

82nd Avenue Transit Project Portland Planning Commission Briefing

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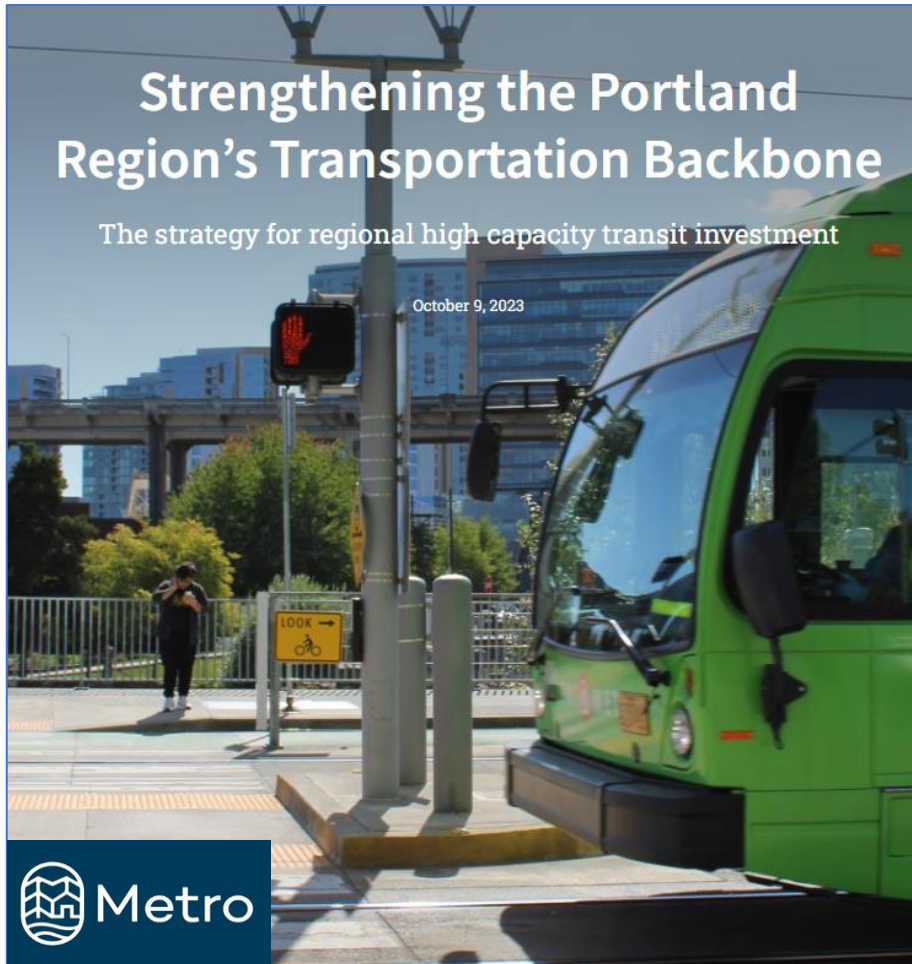
February 25th, 2025



Vision for the Future of 82nd Avenue



Strengthening the Region by Improving Transit

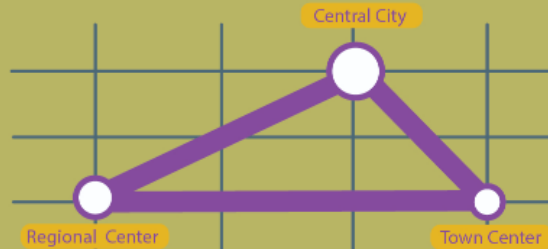


82nd Avenue is a top tier corridor
for high-capacity transit

High Capacity Transit...



Is frequent



Is direct



Provides a comfortable waiting environment



Serves places with a mix of and many destinations



Runs for most of the day



Is fast and reliable



Moves lots of people



Has its own track or bus lane

Supports Adopted Plan Goals

GOAL 9.A: Safety

GOAL 9.C: Great places

GOAL 9.E: Equitable transportation

GOAL 9.G: Opportunities for prosperity

GOAL 9.H: Cost effectiveness

2035 COMPREHENSIVE PLAN



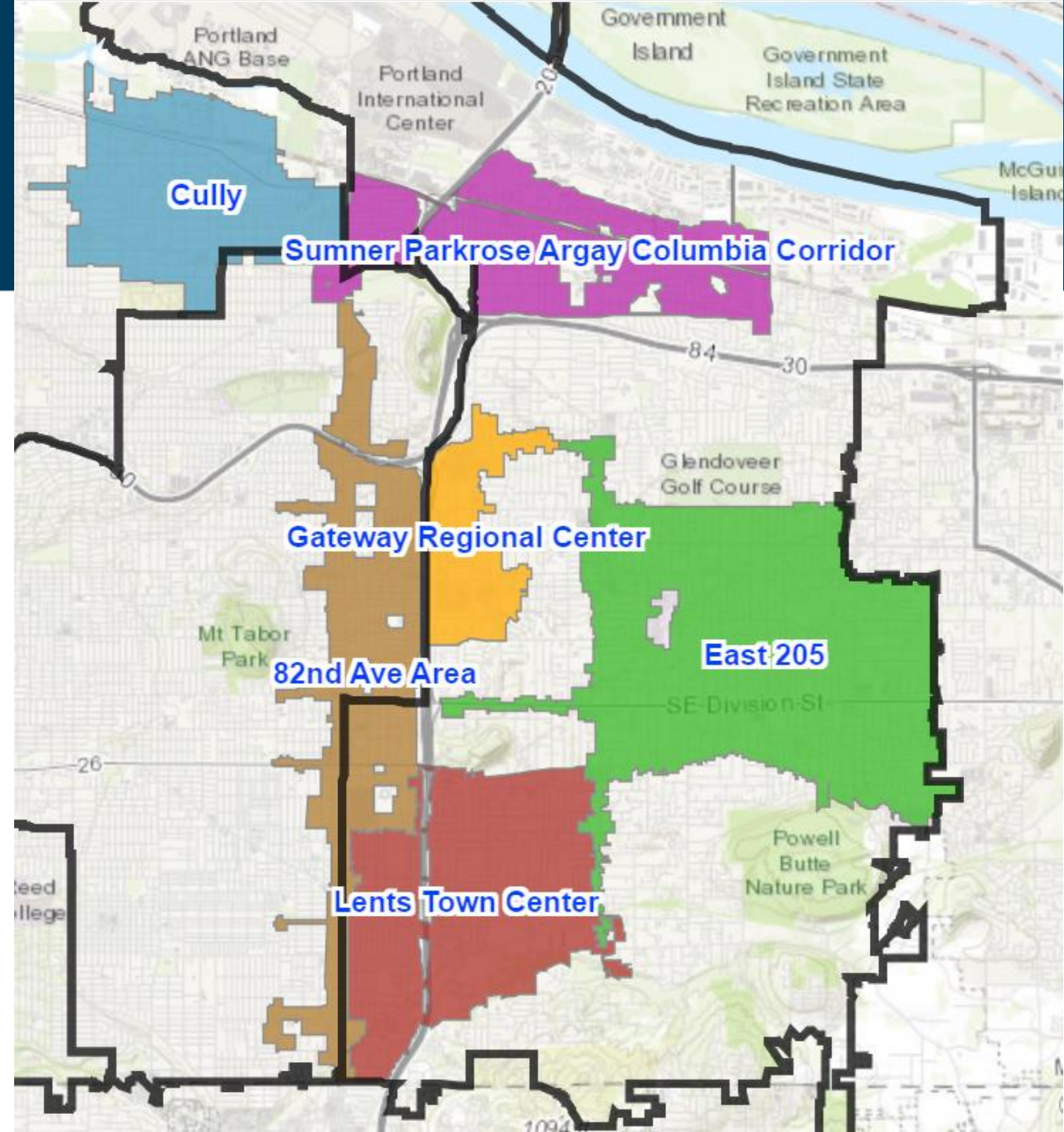
UPDATED THROUGH
MAY 2023
CITY OF PORTLAND, OREGON

to gaze upon Portland

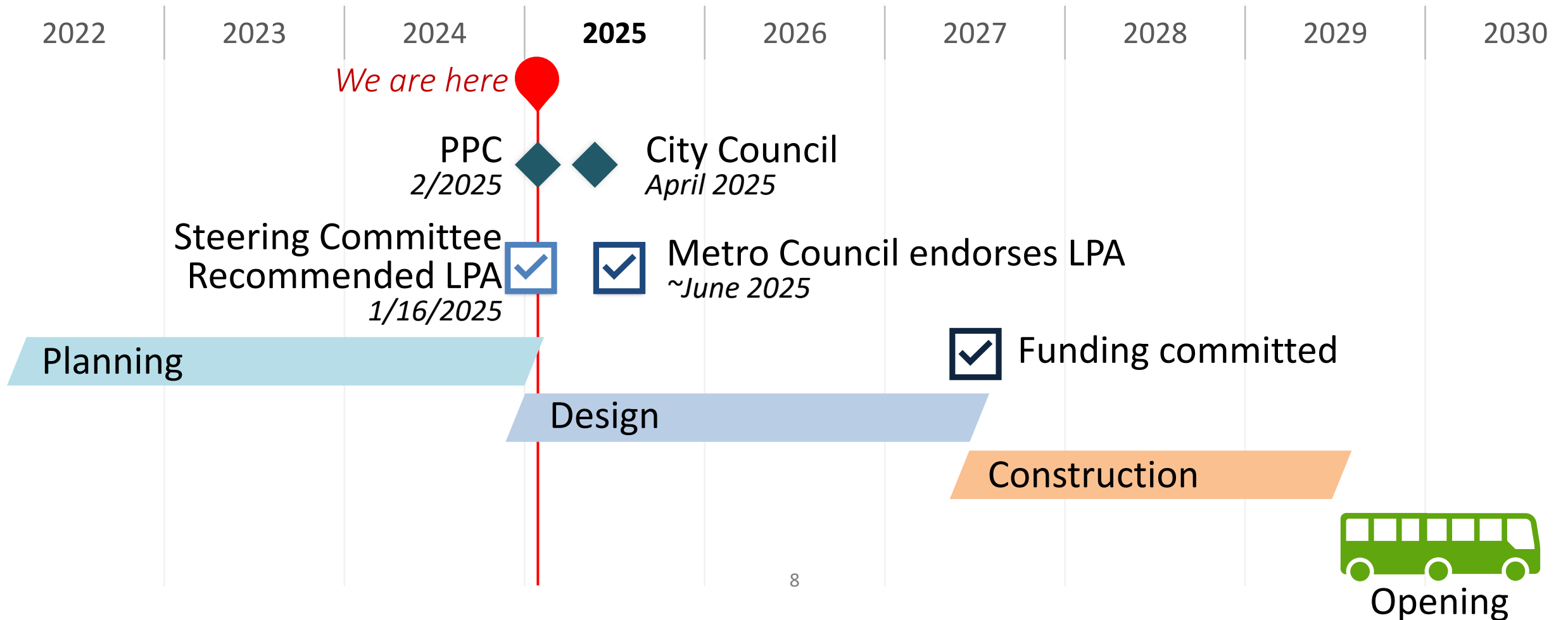
New TIF Districts Support Livability and Housing Goals

82nd Avenue is located within one of two newly adopted TIF districts

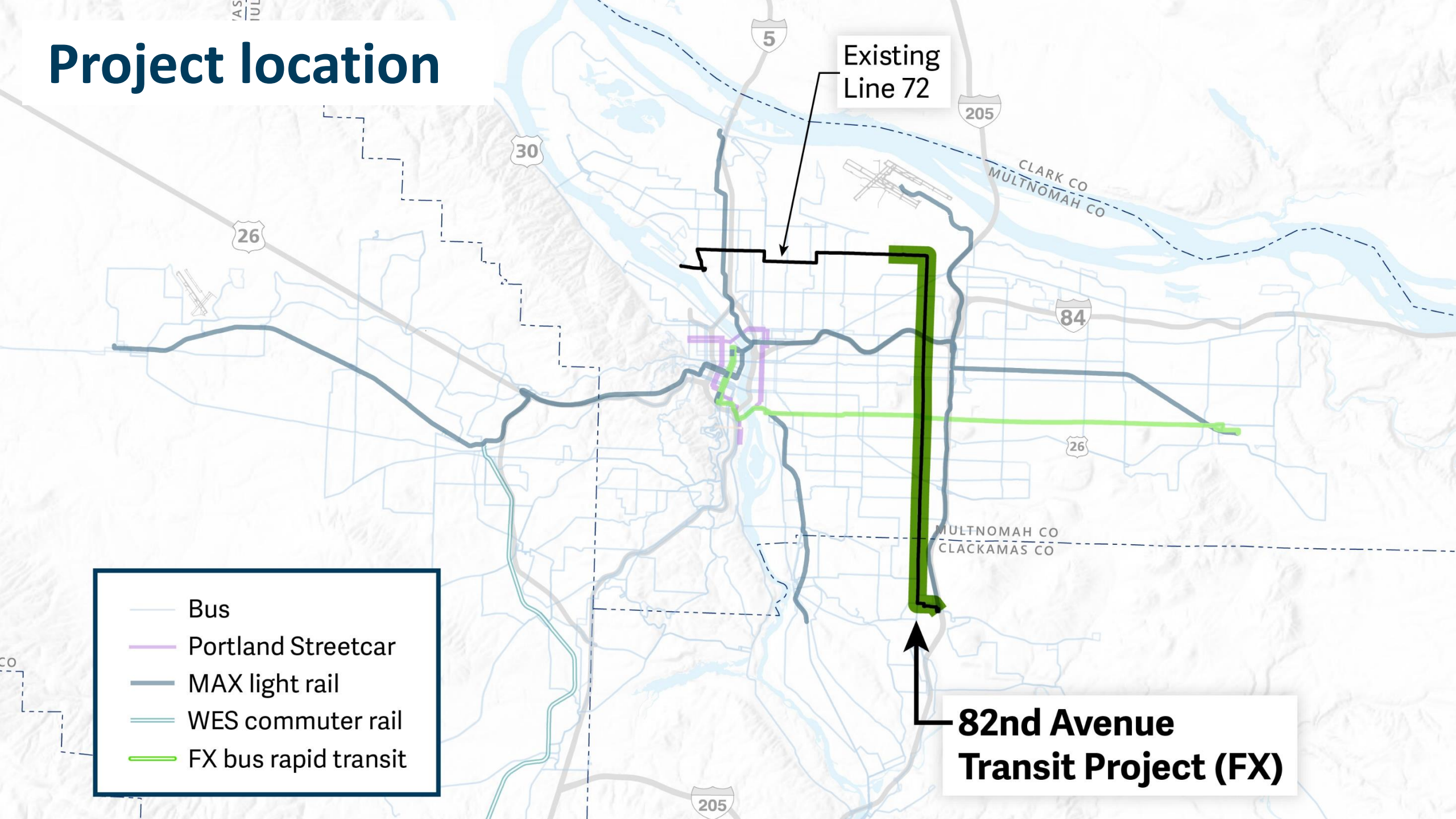
TIF districts that will yield more than \$2.5 billion over the next 30 years



Overall 82nd Avenue Transit Project timeline



Project location



Existing
Line 72

CLARK CO
MULTNOMAH CO

MULTNOMAH CO
CLACKAMAS CO

**82nd Avenue
Transit Project (FX)**

- Bus
- Portland Streetcar
- MAX light rail
- WES commuter rail
- FX bus rapid transit

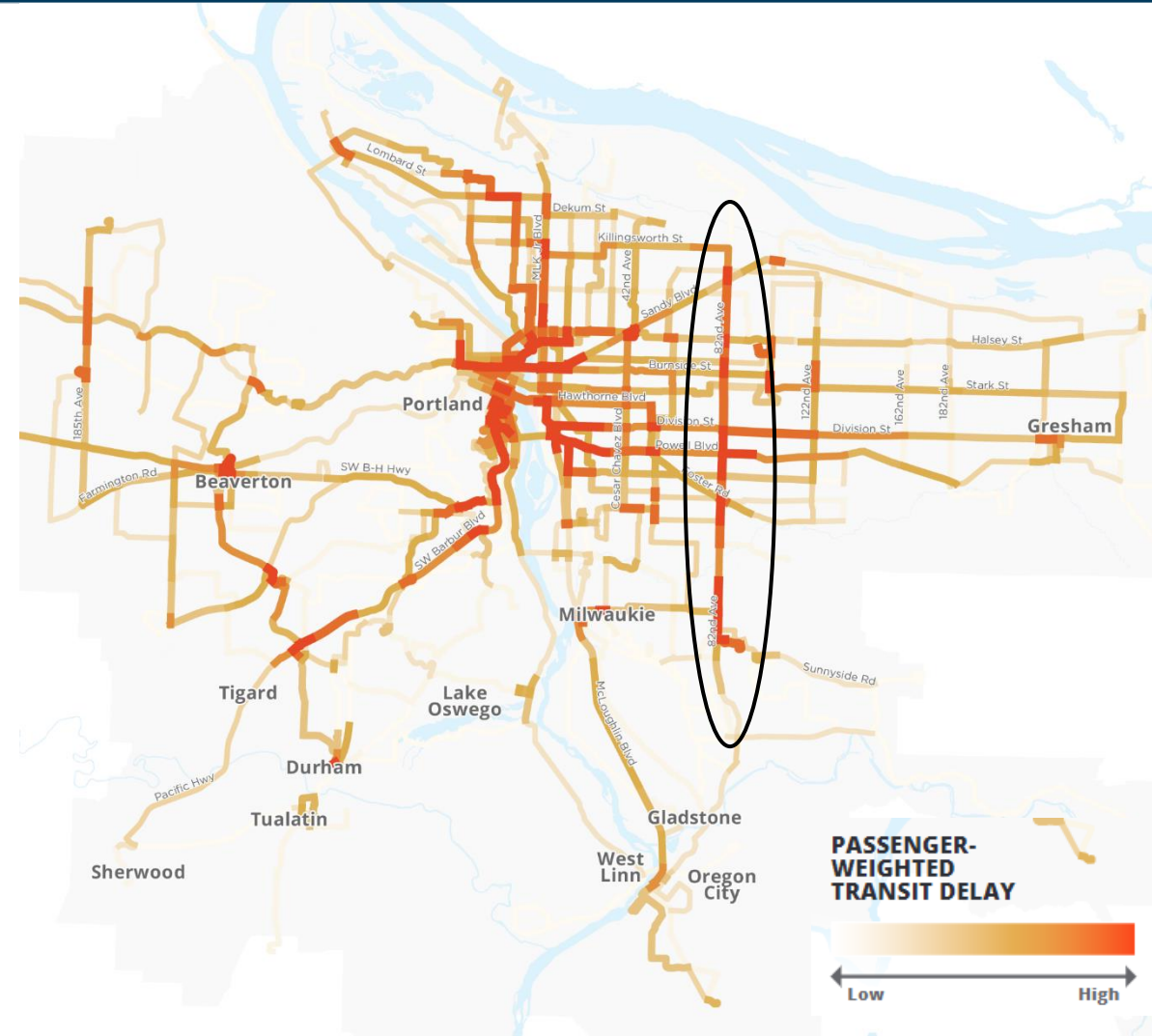
Why 82nd Avenue?



Line 72 today

Line 72 is TriMet's highest ridership bus line

- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Ave
- Since the pandemic, ridership on this route has rebounded more quickly than other routes
- Highest passenger travel delay of all TriMet lines
- Existing bus stops are spaced very close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information



Corridor communities

Population and employment in the corridor are high and growing

- Around 68,000 people (4% of the region)
- Around 30,000 jobs (3% of the region)
- Population density and mixed uses to support FX BRT

The corridor includes populations that are more likely to rely on transit than the general population

The corridor has many institutions and social services

- Portland Community College, McDaniel High School
- Clackamas Service Center, Montavilla Community Center

Equitable Development Strategy (EDS)

- The **82nd Avenue Coalition**, in partnership with Metro, City of Portland and Clackamas County, has developed an Equitable Development Strategy for the corridor.
- **The coalition is made up of non-profit organizations that serve the community along 82nd Avenue.**
 - Convened by Oregon Walks, Verde, APANO, and Unite Oregon
- The EDS will help ensure project-related policies and investments in the corridor are identified that will assist in stabilizing communities and businesses against existing displacement pressures.



Locally Preferred Alternative

Transit Project Steering Committee

Agencies:

- Metro (2 co-chairs)
- TriMet
- City of Portland
- ODOT
- Multnomah County
- Clackamas County
- Port of Portland
- Oregon Legislature

Community-based representatives:

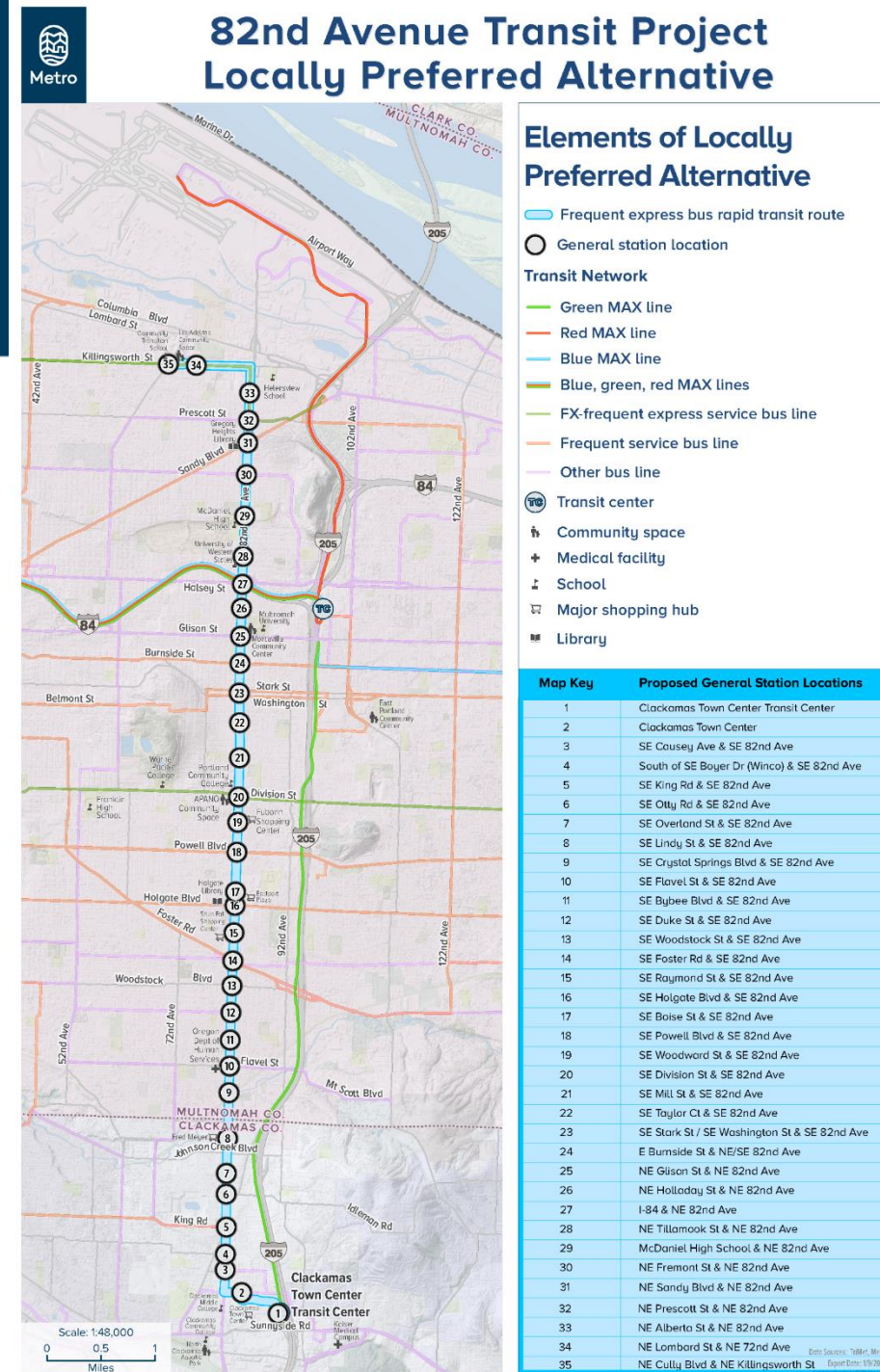
- 82nd Avenue small business owner
- Clackamas Service Center
- Oregon Walks
- Unite Oregon

Committee is charged with recommending a **Locally Preferred Alternative** to establish regional consensus on the basic parameters of the 82nd Avenue Transit Project

Transit Project Locally Preferred Alternative

The Steering Committee selected a recommended LPA 1/16/25:

- **Mode:** Frequent Express (FX) BRT
- **General Station Locations:** ~1/3-mile average station spacing
- **Alignment:** ~10-mile alignment between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



Terminus selection

- Access and mobility
- Safety
- Transit-supported land use
- Community fit & compatibility
- Project feasibility & ridership



Engagement Process to Date



Transit Project Improvements

- 68 stations – pick up locations will have upgrades including weather protection, seating, real-time information, and lighting
- Enhanced crossings at every station location
- Sidewalk, curb ramp and accessibility improvements
- New signals, signal upgrades and improvements to benefit transit (exact quantity TBD)
- Roadway improvements/repaving at station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical priority through Business Access and Transit (BAT lanes)



Questions?