed light rail to the airport in exchange for

development rights on 120 acres of Port owned land. There are two light rail stations at Cascade Station and planning for the development at this location was challenging because the Federal Aviation Authority would not allow housing at this site because it's part of a flight path. Also, auto traffic from this development could not adversely impact passenger access to the airport, the primary function of the area. Bechtel and the City and Port worked to create a specific development plan and agreements that specify the types of uses, how much of each uses (to correspond with the maximum auto trips allowed), and development standards.

In 2000, the development plan called for a megaplex theater as the anchor tenant with additional retail, office and hotel uses. Due to the economic downturn post 9/11 and the lack of a demand for a megaplex development lagged at Cascade Station.

In 2003, Bechtel asked the City to reconsider the development plan so that development could occur and Bechtel could get its return on investment. These regulations were revised in 2005 to allow up to 3 large format retailers to be the anchor tenants that will help bring about small scale retail, office and hotel uses. Since that time, IKEA has come to the site with its grand opening in July. Other retailers like Best Buy, Borders Bookstore, and others are locating to Cascade Station, along with at least 2 hotels and office users.

Transportation Presentation

At the end of the tour Mark Lear and Jamie Waltz of the Office of Transportation presented information regarding the July Town Hall results at CNN. The next step is a CNN Open House scheduled for September 10th and another town hall will be conducted October 16TH at Madison HS where CNN residents will be given another opportunity to learn more about the problems faced by Portland's transportation system and lend a voice in shaping the possible maintenance and safety projects for CNN neighborhoods.

The "Safe and Sound Streets" Stakeholder Committee has a CNN/CNNLUTOP representative, Dave Carter of Rose City Park. The committee will guide the process to address Portland's transportation problems and solutions and to formulate a funding package that will be reviewed at the October Town Halls.

Complete results of the survey are available online at www.portlandonline.com/transportation

The Next CNNLUTOP meeting is September 12th 7p at CNN. (rescheduled for Labor Day)—All welcome!

A summary of the comment forms from the tour by PDOT's 82nd Ave. of Roses Transportation Safety Project will be presented.

Look forward to seeing you soon,

Sandra Lefrancois, CNN Community Program Director