# Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

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|---|---|
| Meeting: | 82nd Avenue Transit Project Steering Committee #12 |
| Date: | April 25, 2024 |
| Time: | 4:00 p.m. to 6:00 p.m. |
| Place: | **Portland Community College Southeast Campus**, Student Commons Room 234, 2305 SE 82nd Ave, Portland, Oregon https://us02web.zoom.us/j/83407748776 |
| Purpose: | Project partner updates. Steering Committee will consider endorsing most of the LPA components. Equitable Development Strategy presentation. Staff will discuss next steps to get to a final LPA. |
| Outcome(s): | Steering Committee will discuss and vote on endorsing most LPA components after hearing public testimony and understand next steps to finalize LPA. Steering Committee and public learn about the Equitable Development Strategy work. |

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4:00 p.m. Welcome and introductions

4:10 p.m. Approval of February meeting minutes

4:15 p.m. Updates from partners
- Efforts on and around 82nd Avenue

4:25 p.m. Public Comment

4:35 p.m. Equitable Development Strategy update (Zachary Lauritzen, 82nd Avenue Community Coalition)

4:50 p.m. Recap of staff recommendation on LPA components (Elizabeth Mros-O'Hara, Metro)
- Recap of staff recommendations from February
- Language and map

5:00 p.m. Steering Committee review/discuss/vote on LPA components (Steering Committee)
- Discussion of components
  - Mode
  - General Station Locations
  - Route (with either Cully or Parkrose TC as northern terminus)
- Vote on endorsement green/yellow/red

5:35 p.m. Next Steps to Finalize LPA (Elizabeth Mros/O'Hara)
- Project Development-- design, costing, analysis and engagement focused on northern terminus and project tied to high level funding plan
- Incorporating feedback from SC members and public

5:45 p.m. Adjourn/CAKE (Metro Councilors Hwang/Lewis)

***Materials:***

*Draft Steering Committee Meeting #11 meeting minutes (February 2024)*
*Draft LPA Component Steering Committee Decision Documentation Memorandum*
*Draft LPA Language (to be finalized with northern terminus decision)*
*Map: 82nd Avenue Transit Project: DRAFT Locally Preferred Alternative (In progress)*
*Meeting Protocols and Decision-making Structures*

# Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **82nd Avenue Steering Committee meeting #11**

Date/time: Thursday, February 22, 2023| 4:00 p.m. to 6:00 p.m.

Place: Hybrid meeting held via Zoom at Portland Community College, 2305 SE 82nd Avenue, Portland, Oregon, Mt. Tabor Hall Room 145

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| Members, Alternates Attending | Affiliation |
|---|---|
| JC Vanatta | TriMet |
| Art Pearce | PBOT |
| Councilor Christine Lewis | Metro |
| Councilor Duncan Hwang | Metro |
| Rian Windsheimer | ODOT |
| Ayman Irfan | Unite Oregon |
| Kaitlyn Dey | Clackamas Service Center |
| Representative Khanh Pham | Oregon Legislature |
| Commissioner Mark Shull | Clackamas County |
| Michael Liu | 82nd Ave Business Assn |
| Zachary Lauritzen | Oregon Walks |
| Vikki Payne, *alternate* | Multnomah County |

| Presenters | |
|---|---|
| Elizabeth Mros-O'Hara | Metro |
| Michael Kiser | TriMet |

| Attendees | |
|---|---|
| Karen Buehrig | Clackamas County |
| Peter Meyerhofer | Kimley Horn |
| Melissa Ashbaugh | Metro |
| Jason Nolin | Metro |
| Kate Hawkins | Metro |
| Michael Skiles | Metro |
| Monica Krueger | Metro |
| Malu Wilkinson | Metro |
| Kelly Betteridge | Metro |
| Anne Buzzini | Metro |
| Tanja Olson | Metro |
| Melissa Ashbaugh | Metro |
| Eve Nilenders | Multnomah County |
| Sarah Paulus | Multnomah County |
| Sandra Hikari | ODOT |
| Chris Ford | ODOT |

| | |
|---|---|
| Kristin Hull | PBOT |
| Julia Reed | PBOT |
| Jamie Snook | TriMet |
| Paulina Salgado | TriMet |
| Jonathan Plowman | TriMet |
| Peter Dydo | WSP |
| Jacob Loeb | |
| Holly Querin | |
| Hector Rodriquez Ruiz | |
| John Giacoppe | |

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**Welcome and Introductions**

Co-chair Metro Councilor Hwang called the meeting to order at 4:06 p.m. and welcomed the attendees by reviewing basic information for the location and providing an overview of the agenda.

**Approval of January 2024 Meeting Minutes**

Approval moved by JC, seconded by Zachary. The minutes were approved with no objections or abstentions.

**Introductions and Updates from Partners**

Port of Portland and Multnomah County Commissioner were unavailable this evening, but Vikki Payne attended as Multnomah County's alternate.

JC Vannatta, Executive Director of Public affairs for TriMet, had no updates.

Art Pearce for City of Portland: 60% design for near term safety improvements and comments are being solicited online. Two open houses are coming up soon and construction will begin later this year.

Commissioner Mark Shull (Clackamas County): Constituents are concerned about the cost of transportation and funding for I-205 and Sunrise corridor. What is the update from TriMet on the expected costs of the project? Elizabeth responded that the projection is a $300 million project. The next phase will get more design and more detailed cost information.

Zachary Lauritzen of Oregon Walks, looking forward to singing happy birthday to Duncan.

Michael Liu of Fubonn Shopping Center is concerned about costs. Where is the funding coming from? Bonding? A lot of asks and how we fund this project is key to getting it finished.

Representative Khanh Pham for House District 46 is in the middle of short legislative session and looks forward to supporting the project.

Rian Windsheimer of ODOT has been traveling around the region today and is looking forward to tonight's meeting.

Ayman Irfan from Unite Oregon had no updates.

Kaitlyn Dey from Clackamas Service Center had no updates.

Councilor Christine Lewis from District 2 had no updates and then introduced Elizabeth for the LPA components staff recommendation.

**Staff recommendations on LPA Components** (Elizabeth Mros-O'Hara, Metro)

Elizabeth presented on the components of the LPA that have reached consensus. The charge of the

steering committee has been choosing an LPA which includes the mode, the general station locations, and route, and is tied to a high-level funding plan.

Transit Mode: considering modes through previous work: Better bus (spot improvements), Light rail, streetcar, and bus rapid transit (BRT). BRT is the best fit to address reliability, capacity, access, and speed.

General station locations: through extensive technical analysis and community engagement, staff is recommending thirty-one station locations with an average station spacing of under one-third mile. There will be 2-4 more stations associated with the final northern terminus location.

The route would follow 82nd Avenue from Clackamas Town Center to Northeast Portland. This is the highest ridership line in the system and has lots of important destinations and it is growing faster than the region.

Southern terminus is Clackamas Town Center Transit Center which serves many destinations, connects to many other bus lines and the Green Max Line, and has a park and ride facility.

Northern terminus: Staff started with four options that were evaluated with goals and objectives: Cully neighborhood, Parkrose Transit Center, Portland Airport, and Cascade Station. Cully and Parkrose performed best. Cascade and airport did not meet the goals of the project and did not serve many residential areas. Staff is recommending Cully (preferred) and Parkrose (alternate) with a plan to investigate more about design, costing, travel times, and community feedback to narrow down to one option.

Elizabeth shared sample language for the LPA--a brief, descriptive paragraph--and a map of the route with the general station locations.

Next, the committee will meet in April and vote on the LPA components and staff will share a high-level work plan to arrive at a final northern terminus. Elizabeth will reach out to Technical Working Group (TWG) and steering committee (SC) members to check in about process and next steps.

Elizabeth asked members to respond with what staff should know before bringing the LPA components to the committee in April for a vote.

Discussion

*Commissioner Shull has heard from constituents, and they are concerned about the impact to cars and trucks through the corridor when focusing more traffic lanes on the BRT. How will we mitigate the inconvenience for cars and trucks?*

*Answer from Elizabeth: we are still digging into that, and the next phase will do more analysis and design. We will be entering the NEPA process and analyzing all the impacts from the project.*

*Zachary asked for clarity about the longest distance between stops.*

*Elizabeth responded that station siting analysis looked at safety and where people want to go. Some distances distances are longer than others as they are focused on serving key destinations. Some areas like north of Alberta are industrial with few pedestrian destinations and will be served by other bus service. Station locations are tailored to the needs of riders traveling the corridor and where there are destinations.*

*Question from Councilor Hwang about budget and how we pay for it. He acknowledged the $300m sweet spot, but what is the best transit project? How much would we need to make the best project?*

*Elizabeth responded that we want to maximize the federal dollars and want to make it safe and comfortable. This will also be a political conversation.*

*Follow up from Duncan: Could we scope out the ideal project for comparison purposes?*

*Elizabeth said that there will be a low-build and high-build options for many areas of the project.*

*Michael: It is not always about cost. Reliability is the biggest focus because the corridor will be congested over time. Other important aspects are collaborating with the community, making sure everyone is thriving. We will be looking at several congested intersections to address the long-term vision.*

*Art from Portland noted that there are several projects focused on the same corridor: the City's safety improvements, the transit improvements, and more improvements will be needed. They will need to be prioritizing for each phase.*

*Comment from Councilor Christine Lewis: Asked that the stops with multiple connections be highlighted on the map.*

*Comment from Vikki Payne on behalf of Commissioner Julia Brim-Edwards: County would like to see more community engagement from the Parkrose neighborhood and Commissioner Beesan from District 2 is on standby to help with that outreach.*

**Division Transit Project and workforce equity** (Michael Kiser, TriMet)

Michael talked about the work that is coming in the next couple of months: ramping up for the project development (PD) phase; getting recognized by FTA [Federal Transit Administration] means that moneys spent from that point on will count as match; a design RFP [request for proposal] from 1-100% will go out in April and the work will start in July; and TriMet has $30 million in committed funds for the next phase from Portland, Metro, TriMet, and they are pursuing other funding.

Michael gave a presentation on TriMet's equitable workforce development on the Division Transit Project (DTP). The return on investment is an investment in the community, making partnerships to create a hand up to the local residents and businesses. There were three major players: TriMet, Raimore Construction (general contractor) and Division Midway Alliance. The DTP had a similar number of built stations and had a similar cost (by today's dollars) to the 82nd Avenue transit project. They put the focus on growing people, resiliency, economic empowerment, and building community. To do this, TriMet changed the model to a community-led process, and coordinated with a community-based organization that represented a diverse section of people to build meaningful engagement, grow local workforce, and gave voice to the community. People were at the center: people over profit to develop a long-term vision.

TriMet worked within a cultural liaison model to leverage community skills to build a better future, supporting them along the way so that they became stronger—the idea of paying it forward. They analyzed procurement methodologies to place value on people but still be accountable. They challenged tradition and built workforce diversity. Michael showed a video about Raimore's mission. Inclusivity was intentional by Raimore, the general contractor; they invested in Black engineers, grew people with aptitude rather than educational background, and built capacity.

Michael described the importance of relationships with subcontractors, and identifying early those emerging businesses that need a little help so they will be ready when needed. Inclusivity also comes down to choice. They worked to change the culture of construction through intentional partnerships and addressing the male dominance. Early engagement is key, by setting goals, identifying gaps, and establishing trust.

They approached equity within contracting by removing barriers for Disadvantaged Business Enterprise (DBE) firms. Community-based organization, Division Midway, looked for opportunities to prepare DBE businesses and worked on economic empowerment by offering assistance. Advanced Tribal, a native company, installed all the shelters and now services all the shelters in the system.

Highlights of equity on DTP:

- Delivered on-time and under budget
- Largest project ever awarded to a DBE in Oregon
- Highest inclusion rate in TriMet history
- Increased regional capacity and political support for future projects
- Eighty percent of work went to DBE companies
- Fifty percent of work performed by minorities and women

Division Midway led on economic empowerment: local companies were lifted up by starting on DTP and went on to receive bigger projects. This work led to many jobs, workforce growth, homes purchased, generational wealth, the highest inclusion rate, and the growth of sub-primes (minority and women-owned companies). Another video highlighted how DTP lifted up Advanced Tribal.

Discussion

*Councilor Lewis: Are there thoughts about who TriMet could partner with on 82nd? Are there other ways to improve equity in contracting and work force goals? There will be no decision point but working together will make a bigger impact for the community.*

*Michael confirmed that there is no decision point here, that TriMet is just wanting to coordinate and work together.*

*Councilor Lewis brought up that many agencies at the table are C2P2 [Construction Career Pathway Project Framework] signatories which lines out specific thresholds, baselines, and investment in workforce through internship programs.*

*Councilor Hwang appreciated the work from TriMet. The effects are visible in the community. In terms of the RFP for design work: what is the community engagement goals for that phase? How has that changed in the last 3 years?*

*Michael responded that community engagement is a tradition, and the outreach will ramp up. There will be three positions focusing on this project's engagement, and most of the engagement will be focused on the terminus. Paulina and her group will be working with property owners. We will be asking questions. What are we missing? How can we avoid harm? How can we mitigate unintended consequences? And relaying all the feedback back to the design team. There will be focus groups. The outreach team will be making connections and building relationships from an early stage and will be sharing back to the committee.*

*Zachary asked about the geographic focus area of the workforce development, in lieu of the potential displacement that comes with an investment of this size.*

*Michael responded that they used an alternative contracting method, bringing the contractors on early to build relationships and trust, addressing the myriad of coordination challenges, looking for opportunities from the community, looking for subs in the area that can pay it forward, and hopefully grow organically.*

*Zachary noted that community pride is a big aspect too and offered to help TriMet recruit in a targeted geographic area.*

*Councilor Lewis encouraged everyone to be thinking about CBO partnerships and building capacity and relationships.*

*Michael echoed that and hopes to make those community connections and invite community leaders to the table to tell us what they want.*

**Public Comment**

From the room: John Giacoppe [Jee-ah-coh'pee] lives nearby on 74th. They came to see the stops map. Clearly, there is a budget consideration. A half mile is a long walk on 82nd Avenue. Blocks are long and walking on 82nd Avenue is to be avoided as much as possible. More stops are better. Reliability is important and the best way to do that is to provide dedicated right of way.

None from the Zoom call.

**Next Steps/Adjourn by Councilor Hwang (Metro)**

Councilor Hwang told the group that the next meeting will be April 25th: there will be a vote on the LPA components, a major milestone, a work plan to get to a single northern terminus, and an update on the Equitable Development Stategy. The next phase will have fewer meetings.

Meeting adjourned at 5:27 pm.

Respectfully submitted,

Tanja Olson, 82nd Avenue Steering Committee Recorder

Attachments to the Public Record, 82nd Avenue Steering Committee meeting, February 22, 2024

| Item | Document Type | Document Date | Document Description | Document No. |
|---|---|---|---|---|
| 1 | Agenda | 02/15/2024 | 02/22/2024 82nd Avenue Steering Committee Meeting Agenda | 0222202482ASC-01 |
| 2 | Document | 02/15/2024 | 82nd Avenue Transit Project Steering Committee December 2023 Draft Minutes | 0222202482ASC-02 |
| 3 | Map | 02/08/2024 | 82nd Avenue Transit LPA In Progress | 0222202482ASC-03 |

| | |
|---|---|
| Date: | April 11, 2024 |
| To: | 82nd Avenue Transit Project Steering Committee |
| From: | Elizabeth Mros-O'Hara, Metro Project Manager |
| Subject: | DRAFT 82nd Avenue Transit Project Steering Committee Locally Preferred Alternative component decision documentation |

This memo documents steering committee decisions anticipated at the April 2024, 82nd Transit Project Steering Committee meeting to select components of the transit Locally Preferred Alternative (LPA). The memo includes a discussion of the decision-making context; the LPA component decisions being made and the rationale behind them; and the next steps to finalize the LPA.

## *Background, Decision-making structure, and guidance*

The 82nd Avenue Transit Project defines the high capacity transit (HCT) planned for the 82nd Avenue corridor. The project is urgent, not only to address longstanding riders' needs, but to coordinate with improvements by the City of Portland and Oregon Department of Transportation (ODOT) related to the jurisdictional transfer of that roadway. These agencies are implementing near-term safety improvements and planning for longer-term multimodal improvements in the same right-of-way as the transit project.

The 82nd Avenue Transit Project is being coordinated with a community-led parallel effort, the Equitable Development Strategy (EDS). The EDS is focused on identifying and implementing community stabilization and livability priorities given the pressures and opportunities arising from a major transportation investment coming to 82nd Avenue. The 82nd Avenue Community Coalition is leading this strategy with support from Metro and the City of Portland.

### Steering Committee

Metro, in collaboration with TriMet, convened an 82nd Avenue Transit Project Steering Committee in September 2022, to guide the project and provide partner input and support. The 82nd Avenue Transit Project Steering Committee is led by Metro with two co-chairs, Metro Councilors Lewis and Hwang representing the geographic areas of the corridor, and representatives from TriMet, the City of Portland, Clackamas County, Multnomah County, the Oregon Department of Transportation, the Port of Portland, Oregon House District 46, and four community organizations- Oregon Walks, Unite Oregon, the 82nd Avenue Business Association, and the Clackamas Service Center. Oregon Walks is also a leader on the 82nd Avenue Community Coalition leading the EDS.

The steering committee is charged with selecting the transit Locally Preferred Alternative (LPA) defining the transit mode, the transit route (including termini), and the general station locations, based on technical analysis, constituent input, and robust public engagement. The LPA will be tied to a high-level funding plan which must be adopted by the regional government prior to applying for federal funding. The steering committee adopted a preliminary Purpose and Need Statement and Goals and Objectives to guide the analysis and decisions. The Preliminary Purpose and Need Statement is presented here.

**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 five 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
5. **Climate change**: need to increase transit ridership to help reduce reliance on single-occupant vehicles, vehicle miles traveled, energy consumption and greenhouse gas emissions in our region.

A more detailed document with the preliminary Purpose and Need and documentation of the need as well as the project Goals and Objectives is included as Attachment 1 to this summary.

## LPA Component Decisions

This section summarizes the Steering Committee's preliminary decisions anticipated in April 2024, on the LPA components (mode, routing, and general station locations) and the findings and analysis supporting those decisions. The current decisions are preliminary and will be codified by the 82nd Avenue Transit Project Steering Committee in a final LPA with one northern terminus and a related high-level funding plan in the next phase of the project.

### *Transit Mode Decision– Bus Rapid Transit (BRT)*

Multiple transit modes were considered for the 82nd Avenue corridor including the corridor-based bus rapid transit (BRT), busway, light rail transit (LRT), and streetcar. A BRT was selected as the best transit mode to serve the 82nd Avenue corridor.

The BRT mode would improve transit speed and reliability, passenger capacity, and access to key destinations, especially for transit-dependent communities, with improvements that can be designed to fit in a constrained corridor. BRT infrastructure has a relatively small footprint relying on longer, more comfortable buses; faster loading at near-level stations; transit signal priority and bus priority treatments at key locations to move the bus through traffic; safer and more comfortable pedestrian access to new transit stations with sidewalks, signalized crossings, and shelters with amenities. BRT infrastructure can be designed to avoid and minimize impacts

and to focus investments where they can help to solve for key bottlenecks. In addition, BRT investments and travel performance could increase ridership and reduce greenhouse gas emissions.

LRT and streetcar could both improve passenger capacity and transit speed and reliability, but they would be a poor fit for the constrained roadway with limited right-of-way (as narrow as 56 feet in some areas) and many buildings adjacent to the sidewalks. They require extensive infrastructure with overhead catenary systems, rails, stations that require large footprints, and utilities that would result in property impacts and constraints on other travel modes. In addition, an LRT line on 82nd would be redundant with the nearby MAX Green Line which runs north-south parallel to 82nd Avenue as close as ½ mile away in some locations. The MAX Green Line provides for faster and longer trips with fewer stops than would be appropriate on 82nd Avenue with a direct connection to downtown Portland.

A busway would also be a poor fit for the 82nd Avenue corridor. This mode is similar to the corridor-based BRT, except the bus would have its own travel lane (exclusive of other vehicles) for the majority of 82nd Avenue. While a busway would improve transit travel times and reliability, it would require multiple property impacts to maintain traffic lanes and sidewalks and would likely result in unwanted traffic diversion onto local streets. Alternately, converting a general travel lane to a busway rather than widening the roadway would result in severe traffic impacts for freight and autos.

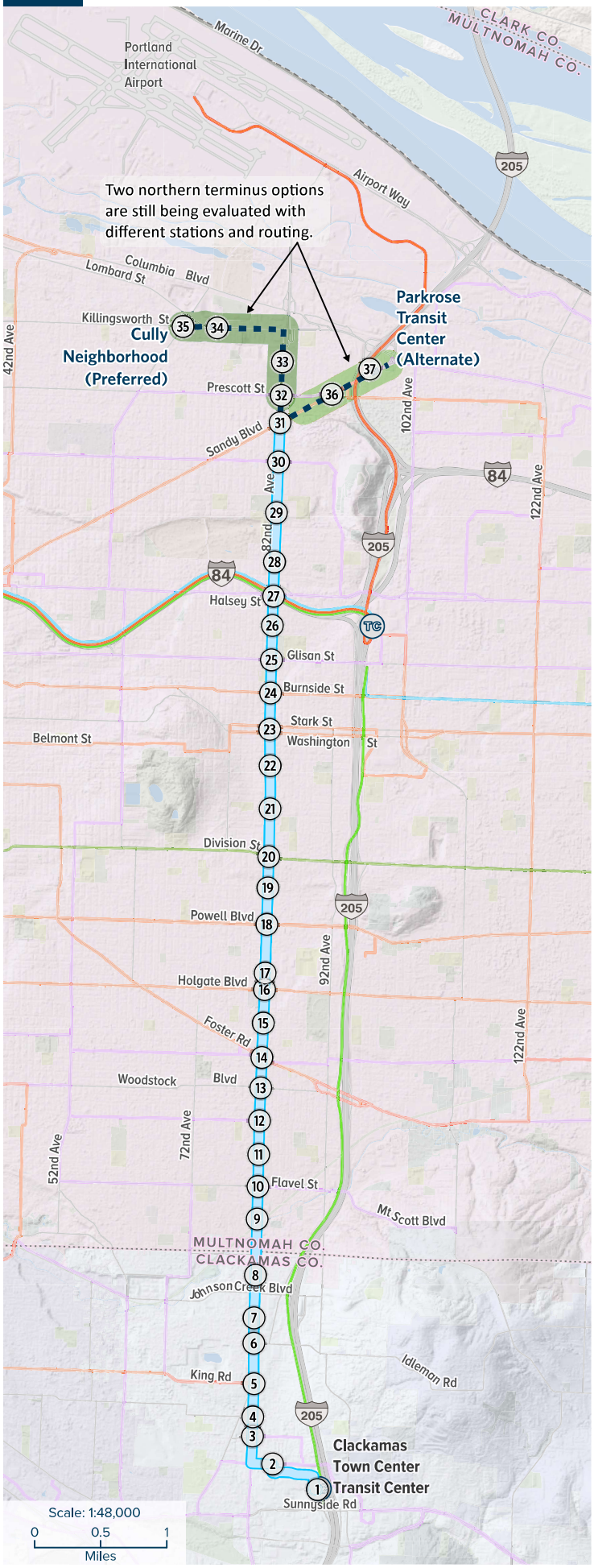
### *Routing Decision – 82nd Avenue between Clackamas Town Center Transit Center and either Cully neighborhood or Parkrose Transit Center*

The project routing is shown on the 82nd Avenue Transit Project Locally Preferred Alternative (In-Progress) map (see next page). The BRT would travel primarily on 82nd Avenue between Clackamas Town Center Transit Center in the south and a terminus north of Sandy Boulevard either in the Cully neighborhood (near the Cully Boulevard and Killingsworth intersection) or at the Parkrose Transit Center.

#### *82nd Avenue Corridor*

For years, the 82nd Avenue corridor has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, and the 2023 Regional Transportation Plan (RTP) identifying 82nd Avenue as a Tier 1: near-term HCT corridor.

# 82nd Avenue Transit Project: DRAFT Locally Preferred Alternative (In progress)




## Elements of Locally Preferred Alternative (In progress)*

- Bus rapid transit route (north of Sandy tbd)
- Potential terminus routing (terminus tbd)
- General station locations

### Transit Network

- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-2 frequent express service bus line
- Frequent service bus lines
- Other bus lines
- Transit centers

*To be recommended by Steering Committee

| Map Key | Proposed General Station Locations |
|---|---|
| 1 | Clackamas Town Center Transit Center |
| 2 | Clackamas Town Center |
| 3 | SE Causey Ave & SE 82nd Ave |
| 4 | South of SE Boyer Dr (Winco) & SE 82nd Ave |
| 5 | SE King Rd & SE 82nd Ave |
| 6 | SE Otty Rd & SE 82nd Ave |
| 7 | SE Overland St & SE 82nd Ave |
| 8 | SE Lindy St & SE 82nd Ave |
| 9 | SE Crystal Springs Blvd & SE 82nd Ave |
| 10 | SE Flavel St & SE 82nd Ave |
| 11 | SE Bybee & SE 82nd Ave |
| 12 | SE Duke St & SE 82nd Ave |
| 13 | SE Woodstock St & SE 82nd Ave |
| 14 | SE Foster Rd & SE 82nd Ave |
| 15 | SE Raymond St & SE 82nd Ave |
| 16 | SE Holgate Blvd & SE 82nd Ave |
| 17 | SE Boise St & SE 82nd Ave |
| 18 | SE Powell Blvd & SE 82nd Ave |
| 19 | SE Woodward St & SE 82nd Ave |
| 20 | SE Division St & SE 82nd Ave |
| 21 | SE Mill St & SE 82nd Ave |
| 22 | SE Taylor Ct & SE 82nd Ave |
| 23 | SE Stark St / SE Washington St & NE 82nd Ave |
| 24 | E Burnside St & NE 82nd Ave |
| 25 | NE Glisan St & NE 82nd Ave |
| 26 | NE Holladay St & NE 82nd Ave |
| 27 | I-84 & NE 82nd Ave |
| 28 | NE Tillamook St & NE 82nd Ave |
| 29 | McDaniel High School & NE 82nd Ave |
| 30 | NE Fremont St & NE 82nd Ave |
| 31 | NE Sandy Blvd & NE 82nd Ave |
| ***Cully Neighborhood Terminus (Preferred) Stations*** | |
| 32 | NE Prescott St & NE 82nd Ave |
| 33 | NE Alberta St & NE 82nd Ave |
| 34 | NE Lombard St & NE 72nd Ave |
| 35 | NE Cully Blvd & NE Killingsworth St |
| ***Parkrose Transit Center Terminus (Alternate) Stations*** | |
| 36 | NE Prescott St & NE Sandy Blvd |
| 37 | Parkrose Transit Center |

Data Sources: TriMet, Metro
Export Date: 2/8/2024
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The corridor is a growing population and employment hub (over 60,000 residents and over 40,000 jobs) with densities necessary to support a BRT investment. It is more heavily populated by groups that are more likely to rely on transit for their daily needs than the rest of the region. The majority of the corridor is identified as an Equity Focus Area by Metro.[i] The corridor has higher rates of individuals from BIPOC, low-income, disability, and limited English proficiency populations than much of the region. American Community Survey data shows that the corridor has a higher percentage of working-age population and a higher rate of zero-car households than the rest of the region, implying a higher rate of transit-dependent commuters. The percentage of commuters that travel to work by public transit today is higher for the corridor than for the region and much higher than for Clackamas County. These findings highlight the corridor as a growing and densely populated area with a higher rate of populations that are likely to be transit dependent individuals than the rest of the region.

The project will address the highest ridership and highest delay portions of the current Line 72 by focusing on 82nd Avenue. 82nd Avenue is the highest ridership segment of the highest ridership bus line in TriMet's entire system. Line 72 is subject to the most transit delay of all TriMet's bus routes and the 82nd Avenue portion of the line accounted for 82 percent of that delay in 2022. The Line 72's east-west segment does not require the same amount of investment to improve service with lower ridership, less transit delay, and different street characteristics. Additional details on 82nd Avenue conditions and compatibility with BRT are available in the 82nd Avenue Transit Project Existing Conditions memorandum and markets analysis documentation.

*Southern Terminus – Clackamas Town Center Transit Center*

The Clackamas Town Center Transit Center is anticipated to be selected as the southern terminus in the April 2024 Steering Committee meeting. The Clackamas Town Center Transit Center is the current southern terminus for TriMet's Line 72 and has high ridership, connections to multiple transit lines, a park-and-ride, and multiple destinations within walking distance. The Clackamas Town Center Transit Center is a high ridership stop with employment destinations, shopping destinations, and access to the multifamily developments directly north of the mall. The transit center has a Park & Ride and is transit hub. At the transit center, riders can connect to the Max Green Line, the 29, 30, 31, 33, 34, 71, 79, 152, 155, 156, CCC Xpress, and direct shuttles to key employers and the Clackamas Community College. In addition, the area is designated as Regional Center in the 2040 Growth Concept. A BRT to the Clackamas Town Center Transit Center would meet regional goals, which prioritize connecting Regional Centers with high capacity transit.

Oregon City and Kaiser Permanente Sunnyside Medical Center were considered and rejected as southern terminus locations. Oregon City is a Regional Center, however the opportunity for ridership growth south of Clackamas Town Center Transit Center is limited because land uses are constrained by I-205, freight tracks, and the Clackamas River. As a result, the corridor cannot support BRT levels of service south of Clackamas Town Center Transit Center. These constraints are also true for the Kaiser Permanente Sunnyside Medical Center which is surrounded by I-205, major arterials, and Mt Scott Creek. The hospital campus is very auto

oriented, has ample parking, and is already connected to the Clackamas Town Center Transit Center by two bus routes.

*Northern Terminus -Narrowed to Cully Neighborhood or Parkrose Transit Center*

Four northern terminus options were considered: Cascade Station, Cully neighborhood (Cully), Parkrose Transit Center, and Portland International Airport (PDX). Options were evaluated using a framework developed by Metro, PBOT, and TriMet staff in partnership with Technical Working Group members representing Clackamas County, Multnomah County, ODOT, and the Port of Portland (Attachment). The framework considers access and mobility, safety, transit-supported land use, community fit and compatibility, project feasibility, and ridership — with a focus on equity considerations for each.

Table 1: Northern Terminus Evaluation Summary

| | Cully | Parkrose | Cascade | PDX |
|---|---|---|---|---|
| Access and Mobility | *A Cully terminus changes trips for the fewest current riders, including McDaniel students. A Parkrose terminus under current conditions or a Cully terminus with feasible upgrades will provide the most reliable service to users that rely on transit* | | | |
| Safety | *All locations are compatible with safe access for the most vulnerable users, people walking and biking* | | | |
| Transit-Supported Land Use | *A Cully terminus serves the highest number of residents likely to rely on transit, connects to the most community-serving destinations, including affordable housing units, and has opportunities for growth* | | | |
| Physical Fit & Community Compatibility | *Parkrose and Cully were identified as potentially compatible locations by community members, including residents who rely on transit, with reservations around safety and traffic changes* | | | |
| Project Feasibility & Ridership | *Project feasibility alone has no clear difference in equity implications* | | | |

Based on the evaluation, in January 2024 project staff recommended narrowing to two northern terminus options: the Cully neighborhood (preferred) and Parkrose Transit Center (alternate). Cascade Station and PDX termini consistently ranked lower in the evaluation and do not meet as many of the project goals as a Cully or Parkrose Transit Center terminus. Cascade Station and PDX do not offer new connections to residential/non-employment destinations and offer only modest gains in job access compared to other options. In addition, a Cascade Station or PDX terminus would reduce the reliability of the FX line, have capital and operating costs that will drive funding tradeoffs with other project investments, and would make connections between equity communities in Cully and 82nd Avenue harder than current conditions.

The Cully terminus performed highest in the evaluation. Parkrose performed second highest. The Cully terminus changes trips for the fewest current riders, including McDaniel students, serves the highest number of residents likely to rely on transit, connects to the most community-serving destinations and has opportunities for residential and employment growth. A Parkrose terminus

connects to the second highest number of community destinations and residents likely to rely on transit.

In April 2024, the Steering Committee will vote to approve the staff recommendation and narrow to two northern terminus options: the Cully neighborhood (preferred) and Parkrose Transit Center (alternate).

### *General Station Locations Decision*

The LPA includes between 33 and 35 general station locations as shown on the map above. Thirty-one stations are located between Clackamas Town Center TC and Sandy Boulevard, plus two more stations for a Parkrose Transit Center terminus or four more stations for a Cully neighborhood terminus. The station locations were balanced to improve transit travel speed and delay while continuing to provide access to important destinations.

The general station locations were selected after conducting an iterative analysis of current and planned conditions, which incorporated feedback from the public and the steering committee. General stations were developed and analyzed with partners at two technical workshops, tested and adjusted based on a walkshed analysis showing changes to pedestrian access, and brought to the steering committee for feedback and to the public at multiple public workshops to understand participants preferred station locations.

Initial station locations were identified where there were key destinations, high current transit ridership (including lifts that indicate riders with mobility issues rely on the stop); transit connections (including planned bus routing), pedestrian and bicycle access including signalized crossings, potential impacts and environmental considerations, land uses (e.g. multifamily homes, grocery stores, schools, social services), traffic analysis, and overall safety and transit performance.

Station locations were refined based on a walkshed analysis showing the number of people that would be able to access the initial stations within a 5-minute or 10-minute walk and feedback on station locations at workshops and steering committee meetings.

While consolidated station locations mean some people will need to walk farther to access the bus, station locations between Sandy Boulevard and CTC TC would continue to serve current riders with 70 percent of existing boardings within 1 block of a proposed station location and 85 percent within 2-3 blocks (500 feet). The average station spacing is less than 1/3 a mile apart. In addition, north of Sandy Boulevard, the BRT would overlap with other bus routes which would provide additional transit access on those stretches of the corridor. The BRT will also improve pedestrian access with station area sidewalks and nearby signalized crosswalks added in this high crash corridor. The BRT stations will also be improved compared to the current stops by including weather protection, real-time information, seating, lighting, garbage bins, and curb cuts. In addition, the stations would be designed to allow near-level boarding making boarding the bus quicker and more convenient for riders.

## Next Steps

The 82nd Avenue Transit Project is moving into the Project Development phase, which is focused on design, costing, and community outreach. In Project Development, a single northern terminus will be selected, and general station locations will be further analyzed to minimize impacts and incorporate technical and community feedback. The northern terminus evaluation framework will continue to guide the northern terminus selection process. Key outcomes of will be:

- Viable conceptual design options for northern terminus layover facility
- Community outreach at key locations including northern terminus
- Coordination with the jurisdictional partners
- Refined cost estimates (including costs for changes to the background bus network)
- Traffic analysis
- Terminus specific intersection treatment
- Funding plan with clear conditions of approval

These outcomes will inform the selection of a single northern terminus based on a final evaluation of reliability, safety, physical fit and community compatibility, and project feasibility. The project will continue to engage the steering committee, public, and other interested parties. Based on the additional analysis and community input, the Steering Committee define and adopt a final Locally Preferred Alternative.

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[i] Equity focus areas (EFAs) were defined by Metro to illuminate areas of special concern when planning. EFAs are census tracts in which the rate of people of color, people with limited English proficiency, or people with low income (i.e., incomes equal to or less than 200% of the federal poverty level) is greater than the regional average. Additionally, the density (persons per acre) of one or more of these populations must be double the regional average.

82nd Avenue Transit Project

# Final Initial Purpose and Need Statement - May 25, 2023

## BACKGROUND

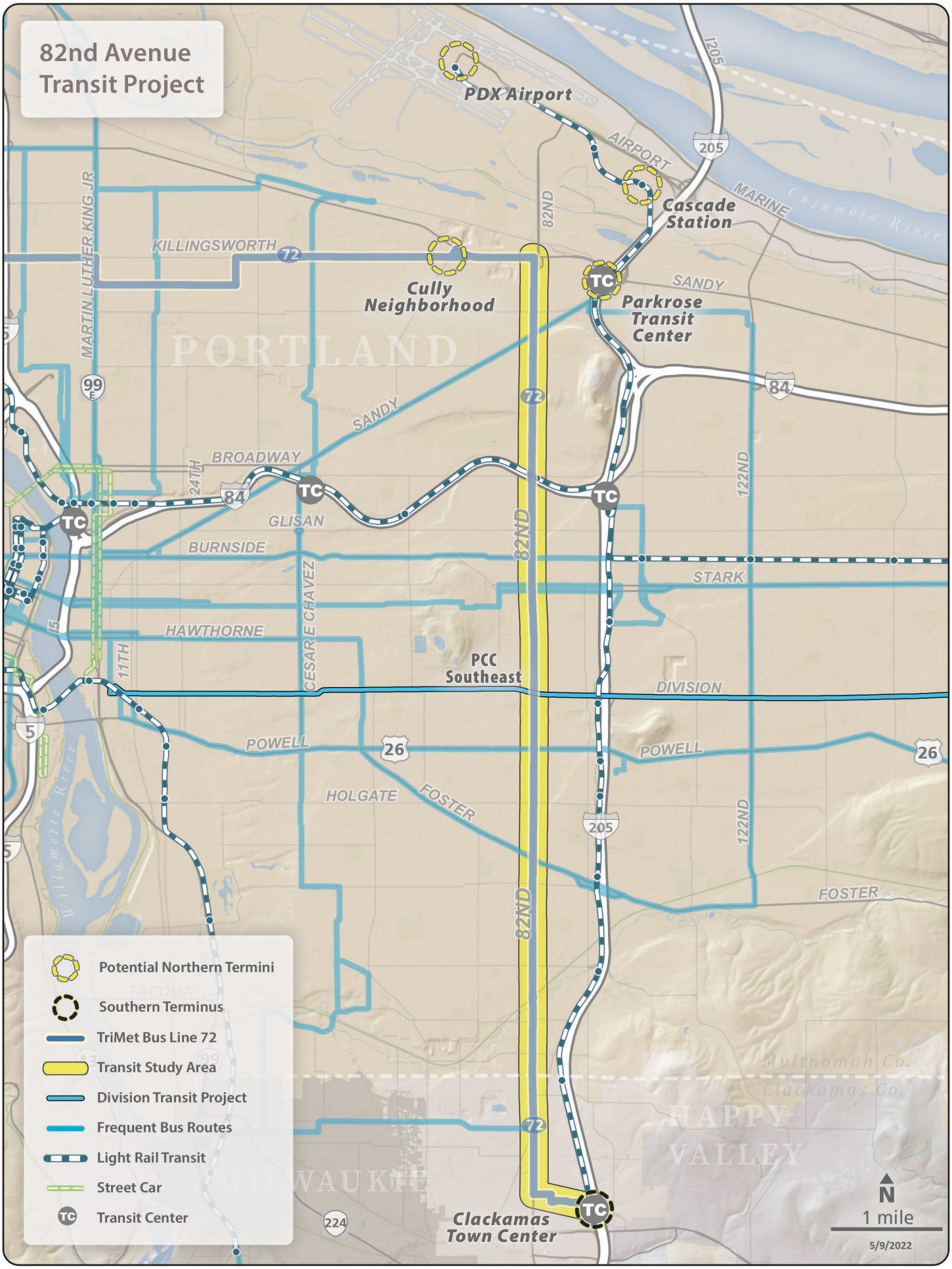
The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon (See Figure 1) and supporting the movement of people and goods in a diverse and growing area. The corridor disproportionately serves BIPOC, limited English proficiency, 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 throughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry a substantial amount of 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[1], 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 82nd Avenue program to identify additional improvements within Portland for the corridor that are being coordinated closely with the transit project.

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


82nd Avenue Transit Project
PDX Airport
Cascade Station
Cully Neighborhood
Parkrose Transit Center
PCC Southeast
Clackamas Town Center
PORTLAND
HAPPY VALLEY
MILWAUKIE
TACOMA
Willamette River
Columbia River
Multnomah Co.
Clackamas Co.
I205
AIRPORT
MARINE
KILLINGSWORTH
MARTIN LUTHER KING JR
82ND
SANDY
BROADWAY
24TH
GLISAN
BURNSIDE
STARK
HAWTHORNE
11TH
CESAR E CHAVEZ
DIVISION
POWELL
HOLGATE
FOSTER
122ND
99
84
72
26
205
224
5
TC
Potential Northern Termini
Southern Terminus
TriMet Bus Line 72
Transit Study Area
Division Transit Project
Frequent Bus Routes
Light Rail Transit
Street Car
Transit Center
N
1 mile
5/9/2022

## 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 five 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
5. **Climate change**: need to increase transit ridership to help reduce reliance on single-occupant vehicles, vehicle miles traveled, energy consumption and greenhouse gas emissions in our region.

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[2].

82nd Avenue is extremely busy with high volumes of cars[3], 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 (1,000-1,600 feet apart depending on context). 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).

[2] https://www.ecolane.com/blog/7-reasons-why-people-stop-using-public-transit

[3] 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[4] of any bus route in the TriMet system. The 82nd 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 with increased traffic congestion. Comparing 2022 to 2040 between Alberta Street and 82nd 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)**

| | 2021 Travel Times | | 2040 Travel Times | | Difference minutes (%) | Difference Minutes (%) |
|---|---|---|---|---|---|---|
| Direction | 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

82nd 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

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

same space. The corridor study area includes approximately 70,000 people and 65,000 jobs in 2015 which is anticipated to grow to 94,000 people and 92,000 jobs in 2040.[5]

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[6], 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[7] 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.[8] 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[9]. In addition, there is a higher percentage of zero car households and people living with a disability in the corridor than

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

[6] Metro. High Injury Corridors & Intersections Report. April 2017.

[7] Serious injuries = fatalities and incapacitating injuries

[8] ODOT. 2015-2020.

[9] Source: 2016-2020 American Community Survey

in the region as a whole. These groups are more likely to depend on transit for their daily needs than the general population.

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 then 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 which is inconsistent and often does not meet standards. Respondents to the City of Portland's Building a Better 82nd Avenue survey conducted in 2022, stated desire for improved bus stop quality, access to bus stops, better transfers, and shorter wait times.

### Climate Change

In Oregon, the transportation sector is a significant contributor to statewide greenhouse gas (GHG) emissions. According to the Oregon Global Warming Commission's 2022 Biennial Report, the transportation sector accounts for 40 percent of the state's total GHG emissions, making it the largest source of emissions in Oregon.[10] In 2010, the Oregon Legislature passed Senate Bill 1059, requiring the Oregon Transportation Commission (OTC) to adopt a statewide transportation strategy to reduce GHG emissions from transportation to 75 percent below 1990 levels by 2050. The existing transportation strategy requires the OTC to coordinate with Metro, state agencies, local governments, and stakeholders to achieve the state's emissions reduction goals.[11] Each agency involved in the 82nd Avenue Transit Project has developed a climate action plan supporting this priority.

The climate plans and policies for the metro region, City of Portland, Clackamas County, Multnomah County, ODOT, and TriMet all recognize public transit as a primary tool to reduce energy consumption and greenhouse gas emissions in our region. These plans call for increased transit mode share and active transportation to help address the climate crisis. Metro's Climate Smart Strategy which was adopted by all the regional partners[12] also aims to reduce the region's per

[10] Oregon Department of Energy. 2022 Biennial Energy Report

[11] Oregon Department of Transportation. Statewide Transportation Strategy

[12] Joint Policy Advisory Committee on Transportation (JPACT) members Multnomah County, Washington County, Clackamas County, City of Portland, Cities of Multnomah County, Cities of Washington County, Cities of

capita greenhouse gas emissions from 2010 by at least 20 percent by 2035 by making transit convenient, frequent, accessible and affordable. The City of Portland's Council adopted ambitious goals for reducing carbon emissions, much of which depends on a large reduction in vehicle miles traveled. PBOT's Transportation System Plan aims to achieve these reductions through a significant shift in modes traveled by 2035, including a 25% commute transit mode split.[13] Multnomah County's target is also a 25% transit mode share for work trips but by 2030. [14] The first strategy in the TriMet Climate Action Plan is to reduce regional traffic-related emissions by increasing transit ridership and supporting nondriving travel options.[15] Clackamas County calls for increasing transit use as a key tool to meet its goal of being carbon neutral by 2050. [16]

Marginalized and vulnerable populations, such as BIPOC communities and low-income people, are often disproportionately affected by the adverse effects of climate change. In greater Portland, communities of color and low-income communities are disproportionately exposed to extreme heat because they are more likely to live in areas with less tree canopy cover and more pavement while also having less access to air conditioning or community shelters.[17] Throughout the region, BIPOC communities and low-income individuals are also disproportionately exposed to pollutants from diesel exhaust and live in the highest flooding risk areas.[18] Reducing GHG emissions is critical to addressing the effects of climate change and ensuring a viable, sustainable future for the region.

Providing a reliable bus rapid transit line with safe pedestrian access on 82nd Avenue promotes transit ridership consistent with the region's goals to decrease single occupancy vehicles trips and reduce emissions.

Clackamas County, Oregon Department of Transportation, TriMet, Oregon Department of Environmental Quality, Metro Council, Washington State Department of Transportation, City of Vancouver, and Clark County,

[13] PBOT. Strategic Plan 2019-2022

[14] Multnomah County. 2015 Climate Action Plan

[15] TriMet. 2022 Climate Action Plan

[16] Clackamas County. Draft Clackamas County Climate Action Report

[17] Lidar, Metro Research Center

[18] US EPA National Air Toxics Assessment

82nd Avenue Transit Project

# Goals and Objectives

| Goals | Objectives |
|---|---|
| The project improves the travel experience for transit riders, in particular BIPOC and low-income communities | • Reduce transit travel time<br>• Improve transit reliability today and in the future<br>• Improve physical safety and access to stations<br>• Improve amenities and comfort at stations |
| The project improves transit mobility in a congested and constrained corridor | • Improve transit passenger capacity<br>• Improve transit reliability and travel times<br>• Provide transit access to key destinations and the broader transit network |
| The project advances adopted state, regional, and local goals and objectives related to land use, transportation, equity, and climate | • Increase transit ridership<br>• Support land use and transportation objectives<br>• Support equity objectives<br>• Support climate objectives<br>• Support efficient movement of people and access to services<br>• Supports regional and local Vision Zero objectives |
| The project supports the community, in particular transit riders and BIPOC communities | • Community members serve on the decision-making body for the transit concept<br>• Community members, in particular BIPOC and historically-disadvantaged communities, provide input on project design outcomes<br>• Provide transparent, balanced, and objective information about project analyses, tradeoffs, and community opportunities to influence decision making |
| The project is feasible to fund, construct and operate | • Cost-effective transit operations<br>• Competitive for FTA capital grant funding<br>• Project cost is supported by project partners and documented in a financing plan<br>• Project design can meet necessary approval requirements |
| The project is coordinated with other planned investments in the corridor | • Leverage opportunities to efficiently fund improvements in the corridor<br>• Compatible with other investments to improve access and safety in the corridor<br>• Context-sensitive design improves transit while supporting other community priorities |
| The project is able to move into the next phase, Project Development | • Identify funding for Project Development phase |

*February 10, 2023*

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 82nd 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 82nd Avenue program while working in the same geography (between Clatsop and Lombard streets in Portland). Therefore, specific considerations and objectives that are important for the Building a Better 82nd Avenue program related to the area will be fleshed out and included for consideration as we move forward. In addition, the community values adopted by the 82nd Avenue Community Coalition will be considered and are attached.

**Building a Better 82nd Objectives to consider will be provided by the City of Portland in the future.**

- *Discussions have centered around a safe and comfortable walking environment, urban forestry, travel to North Portland, and the transit project fitting with a holistic set of street improvements.*

# LPA Language & Map

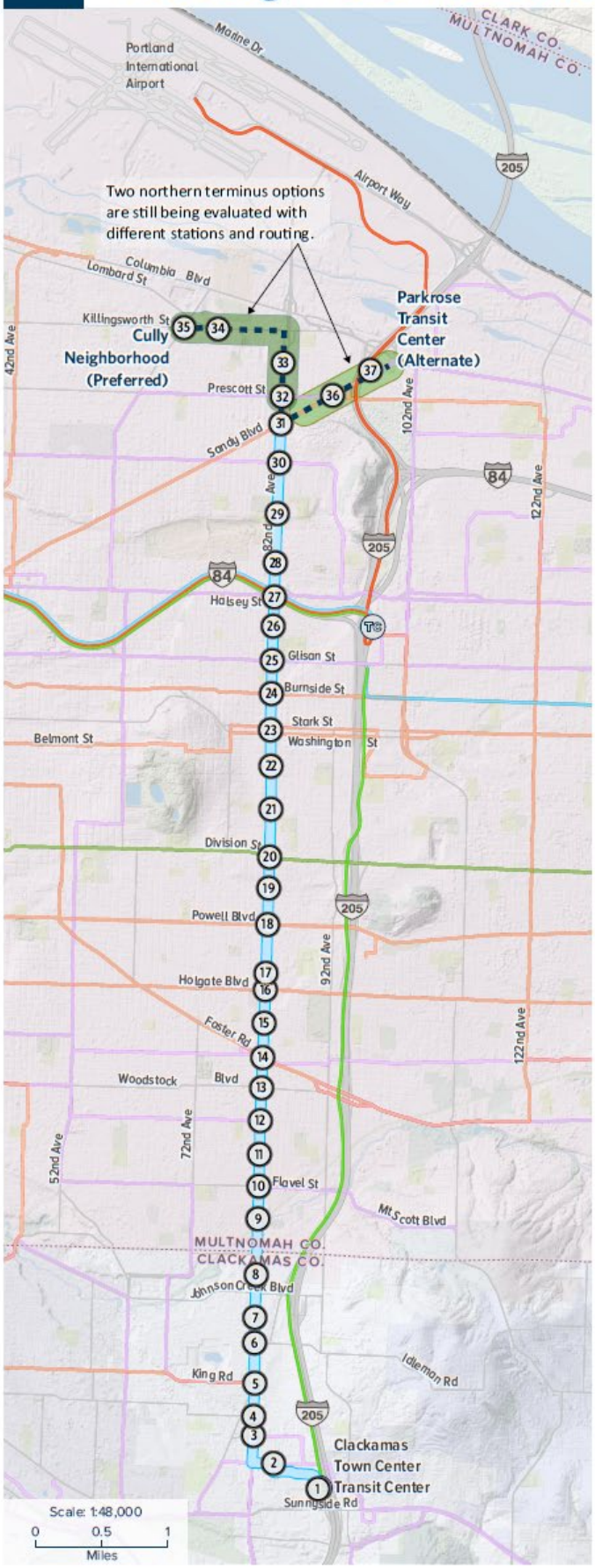
The recommended LPA components for high-capacity transit in the 82nd Avenue corridor are bus rapid transit with stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and a terminus north of Sandy Boulevard in the vicinity of the Cully Boulevard and Killingsworth Street intersection (preferred) or the Parkrose Transit Center (alternate).

*(To finalize the LPA, Steering Committee will select one terminus.)*

*See Map*

# 82nd Avenue Transit Project: DRAFT Locally Preferred Alternative (In progress)

Map




## Elements of Locally Preferred Alternative (In progress)*

- Bus rapid transit route (north of Sandy tbd)
- Potential terminus routing (terminus tbd)
- General station locations

**Transit Network**

- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-2 frequent express service bus line
- Frequent service bus lines
- Other bus lines
- Transit centers

*To be recommended by Steering Committee

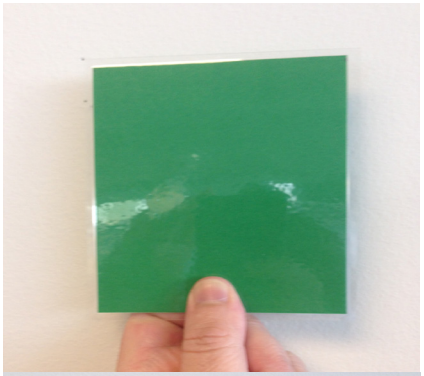
| Map Key | Proposed General Station Locations |
|---|---|
| 1 | Clackamas Town Center Transit Center |
| 2 | Clackamas Town Center |
| 3 | SE Causey Ave & SE 82nd Ave |
| 4 | South of SE Boyer Dr (Winco) & SE 82nd Ave |
| 5 | SE King Rd & SE 82nd Ave |
| 6 | SE Otty Rd & SE 82nd Ave |
| 7 | SE Overland St & SE 82nd Ave |
| 8 | SE Lindy St & SE 82nd Ave |
| 9 | SE Crystal Springs Blvd & SE 82nd Ave |
| 10 | SE Flavel St & SE 82nd Ave |
| 11 | SE Bybee & SE 82nd Ave |
| 12 | SE Duke St & SE 82nd Ave |
| 13 | SE Woodstock St & SE 82nd Ave |
| 14 | SE Foster Rd & SE 82nd Ave |
| 15 | SE Raymond St & SE 82nd Ave |
| 16 | SE Holgate Blvd & SE 82nd Ave |
| 17 | SE Boise St & SE 82nd Ave |
| 18 | SE Powell Blvd & SE 82nd Ave |
| 19 | SE Woodward St & SE 82nd Ave |
| 20 | SE Division St & SE 82nd Ave |
| 21 | SE Mill St & SE 82nd Ave |
| 22 | SE Taylor Ct & SE 82nd Ave |
| 23 | SE Stark St / SE Washington St & NE 82nd Ave |
| 24 | E Burnside St & NE 82nd Ave |
| 25 | NE Glisan St & NE 82nd Ave |
| 26 | NE Holladay St & NE 82nd Ave |
| 27 | I-84 & NE 82nd Ave |
| 28 | NE Tillamook St & NE 82nd Ave |
| 29 | McDaniel High School & NE 82nd Ave |
| 30 | NE Fremont St & NE 82nd Ave |
| 31 | NE Sandy Blvd & NE 82nd Ave |
| *Cully Neighborhood Terminus (Preferred) Stations* | |
| 32 | NE Prescott St & NE 82nd Ave |
| 33 | NE Alberta St & NE 82nd Ave |
| 34 | NE Lombard St & NE 72nd Ave |
| 35 | NE Cully Blvd & NE Killingsworth St |
| *Parkrose Transit Center Terminus (Alternate) Stations* | |
| 36 | NE Prescott St & NE Sandy Blvd |
| 37 | Parkrose Transit Center |

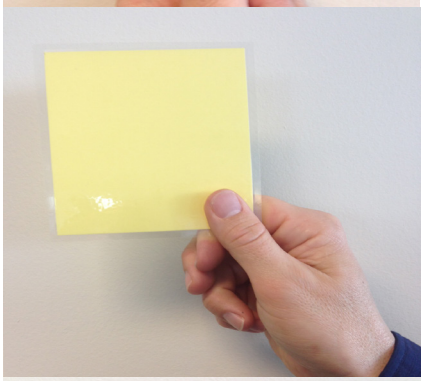
Data Sources: TriMet, Metro

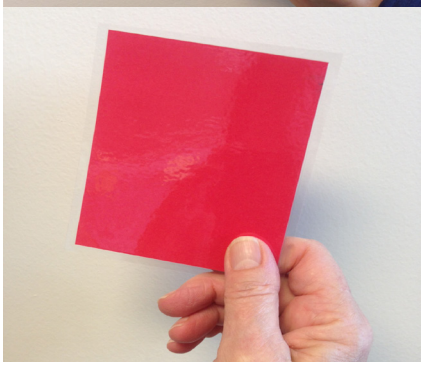
# MEETING PROTOCOLS AND PROPOSED DECISION MAKING PROCEDURES

## MEETING PROTOCOLS

- ☐ Arrive on time
- ☐ Actively listen to public comments
- ☐ Actively listen to each other
- ☐ When you want to speak, stand your name tent up on end
- ☐ Be mindful of how long you speak
- ☐ After the meeting, let staff know if there is anything that would help you feel more comfortable participating







## DECISION MAKING

The Steering Committee will use a consensus-based approach for decision making, meaning decisions move forward because they are supported by members but are not necessarily the favorite choice of each individual member.

**Step 1:** A committee discussion will follow the presentation of technical information and community input. After questions are answered and concerns are discussed, there will be a call for consensus and you will be asked to indicate your level of support for a proposed decision by raising a color card.

| | |
|---|---|
| **Green** | I support this. |
| **Yellow** | I have concerns that will need to be addressed or am skeptical, but I will not block this. |
| **Red** | I do not support this. |

**Step 2**: People who raised yellow cards will share their concerns. These will be recorded and may include:

- Considerations that should be addressed as the project moves forward
- Modifications or additions to the decision
- General statements you want included in the meeting record

**Step 3**: People who raised red cards will share:

- Based on the yellow card discussion, whether they would still raise a red card
- Considerations that should be addressed or modifications to the decision that would move them from a red card to a yellow card

**Step 4**: If the proposed decision has substantively changed, you will be asked to indicate your level of support by raising a color card.

**Reaching consensus**: A proposed decision with modifications or additions will be confirmed upon reaching consensus, as indicated by green and yellow cards.

Consensus is not the same as unanimity. Following a good faith discussion, the committee may choose to move forward with red cards remaining. Red card concerns will be addressed moving forward to the greatest extent possible.

Should the committee be fundamentally divided, alternatives will be developed based on the issues raised and new proposals will be brought back to the committee for consideration. If the committee remains divided, the proposals will be separated into elements; those with support will move forward. For the unresolved elements, the co-chairs will answer the question: Can the project move forward with uncertainty on this element? If certainty is needed, the committee will use a simple majority vote.

The following was submitted by Terry Parker at the meeting in support of their public comment.

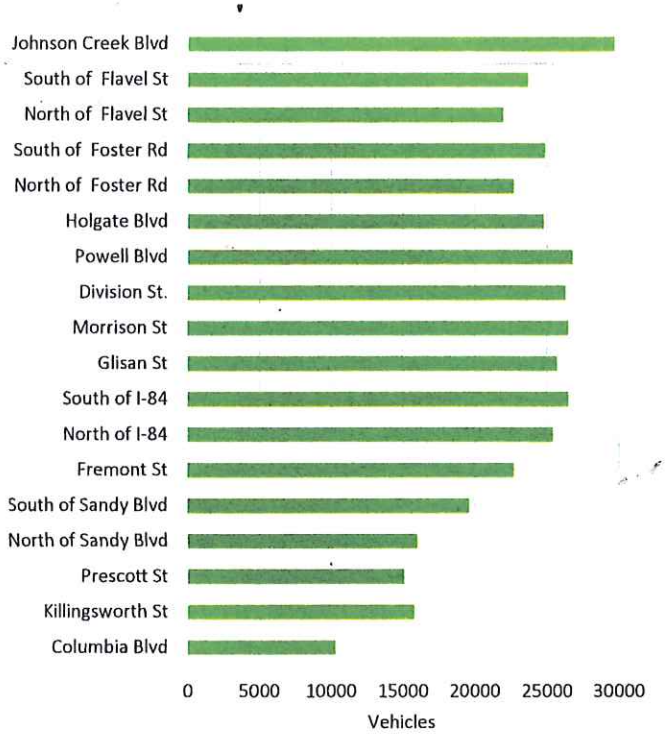



**Figure 10.** 2014 Average Annual Daily Traffic on 82nd Avenue (both directions)

Community members have raised questions about a "road diet" or repurposing travel lanes for other uses like bicycle lanes, sidewalks, or bus-only lanes. In the study area, 82nd Avenue carries 15,000 to 30,000[2] vehicles each day with all locations south of Sandy Boulevard carrying 20,000 or more vehicles each day, as shown in Figure 10. While neither the City of Portland or ODOT has an adopted policy that defines traffic volume thresholds for considering reducing the number of travel lanes, information from the Federal Highway Administration suggests that corridors carrying 20,000 or fewer vehicles per day are the best candidates for "road diets."[3] Changing a five-lane roadway to a three-lane roadway in locations with more than 20,000 vehicles each day could result in significant increases in congestion and/or diversion to adjacent streets; thus, this change would require a detailed feasibility study to understand tradeoffs. Because traffic diversion is already an issue for adjacent neighborhoods, all cross-section configurations include two travel lanes in each direction.

**(From ODOT's 82nd Avenue of the Roses Implementation Plan January 2018)**

2. 2014 Average Annual Daily Traffic, both directions

3. FHWA, Road Diet Informational Guide, https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#s335