

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: 82<sup>nd</sup> Avenue Transit Project Steering Committee #3  
Date: February 23, 2023  
Time: 4 p.m. to 6:00 p.m.  
Place: Zoom meeting  
<https://us02web.zoom.us/j/86791964648?pwd=bHd4bi9GK1hsamlrcmxIaDdRMWRKUT09>  
Passcode: 822410 Webinar ID: 867 9196 4648

Purpose: Discuss updates to the project work and related Community Coalition EDS efforts, introduce the Draft Purpose & Need and Goals & Objectives, dive deep on two LPA components (mode and general station locations), and technical work updates.

Outcome(s): Steering Committee will provide feedback on Draft Purpose & Need and Goals & Objectives, review the FX mode, review and provide feedback on Station Siting methodology and preliminary findings, and understand of next steps.

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4:00 p.m. **Welcome and Introductions –**

4:10 p.m. **Updates on Project Efforts, Community Coalition Efforts, and Related Partner Work**

- Quick review workplan and focus and schedule
  - LPA focus, public involvement, analysis, schedule
- Community Coalition Update– Equitable Development Strategy (Zachary Lauritzen)
- Partner related efforts on 82<sup>nd</sup> Avenue

4:25 p.m. **Review initial Goals & Objectives and Purpose & Need**

- Walk through Goals & Objectives and Presentation on Purpose & Need and supporting existing conditions (Elizabeth Mros-O'Hara, Metro)
- Discussion

4:45 p.m. **LPA component – FX Mode**

- Discussion of the proposed project mode (Michael Kiser, TriMet)
- Discussion

5:00 p.m. **Station Siting Analysis and Findings**

- Methodology and preliminary sites (TriMet and Nelson\Nygaard)
- Steering Committee discussion & feedback on methodology and findings

5:40 p.m. **Report out on findings on priority transit treatments**

- LPA components, analysis, and findings underway (Metro)
- Comparison of transit running way findings and conclusions for further analysis (Julia Reed, Portland)

5:45 p.m. **Public Comment**

5:55 p.m. **Next steps/Adjourn – Metro Councilors Hwang/Lewis**

## **Materials:**

*Draft 82<sup>nd</sup> Avenue Transit Project Goals and Objectives*

*Draft 82<sup>nd</sup> Avenue Purpose & Need*

*Project fact sheet and map*

*Building a Better 82<sup>nd</sup> Avenue summary of critical safety and maintenance projects*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេហ្វឺតើ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 82nd Avenue Transit Project

# DRAFT Initial Purpose and Need Statement

### BACKGROUND

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor disproportionately serves BIPOC, limited English proficiency, and low-income communities. 82nd Avenue was once the primary north-south highway for the area before the Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional thoroughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry significant freight, auto, and bus traffic.

TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system<sup>1</sup>, exceeding that of the Orange or Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor. It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy all call for a major transit investment in the corridor. The 2018 RTP identified the corridor for transit. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to transform and reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82<sup>nd</sup> Avenue program to identify additional improvements within Portland for the corridor that are being coordinated closely with the transit project.

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<sup>1</sup> The Line 72 continues west of 82<sup>nd</sup> Avenue to Swan Island. However, the 82<sup>nd</sup> Avenue segment accounts for 77 percent of rides (2022) and 82 percent of the passenger delay (2019).

## PURPOSE

The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.

## NEED

The 82nd Avenue Transit Project would address four major needs in the corridor:

1. **Transit speed and reliability:** need to provide faster and more reliable transit service to improve access to destinations and the ability for people to rely on transit to meet their needs
2. **Constrained corridor:** need to serve the high travel demand in a constrained corridor
3. **Safety:** need to improve safe access to transit and bus stop amenities in a high injury corridor
4. **Transit-dependent communities:** need to provide safe, accessible, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The following subsections provide more information on each need.

### Transit speed and reliability

Line 72 has slow travel times and reliability issues which reduce travelers' ability to access destinations, make transit transfers, and plan trips. Travel times and reliability are cited as key reasons people choose not to ride transit<sup>2</sup>.

82nd Avenue is extremely busy with high volumes of cars<sup>3</sup>, freight, and bus traffic on weekdays and weekends. The Line 72 runs in mixed traffic with little transit priority and is subject to daily congestion, which is worst in the midday and evenings. Line 72 travel time variability and lengths are increased by the many signals, frequent bus stops, and long bus dwell times. Current bus stop spacing is very close together (every 850 feet on average) which is closer than TriMet's current spacing standards (1,500 feet apart). Consequently, average bus travel time is 12 miles per hour and run times vary significantly by time of day. A northbound trip from Clackamas Town Center to Cully Boulevard takes 53 percent longer (21 minutes) during the evening rush hour compared to early morning (see Table 1). In addition, transit travel times are approximately twice as long as driving during the evening peak hour (see Table 2).

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<sup>2</sup> <https://www.ecolane.com/blog/7-reasons-why-people-stop-using-public-transit>

<sup>3</sup> Average daily traffic counts in 2019 ranged between 14,000 and 31,000 vehicles in different segments

**Table 1. Bus travel time by time of day, in minutes (Fall 2019 average weekday)**

Direction	Early AM	AM peak	Midday	PM peak	PM peak delay (vs. early AM)
Northbound (CTC > Cully)	40	48	54	61	21
Southbound (Cully > CTC)	46	51	57	59	13

CTC = Clackamas Town Center

Source: TriMet 2019

**Table 2. PM peak travel time difference between driving and bus\***

Direction	Car travel time	Bus travel time	Difference (minutes)	Difference (%)
Northbound	31	61	30	97%
Southbound	30	59	29	97%

Source: Based on Regional Integrated Transportation Information System/INRIX travel time data from 2019 PM peak period compared with 2019 Line 72 travel times.

Line 72 has the highest cumulative passenger travel delay<sup>4</sup> of any bus route in the TriMet system. The 82<sup>nd</sup> Avenue portion of the line accounts for 82 percent of the delay. The average delay per bus trip is approximately 15 minutes resulting in an average of 22 hours of cumulative passenger delay per trip. Cumulative passenger delay accounts for the number of passengers subject to the delay.

Transit travel times are projected to increase by 2040, especially in the evening peak period. Comparing 2022 to 2040 between Alberta Street and 82<sup>nd</sup> Avenue in the northern part of the terminus and Clackamas Town Center bus travel times are expected to increase between 22 and 24 percent in the PM peak period.

**Table 1. Projected growth in bus travel time (2021 versus 2040)**

Direction	2021 Travel Times		2040 Travel Times		Difference minutes (%)	Difference Minutes (%)
	AM peak	PM peak	AM Peak	PM peak	AM peak	PM peak
Northbound (CTC > Alberta)	40	49	44	61	4.4 (11%)	12 (24%)
Southbound (Alberta > CTC)	38	47	41	57	3.2 (9%)	10 (22%)

Source: DKS calculated based on Synchro/SimTraffic models and validated with existing Line 72 travel times

Note: travel times are rounded

### Constrained corridor

82<sup>nd</sup> Avenue is a high-demand corridor for all travel modes but is constrained by limited right-of-way and development adjacent to the roadway. This condition makes adding travel lanes for car traffic an unlikely option. To accommodate future growth and meet the region's climate change goals, more trips will need to be made on transit, which can carry more people than cars in the

<sup>4</sup> Delay is defined as the difference between the 80<sup>th</sup> percentile and 20<sup>th</sup> percentile run time. These numbers are based on TriMet 2019 data.



same space. The corridor study area includes approximately 69,000 people and 45,000 jobs in 2015 which is anticipated to grow to 94,000 people and 66,000 jobs in 2040.<sup>5</sup>

Today, there is insufficient capacity to accommodate anticipated growth in travel demand. The MAX Green Line operates parallel to 82nd Avenue but serves regional trips and would not be able to support local trips and destinations directly along 82nd Avenue. Increased frequency of service, faster travel times and larger vehicles are all strategies that would increase the transit carrying capacity.

## **Safety**

The 2018 Regional Transportation Safety Strategy (RTSS) identified 82nd Avenue as a regional high injury corridor<sup>6</sup>, and the City of Portland identified 82nd Avenue as part of its high-crash network. According to the RTSS, 82nd Avenue had the tenth highest rate of serious crashes<sup>7</sup> per mile out of the 181 corridors identified. Crash data for the six-year period from 2015 through 2020 for the full length of the corridor showed 2,698 injury crashes, of which 15 resulted in a fatality.<sup>8</sup> Pedestrian and bicycle crashes are over-represented in more serious crashes, making up two-thirds of fatal crashes and approximately one-quarter of serious injury crashes. Many pedestrian crashes are happening near transit stops.

All transit riders are pedestrians for some part of their trip. Infrastructure is essential for a safe pedestrian environment. The corridor has many missing and substandard sidewalks, limited safe crossing locations and no continuous, protected bicycle facilities. Signalized pedestrian crossings are spaced on average over 1,000 feet apart. Within the City of Portland over half of the sidewalk ramps are not Americans with Disabilities Act compliant. In addition, the lighting along the corridor is inconsistent making pedestrians less visible to drivers.

## **Transit-dependent communities**

The 82nd Avenue corridor is one of the most diverse parts of our region. It serves many BIPOC communities, limited English proficiency speakers, and low-income communities. It contains seven census tracts identified as areas of persistent poverty by the U.S. Department of Transportation and car ownership is lower than the regional average through much of the corridor. In addition, most of the corridor has been identified as being Equity Focus Areas due to high concentrations of people of color, low-income people, and and/or people with limited English proficiency. There are census tracts with some of the highest BIPOC concentrations in the state. Thirty-two percent of the population is low income compared to 24 percent for the regional average; and 11 percent of the population has limited English proficiency compared to 8 percent of the region<sup>9</sup>. These groups are more likely to depend on transit for their daily needs than the general population.

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<sup>5</sup> Study area is half-mile from 82<sup>nd</sup> Avenue and includes the area around Clackamas Town Center in the south and the four potential termini in the north. Source: MetroScope, Metro Oregon.

<sup>6</sup> Metro. [High Injury Corridors & Intersections Report](#). April 2017.

<sup>7</sup> Serious injuries = fatalities and incapacitating injuries

<sup>8</sup> ODOT. 2015-2020.

<sup>9</sup> Source: 2016-2020 American Community Survey

Transit travel time and reliability are equity issues for people that need to be at work or other places on time. BIPOC, low-income people, and women are more likely to fill “essential worker” jobs requiring workers to be in-person with a fixed start time. Consequently, these groups are more likely to have a longer commute and often need to take an early bus to avoid being late. In addition, ridership on the Line 72 is higher mid-day than in the morning peak hour. This generally indicates that a lot of trips are for other needs than a typical “8 to 5” commute rather being used by people trying to get to appointments, school, and essential jobs that have later start times. In addition, the Line 72 had the third highest ridership retention rate among TriMet’s frequent service lines in Spring 2022 relative to Fall 2019 (pandemic drop), demonstrating its importance as an essential transit service line.

Bus stop area infrastructure and amenities are lacking in the corridor making it less safe and comfortable to access transit. The stop area infrastructure includes narrow, aging, or missing sidewalks in many places; poor and inconsistent lighting; and bus stops closer than TriMet’s standards. Along 82nd Avenue, 36 percent of bus stops have shelters, 57 percent have seating, 65% have signalized crossings nearby, and only 83% have lighting. Respondents to the City of Portland’s Building a Better 82<sup>nd</sup> Avenue conducted in 2022, stated desire for improved bus stop quality, access to bus stops, better transfers, and shorter wait times.

## 82nd Avenue Transit Project

# DRAFT Goals and Objectives

Goals	Objectives
The project improves the travel experience for transit riders, in particular BIPOC and low-income communities	<ul style="list-style-type: none"><li>• Provide transit access to key destinations and the broader transit network</li><li>• Improve physical safety and access to stations</li><li>• Improve amenities and comfort at stations</li></ul>
The project improves transit mobility in a congested and constrained corridor	<ul style="list-style-type: none"><li>• Improve transit passenger capacity</li><li>• Reduce transit travel time</li><li>• Improve transit reliability today and in the future</li></ul>
The project advances adopted state, regional, and local goals and objectives related to land use, transportation, equity, and climate	<ul style="list-style-type: none"><li>• Increase transit ridership</li><li>• Support land use and transportation objectives</li><li>• Support equity objectives</li><li>• Support climate objectives</li><li>• Support efficient movement of people and access to services</li><li>• Supports regional and local Vision Zero objectives</li></ul>
The project supports the community, in particular transit riders and BIPOC communities	<ul style="list-style-type: none"><li>• Community members serve on the decision-making body for the transit concept</li><li>• Community members, in particular BIPOC and historically-disadvantaged communities, provide input on project design outcomes</li><li>• Provide transparent, balanced, and objective information about project analyses, tradeoffs, and community opportunities to influence decision making</li></ul>
The project is feasible to fund, construct and operate	<ul style="list-style-type: none"><li>• Cost-effective transit operations</li><li>• Competitive for FTA capital grant funding</li><li>• Project cost is supported by project partners and documented in a financing plan</li><li>• Project design can meet necessary approval requirements</li></ul>
The project is coordinated with other planned investments in the corridor	<ul style="list-style-type: none"><li>• Leverage opportunities to efficiently fund improvements in the corridor</li><li>• Compatible with other investments to improve access and safety in the corridor</li><li>• Context-sensitive design improves transit while supporting other community priorities</li></ul>
The project is able to move into the next phase, Project Development	<ul style="list-style-type: none"><li>• Identify funding for Project Development phase</li></ul>



*NOTE: The Draft Goals and Objectives have been reviewed for racial equity and other equity considerations. Comments focused on the need for project performance measures being designed demonstrate the potential benefits and harms that may impact BIPOC, low income, and other vulnerable groups. The project team will incorporate this feedback as we develop performance measures tied to the objectives. An example comment was to recognize different groups have different perspectives on what increases physical safety with many BIPOC groups feeling less safe with police presence. The performance measures for physical safety would recognize this and focus on implementing countermeasures for crashes such as lighting, crossings, and sidewalks.*

*These 82<sup>nd</sup> Avenue Transit Project goals and objectives are the focused on the development of a high-quality transit project. As the project alternatives are developed and evaluated, the project team must be cognizant of community values and the special need not to conflict with the Building a Better 82<sup>nd</sup> Avenue program while working in the same geography (between Clatsop and Lombard streets in Portland) for seven miles. Therefore, specific considerations and objectives that are important for the Building a Better 82<sup>nd</sup> Avenue program related to the area will be fleshed out and included for consideration as we move forward. In addition, input from the public and community groups, including the 82<sup>nd</sup> Avenue Community Coalition will be considered.*



## 82nd Avenue transit improvements

### Designing bus rapid transit, Clackamas Town Center to Northeast Portland

*Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to the Roseway/ Sumner area.*

The bus serving 82nd Avenue – TriMet's line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the Yellow or Orange MAX lines, it shares the road with commuters, freight and local deliveries – and is often stuck in traffic. One in four buses is late.

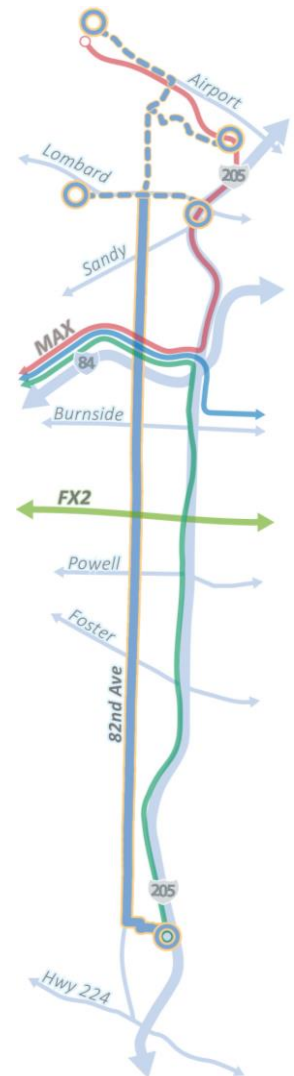
Partners from Clackamas County to Portland are working together to conduct a transit alternatives analysis for potential bus rapid transit service along 82nd Avenue from Clackamas Town Center to Portland's Roseway and Sumner neighborhoods. Bus rapid transit service would significantly improve travel time, reliability, and comfort by allowing the bus to separate from or bypass other vehicle traffic in key areas along the route and improving stations.

This transit project will be highly coordinated with a community-led Equitable Development Strategy for the area to support business and community stabilization and enhancement. The transit analysis is being developed in coordination with the City of Portland's Building a Better 82nd program, which is planning for \$80 million in near-term critical fixes in the Portland section of 82nd Avenue to be built over the next few years and another \$105 million to enact a vision to improve the corridor between Northeast Lombard and Southeast Clatsop streets.

#### Community connections

Bus service along 82nd Avenue connects workers, students and other travelers to other key transit service, the larger transit network and key destinations.

- Line 72 continues east on Lombard to Swan Island.
- The stop at Halsey/Interstate 84 connects to the Blue, Red and Green MAX lines.
- The stop at Division Street connects to the new FX-2, with its new articulated frequent express buses connecting downtown Portland and downtown Gresham – and to the Portland Community College Southeast campus.
- The Clackamas Town Center Transit Center connects to the MAX Green line and 12 other bus lines.
- Other key destinations are on or near 82nd Avenue:
  - Portland Community College, McDaniel High School, Clackamas Middle College and Clackamas Community College Harmony campus
  - Montavilla Community Center, Montavilla Park, Harrison Park, and multiple health centers and social services
  - Clackamas Town Center, Eastport Plaza, Fubonn, Hung Phat Food Center, Shun Fat Supermarket, Fred Meyer and many restaurants and small businesses.



## Leveraging past work and public investments

The analysis is moving quickly as it builds on years of planning and outreach. It is building off the work of 2020 transportation funding measure analysis and engagement, the Enhanced Transit Concept from the 2018 Regional Transportation Plan, and multiple safety studies.

The transit investment is also being timed to take advantage of the opportunity to make substantial improvements in tandem with the City of Portland's efforts in 7 miles of the corridor. The partners seek to leverage investments of \$185 million dollars from the City of Portland and the State of Oregon related to the jurisdictional transfer of 7 miles of 82nd Avenue.

### Building a Better 82nd Avenue

Metro is leading the effort to examine an improved transit service from the Roseway and Sumner neighborhoods to Clackamas Town Center

Thanks to funding related to the transfer of 7 miles of 82nd Avenue from ODOT, the City of Portland is planning to invest \$150 million in safety, maintenance and transit improvements over the next eight years in the 82nd Avenue "civic corridor".

The City of Portland's civic corridor is focused on those 7 miles from Northeast Killingsworth Street to Southeast Clatsop Street, with \$80 million of critical safety and maintenance repairs over the next several years. These improvements will help transit riders safely and conveniently access the bus.

#### Near-term critical fixes on 82nd Avenue, Lombard to Clatsop (2022-2026)

Street lighting	\$2-5 million
Safe crossings	\$12-15 million
Corridor safety	\$12-15 million
Pavement, curb ramps	\$30 million
Traffic signals	\$15 million
Total	\$80 million

To find out more, visit [portland.gov/82nd-Avenue](http://portland.gov/82nd-Avenue).

The transfer from ODOT – from Northeast Lombard Street to Southeast Clatsop Street – allows for local maintenance of and improvements for the roadway. This road was originally conceived as a state thoroughfare connecting smaller towns and neighborhoods but has grown into its own hub of business and neighborhood activity – as well as an important option for commuters and the movement of goods and services.

### Timeline

- Transit concept development and analysis: summer 2022 to summer 2023
- Project steering committee identifies locally preferred alternative (LPA): summer 2023
- Local and regional governments approve locally preferred alternative and adopt into transportation plans: summer/fall 2023
- Begin project development: fall 2023
- National Environmental Policy Act (NEPA) process: 2023 through 2024
- Pursue Federal Transit Administration Capital Investment Grant: 2023
- Project design: 2023 into 2026 (projected)
- Construction: 2026 into 2029 (projected)
- Opening year: 2029 (projected)

### Partners

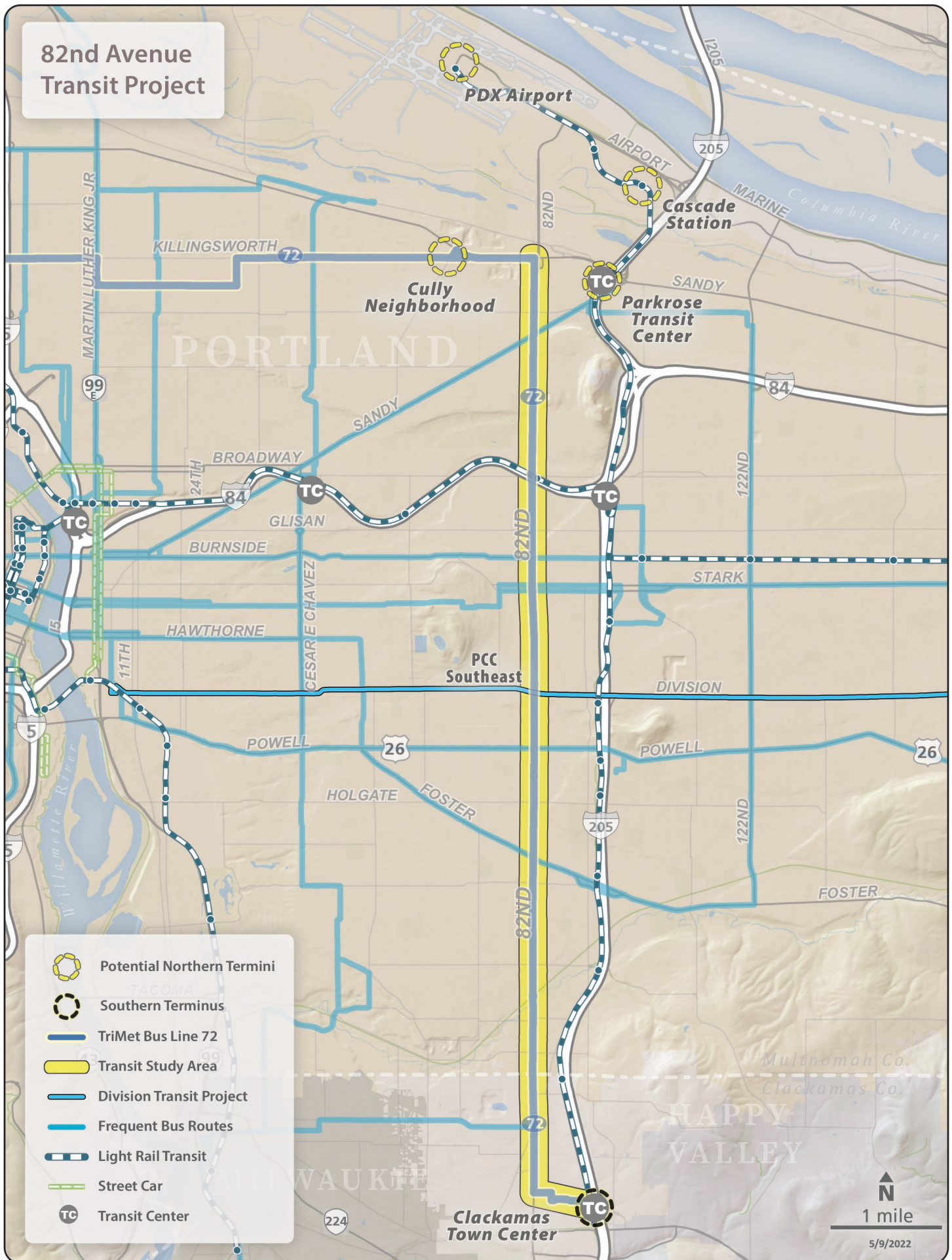
Metro and TriMet are lead partners for the transit alternatives analysis, working with the City of Portland, Oregon Department of Transportation, Multnomah County, Clackamas County and Port of Portland. This coordination helps leverage planning efforts related to improving the transit service and coordinate investments from local, regional, state and federal sources to get the most from multiple funding opportunities.

In addition, representatives from four community based organizations are serving on the 82nd Avenue Transit Steering Committee, which will select the locally preferred alternative for the bus project: Oregon Walks, Clackamas Resource Center, Unite Oregon and the 82nd Avenue Business Alliance.





# 82nd Avenue Transit Project



# Building a Better 82nd Ave



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



PBOT is investing **\$80 million in 82nd Avenue** to deliver **critical safety and maintenance repairs** to the corridor, including new and upgraded crossings, signals, street lighting, smoother pavement, and sidewalk and accessibility improvements.

## 82nd Avenue is Portland's Civic Corridor

After decades of community advocacy ownership of 82nd Avenue was transferred from the state to the Portland Bureau of Transportation (PBOT) as of June 1st, 2022. Following this historic moment, PBOT is delivering on long-standing community priorities and immediately making major safety investments identified 2019 82nd Avenue Plan. Over the next several years, PBOT will invest \$80 million in critical fixes in the following categories:

### NEAR-TERM CRITICAL FIXES ON 82ND AVENUE (2022-26)

Safe Crossings	\$12M - \$15M
Street Lighting	\$2M - \$5M
Corridor Safety	\$12M - \$15M
Traffic Signals	\$50M+
Pavement & Curb Ramps	
<b>TOTAL</b>	<b>\$80M</b>

### Next Steps: Future Investment on 82nd Avenue

These initial investments are only the first step in building a better 82nd Avenue. In the summer of 2022, PBOT is launching a new major planning effort to invest over \$100M to address additional community priorities and transportation needs along this essential corridor.



Learn more at:  
[portland.gov/82nd-Avenue](https://portland.gov/82nd-Avenue)

### PROJECT MAP



NEW CROSSING



NEW LIGHTING



NEW SIGNALS



NEW PAVEMENT

# CRITICAL FIXES coming soon to 82nd Avenue



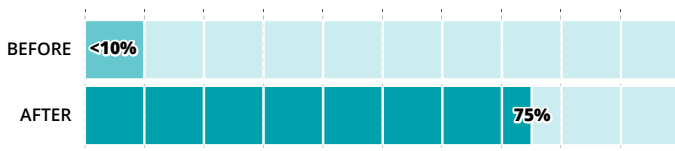
## CRITICAL FIXES: BASIC SAFETY

### New & Upgraded Crossings

Over the next several years a total of 19 new or upgraded crossings will be added to 82nd Avenue to improve safety and fill many of the existing crossing gaps.

#### Crossings planned for construction in:

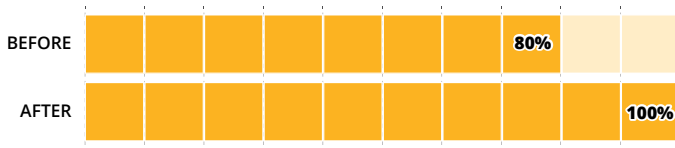
2022-23	2023-24	2025-26
• NE Alberta St	• SE Tibbets St	• SE Rhone St
• NE Beech St	• SE Ramona St	• PCC Southeast
• NE Klickitat St	• SE Tolman St	• SE Center St
• NE Schuyler St	• SE Cooper St	
• NE Pacific St	• SE Knapp St	
• SE Ash St	• SE Lambert St	
• SE Clinton St	• SE Clatsop St	
• SE Schiller St		
• SE Mitchell St		



Today, less than 10% of 82nd Avenue meets PBOT's crossing spacing guidelines. After these new 19 crossings are constructed, 75% of the crossing needs identified in the 2019 82nd Avenue Plan will be met.

### Improved Street Lighting

PBOT will invest \$2 to \$5 million in additional street lighting along 82nd Avenue. This will fill all the lighting gaps along the entire length of the corridor, which will help improve visibility for everyone.



Today, approximately 80% of 82nd Avenue meets PBOT lighting standards. After the new lighting is installed, 100% of 82nd Avenue will meet PBOT lighting standards.

### Corridor-Wide Safety Improvements

PBOT will invest \$12 to \$15 million in variety of improvements to improve safety along the entire corridor. These investments include improvements to signal timing, communication equipment, and other technological enhancements to help reduce speeding vehicles. Additionally, updated street signs, roadway striping, and signal-heads will be added along 82nd Avenue to improve overall safety and reduce future maintenance costs.

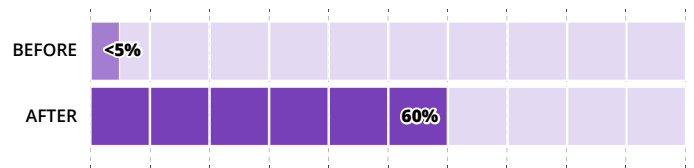
## CRITICAL FIXES: MAJOR MAINTENANCE

PBOT will invest roughly \$50 million in major maintenance projects along 82nd Avenue, including paving, Americans with Disabilities Act (ADA) improvements, and traffic signal rebuilds.

### Repaving & Accessible Curb Ramps

PBOT and ODOT will be repaving and restriping more than half of 82nd Avenue over the next several years.

Additionally, all of the curb ramps along these segments being rebuilt will be upgraded to meet ADA standards.



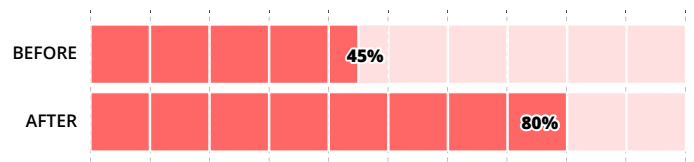
Today, less than 5% of 82nd Avenue meets our pavement guidelines and ADA accessibility standards. After the repaving, restriping, and curb ramp upgrades are complete, 60% of 82nd Avenue will meet our pavement guidelines and ADA accessibility standards.

### Traffic Signals

Nine traffic signals along 82nd Avenue will be rebuilt to include modern safety and traffic operation technology.

#### Signals planned for construction by 2025-26:

• NE Glisan St ('23-'24)	• SE Woodward St
• NE Davis St ('23-'24)	• SE Boise St
• NE Fremont St	• SE Holgate St
• NE Siskiyou St	• SE Raymond St
• NE Tillamook St	



Today, about 45% of the traffic signals along 82nd Avenue meets PBOT standards. After the nine signal rebuilds are complete, 80% of the traffic signals along 82nd Avenue will meet our traffic signal standards.



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