

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

**Meeting:** 82<sup>nd</sup> Avenue Transit Project Steering Committee #14  
**Date:** November 21, 2024  
**Time:** 2:30 p.m. to 4:30 p.m.  
**Place:** **Metro Regional Center**, Room 328, 600 NE Grand Ave, Portland, Oregon  
**Purpose:** Project partner updates. Staff recommendation on terminus. Steering Committee discussion of the terminus recommendation followed by a temperature taking (green/yellow/red) exercise. Staff will present an update on the project cost/scope.  
**Outcome(s):** Steering Committee will hear public testimony. Steering Committee will discuss and provide feedback on the staff northern terminus recommendation. Steering Committee will receive updates on project cost/scope and next steps.

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2:30 p.m.	Welcome and introductions	
2:40 p.m.	Approval of September meeting minutes	
2:50 p.m.	Updates from partners	
3:00 p.m.	Public Comment	
3:15 p.m.	Staff Northern Terminus Recommendation	(Melissa Ashbaugh, Metro/ • Recap of previous findings Paulina Salgado, TriMet Luis Velasco, Living Cully) • Updated northern terminus recommendation • Questions
3:40 p.m.	Northern Terminus Temperature Taking	(Metro Councilors/All) • Steering Committee Discussion • Green/yellow/red exercise • Next Steps
4:00 p.m.	Updates on Cost/Scope	(Jesse Stemmler, TriMet/Kelly Betteridge, Metro) • Cost/Scope • Funding Update • Next Steps
4:15 p.m.	Next Steps	(Metro Councilors Hwang/Lewis) • LPA staff recommendation
4:25 p.m.	Adjourn	(Metro Councilors Hwang/Lewis)

## **Materials:**

*Draft Steering Committee Meeting #13 meeting minutes (September 2024)*  
*Meeting Protocols and Decision-making structures*  
*82<sup>nd</sup> Avenue Transit Project draft route and terminus recommendation*

# Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting #13**

Date/time: Tuesday, September 10, 2024 | 3:00 p.m. to 5:00 p.m.

Place: Hybrid meeting held via Zoom and in person at Portland Community College Southeast Campus, Mt. Tabor Room 145, 2305 SE 82nd Ave, Portland, Oregon

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## **Members, Alternates Attending**

Krishna Anand  
Commissioner Mingus Mapps  
Kristin Hull, *alternate*  
Rian Windsheimer  
Councilor Christine Lewis, Co-chair  
Councilor Duncan Hwang, Co-chair  
Jamie Snook, *alternate*  
Commissioner Julia Brim-Edwards  
Kaitlyn Dey  
Representative Khanh Pham  
Commissioner Mark Shull  
Michael Liu  
Zachary Lauritzen

## **Affiliation**

United Oregon  
City of Portland  
City of Portland  
Oregon Department of Transportation  
Metro  
Metro  
TriMet  
Multnomah County  
Clackamas Service Center  
Oregon Legislature  
Clackamas County  
82nd Avenue Business Alliance  
Oregon Walks

## **Presenters**

Melissa Ashbaugh  
Elizabeth Mros-O'Hara  
Jesse Stemmler  
Sandra Hikari  
Anthony Buczek  
Paulina Salgado

Metro  
Metro  
TriMet  
Oregon Department of Transportation  
City of Portland  
TriMet

## **Attendees**

Karen Buehrig  
Jeff Owen  
Eve Nilenders  
Sarah Paulus  
Vikki Payne  
Tanja Olson  
Malu Wilkinson  
Monica Krueger  
Jason Nolin  
Kelly Betteridge  
Hau Hagedorn

Clackamas County  
Clackamas County  
Multnomah County  
Multnomah County  
Multnomah County  
Metro  
Metro  
Metro  
Metro  
Metro  
Metro

Michaela Skiles	Metro
Hau Hagedorn	Metro
Diego Joao Murphy-Mendez	Metro
Kate Hawkins	Metro
Myla Janssen	Metro
John Donahue	Oregon Department of Transportation
Michael Kiser	TriMet
Dameion Samuelson	TriMet
Cynthia Castro	City of Portland
Jennifer John	Parametrix
Mara Krinke	Parametrix
Jordan Lewis	
Joe KM	
Jill Vaughn	
Hector Rodriguez Ruiz	
Joe Hanseling	

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### **Welcome and Introductions**

Co-Chair Metro Councilor Duncan Hwang called the meeting to order at 3:05 p.m. He welcomed the attendees, reviewed general information for the meeting, and provided an overview of the agenda.

### **Approval of April 2024 Meeting Minutes 2:37**

Approval moved by Commissioner Mark Shull and seconded by Michael Liu. Minutes were approved with no opposition.

### **Updates from Partners 3:00**

Councilor Hwang started with summer updates: PCEF grant application is advancing, TriMet received a Low/No Emissions grant for buses and maintenance facility \$24 million will go for buses for this project, and Portland received a Safe Streets 4 All grant \$9.7 million to improve pedestrian safety, signals, crossings, and education.

Kristin Hull (she, her pronouns, City of Portland) filled in for Commissioner Mapps, who was running late. Kristin elaborated that the grant Portland received is a 2-part grant, some for transit and some for planning on other high-crash corridors and \$2 million to plan for other corridors. There was a recent groundbreaking for 82<sup>nd</sup> Avenue major maintenance projects, for safe pedestrian crossings, sidewalks, signals, signage, tree planting, greenways, and ADA ramps, and Kristin appreciated the funding that came from the US congressional delegation.

Michael Liu, Fubon Shopping Center and community member. Happy to be here.

Rian Windsheimer, ODOT Region 1, gave 87 interns a tour of ODOT's 82<sup>nd</sup> Avenue construction project. ODOT started work on paving, medians, and flashing beacon crossings.

Commissioner Mark Shull, Clackamas County. Planning is underway for a new traffic light at 79<sup>th</sup> and Johnson Creek.

Zachary Lauritzen, Oregon Walks and 82<sup>nd</sup> Avenue Coalition, apologized for being late and spoke about concerns from businesses about construction disruptions. The coalition is close to a first draft on the Equitable Development Strategy plan and appreciated support from partners to make that happen.

Jamie Snook, Director of Major Projects at TriMet, filled in for JC Vannatta. TriMet received a Low/No

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emissions grant from FTA for hydrogen buses, maintenance facilities, and workforce development. PCEF grant is moving forward through a winnowing of projects. The grant will be for transit and sidewalks, street trees, and workforce development.

Representative Kahn Pham is the legislative representative from House District 46, “welcome to my district.” Rep Pham invited the community to a Bike Town Hall this Saturday, starting at Montavilla Yard at 12:30pm.

Kaitlin Dey, Clackamas Service Center, announced that an Annex building is opening later this month, and they are excited to provide showers, laundry/clothing room, and a clinic. Their organization is a major hub for services along 82<sup>nd</sup> and many clients rely on transit.

Commissioner Brim-Edwards had overlapping meetings, District 3, Multnomah County. No update but thanked everyone for the good work on the grants.

New rep from Unite Oregon, Krishna Anand, looked forward to learning about the project and providing feedback.

Councilor Hwang reported that Co-chair Metro Councilor Lewis was on her way.

#### **LPA Components (Melissa Ashbaugh, Metro) 15:08**

Ms. Ashbaugh walked through the LPA (locally preferred alternative) schedule and reminded the group about the project’s purpose: improve speed, reliability, safety, comfort and capacity on 82nd Avenue. The LPA is the charge of the steering committee: mode, general station locations, alignment, and high-level funding plan. Last meeting, in April, the steering committee voted on the mode, general station locations, and alignment with two options for the northern terminus. Ms. Ashbaugh reminded the group that we did not decide about the northern terminus because more information was needed in design and costing. She showed a timeline graphic, highlighted the funding commitment for project development, a design team was engaged to support a vote on the northern terminus in December, and a final vote on the full LPA in April 2025. Then the LPA will go through local adoption with all the jurisdictions. Voting on the LPA could happen earlier if no big tradeoffs occur. The topics in the near future are northern terminus recommendation and vote, key tradeoffs, staff recommendation, and vote on full LPA.

#### **Discussion**

*Mr. Lauritzen asked if the northern terminus recommendation is just location or will there be design components. Ms. Ashbaugh noted that the staff recommendation will be based on design components and staff can present high-level designs if the steering committee is interested. Mr. Stemmler added that they are early in design but will have alternatives, and design will continue to inform cost and other aspects of the project.*

*Someone from the audience asked about the design timeline and Mr. Stemmler replied that 30% design is expected by June 2025.*

#### **Transit treatments/priority along the corridor (Elizabeth Mros-O’Hara, Metro) 24:33**

Elizabeth Mros-O’Hara, Metro, noted that the steering committee will not be voting on the transit treatments as part of the LPA, but staff is aware that folks are interested and want to see the tools and location that are being considered and the project concept. The process for making decisions needs to be clear.



## **Tools to Speed the bus (Jesse Stemmler, TriMet) 25:54**

Jesse Stemmler, project manager for TriMet, noted that design efforts started in July. There are a suite of tools and some tools make a bigger difference. Transit signal priority (TSP) and stop consolidation do a lot. Recently they turned off the TSP on Division and there was a 45% delay at congested intersections. Near-level boarding, high-capacity buses, queue jumps, far-side stations, and in-lane stops will all contribute to the project goals.

This preliminary design phase (15%) is focused on getting to northern terminus selection, defining scope and cost certainty, by assessing high-delay intersections, community engagement, sensitivity for cost, and station footprints. This design phase will go through the end of the year. The next phase will be a deeper dive into the design of this preliminary phase.

Considerations and trade-offs being assessed are benefits, congestion impact, business impact, community benefit, safety considerations, context-specific needs, high traffic delay, narrow right of way (ROW), high volumes of turning vehicles, street trees, generous sidewalks, and access control.

### Discussion

*Question from Mr. Lauritzen: everyone has different values and selects different tradeoffs. Who makes the decisions about tradeoffs? Mr. Stemmler will use the design work to get feedback from CAC (citizen advisory committee), community engagement, and the steering committee. Mr. Lauritzen pushed to know the decision-maker. Mr. Stemmler noted that the traffic design team will weigh in and consider the community engagement. There is no one person—it is more of a collective decision based on feedback. Ms. Ashbaugh added that the roadway jurisdiction has authority and that is what ODOT and PBOT will speak to in the next segment of this presentation and that should help answer the question. Mr. Lauritzen used ODOT as an example to try to understand who is responsible for weighing the tradeoffs and making the decision. Mr. Buczek pointed out that the next two segments might be helpful to continue this discussion at the end of the presentations.*

*Commissioner Mapps and Councilor Lewis apologized for being late.*

*Michael Liu wondered about the impact to east/west traffic from north/south signal priority and what happens at Division where two FX lines will cross. Mr. Buczek is not a signal engineer but explained the bus that arrives to the intersection first is usually given priority. On Division, FX might still have priority. The signal has a logic that directs the bus. Mr. Kiser noted that TriMet is not using TSP to its full capability, and it can be programmed to consider many other factors, like how on time and how full the buses are. Mr. Liu wondered if a light would stay green to clear a bus, and Mr. Buczek said no, they typically have a time cap, a maximum. Mr. Liu asked about the effects to the cross streets and Mr. Buczek noted that there is some delay. The signals can be programmed to let the cross-street recover.*

*Councilor Hwang remembered the property acquisition list that changed over time which created some anxiety among property owners during Division Transit Project and he wondered what will change in the process to mitigate that anxiety. Mr. Stemmler replied that they weren't there yet, but they learned a lot on Division, the first FX project. They have a much better sense of what they will need for infrastructure, and they will touch base with community at the design milestones. Councilor Hwang recommended not showing too much detail of preliminary design to mitigate anxiety in property owners.*

*Jamie Snook noted that in terms of transit priority that TriMet has many bus lines that cross 82<sup>nd</sup> so they will be watching that interaction closely.*

#### **Conversations to-date at ODOT (Sandra Hikari, ODOT) 45:03**

Sandra Hikari presented the approach to achieving transit priority in the ODOT controlled segments of 82<sup>nd</sup> Avenue, mostly the two miles within Clackamas County. Northbound in that section already contains a BAT lane. Ms. Hikari explained the options for BAT lanes during this design phase. One option is lane reallocation which is converting an existing travel lane to a bus lane which cars can use only for turning in and out of side streets and driveways. This has been deemed not feasible due to high traffic volumes and the reduction in vehicle capacity that it would create, e.g., on Johnson Creek Blvd, and there is already concern that traffic congestion could back up onto I-205. Therefore, lane reallocation is off the table in the section in Clackamas County.

The project team will look at targeted widening for BAT lanes in the southbound direction. The benefits would be faster and more reliable transit travel times with negligible effects on traffic congestion. Benefits were better than when just looking at BAT lanes through reallocation. Negative impacts that will be considered are increased pedestrian crossing distance, costly right of way acquisition, and ODOT Highway Design Manual mobility targets or a design exception.

*Rian, speaking to Zachary's earlier question about who makes the decision: BAT lanes are great for transit speed, but what are the tradeoffs, e.g., cost. Rian agreed that it does depend on who makes the decision and what the considerations are for each group.*

*Councilor Lewis noted that the regional policy set by JPACT is beyond [ODOT's] mobility target. It focuses on movement of people and goods, a higher standard, instead of vehicle count. Councilor Lewis proposed that the project will need to ask for a design exception from ODOT to meet the Metro standard in the Clackamas County section. John Donahue, ODOT traffic engineer, spoke from the audience that congestion would need to be considered for an exception. Mr. Donahue didn't know the process but agreed it was worth looking at. Councilor Lewis believed this could be a place for an exception to the HDM manual because it focuses on cars over the other modes.*

*Mr. Lauritzen asked for a sense of the costs involved with widening the roadway, which he acknowledged may not in the steering committee purview, but would be an interesting bit of info. Do we need to know that? What are the financial tradeoffs?*

*Rian: First, does it work? Second, is it worth it? Add up the costs versus the benefit versus the budget. More info is needed to bring the cost. Ms. Ashbaugh noted that the extra time in the schedule is to be able to explore those tradeoffs. Mr. Kiser thought that by December they would be able to detail the options, the cost of each, and impacts out to 2045. Not all options will be within the budget, but all will be considered in the tradeoffs.*

Anthony Buczek, 53:54, City of Portland, Traffic Engineering Supervisor for PBOT, spoke to the City's approach to BAT lanes. They want to prioritize TSP (transit signal priority) because it has a lot of bang for the buck and they want to focus on top delay locations for physical treatments, e.g., widening for BAT lanes. BAT lanes are definitely on the table for the Portland section. They want to explore traffic diversion and lane reallocation for continued improvement in speed and reliability in the future, in case this project does not satisfy everyone's hopes and dreams. They are looking at three types of transit priority: transit signal priority (TSP), lane reallocation, and intersection widening. Key factors that will be considered include traffic volumes, effects on adjacent streets (diversion), physical constraints (narrow roadway), safety, and effect of businesses and buildings. Considerations for BAT lane tradeoffs include increase pedestrian crossing distance, costly ROW, impacts on buildings, and width of roadway. Lane allocation considerations include more than the traffic effects and also include benefits to transit and

community. Traffic is a main consideration. Other considerations include traffic analysis (2022, year of opening 2029, and 2045), diversion analysis, and public engagement. They want to identify where they can install BAT lanes without creating significant diversion and if diversion cannot be avoided, how it can be mitigated. The design decision will be made in consideration of public engagement by the City Engineer in coordination with the PBOT Director and Deputy City Administrator. Decision criteria will be safety, multimodal service levels, community input, and business effects.

*Rep. Pham asked about a high-occupancy vehicle (HOV) lane on 82<sup>nd</sup> Avenue. Mr. Buczek said it was worth considering. Typically, HOV lanes are installed on a "limited access facility" so he wasn't sure if it would have the same value and couldn't think of an example. Rep. Pham explained that she was thinking about a hybrid of HOV and BAT lanes.*

*Mr. Windsheimer noted that PBOT seems to have concern about diversion into the neighborhood, but what about diversion onto 205? PBOT will be looking at that too. The models aren't precise but provide good information.*

*Councilor Hwang wanted to know where the diversion is expected. Mr. Buczek noted that some will go to 122<sup>nd</sup> Avenue and further west. He is not expecting to push people away from destinations but pushing trips to other routes. Are there nearby arterials that can accept more traffic? Most streets have capacity during most times of day except the peaks. More detail will come after analysis. Ms. Ashbaugh noted that not all diversion is an issue, but diversion onto a greenway, for instance, would create problems.*

*Ms. Snook thanked partners at the City, ODOT, Metro. TriMet has been working closely with partners to navigate this design process. To answer Mr. Lauritzen's questions, no one person will be making the decisions, but it will be a multi-agency coordination making the decisions together along with the community.*

*Councilor Lewis had a question about modeling factors for 2045. Ms. Ashbaugh said that is something they are still working out and so don't have a firm answer for that yet. Mr. Buczek noted that, in general, there is more uncertainty in the future the further out you go.*

#### **Engagement strategies and updates (Paulina Salgado, Community Affairs for TriMet) 1:09:49**

Ms. Salgado noted that the team has been busy doing general project engagement and focusing on the northern terminus engagement. One group, Hacienda CDC, was left off the slide but they talked about the vision of the neighborhood. Feedback was positive for a Cully terminus, but there were concerns about displacement, parking, service for McDaniel High School students, capacity for mobility devices, safety, and unwanted activity. The safety and security issue has been voiced system wide and this is something that TriMet is addressing throughout their service area. There was interest in street improvements, sidewalks, potholes, lighting, trees, and landscaping in Cully. There was interest in bus-only lanes but also concerns about impacts to vehicle traffic. Lastly, there were questions about cost and where the funding would come from.

Engagement has been focused on the Cully terminus since that is the preferred location and they created a Cully Terminus Evaluation Group (CTEG). This group is working with the project team to inform terminus concept designs that align with community vision and priorities. The group will recommend a northern terminus location and preferred design approaches. This group has been meeting monthly, twice so far, and three more in the future. Participants include local organizations and neighbors, including a McDaniel student.

Ms. Salgado described the direction that the CTEG wants to take. They want to provide access to the area and minimize loss of parking on Killingworth. So, the team is looking at both on-street and off-street designs. Hacienda CDC owns the property being considered and most of the residential properties, as well. They are considering separating the pick-up and drop-off locations. Overall, they are

looking to maximize the community benefits and opportunities. One comment that stuck from the first meeting is “I just want to go for a walk after dinner in my neighborhood.” Ms. Salgado showed some pictures of the engagement meetings.

The engagement will continue focusing on the Cully terminus. They will have a focus group in November, reconnecting with the same group from last year, to show some design concepts. The engagement will continue after the LPA vote. They will establish a Community Advisory Committee that will meet regularly. This will be a great space for the community to be in contact with the progress of the project. There will be open houses at every milestone where they will show roll plots and get feedback from the community. The corridor will be divided into three segments and a community affairs coordinator will be assigned to each segment so that neighbors and business owners can get to know the coordinator and feel like there is someone listening to them. There will be one-on-one meetings with business owners and property owners to hear their concerns. There will be mailings about potential station locations. They will be attending neighborhood meetings and tabling at neighborhood events.

*Vikki Payne, on behalf of Commissioner Brim-Edwards, asked what engagement was planned for Parkrose. Ms. Salgado explained that the event that they had planned to table at was canceled due to heavy rain and a member of her team is reaching out to Parkrose Neighborhood Association and planning future contact with the community. Ms. Payne offered that [Multnomah County] Commissioner Jesse Beason’s office has been waiting to be contacted about several events coming up in Parkrose. There is about to be a TIF district and Cully has more community-based groups, but she wanted to make sure Parkrose is getting equal treatment. Ms. Salgado was grateful to receive more contact information for Parkrose.*

*Commissioner Shull wanted to know more about the capacity for parking at Cully. What numbers of parking will be required to eliminate spillover into the neighborhood streets? Mr. Stemmler said they are looking at current parking capacities and recognizing the larger vision of the Hacienda CDC for the Cully neighborhood and considering the feedback from the community. The biggest consideration is the real-life experience, being tactical, and including the larger vision. Ms. Hull noted that they are not considering a park-and-ride facility in this location. Mr. Liu asked if most locations have a park and ride, and Ms. Hull shook her head no. Mr. Stemmler clarified that another reason they are spending a lot of time on engagement in Cully is that Parkrose already has a transit center and so the need to weave a new facility into the neighborhood is not the same in that location.*

*Mr. Lauritzen commented that this conversation reminded him of a new book called “How Parking Explains The World,” which describes how decisions are made by where we store our vehicles. He is sympathetic to the community and their parking needs and the impact of removing parking. Can we explore all option-- for example, what is the impact of a transit-only Killingsworth? Let people consider this. Mr. Lauritzen hears a lot that the community needs more activated spaces, plazas, and community spaces. Mr. Stemmler agreed to take a look. There will be huge implications on traffic and they have heard strong feelings both ways. Ms. Salgado noted the transit-only concept was discussed and people had concerns about deliveries and people using mobility devices. Already there is some tension about people parking in the event space at Las Adelitas, using it for a loading zone. Some people want that, and some people don’t.*

### **Public Comment**

*Jordan Lewis came to the front and posed a question about bus priority. He acknowledged that there may not be enough space on 82<sup>nd</sup> Avenue to convert a lane to transit priority lane, but he asked staff why they were able to do that on MLK and the Burnside Bridge. Mr. Buczek answered that they always look at the impact on traffic (it was easier to give up one of four lanes than one of two), signal operations, the*

*volumes, dynamics, the system, the benefits on transit--and each one is different. How frequent transit uses the lane is also important. Ms. Hull offered to chat more offline and noted that 82<sup>nd</sup> is uniquely narrow and she will be talking more at the Bicycle Advisory meeting later if anyone wants to join.*

There were no hands raised on Zoom.

**Next steps (Co-Chair Metro Councilor Lewis) 1:32:00**

Councilor Lewis reminded the committee there will be ongoing engagement, design, and coordination between agencies in the fall. The steering committee meeting in November will introduce the staff recommendation for the northern terminus and will continue engagement at both terminus locations. Lots of work to come, traffic analysis, design analysis, and Metro will work with agencies that will adopt the LPA, to document and guide the process. In December, there will be a vote on the staff recommendation for the northern terminus based on analysis and community feedback.

*Commissioner Mark Shull asked about the hydrogen buses. Have we switched from electric to hydrogen, and what is the difference in maintenance and cost? Ms. Snook explained that TriMet has committed to zero emissions by 2040, so we anticipate both battery and hydrogen hybrid. The battery-electric buses have a short range, and they are looking for a more reliable solution in the hydrogen hybrid buses. They will have a mixed fleet. The new Columbia facility will be the hydrogen maintenance hub.*

Meeting adjourned at 4:38 pm.

Respectfully submitted,

Tanja Olson, 82<sup>nd</sup> Avenue Steering Committee Recorder

Attachments to the Public Record, 82<sup>nd</sup> Avenue Steering Committee meeting, September 10, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/03/2024	04/25/2024 82 <sup>nd</sup> Avenue Steering Committee Meeting Agenda	0910202482ASC-01
2	Document	09/03/2024	82nd Avenue Transit Project Steering Committee February 2024 Draft Minutes	0910202482ASC-02
3	Document	09/03/2024	82nd Avenue Transit Project: Summer 2024 Updates	0910202482ASC-03

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: DRAFT November 14, 2024  
To: 82nd Avenue Transit Project Steering Committee  
From: Melissa Ashbaugh, Metro  
Subject: 82<sup>nd</sup> Avenue Transit Project route and terminus recommendation

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## Introduction

In coordination with local partners, Metro and TriMet plan to upgrade transit service in the 82nd Avenue corridor to bus rapid transit (BRT) to improve speed, reliability, safety, and accessibility. The project will improve travel options for transit riders by providing a safer, faster, more reliable trip on 82nd Avenue.

To define the BRT line, regional partners must select a route including a southern and northern terminus. In April 2024 the Steering Committee voted to approve the 82<sup>nd</sup> Avenue corridor as the BRT route between Clackamas Town Center Transit Center and Sandy Boulevard and narrow to two northern terminus options: Cully (preferred) and Parkrose (alternate). In November 2024, staff will recommend the Cully neighborhood as the northern terminus, for Steering Committee consideration. The final northern terminus selection is informed by updated information on physical fit & community compatibility and project feasibility & ridership.

## General Route

The 82<sup>nd</sup> Avenue BRT corridor routing was chosen to focus on improving transit where the need is the greatest in the region. 82<sup>nd</sup> Avenue has the highest bus ridership, the highest delay, and one of the highest injury rates in the region. With the safety investments related to the jurisdictional transfer underway, this is where the project can leverage important improvements for the community. TriMet's Line 72 would continue to serve the east-west segment of its current route from Swan Island to a new terminus at Parkrose Transit Center.

## Southern Terminus

The Clackamas Town Center Transit Center was approved as the southern terminus in the April 2024 Steering Committee vote to narrow the project. The Clackamas Town Center Transit Center is the current southern terminus for TriMet's Line 72 and has high ridership, proximity to key destinations, a park-and-ride facility, and connections to many other transit lines.

## Northern Terminus

*LANGUAGE TO BE UPDATED AFTER LPA ADOPTION:* Project staff will recommend the Cully neighborhood as the northern terminus in November 2024 and anticipate Steering Committee adoption of the LPA, including the termini, in January 2024.

## Northern Terminus Evaluation

Four northern terminus options were considered (Appendix A): Cascade Station, near the intersection of NE Cully Boulevard and NE Killingsworth Street in the Cully neighborhood (Cully), Parkrose Transit Center (Parkrose), and Portland International Airport (PDX). Options were evaluated using a framework reviewed by the Steering Committee and developed by Metro and TriMet staff in partnership with Technical Working Group members representing Clackamas County, Multnomah County, ODOT, and the Port of Portland. The evaluation reflects the project



purpose and need (Appendix B), considering access and mobility, safety, transit-supported land use, community fit and compatibility, project feasibility, and ridership — with a focus on equity considerations for each option (Appendix C).

### ***Northern Terminus Evaluation Results***

The Cully terminus performed highest in the evaluation. The Cully terminus would change trips for the fewest current riders, including McDaniel High School students living in the Cully neighborhood, would serve the highest number of residents likely to rely on transit, would connect to the most community-serving destinations, would provide opportunities for residential and employment growth, and received strong community support. A Parkrose terminus performed second highest. A Parkrose terminus would connect to the second highest number of community destinations and residents likely to rely on transit.





















Cascade Station and PDX termini consistently ranked lower in the evaluation and would not meet as many of the project goals as a Cully or Parkrose 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, would have additional capital and operating costs that would necessitate funding tradeoffs with other project investments, and would diminish the quality of transit access to 82nd Avenue for equity communities in the Cully neighborhood.

The staff recommendation of the Cully neighborhood as the northern terminus is based on the following updates:

- Conceptual Cully terminus designs were developed that fit within the space and support community plans and priorities (Appendix D).
- Conceptual designs were vetted by the Cully Terminus Evaluation Group (CTEG), which included representatives from Native American Youth and Family Center (NAYA), Habitat for Humanity, a student from McDaniel High School, Hacienda CDC, Cully Association of Neighbors, Living Cully, and Verde.
- Conceptual designs were reviewed at a Cully Community Open House, where 75 of 78 voting attendees voted for a Cully terminus.
- Preliminary Capital Investment Grant (CIG) rating materials were developed, including preliminary costs and ridership projections using FTA's Simplified Trips-on-Project Software (STOPS). Cost estimates indicate that a project with Cully terminus has higher capital and operating cost than a project with a Parkrose terminus, while a Cully terminus has higher projected ridership.



The updates and analysis prior to April 2024 are reflected in the following evaluation summary:

	Cully	Parkrose	Cascade	PDX
Access and Mobility				
	<i>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</i>			
Safety				
	<i>All locations are compatible with safe access for the most vulnerable users, people walking and biking</i>			
Transit-Supported Land Use				
	<i>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</i>			
Physical Fit & Community Compatibility				
	<i>Cully neighborhood identified as compatible location by community members, including residents who rely on transit</i>			
Project Feasibility & Ridership				
	<i>Project feasibility alone has no clear difference in equity implications</i>			

**Appendix A: 82<sup>nd</sup> Avenue northern terminus options map**

\*Note that the Parkrose alignment was later revised to run west from 82<sup>nd</sup> Avenue onto Sandy Blvd, rather than turning west at NE Prescott.

**Appendix B: 82<sup>nd</sup> Avenue Transit Project purpose and need statement**

# 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<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.

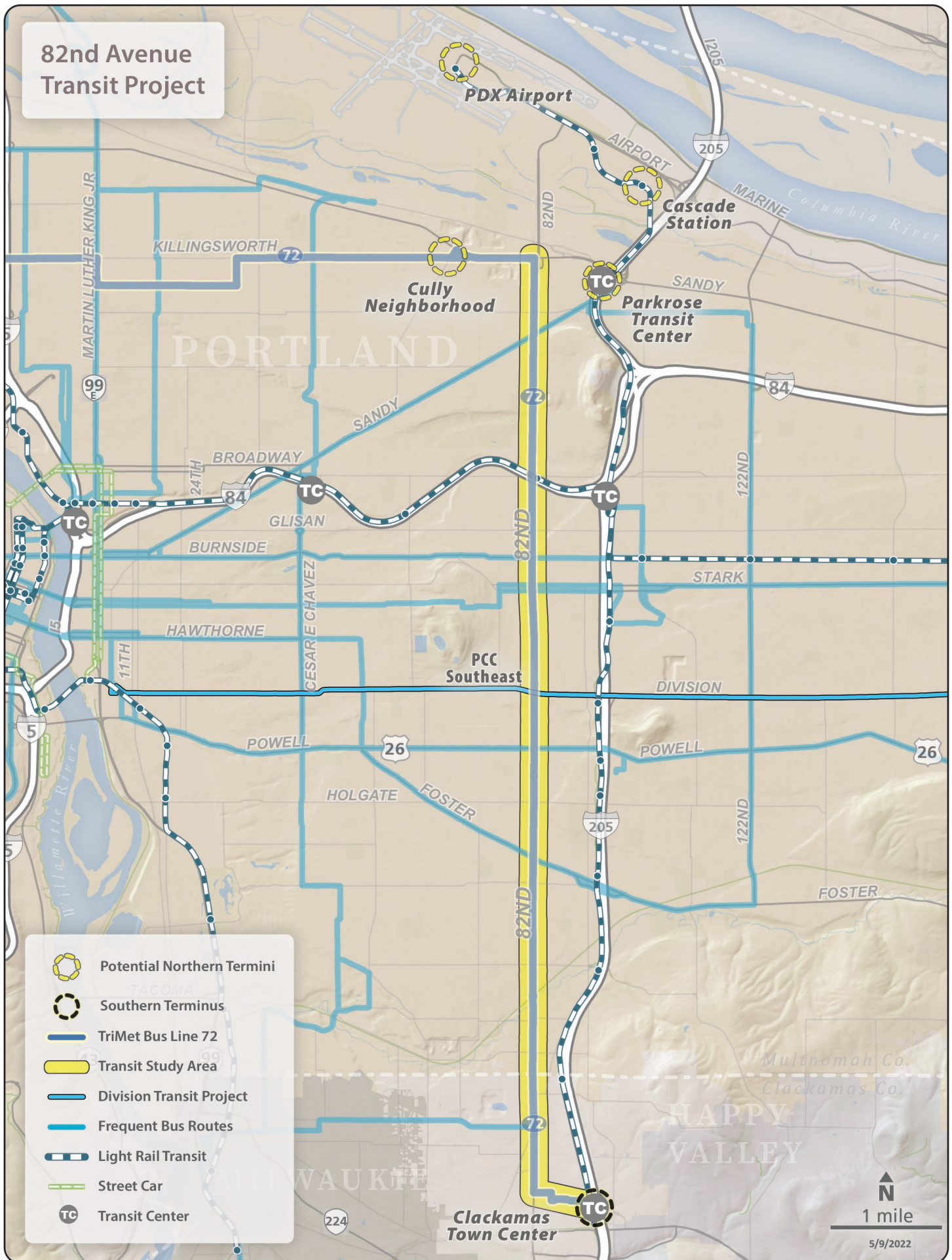
The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments 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).



# 82nd Avenue Transit Project



- 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

## 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<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 (1,000-1,600 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).

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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 with increased traffic congestion. 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 70,000 people and 65,000 jobs in 2015 which is anticipated to grow to 94,000 people and 92,000 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>. In addition, there is a higher percentage of zero car households and people living with a disability in the corridor than

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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



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 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 which is inconsistent and often does not meet standards. Respondents to the City of Portland’s Building a Better 82<sup>nd</sup> 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.<sup>10</sup> 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.<sup>11</sup> Each agency involved in the 82<sup>nd</sup> 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<sup>12</sup> also aims to reduce the region’s per

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<sup>10</sup> Oregon Department of Energy. [2022 Biennial Energy Report](#)

<sup>11</sup> Oregon Department of Transportation. [Statewide Transportation Strategy](#)

<sup>12</sup> 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.<sup>13</sup> Multnomah County's target is also a 25% transit mode share for work trips but by 2030.<sup>14</sup> 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.<sup>15</sup> Clackamas County calls for increasing transit use as a key tool to meet its goal of being carbon neutral by 2050.<sup>16</sup>

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.<sup>17</sup> 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.<sup>18</sup> 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 82<sup>nd</sup> Avenue promotes transit ridership consistent with the region's goals to decrease single occupancy vehicles trips and reduce emissions.

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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,

<sup>13</sup> PBOT. [Strategic Plan 2019-2022](#)

<sup>14</sup> Multnomah County. [2015 Climate Action Plan](#)

<sup>15</sup> TriMet. [2022 Climate Action Plan](#)

<sup>16</sup> Clackamas County. [Draft Clackamas County Climate Action Report](#)

<sup>17</sup> Lidar, [Metro Research Center](#)

<sup>18</sup> 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	<ul style="list-style-type: none"> <li>• Reduce transit travel time</li> <li>• Improve transit reliability today and in the future</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>• Improve transit reliability and travel times</li> <li>• Provide transit access to key destinations and the broader transit network</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>

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 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). 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, the community values adopted by the 82<sup>nd</sup> Avenue Community Coalition will be considered and are attached.

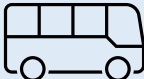
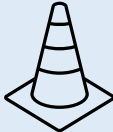


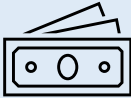

**Building a Better 82<sup>nd</sup> Objectives to consider will be provided by the City of Portland in the future.**

- 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.

Attachment: 82<sup>nd</sup> Avenue Coalition's Values Statements

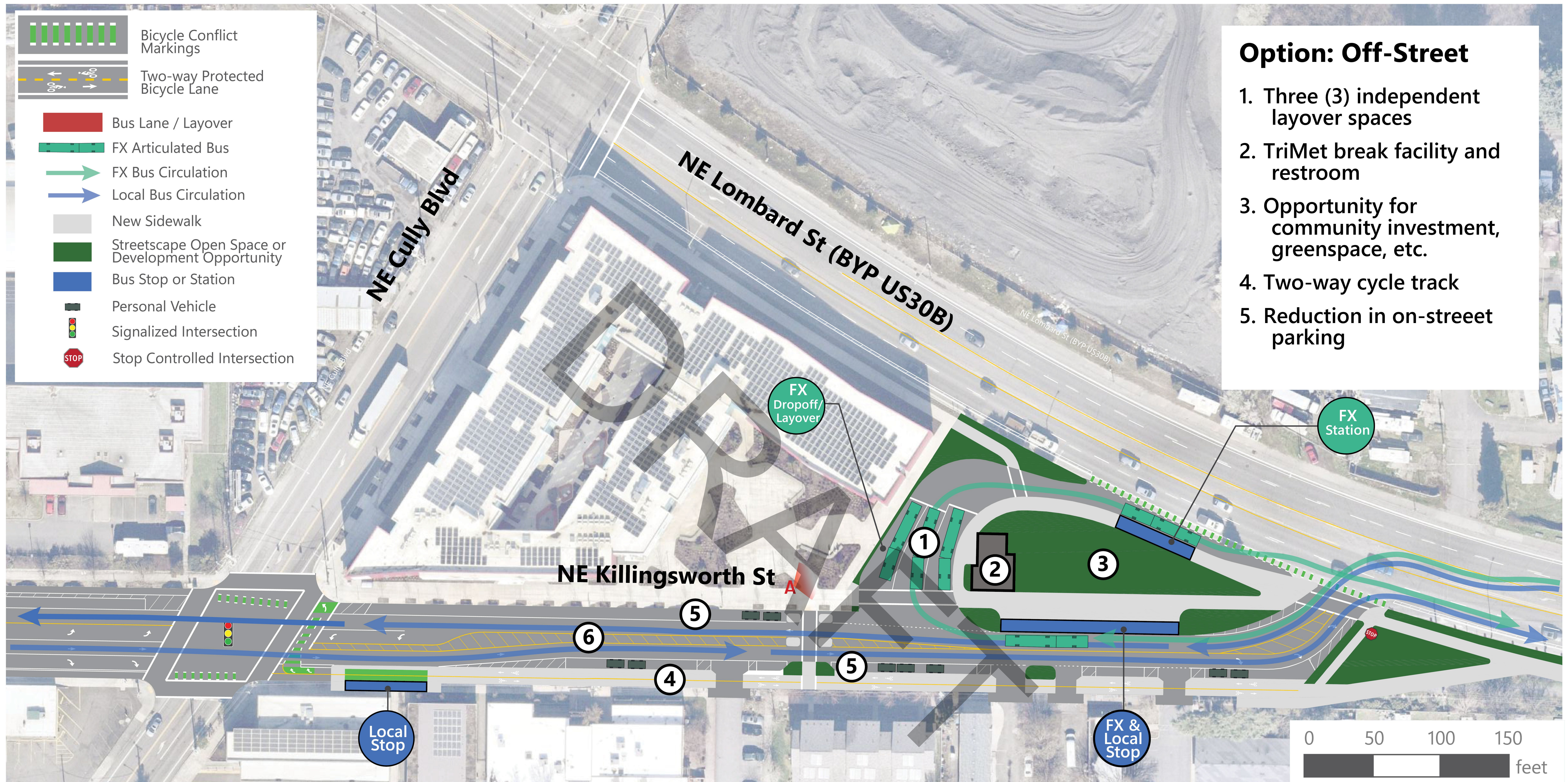
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## **Appendix C: Northern terminus evaluation framework**

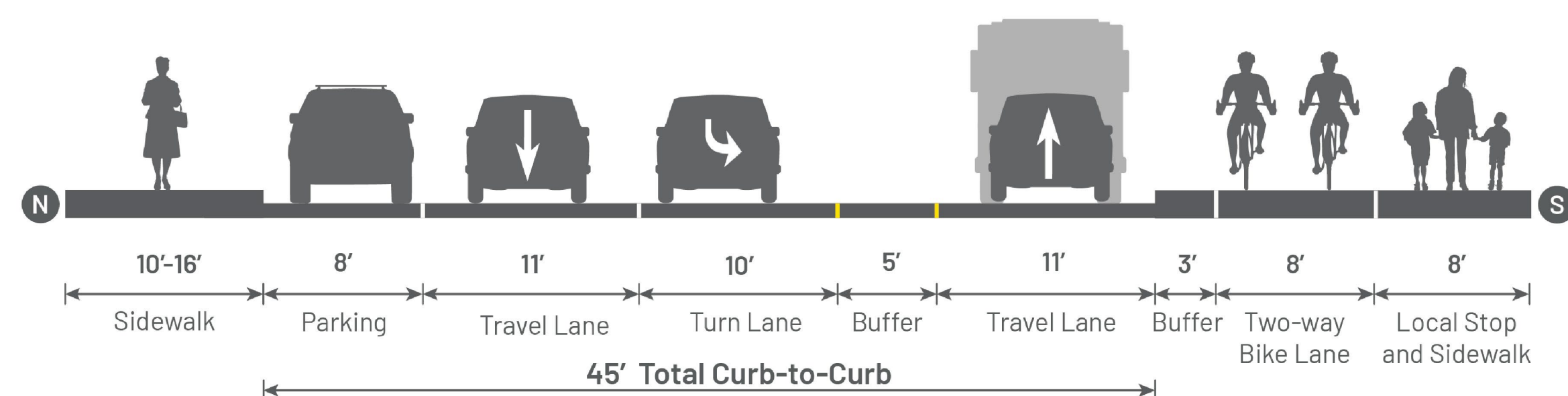
Northern Terminus Evaluation Framework		
Category	Related objectives	Questions
<div>Access and Mobility</div> <div></div>	<ul style="list-style-type: none"><li>• Increase transit ridership</li><li>• Provide transit access to key destinations and the broader transit network</li><li>• Reduce transit travel time</li><li>• Improve transit reliability today and in the future</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>• Competitive for FTA capital grant funding</li></ul>	<b>Transit journeys:</b> How would transit trip options change for certain travel movements?
		<b>Access to jobs:</b> How would transit access to jobs change?
		<b>Added transfer:</b> How many existing riders would be affected by splitting the Line 72?
		<b>Reliability:</b> Are there any notable considerations regarding transit reliability?
<div>Safety</div> <div></div>	<ul style="list-style-type: none"><li>• Improve physical safety and access to stations</li><li>• Support land use and transportation objectives</li><li>• Support regional and local Vision Zero objectives</li><li>• Context-sensitive design improves transit while supporting other community priorities</li></ul>	<b>Station access:</b> What are existing pedestrian and bicycle facilities accessing the stations along each terminus option? What opportunities are there for the project to improve access?
		<b>Crashes:</b> Are there any notable considerations regarding crash history and bicycle and pedestrian safety?
<div>Transit-Supported Land Use</div> <div></div>	<ul style="list-style-type: none"><li>• Provide transit access to key destinations and the broader transit network</li><li>• Support land use and transportation objectives</li><li>• Support equity objectives</li></ul>	<b>Residents:</b> How many people live near the stations along each terminus and the overall BRT route and what are their demographic characteristics?
		<b>Workers:</b> How many jobs are accessible from the stations along each terminus and the overall route? What industries and pay levels? What are the demographic characteristics of workers?
		<b>Future growth:</b> How are the number of jobs and residents near terminus areas expected to change in the future?
		<b>Land use:</b> What existing or potential future transit-supportive land uses are located near the stations along each terminus route?
		<b>Community-serving destinations:</b> What community-serving destinations are located along the terminus routes?
<div>Community Fit &amp; Compatibility</div> <div></div>	<ul style="list-style-type: none"><li>• Compatible with other investments to improve access and safety in the corridor</li><li>• Context-sensitive design improves transit while supporting community plans and priorities</li></ul>	<b>Physical fit:</b> How would the terminus amenities fit within the existing land uses and available space?
		<b>Compatibility:</b> How do terminus concepts support community plans?
<div>Project feasibility</div> <div></div>	<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></ul>	<b>Capital cost:</b> Is there a notable difference in capital cost between the options?
		<b>Operating cost:</b> Is there a notable difference in operating cost between the options?
		<b>CIG ratings:</b> Is there a notable effect on CIG ratings between the options?
<div>Ridership</div> <div></div>	<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>• Competitive for FTA capital grant funding</li></ul>	<b>BRT line ridership:</b> How does ridership on the 82 <sup>nd</sup> Avenue BRT line change under each terminus option?

## **Appendix D: Cully terminus conceptual designs**

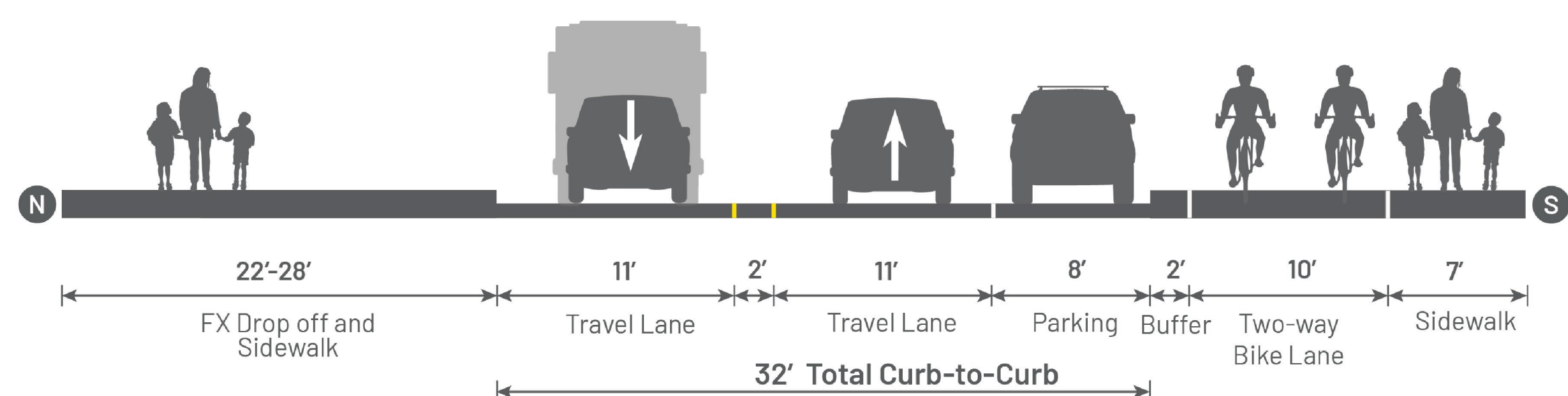




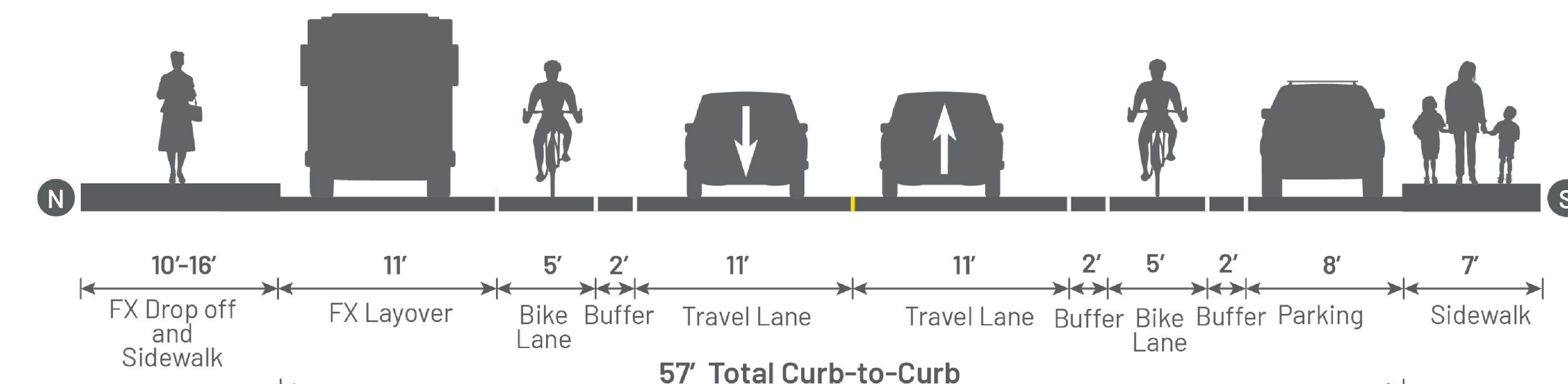
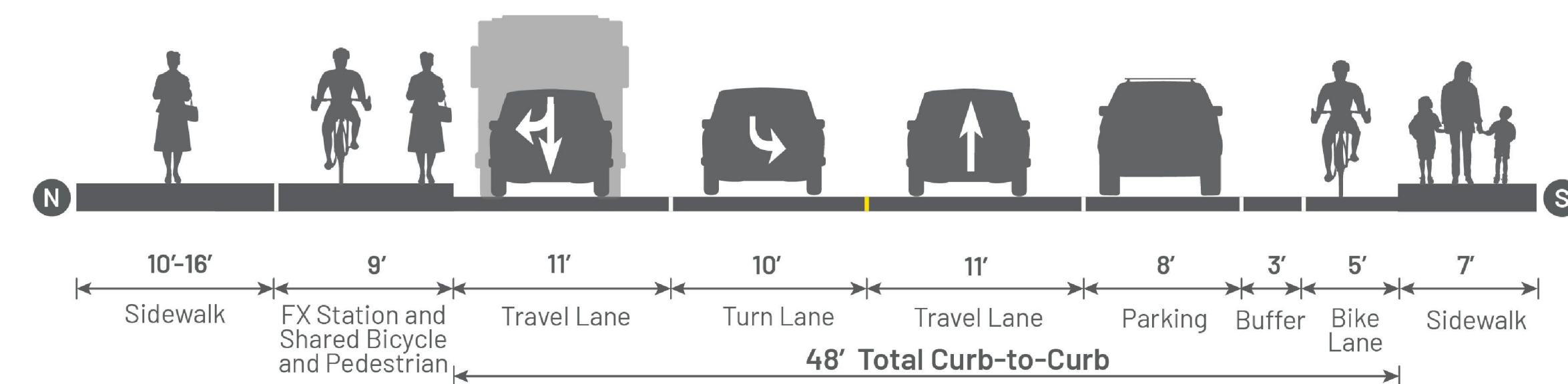
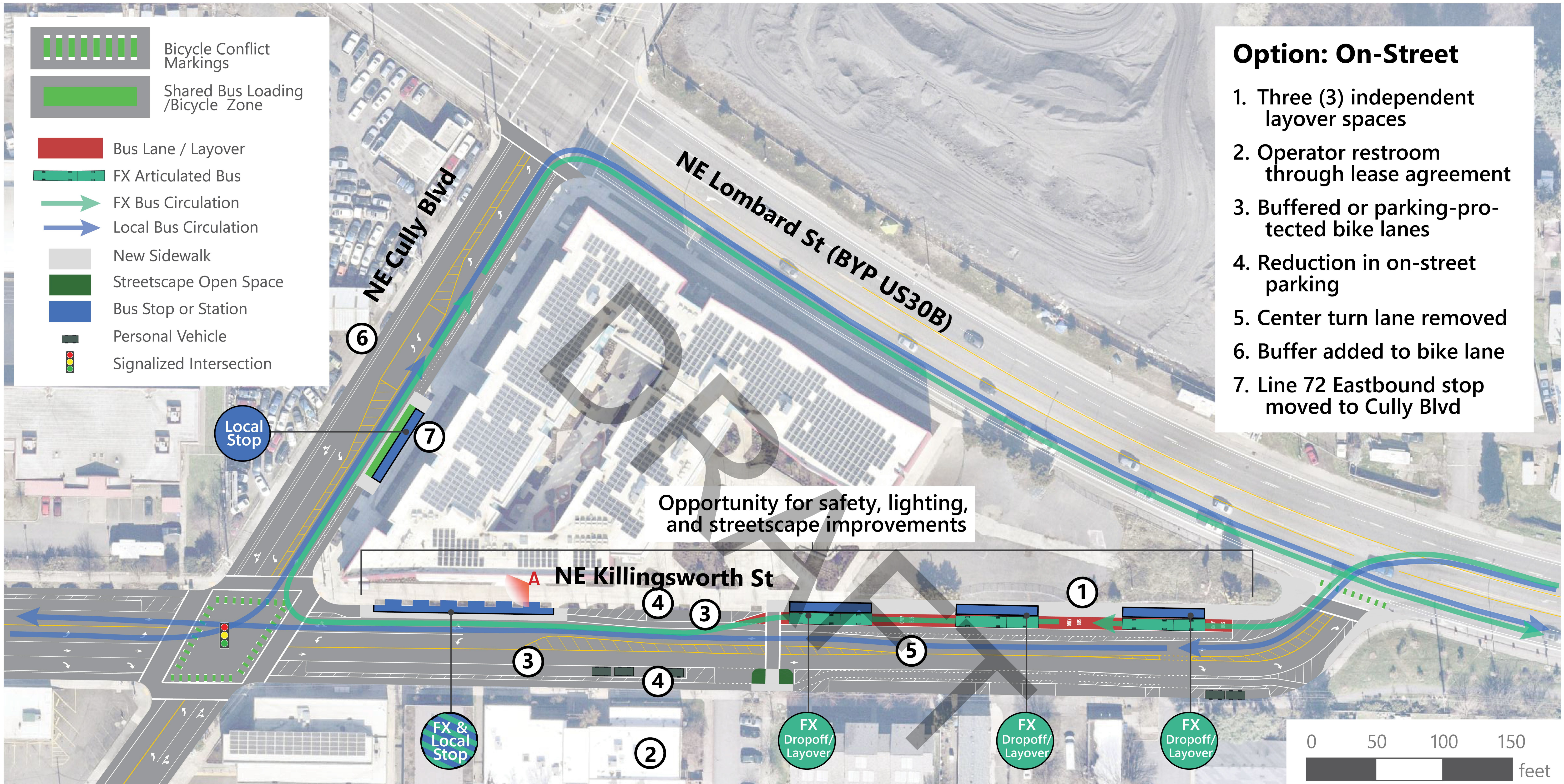
Killingsworth at the Local Stop



Killingsworth at the FX and Local Station





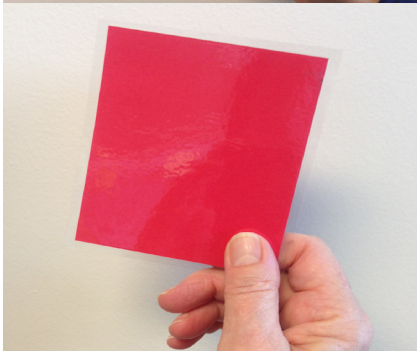
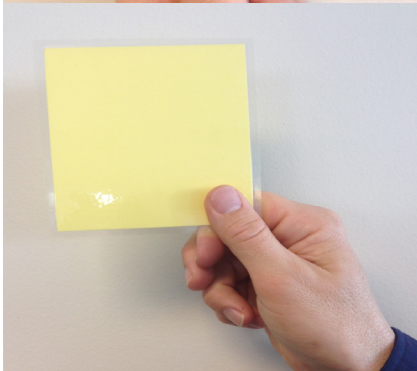




# MEETING PROTOCOLS AND PROPOSED DECISION MAKING PROCEDURES

## 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 document was shared by Zachary Lauritzen, Oregon Walks and 82nd Ave Coalition, during the meeting.

# 82nd Avenue Equitable Development Strategies

## Context

The 82nd Avenue corridor is a crucial nine mile artery in East Portland that crosses the jurisdictions of Clackamas County, Multnomah County, and the City of Portland with many neighborhoods such as the Jade District, Montavilla, and Lents. This unique roadway stands at a transformative juncture. Historically underserved yet characterized by diverse communities, 82nd Avenue now benefits from significant public investments guided by the East Portland Action Plan (EPAP) and the East Portland Economic Development Strategy (EDS), which aim to foster comprehensive revitalization through sustainability, inclusivity, and economic growth.

Central to these efforts are initiatives including:

- Funding from the American Rescue Plan Act (ARPA)
- Funding from the Portland Bureau of Transportation's (PBOT) "Building a Better 82nd Avenue" streetscape improvements
- Potential for a Bus Rapid Transit project (BRT) led by Trimet
- A 30-year Tax Increment Financing district (TIF) that could fund many projects on the avenue.

These investments offer a unique opportunity to revitalize this vibrant corridor while also expanding transportation options, especially low and no carbon ways of getting around.

Both the corridor and much of East Portland have long grappled with issues like gentrification, displacement, and cultural erosion. Market and socioeconomic changes are especially challenging for vulnerable communities, leading to the displacement of households and businesses with fewer resources to resist these shifts. The 2035 Comprehensive Plan defines displacement as “households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhood’s ability to meet basic needs in the case of households, or erosion of traditional client base in the case of businesses.”

To avoid the pitfalls of past urban development and to navigate this transformative period more equitably, we must implement strategies that safeguard and empower the corridor’s diverse populations. This plan was created in partnership between community organizations and government bodies and outlines an approach to development, necessary investments and actions along 82nd Avenue to strive for the long term equitable development of the corridor. The goal for these projects and policies is to preserve the community’s cultural richness, ensure accessibility for all residents, and enhance environmental health. This document demonstrates a commitment from all parties to center the values of equitable development so that meaningful and intentional actions are taken in the coming years to fight displacement of communities along 82nd Avenue.

## Our Equitable Development Goals

The 82nd Avenue Coalition—led by the core organizations of APANO, Verde, Unite Oregon, and Oregon Walks—is a diverse alliance of community organizations, local businesses, and advocacy groups committed to equitable development and sustainable growth along 82nd Avenue. Recognizing the corridor's history of underinvestment and its cultural diversity, the Coalition seeks to balance revitalization with the needs of its communities, ensuring that development benefits all residents and businesses.

Through meaningful engagement with local community representatives, the Coalition advocates for policies and projects addressing housing affordability, transportation infrastructure, economic stability, mitigation of displacement risks, and supporting small businesses. This holistic approach ensures that new investments serve the corridor's diverse population to preserve the cultural richness and foster inclusive, sustainable growth. This document serves as a commitment between representative organizations, government agencies, and community members that resources on 82nd Avenue should be utilized in a way that maximizes equitable and sustainable growth.

The 82nd Avenue Coalition's core values, developed through community discussions, serve as a roadmap for equitable development:

- **A Safe and Accessible 82nd Avenue:** This emphasizes infrastructure improvements for all modes of transportation, including wider sidewalks, ADA accessibility, safe transit stops, and comfortable multi-modal options.
- **A Community-Centered 82nd Avenue:** This highlights the need for diverse representation, cultural investments, mixed-income housing, small business support, anti-displacement policies, and focused economic development.
- **A Green 82nd Avenue:** This calls for long-term investment in tree canopy and low-emission transportation systems, promoting sustainable and low-impact development.

At coalition workshops, community members outlined specific priorities for equitable development along 82nd Avenue:

- 1) **Workforce Development:** Implement strategies to increase the earning power of people who live in the 82nd Avenue corridor so they are financially equipped to weather market forces that increase the cost of living.
- 2) **Climate Resiliency:** Turn 82nd Ave into a model cooling corridor by planting trees, providing shade and heat wave resources, depaving, investing in green infrastructure and access to green spaces.
- 3) **Childcare:** Invest in child care options, such as supporting existing providers and helping new ventures, so that family needs are met within the corridor..

- 4) **Business Stabilization:** Work with local small businesses to provide short term stabilization through construction and long term stabilization to decrease business turnover and develop a diverse and unique business culture in the corridor.
- 5) **Equitable Housing Strategy:** A study of the corridor will help us better understand the diverse and specific housing needs along the corridor. Further, a multitude of strategies outlined below aim to preserve existing affordable housing stock, build additional affordable and workforce level housing, invest in first time home buying initiatives, and support current homeowners to stay in their homes.
- 6) **Community Development:** Offer a variety of leadership development opportunities, social services, family services, community gathering spots, community events and safety measures to local communities.

By addressing key areas such as housing, community development, and sustainability, the coalition aims to empower the corridor's diverse residents, mitigate displacement pressures, and foster a sustainable and inclusive future. However, achieving these goals requires the support and collaboration of public agencies. The following sections outline our requests for public agencies to leverage incoming investments, protect and uplift the corridor's communities, and ensure equitable growth.

## 1. Workforce Development

The workforce development strategies aim to create local employment opportunities, supporting individual and community stability through increased income generation by members of the existing community. Agreements with TriMet and the Portland Bureau of Transportation (PBOT) offer workforce training opportunities in transit and transportation projects. Additionally, partnerships with local workforce development organizations and private companies provide training in high-demand sectors such as construction, technology, medical, and childcare. A tree planting and maintenance training program and the Portland Clean Energy Fund (PCEF) Tree Canopy program promote green infrastructure while generating local employment opportunities, contributing to a resilient and sustainable economy for the 82nd Avenue corridor.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
1.1 Workforce Recruitment Support, Expand Workforce Navigator Capacity	<p>Invest in programs—schools, organizations—that serve 82nd Avenue that introduce and recruit workers into employment opportunities</p> <p>Develop agreements with TriMet and PBOT to provide workforce training opportunities along the 82nd Avenue corridor, particularly in relation to current and future transit and transportation investments.</p>	<ul style="list-style-type: none"> <li>• Provide workforce training opportunities for at least 200 community members along the 82nd Avenue corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Workforce Development</li> </ul>	TriMet, PBOT	82nd Avenue Coalition member organizations, Clackamas Workforce Partners; PCC; Portland Youth Builders; POIC, Latino Built, etc
1.2 Invest in Workforce Training Programs	Provide and fund workforce specific trainings such as apprenticeships and through agencies for long term economic success of members recruited into programs	<ul style="list-style-type: none"> <li>• Amount invested</li> <li>• Number of folks in workforce training</li> <li>• Number of apprenticeships supported</li> </ul>	<ul style="list-style-type: none"> <li>• Workforce Development</li> </ul>	Trimet, PBOT, Prosper	

1.3 Local-hire agreements for the major transportation projects along 82nd Avenue	<p>Agree to and adopt hiring goals for employing people who live on the 82nd Avenue corridor.</p> <p>Partner with local workforce development organizations to offer training and employment opportunities in sectors identified as high need, such as technology, medical, and childcare.</p>	<ul style="list-style-type: none"> <li>• Number of people from 82nd Avenue corridor newly employed</li> <li>• Number of people from 82nd Avenue corridor in new, higher paying jobs</li> </ul>	• Workforce Development	Trimet, PBOT	
1.4 Build Existing Business Capacity	Invest in existing businesses along the 82nd Avenue corridor to support expansion and grow earning potential.	<ul style="list-style-type: none"> <li>• Percentage of growth in economic productivity from small businesses along corridor</li> <li>• Number of new business licenses awarded to corridor members</li> <li>• Number of public contracts given to small businesses along corridor</li> </ul>	• Small Business Inclusive Growth		Prosper, Friends of Trees; Connecting Canopies; PCEF



## 2. Climate Resiliency

82nd Avenue is a heat island that does not meet the City of Portland tree canopy and greenspace standards. Our goal is to bring the 82nd Avenue corridor up to—or exceeding—the tree canopy and green space goals the city has set. Additionally, segments of 82nd Avenue have significant parks, parks programming, and outdoor recreation gaps. Our goal is to increase access to outdoor recreation opportunities in these deficient areas, with one significant opportunity being the activation of Rocky Butte to walking, running, birding, hiking, biking, and rock climbing. We recognize some goals in this section have resources immediately available—such as depaving and tree planting through the Equitable Tree Canopy program—others will require more work to secure. This document offers a roadmap to desired outcomes.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
2.1 Tree Planting, Shade Development	Green Infrastructure Development: In the development of the proposed BRT project, work intentionally to increase shade through tree planting, green infrastructure, bioswales, and human-made manufactured shade devices both at stations and along routes to stations	<ul style="list-style-type: none"> <li>Number of trees planted</li> <li>Amount of shade creation</li> </ul>	<ul style="list-style-type: none"> <li>Heat island mitigation</li> </ul>	TriMet, PBOT	Depave, BES, Urban Forestry
	Activate the Private Property Tree Planting program to partner with landowners (businesses, schools, property owners, etc) along 82nd Ave, to plant trees to build tree canopy and shade strategically. This requires investing in community organizing to build relationships and trust to be successful.	<ul style="list-style-type: none"> <li>Meet Urban Forestry suggested tree canopy goals</li> <li>Monitor and report on survivability and outcomes (ie rate of new plantings that survive to maturity)</li> <li>Minimum neighborhood canopy goals as defined by Portland Urban Forest plan</li> </ul>	<ul style="list-style-type: none"> <li>Heat island mitigation</li> </ul>	City of Portland	Depave, Friends of Trees, Connecting Canopies, Thrive East, 82nd Avenue Coalition Members
	Tree Planting in the Public ROW: Leverage existing funding and programs, such as PBOT's	<ul style="list-style-type: none"> <li>Number of medium or large form trees planted</li> </ul>	<ul style="list-style-type: none"> <li>Heat island mitigation</li> </ul>	City of Portland (PCEF, Urban	

	Trees in the Curb Zone, for tree planting in the public right-of-way along and near the 82nd Avenue corridor.	<ul style="list-style-type: none"> <li>Minimum neighborhood canopy goals as defined by Portland Urban Forest plan</li> </ul>		Forestry, PBOT), Trimet	
2.2 Depaving	Through tree and shrub planting, parkspace creation, depaving projects, and transportation projects, remove impermeable surfaces along the 82nd Avenue corridor. Partner with landowners (businesses, schools, property owners, etc) along 82nd Avenue, to depave portions of parking lots to create space to plant trees and shrubs.	<ul style="list-style-type: none"> <li>Heat island mapping: bringing corridor down to other area temperatures</li> <li>Cumulative square footage of depaved areas</li> </ul>	<ul style="list-style-type: none"> <li>Heat island mitigation</li> </ul>	BES (grant programs), PCEF (regenerative agriculture)	Depave
2.3 Complete a park and access to recreation gaps analysis	Bring 82nd Avenue corridor up to full level of service for parks and recreation as identified in Parks' Level of Service Plans	<ul style="list-style-type: none"> <li>Completion of the gap analysis</li> </ul>	<ul style="list-style-type: none"> <li>Heat island mitigation</li> <li>Greenspace development</li> </ul>	Portland Parks & Recreation	82nd Avenue Coalition
2.4 Create a plan for closing park and recreation gaps (as identified by action 2.3)	After identifying park and recreation gaps, create an investment roadmap to close those gaps along the 82nd Avenue corridor	<ul style="list-style-type: none"> <li>Meet citywide access to parks and recreation opportunity goals</li> </ul>	<ul style="list-style-type: none"> <li>Greenspace development</li> <li>Equitable access to recreation</li> </ul>	Portland Parks & Recreation; Portland Parks Foundation, Metro	82nd Avenue Coalition, Prosper Portland
2.5 Secure the development of Outdoor Recreation Opportunities	Activate spaces for outdoor recreation opportunities. Currently 82nd Avenue has access to Mt. Tabor (central), the Springwater Corridor (central-southern), and the 3-Creeks Nature Area (southern). An opportunity exists	<ul style="list-style-type: none"> <li>Unification of land ownership around Rocky Butte</li> <li>Creation of trails on and connecting to Rocky Butte</li> </ul>	<ul style="list-style-type: none"> <li>Greenspace development</li> <li>Equitable access to recreation</li> </ul>	Portland Parks & Recreation; Portland Parks Foundation, Metro, Oregon Department of Transportation,	Portland Area Climbers, Northwest Trail Alliance, Friends of Rocky Butte

	to activate Rocky Butte to create outdoor recreation opportunities in northern 82nd Avenue.			Oregon State Parks	
2.6 Resilience hubs <sup>1</sup>	Identify additional opportunities and resources and support existing efforts to develop climate resilience hubs that serve 82nd Avenue.	<ul style="list-style-type: none"> <li>• Capacity for number of people able to be served</li> <li>• Availability of centers</li> <li>• Types of pre-disaster services and trainings available to community</li> </ul>	<ul style="list-style-type: none"> <li>• Heat island mitigation</li> <li>• Disaster readiness</li> </ul>	Metro, Unite, APANO, AYCO, Birds Alliance, Multnomah County, Meals on Wheels	PBEM, Local NETS teams

<sup>1</sup> A number of organizations—APANO, AYCO, Birds Alliance of Oregon, Dharma Rain Zen Center, Unite Oregon, and Meals on Wheels—are all exploring the development of climate resilience hubs in the 82nd Avenue corridor. APANO/AYCO are focusing on the Jade District, Birds Alliance and Dharma Rain in the McDaniel hub, and Meals on Wheels on their 82nd Avenue property.

### 3. Childcare

The childcare strategies aim to address gaps in childcare services along the 82nd Avenue corridor, mainly focusing on underserved areas and populations. An assessment identifies these gaps and allocates resources to initiatives such as facility development, including culturally specific facilities and those accommodating off-hour needs. Support for existing "off-grid" childcare facilities expands their capacity and guides them into licensure, increasing available options and serving diverse needs. This comprehensive approach supports families and communities, contributing to an equitable corridor.

Strategy	Action	Data/Metrics/Outcome	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>3.1 Existing Childcare Provider Support</b>	Invest in existing unlicensed or "off-grid" childcare facilities to expand their capacity and guide them towards licensure. Provide long-term business practice training, rent support, and identify vacant spaces suitable for building childcare facilities, along with resources for in-home-based providers.	<ul style="list-style-type: none"> <li>Number of child care centers that have received assistance and child care slots created</li> </ul>	<ul style="list-style-type: none"> <li>Family Services</li> <li>Small Business Stabilization and Development</li> </ul>	Preschool For All, Multnomah & Clackamas Counties	APANO (in Jade District)
<b>3.2 Childcare Needs Assessment</b>	Conduct an assessment to identify child care gaps in the corridor, focusing on underserved areas and populations.	<ul style="list-style-type: none"> <li>Inventory report of existing childcare facilities and community child care needs</li> </ul>	<ul style="list-style-type: none"> <li>Family Services</li> </ul>	Preschool For All (Multnomah County) <sup>2</sup>	
<b>3.3 Childcare Facility Development</b>	Support the development of child care slots based on the completed needs assessment, emphasizing culturally specific facilities and those accommodating off-hour needs, particularly for the restaurant industry.	<ul style="list-style-type: none"> <li>Number of slots/sites developed</li> </ul>	<ul style="list-style-type: none"> <li>Family Services</li> <li>Small Business Stabilization and Development</li> </ul>	Preschool For All (Multnomah County)	Prosper, APANO, Seeding Justice, Childcare for Oregon, Unite

<sup>2</sup> At the time of this plan's completion, Multnomah County, in collaboration with Prosper Portland, is working with a small cohort of childcare providers to secure permits for new spaces in Portland. Supported by a consultant team, they are developing recommendations to improve the City's permitting process based on the experiences of this cohort.

## 4. Business Stabilization

The 82nd Avenue corridor is home to hundreds of diverse businesses, many of which are owned and operated by recent immigrants and people of color. According to Prosper Portland’s [2023 Neighborhood Corridors Economic and Market Conditions Study](#), targeted investments are essential for activating commercial buildings, attracting new development, and stabilizing existing businesses—key strategies for post-pandemic economic recovery along the corridor. Moreover, upcoming transportation projects are expected to bring both challenges and opportunities. In the short term, construction may disrupt business operations, while in the long term, rising commercial rents and property values could put pressure on existing businesses. These projects will also reshape how people move along the corridor—whether by walking, biking, using public transit, or driving—and could significantly alter the customer base for many businesses.

To support the community through these changes, it is crucial to monitor public perception and provide assistance to businesses that may struggle with higher rents or shifts in their customer base. Strategic outreach efforts should focus on attracting culturally aligned tenants and offering resources to property owners to foster collective action. Additionally, any displacement that occurs along 82nd Avenue will likely alter the customer demographics of the area, making it imperative to develop policies that help existing businesses adapt while also facilitating a smooth transition for those that may need to relocate. As such, we aim to create policies that both bolster existing businesses as they navigate that change while also supporting a healthy transition for businesses who are no longer able to survive along 82nd Avenue.

Strategies	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>4.1 Small Business Needs Assessment</b>	<p>Complete a Needs Assessment for the 82nd Avenue Corridor by December 2025, including:</p> <ol style="list-style-type: none"> <li>1. Identify nodes along the corridor where businesses are at greatest risk of displacement or where property owners are most interested in engaging.</li> <li>2. Conduct business surveys for construction and long-term needs.</li> <li>3. Assess commercial real estate market dynamics (lease rates, property sales).</li> </ol>	<ul style="list-style-type: none"> <li>• Completed Assessment</li> </ul>	<ul style="list-style-type: none"> <li>• Small Business Stabilization</li> <li>• Small Business Inclusive Growth</li> </ul>	<p>City of Portland: BPS, Prosper Portland, &amp; align with PBOT on construction phase business survey engagement to understand longer term needs.</p>	

	4. Create an asset map for business owners, focusing on marginalized populations.				
<b>4.2 Short-term Small Business Stabilization</b>	<p><b>Pre-construction support:</b></p> <ol style="list-style-type: none"> <li>1. Identify short-term construction impacts from transportation improvements.</li> <li>2. Analyze potential changes in customer base due to changes in access (BRT, Bike, Pedestrian, etc.).</li> <li>3. Develop strategies for businesses to address anticipated impacts.</li> </ol> <p><b>Small businesses stabilization during construction:</b></p> <ol style="list-style-type: none"> <li>1. Track local market conditions based on these changes.</li> <li>2. Implement commercial tenant protections, such as rent or mortgage assistance.</li> </ol>	<ul style="list-style-type: none"> <li>• Number of businesses still in location: Track using business license data and measure churn.</li> <li>• Grants and loans received: Track the number and amount of grants and loans received by local small businesses, with demographic breakdowns.</li> <li>• Count of businesses receiving financial assistance.</li> </ul>	<ul style="list-style-type: none"> <li>• Small Business Stabilization</li> <li>• Small Business Inclusive Growth</li> </ul>	TriMet; City of Portland: PBOT, BPS, Prosper Portland <sup>3</sup>	Jade District Staff, 82nd Ave Business Association, Venture Portland
<b>4.3 Long-term Small Business Stabilization</b>	<p><b>Technical Assistance and Incentives:</b></p> <ol style="list-style-type: none"> <li>1. Focus on physical improvements.</li> <li>2. Work with landowners and business owners to create lease agreements for rent consistency or other financial support.</li> <li>3. Assist business owners in purchasing property instead of renting.</li> </ol>	<ul style="list-style-type: none"> <li>• Number/Amount of grants, loans received by local small businesses (potentially break down by demographics)</li> <li>• Count of businesses that received grants</li> </ul>	<ul style="list-style-type: none"> <li>• Small Business Stabilization</li> <li>• Small Business Inclusive Growth</li> </ul>	Prosper Portland Small Business Office, 82nd Avenue Business Association, North Clackamas Chamber of Commerce, Venture Portland, Jade District,	Montavilla East Tabor Business Association

<sup>3</sup> In corridors like Foster and Halsey/Weidler, Prosper Portland and PBOT have coordinated small business grants with construction schedules to minimize disruption. A similar approach could benefit businesses along 82nd Avenue during upcoming projects.

	<ol style="list-style-type: none"> <li>4. Make internal tenant improvements to buildings.</li> <li>5. Land bank properties for future commercial development.</li> </ol> <p><b>Continued Outreach and Long-term Support:</b></p> <ol style="list-style-type: none"> <li>1. Develop a long-term support plan with community small business organizing.</li> <li>2. Fund positions for business outreach to provide a point person for accessing resources, navigating services, establishing feedback, advocacy, training, and assistance.</li> </ol>	and loans		APANO	
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## 5. Equitable Housing Strategy

The 82nd Avenue corridor's equitable housing strategy aims to create a balanced housing ecosystem that addresses affordability, displacement risks, and diverse community needs. This corridor is home to populations, largely Asian and Black Americans, who have been previously displaced from downtown and north Portland, respectively, making the work of anti-displacement investments even more urgent. The construction of new housing units, financial support for nonprofit developers, investments to preserve affordable housing, and a comprehensive needs assessment all would help address current shortages and plan for future demands. Programs for existing homeowners and first-time homebuyers, particularly those from historically marginalized communities, provide stability, support homeownership, and mitigate displacement pressures. While we recognize that few resources currently exist for these programs, the goal of this document is to identify the scope of interventions needed in response to the impacts of the planned public investments and then work to find the resources to meet that need. Potential resources include Tax Increment Financing, future housing bonds, and targeted state resources.

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>5.1 Corridor Housing Needs Assessment</b>	Complete a Needs Assessment for the 82 <sup>nd</sup> Avenue Corridor by December 2025. Assessment should include the following key elements: <ul style="list-style-type: none"> <li>a. Housing needs analysis and development capacity</li> <li>b. Workforce needs, capacity</li> </ul>	<ul style="list-style-type: none"> <li>• A comprehensive list of buildable sites along the corridor, focusing on pedestrian hubs like McDaniel High School, Montavilla, Jade District, Lents, and parts of Clackamas County, to guide strategic investments to increase density, reduce vehicle trips, and foster walkable communities.</li> </ul>	<ul style="list-style-type: none"> <li>• Housing Needs Assessment</li> </ul>	Portland Housing Bureau (PHB), Bureau of Planning and Sustainability (BPS); Portland Permitting & Development (PP&D); Prosper Portland	Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations



Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>5.2 Affordable Housing Production Goal and Land Acquisition</b>	<p>Set a target to produce new housing units serving households below 80% Median Family Income (MFI) over the next ten years, ensuring a balanced mix of affordable housing types to serve diverse communities. Production target to be informed by the housing element and buildable sites inventory of the Needs Assessment.</p> <p>Expand the revolving loan (housed at Metro) fund to acquire, hold, and prepare land for future affordable housing developments with a goal of acquiring one site a year.</p> <p>Intentional/strategic land acquisition through the transportation projects (staging areas) to do additional land banking</p>	<ul style="list-style-type: none"> <li>Increased availability of affordable housing for low-income households.</li> <li>Ensures diverse, economically inclusive communities with accessible housing for all income levels.</li> </ul>	<ul style="list-style-type: none"> <li>Access to affordable housing</li> </ul>	Portland Housing Bureau (PHB), Prosper Portland, Planning and Sustainability, Trimet, PBOT	Prosper (TIF), Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>5.3 Financial Support for Affordable Housing Development</b>	Based on the Needs Assessment and resulting housing unit production target, identify the total amount of funding needed to fulfill units for household incomes at or below 80% of the MFI.	<ul style="list-style-type: none"> <li>Expands affordable housing options and empowers community-based organizations to address local needs.</li> </ul>	<ul style="list-style-type: none"> <li>Support for Nonprofit Developers</li> </ul>	Prosper Portland, Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Outside funding sources and organizations, including grants, low-interest loans, and other financial incentives
<b>5.4 New Homeowner Opportunities</b>	Create a program (or leverage already-existing programming) that provides down payment assistance for first-time homebuyers based on the housing needs assessment, particularly for historically marginalized communities. Partner with, expand, and fund existing programs that provide home ownership opportunities.	<ul style="list-style-type: none"> <li>Promotes long-term housing stability and wealth-building in underrepresented communities by improving access to homeownership</li> </ul>	<ul style="list-style-type: none"> <li>Homeownership Program</li> </ul>	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Organizations that do down payment assistance grants and loans

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
<b>5.5 Existing Homeowner Support</b>	Develop new programs or expand existing programs to assist homeowners with weatherization, renovations, and lead abatements, enhancing housing stability and conditions. This may involve grants, low-interest loans, and partnerships with local contractors.	<ul style="list-style-type: none"> <li>Enhanced housing conditions for existing homeowners.</li> <li>Preserves affordable housing, improves living standards, and sustains community character.</li> </ul>	<ul style="list-style-type: none"> <li>Homeowner Support</li> </ul>	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Organizations that do home repair, weatherization, and lead abatement

## 6. Community Development

The community development initiatives focus on nurturing leadership, supporting economic growth, and fostering social cohesion along the 82nd Avenue corridor. Leadership development programs hosted by existing Community-Based Organizations (CBOs) empower local leaders, while Tax Increment Financing (TIF) supports community development projects to enhance infrastructure and services. Funding for community organizing efforts and financial support for community programming strengthen cohesion, driving development goals forward. This approach aims to create a resilient, cohesive community, supporting inclusive growth. The specific mechanisms to fund these projects will likely come from diverse sources such as grants, local community investment, and TIF.

Strategy	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organization	Partners
<b>6.1 Community Leadership Development</b>	Invest in leadership development programs hosted by existing Community-Based Organizations (CBOs) serving the corridor. Aim to have annual cohorts over the next five years, nurturing leaders that can advocate for their communities and contribute to sustained development.	<ul style="list-style-type: none"> <li>Quarterly meetings between city officials and communities members</li> </ul>	<ul style="list-style-type: none"> <li>Community Leadership Development</li> </ul>	Unite, Verde, APANO, AYCO	82nd Avenue education institutions, churches, and neighborhood associations
<b>6.2 Community Organizing and Event Support</b>	Secure funding to continue 82nd Avenue Coalition organizing efforts along the corridor, supporting initiatives and community programming such as farmers markets, cleanups, and events.	<ul style="list-style-type: none"> <li>Quarterly events that bring neighborhoods together to discuss local issues</li> <li>82nd Ave newsletter</li> </ul>	<ul style="list-style-type: none"> <li>Community Programming</li> </ul>	Office of Community and Civic Life	Organizations working in the 82nd Avenue corridor
<b>6.3 Identify Community Gathering Spaces</b>	Analyze the corridor to find spaces where community members can gather for meetings or celebrations without the need to spend money.	<ul style="list-style-type: none"> <li>A free gathering space within five miles of all communities along 82nd Avenue</li> <li>A list of these community places</li> </ul>	<ul style="list-style-type: none"> <li>Community Programming</li> </ul>	Portland Parks and Recs	82nd Avenue education institutions, churches, and neighborhood associations