

# Building a Better 82nd

Pedestrian & Bicycle Advisory Committee

March 14<sup>th</sup>, 2023



82ND AVE



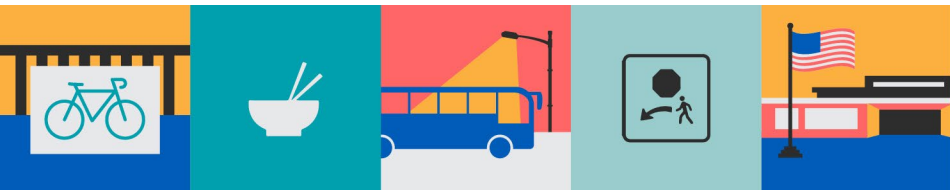
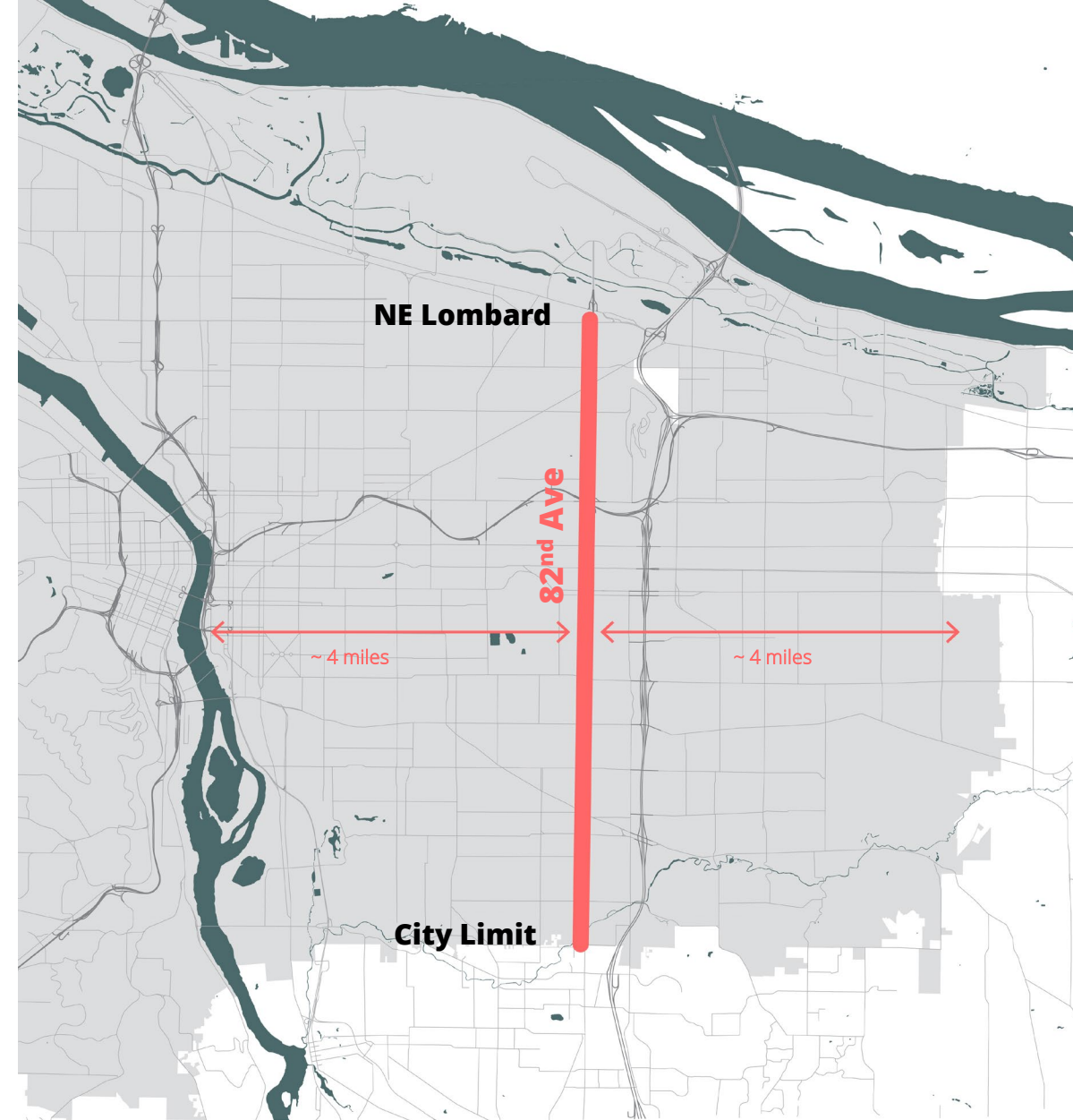
**Building a  
Better 82<sup>nd</sup>**

# Portland's 82<sup>nd</sup> Avenue

**82<sup>nd</sup> Avenue is the geographic heart of Portland's Eastside.**

Historically, 82<sup>nd</sup> Avenue has functioned as a real and symbolic dividing line between neighborhoods on either side.

This project seeks to undue decades of neglect and better connect Portlanders who live, work, play, and learn on this essential civic corridor.



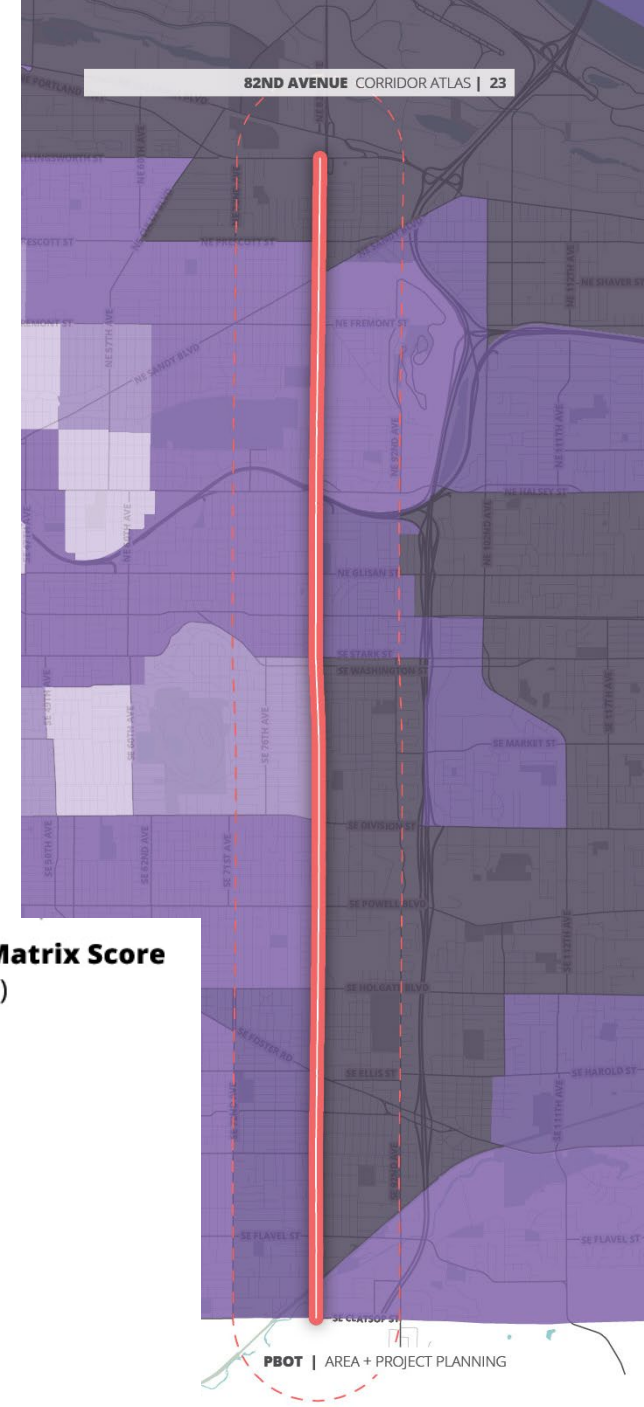
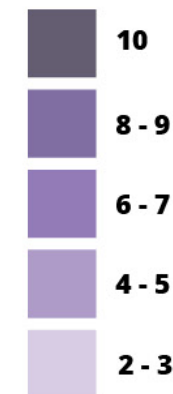
# People of 82nd Avenue

Nearly 1 in 10 Portlanders live within ½ mile of 82<sup>nd</sup> Avenue. The corridor is home to **22,000 households**, and over **13,000 jobs**.

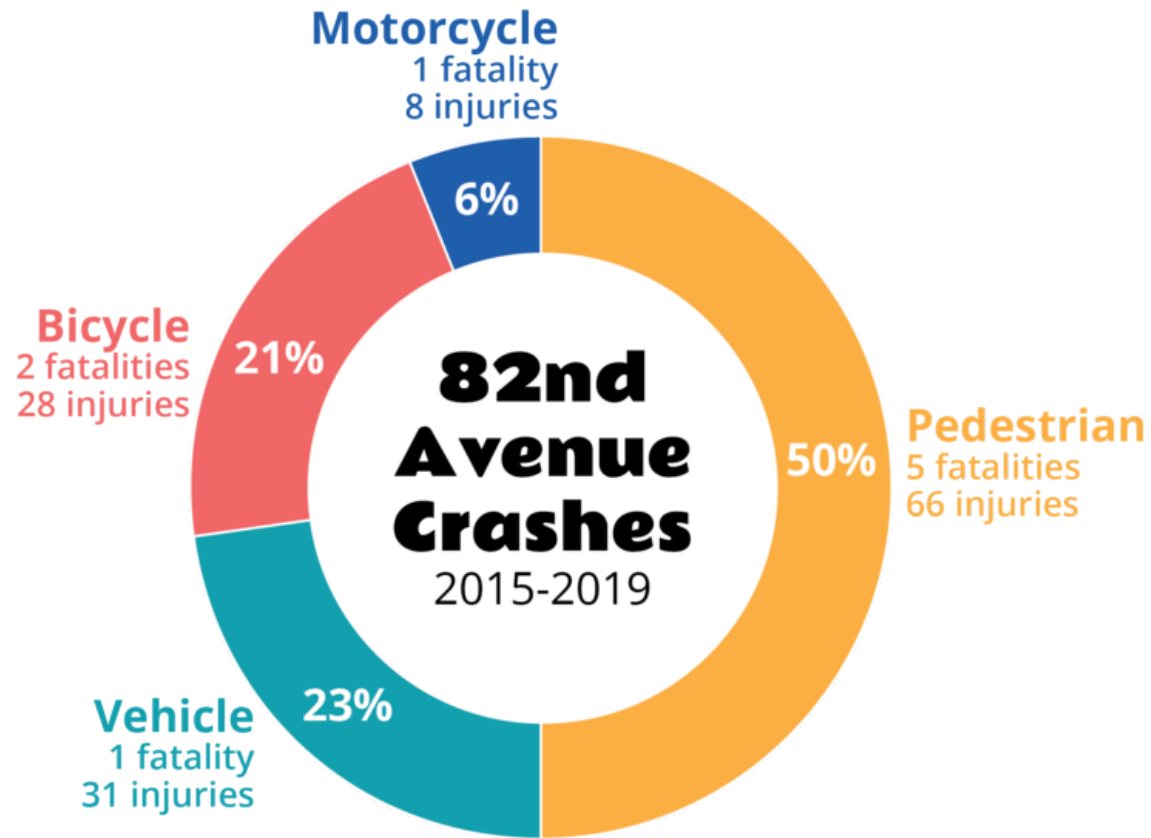
The 82nd Avenue corridor is one of the **most racially, socio-economically, and linguistically diverse areas** in City of Portland.



**PBOT Equity Matrix Score**  
(Race + Income)



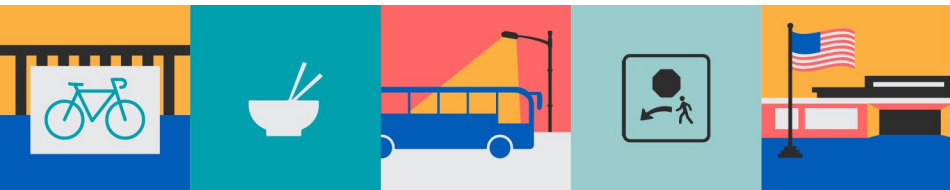
# A High Crash Corridor



Between January 2015 and December 2019, **nine people lost their lives traveling on 82nd Ave.**

In the same time period, **there were 142 Vision Zero** crashes along the corridor.

From Jan 2020 to Jun 2022, **four more people died in crashes on 82<sup>nd</sup> Avenue.**

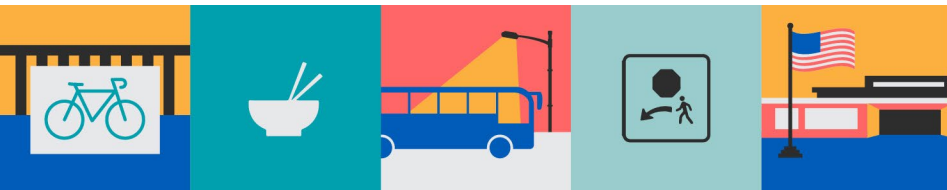




# Transit on 82<sup>nd</sup> Avenue

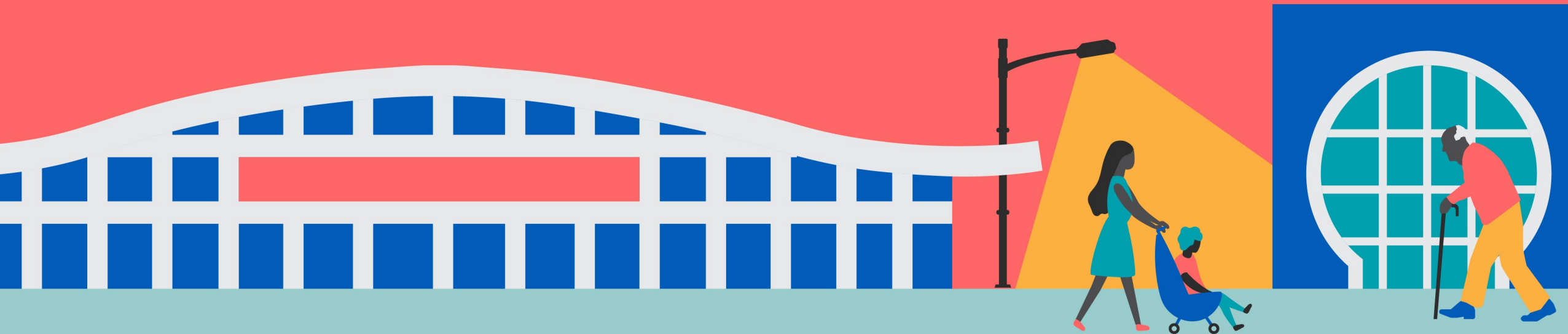
**Line 72 is the highest-ridership bus line in the state of Oregon.**

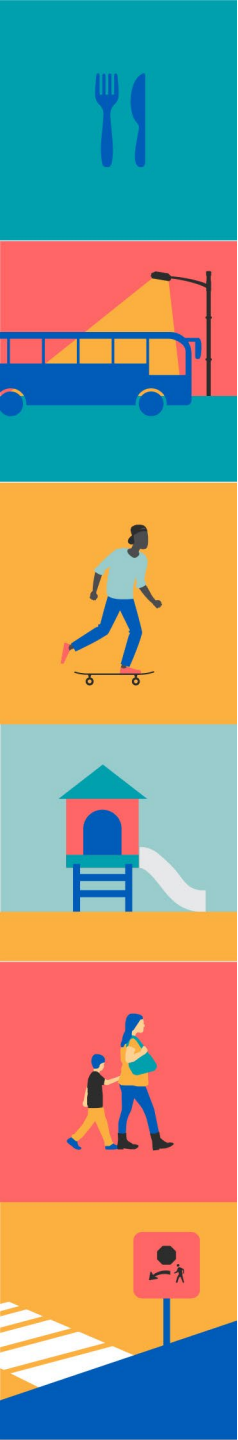
It carries more people every week than any other bus in the TriMet system, and more than the MAX Yellow or Orange Lines.



# What's Happening Now?

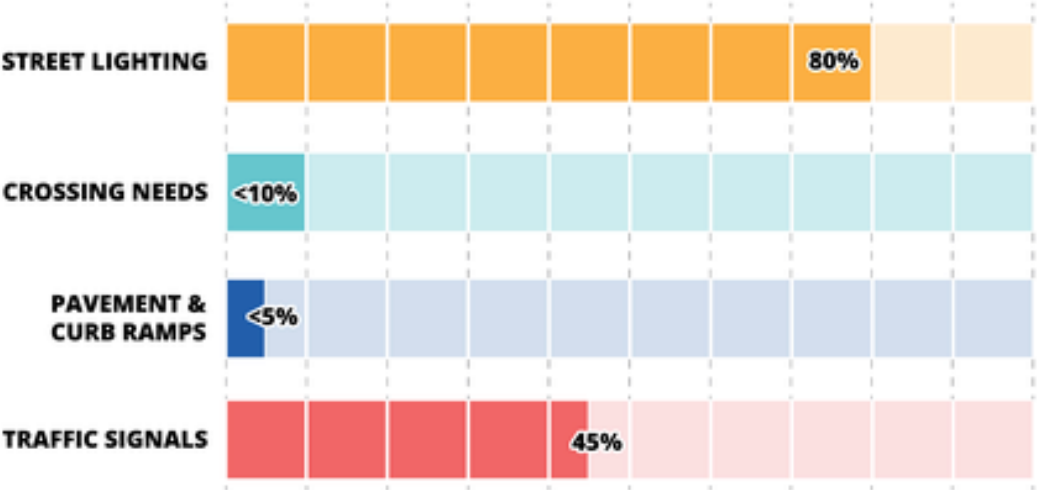
## Critical Fixes Coming Soon



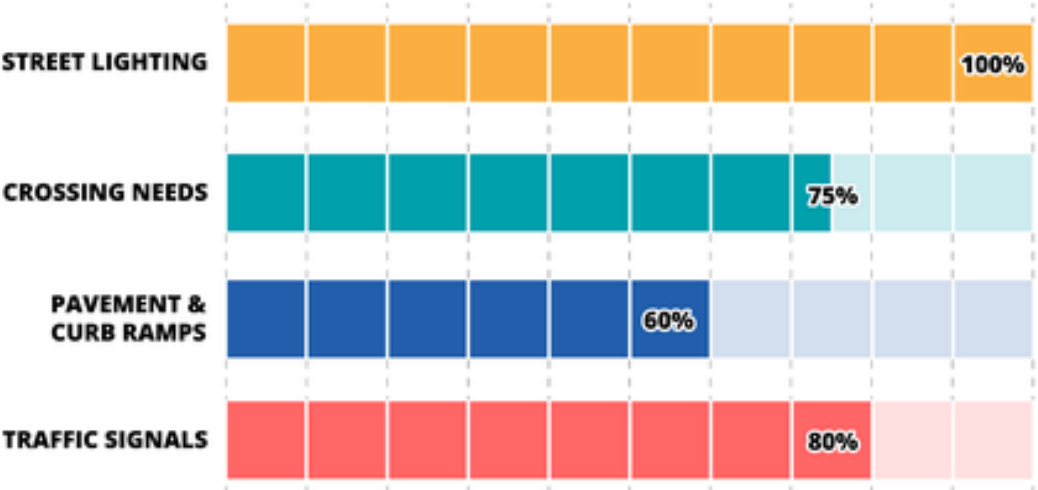


# Critical Fixes

**Conditions  
Today:**



**After  
2026:**





# Critical Fixes: Lighting

(2023-24)

- Addressing lighting needs along the entire corridor.
- Replace **245 lights with a newer LED light** to help illuminate the entire width of 82nd Avenue, including the sidewalks.
- **54 new light poles** installed and equipped with new LEDs.







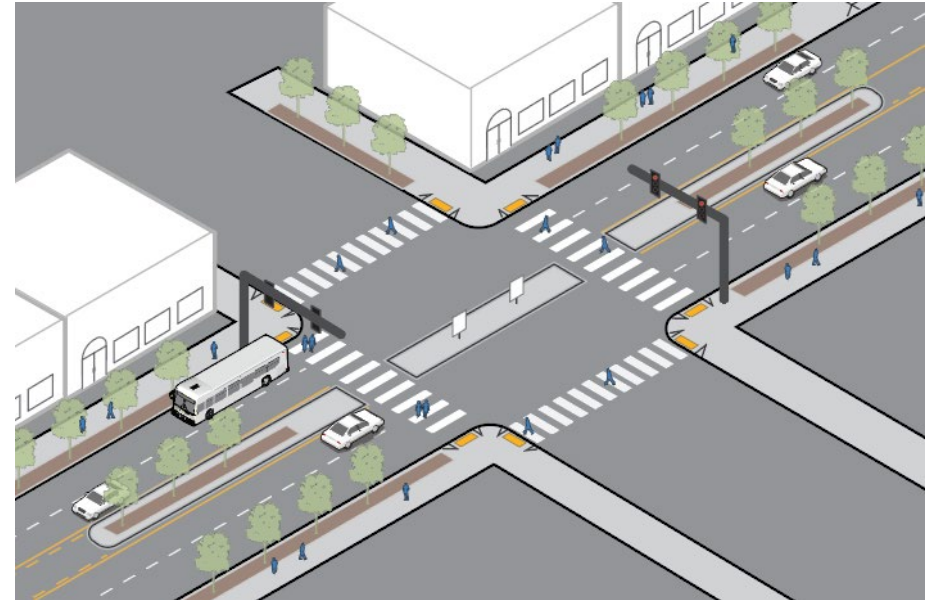
# Critical Fixes: Crossings

(2023-24, 2024-26)

**15 new crossings** will be built  
between now and 2024

**7 additional crossings** in 2024-26

**All new crossings include signalized  
elements and median islands.**



*Recommended Crossing Design for 82<sup>nd</sup> Avenue*

Completed	2023-2024		2024-2026	
NE Alberta St*	NE Beech St	SE Tibbetts St	SE Harrison St	SE Ramona St
NE Russell St*	NE Klickitat St	SE Schiller St	SE Lafayette St	SE Tolman St
NE Thompson St*	NE Schuyler St	SE Cooper St*	SE Bush St	SE Lambert St
NE Pacific St*	SE Ash St	SE Knapp St	SE Center St	
SE Mitchell St*	SE Clinton St	SE Clatsop St*		

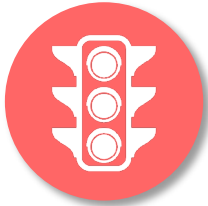
*\* delivered in partnership with the Oregon Department of Transportation*

# Critical Fixes: Major Maintenance

(2024-26)



**2.5+ miles of Repaving**  
**160 ADA-Compliant Curb Ramps**  
**Sidewalk Spot Widening**



**7 Signal Rebuilds with**  
**Safety Improvements**



**6 New or Upgraded Signalized**  
**Pedestrian Crossings**



**Trees!** along sidewalks and in  
medians where feasible

**Detailed Design**  
**Concept & Online**  
**Survey Open Now!**





# What's Next for 82<sup>nd</sup> Avenue?

## Civic Corridor Investment Strategy

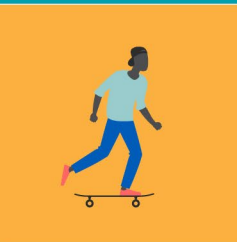
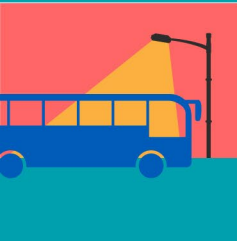
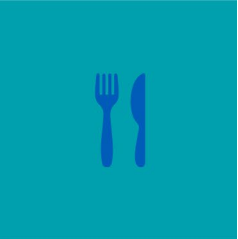


82ND AVE



**Building a  
Better 82<sup>nd</sup>**





**Historically, the design of 82<sup>nd</sup> Avenue  
has prioritized cars over people.**

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## Key Questions:

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1<sup>st</sup> Question:

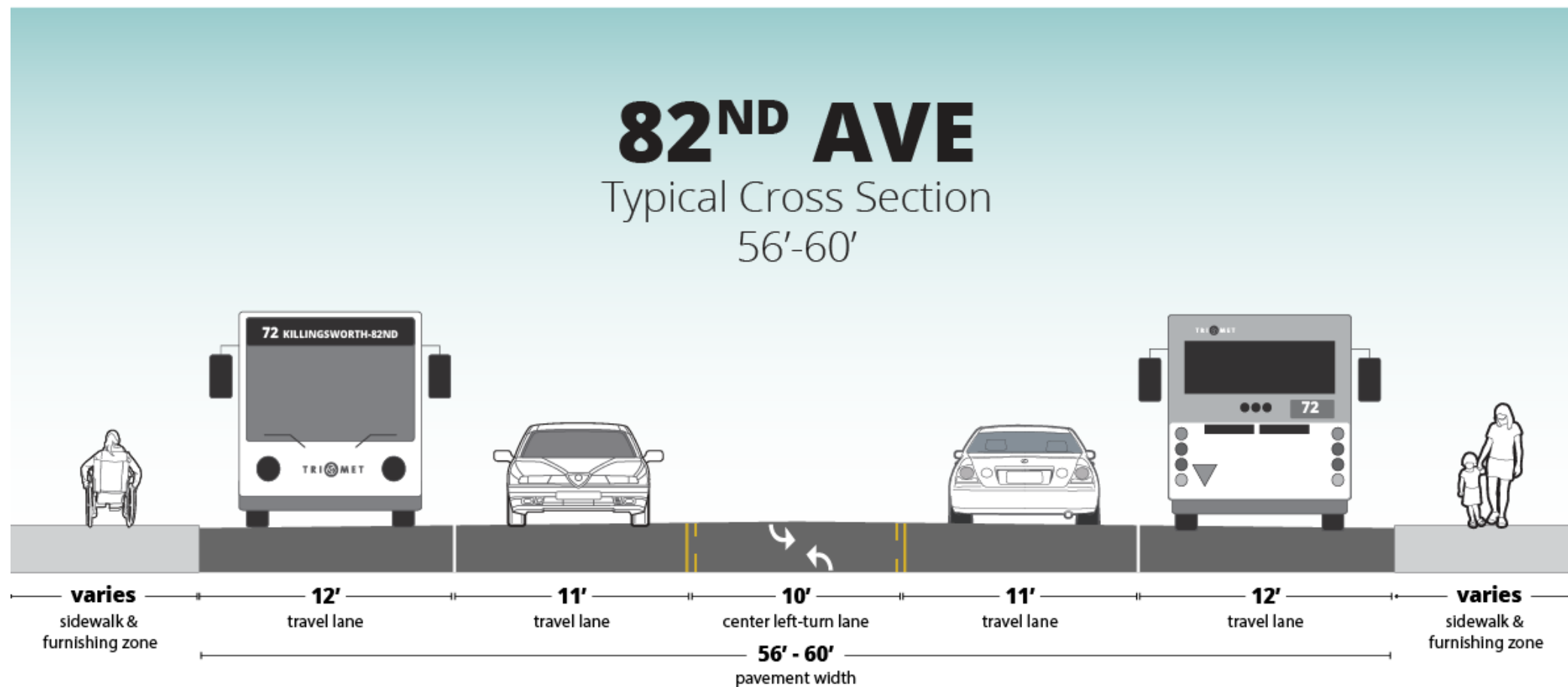
**Where are there opportunities to reclaim space for people on 82<sup>nd</sup> Avenue?**

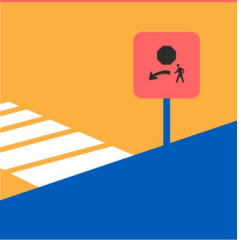
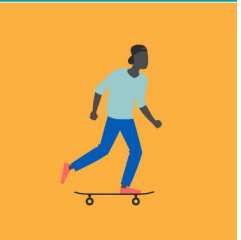
2<sup>nd</sup> Question:

**How should we prioritize any extra space we have on the corridor?**



# 82nd Avenue is a Constrained Corridor

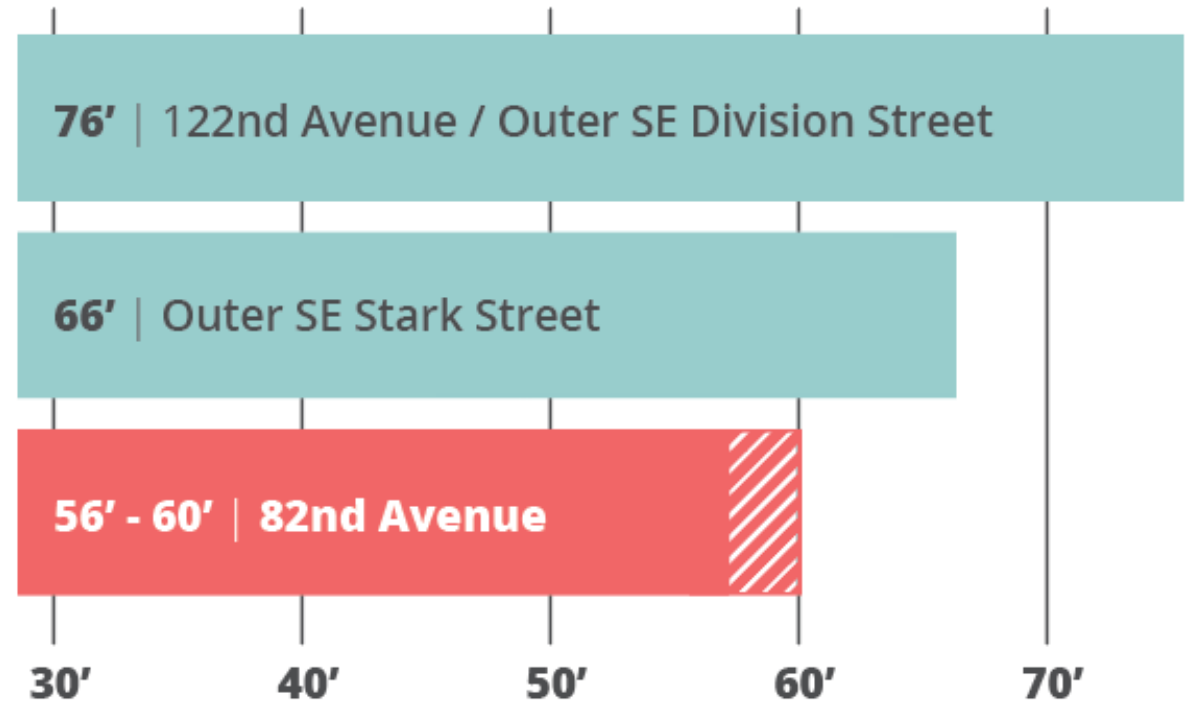


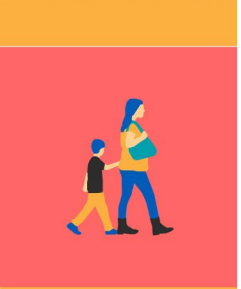
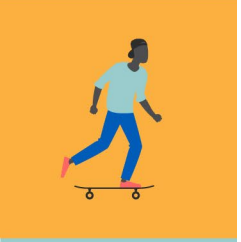
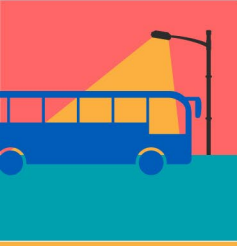


# 82nd Avenue is a Constrained Corridor

The width of 82<sup>nd</sup> Avenue ranges between 56ft to 60ft, and is **much narrower than other major corridors on Portland's Eastside.**

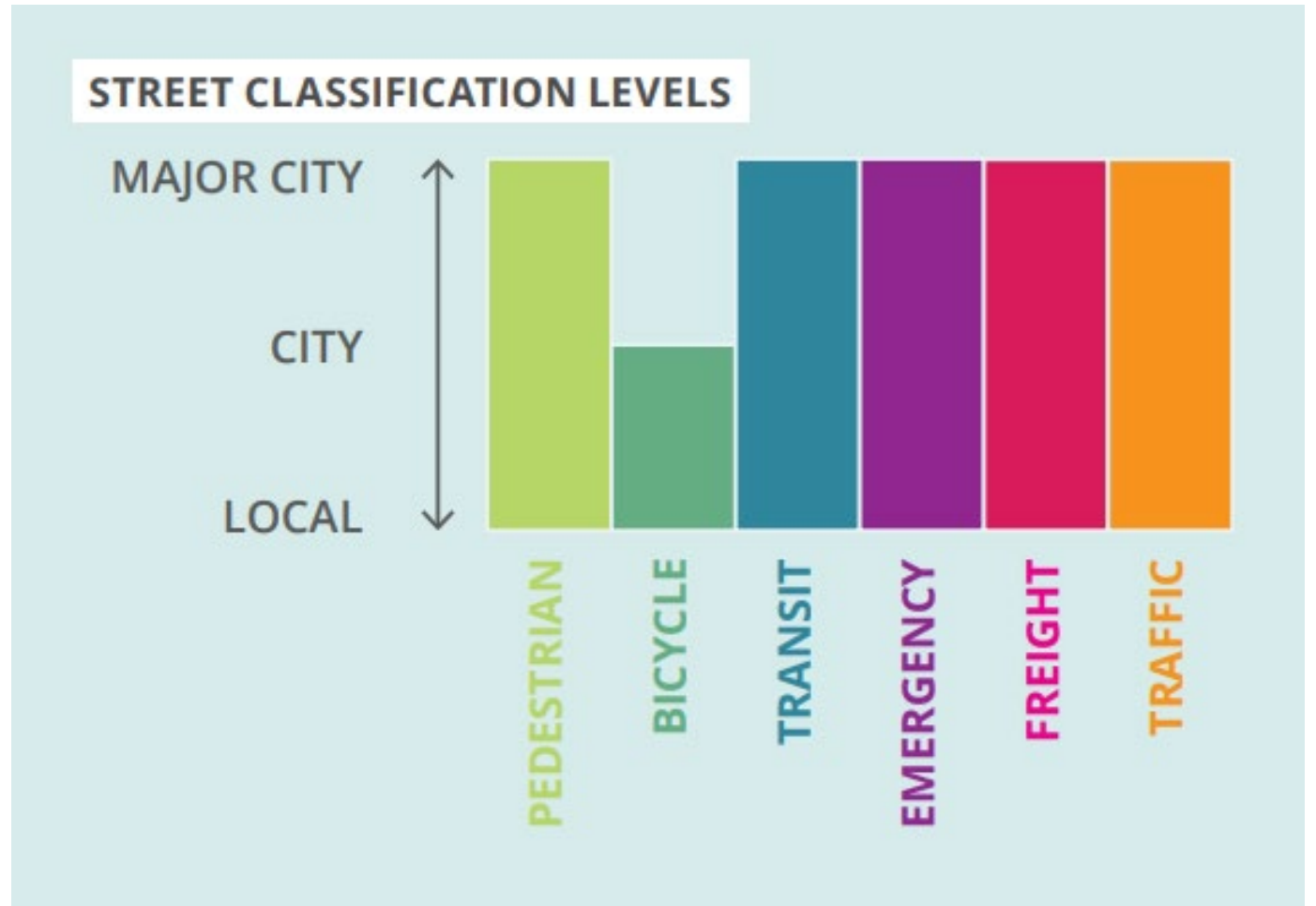
Planning for the future of 82<sup>nd</sup> Avenue requires consideration of trade-offs since there is simply **not enough space to safely and adequately accommodate all modes of travel.**





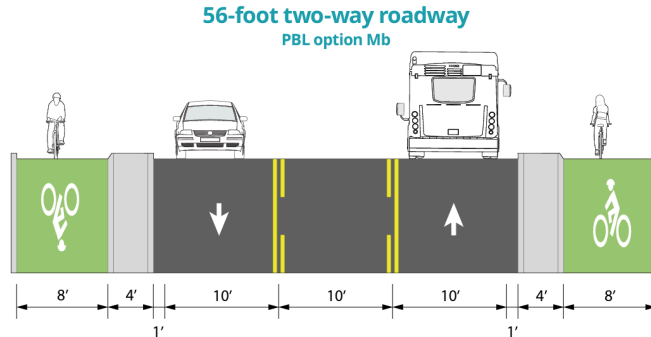
# 82nd Avenue Policy Classifications

The majority of the 82<sup>nd</sup> Avenue corridor is designated as a **major route for pedestrians, transit, traffic, freight, and emergency response vehicles**, with a lesser classification for bicycles.





# Exploring Options for Bikes on 82<sup>nd</sup> Avenue

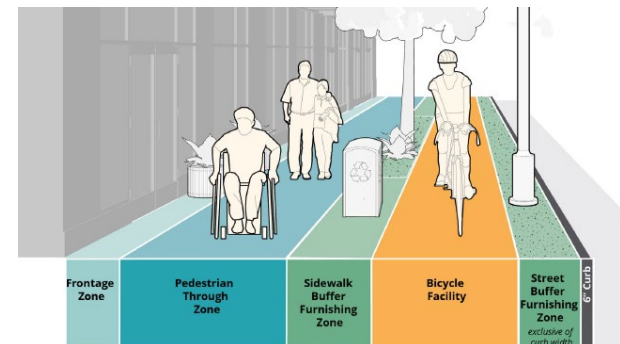


Repurpose a travel lane to add a protected bike lane.

Create shared bike, transit, and right-turn lanes in some sections of the corridor.



Narrow travel lanes to create a 2' to 4' striped bike lane adjacent to traffic and transit.



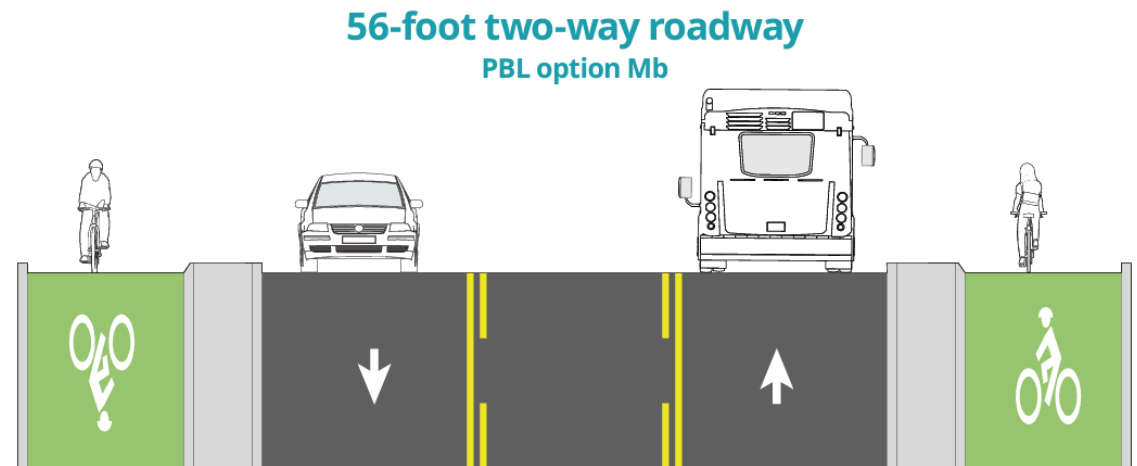
Explore options for curb-height bike lanes through redevelopment.

# Exploring Dedicated Space for Bikes on 82<sup>nd</sup> Avenue

Creating continuous dedicated space for bicyclists on 82<sup>nd</sup> Avenue would require repurposing a full travel lane to provide a protected bike lane that would meet our design guidance.

This design concept would require Line 72 to share a single, highly congested travel lane with vehicles and freight.

Our initial analysis suggests that this would result in 50% transit delay, which is a major impact on the busiest transit line in the TriMet system and would work contrary to major priorities on the corridor.



*Above: The Protected Bike Lane Design Guide (2021) includes a standard cross section for a 56' two-way roadway.*



# Exploring Dedicated Space for Bikes on 82<sup>nd</sup> Avenue

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Due to major transit impacts, we are recommending a strategy of emphasizing bike network improvements in the 82<sup>nd</sup> Avenue corridor area, rather than a continuous, dedicated bike-facility on 82<sup>nd</sup> Avenue itself.

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There may be some sections of 82<sup>nd</sup> Avenue where space for people biking can be accommodated safely.

This could include **sections of shared bike and bus lanes**, or **dedicated space for bikes at sidewalk level** in some sections of the corridor.



*Shared bike and bus lane in Philadelphia, PA*





# Future Considerations for Space on 82<sup>nd</sup> Avenue

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We are currently exploring how that space between the curbs can be **optimized** for other priority modes including **bus rapid transit** and other opportunities to **enhance the pedestrian realm**.

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Over the next year, there will be many opportunities to help shape the conversation about the future of 82<sup>nd</sup> Avenue.



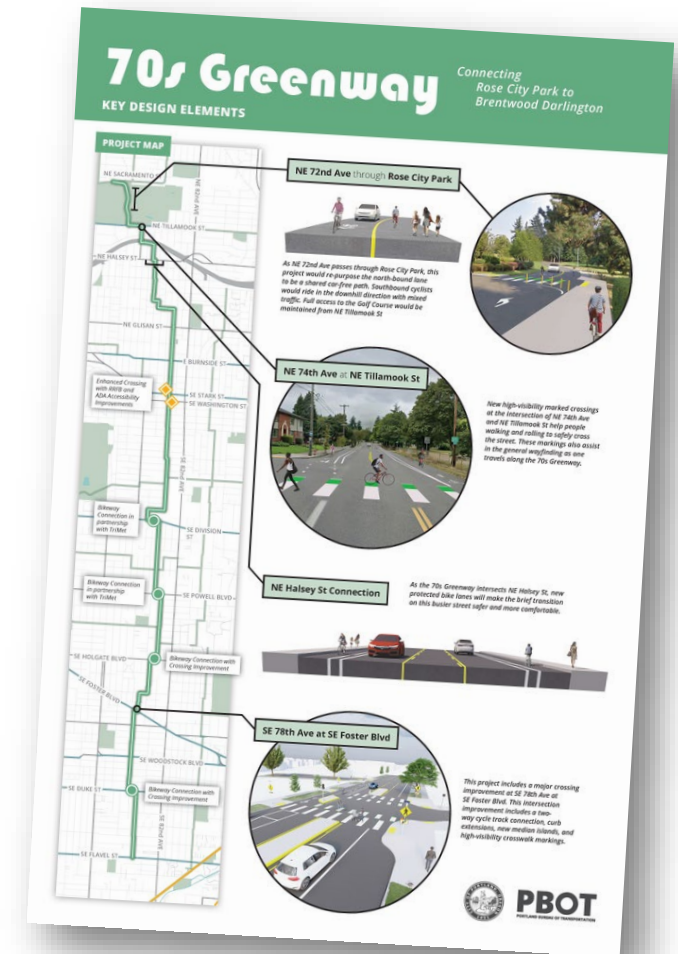
*PBOT is actively working with our partners at Metro and TriMet on a major Corridor BRT project on 82<sup>nd</sup> Avenue.*



# Biking in the 82<sup>nd</sup> Ave Corridor

## Traveling North/South in the 82<sup>nd</sup> Ave Corridor:

- A funded 70's Greenway (2023) parallels 82<sup>nd</sup> Avenue to the west and is expected to be constructed during the summer of 2023. This project includes major crossing improvements at NE Halsey St, SE Division St, SE Powell Blvd, and SE Foster Rd.
- An existing 80's Greenway runs roughly equidistant between 82<sup>nd</sup> Ave and 92<sup>nd</sup> Ave, generally within ¼ mile or less from 82<sup>nd</sup> Ave. The 80's greenway runs only south of I-84.





# Biking in the 82<sup>nd</sup> Ave Corridor

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For many people in the corridor area, crossing 82<sup>nd</sup> Avenue is one of the most stressful and difficult moment in their journey.

In addition to substandard conditions, there are large gaps where there are no bicycle routes that cross 82<sup>nd</sup> Avenue.

This project is looking for ways to improve the frequency and quality of bike-friendly of crossings on 82<sup>nd</sup> Avenue.



***Bike lanes approaching the intersection of E Burnside St and 82<sup>nd</sup> Avenue drop at they approach the intersection, forcing bicyclists to merge with transit and vehicles.***





# Bike Network Concept for 82<sup>nd</sup> Avenue Corridor Area

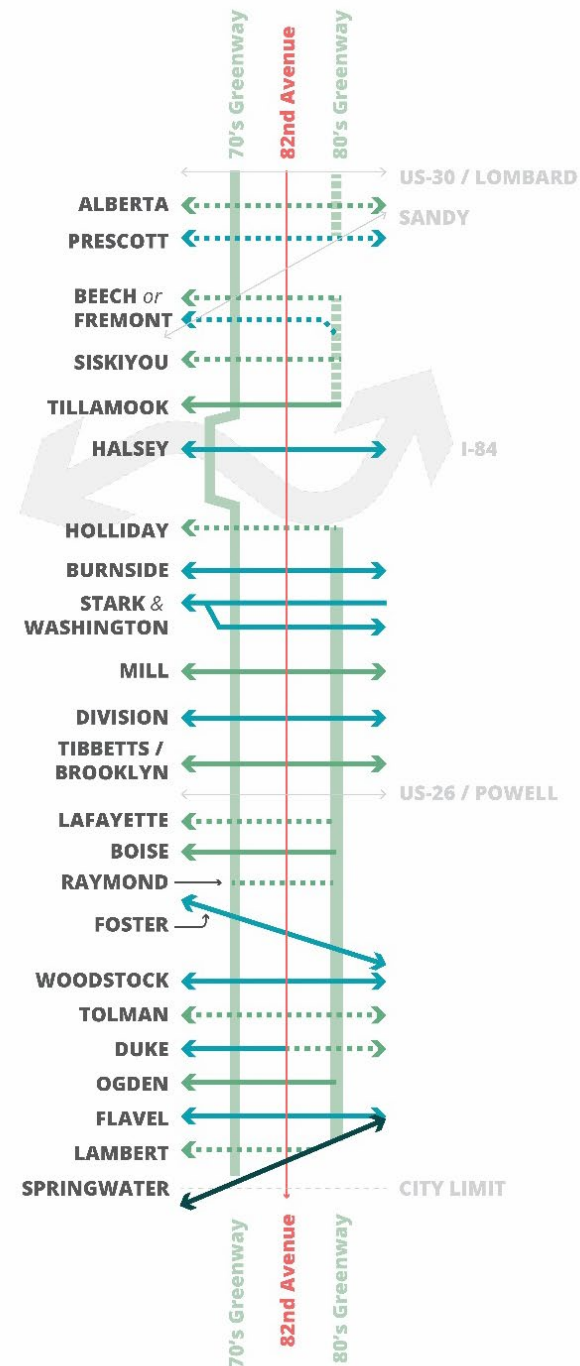
Our goal is to improve access to important places on 82<sup>nd</sup> Avenue for people biking.

These bike network improvements will be built through two types of projects:

- A pair of north-south parallel neighborhood greenways on both sides of 82<sup>nd</sup> Ave, as well as
- A series of frequent and evenly spaced bike-friendly crossings for people traveling east-west all throughout the 82<sup>nd</sup> Ave corridor.

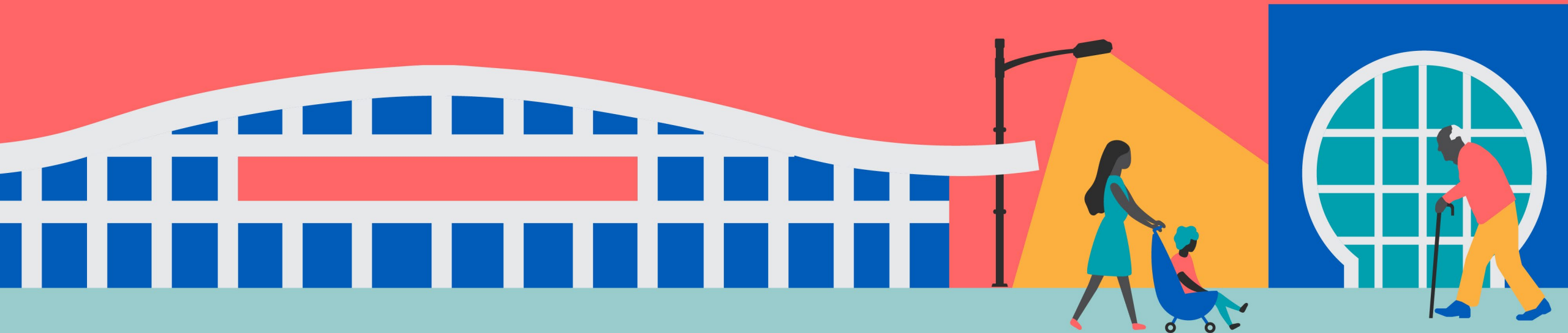
Our intention is:

- To provide a north-south greenway **within ¼ mile of 82<sup>nd</sup> Avenue** both the east and west side of the street.
- To provide a bike-friendly crossing **every ½ mile or less**.





# Questions & Discussion







# Next Steps for 82<sup>nd</sup> Avenue

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- **Critical Fixes Business Access Survey** Open Now!
  - **Business Engagement and Focus Groups** Happening Now!
  - **Community Advisory Group Meeting** | March 22<sup>nd</sup>
  - **Online Open House #2** | Mid April
  - **In-Person Neighborhood Workshops** | June-July
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Project Website:

**[Portland.gov/82<sup>nd</sup>-Avenue](https://portland.gov/82nd-Avenue)**

Project Email:

**[82ndAvenue@portlandoregon.gov](mailto:82ndAvenue@portlandoregon.gov)**