

To whom it may concern,

Project number 40013 is a step in the right direction, but what 82nd Avenue really needs is to be transformed from a strip into a series of centers and corridors. It's broken, both in terms of land use and transportation. To fix it, one must address both issues. Right now, it's an endless strip of nothing attractive, from the Portland Airport all the way down into Clackamas County.

In order to transform 82nd from a strip into a series of corridors and centers, it will need to see large-scale redevelopment. Where there is room, generally on the east side of the street, it should become a one-way couplet, with two through traffic lanes, one to two two parking lanes and a bicycle lane in each direction. Call it 82nd and 83rd avenues acting as a couplet. This would happen only in some places: such as from just north of Division (the split could happen at Sherman St) to just south of Foster (split/re-merge at SE Reedway Street), then again around Johnson Creek Blvd (split at SE Gray St) to south of SE Sunnyside Rd (split just south of SE Sunnybrook Blvd).

In each of these areas, the major east-west arterials would also need to split into a couplet on either side of 82nd Ave. So, Division would split into two sections at 81st Ave, then merge at 84th Ave. This would allow four individual intersections with timed signals to handle all the turn movements and throughput, rather than a single, large, dysfunctional intersection. With shorter crossing distances and slower speeds, this arrangement will be safer for all users, and yet will be able to move a higher volume of traffic. Powell, Holgate, Foster, Johnson Creek Blvd, King Rd, Monterey Ave, Sunnyside Rd, and Sunnybrook Blvd would thus all need to become couplets for the few blocks on either side of 82nd. (For those streets outside of the current city limits... is annexation a possibility?)

For the interim areas, where the couplet does not exist, 82nd should slim down to ideally just one traffic lane and a bicycle lane in each direction, with the bicycle lane adjacent to the sidewalk and buffered from traffic by a landscaped planter strip. Driveways should be removed from 82nd between intersections completely, with auto access to businesses provided from side streets and using alleys. Left turn lanes should only occur at intersections, with either landscaping in the median between intersections, or the lanes of traffic separated by a double yellow line and the extra ROW dedicated to the pedestrian space.

For the areas within a couplet, the amount of real estate fronting an arterial would thus double in terms of linear feet of street frontage. At especially prominent intersections, the block in the middle of the two halves of each arterial could even become a public plaza, creating public space and a neighborhood center where currently only asphalt for traffic exists. The transformative potential to improve the surrounding neighborhoods cannot be overstated.

This sort of massive reconfiguration of 82nd is exactly the sort of project that redevelopment was invented to tackle. Large amounts of real estate will need to change hands and have lines re-configured to make this happen. All current property owners who wish to remain on 82nd should be entitled to a land swap (though the parcel they receive may have a reduced depth) so they can have a stake in the newly revitalized 82nd ave if they prefer to not just get cashed out. This

would allow for places like the Jade District to remain and be improved, while many low-margin used car lots might instead choose to seek grayer pastures elsewhere.

This project will require bold leadership to be brought to fruition, but the benefits could be enormous. Portland has the urban design talent to pull this off. It just needs to be carefully thought out and coordinated, with comprehensive plan designations, transportation system plan projects, zoning, and property conveyances all occurring in ways that support this grand vision.

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