

**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Building a Better 82nd Bicycle Strategy

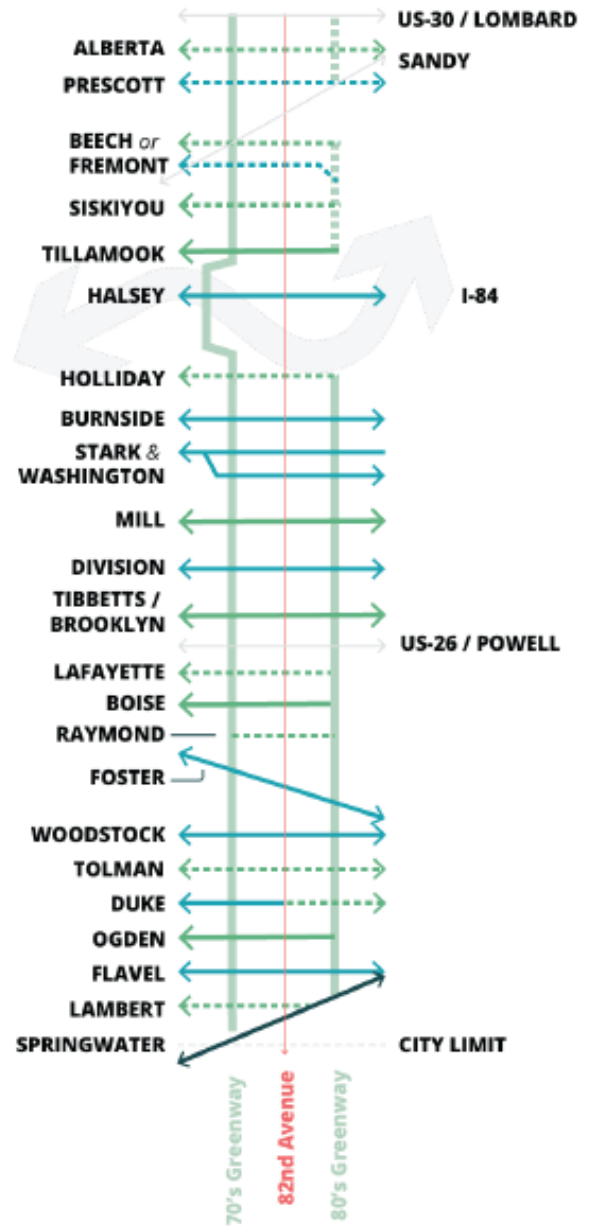
## Improving Bicycle Access throughout the 82nd Ave Corridor

Building a Better 82nd is a collection of safety and maintenance projects, policies, and programs to address urgent needs for 82nd Avenue.

One of the goals of Building a Better 82nd Avenue is to improve access for people traveling by bike. The strategy for bicycle transportation for the 82nd Avenue corridor includes improvements to the network of neighborhood greenways and provision of high-quality bike routes.

Bike network improvements in the 82nd Avenue corridor include:

- **North-south parallel neighborhood greenways** on streets adjacent to 82nd Avenue, generally within ¼ a mile or less from 82nd Avenue
- **Frequent spaced safe bicycle crossings** for people traveling east-west and crossing 82nd Avenue, generally spaced 1/2 mile or less
- **Wayfinding** to better connect people biking to destinations along 82nd Avenue
- Working with property owners to increase the available **bike parking** near entrances to destinations



**LEGEND**

Facility Type	Existing / Funded	Potential / Future
Neighborhood Greenway		
Bike Lane		
Multiuse Path		Not applicable

Bike ladder concept diagram

The bike ladder concept diagram highlights ways to improve bike connections along 82nd Avenue, aiming to enhance low-stress access for residents and visitors to nearby destinations now and in the future.

## How Does the Transportation System Plan Guide Our City?

Portland's Transportation System Plan (TSP) shapes the city's transportation policies and investments. It classifies streets based on their intended function for different transportation modes.

Typically, a "major" classification signifies the highest priority for that mode. Most of the 82nd Avenue corridor is designated as a major route for pedestrians, transit, freight, and emergency vehicles, with a

lesser classification for bicycles. These classifications provide a useful framework for evaluating and planning the future of this key street.

### City Bikeway Classification

82nd Avenue is designated as a City Bikeway in the Transportation System Plan, which calls for high quality bike facilities. However, when considering the street's overall intended functions, provision of bicycle lanes would have significant impacts to transit performance. For that reason the cycling strategy focuses on nearby parallel routes.

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to significant destinations.

The City's Transportation System Plan indicates City Bikeways are intended

to emphasize the movement of bicycles. Where bicycling environment improvements are needed but the ability to reallocate road space is limited, the TSP directs consideration of alternative approaches including parallel routes.



82nd Ave Street Classification Level from the Transportation System Plan



82nd Avenue curb-to-curb compared to other major city streets

## Why Focus on the Greenway Network?

Despite the outsized role that 82nd Avenue plays in the City of Portland's transportation system, it is a relatively constrained corridor, generally measuring 56ft to 60ft between curbs, with narrow sidewalks in most sections. For context, that's about 10ft narrower than Outer SE Stark St, and about 20ft narrower than Outer SE Division St or 122nd Avenue.

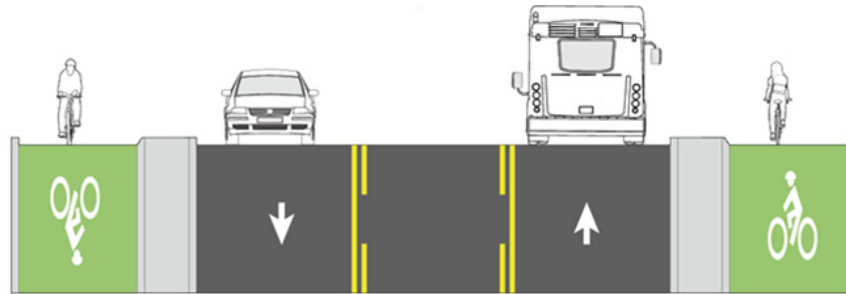
Recent planning efforts on these major corridors were able to incorporate protected bike lanes without creating major trade-offs for transit and other vehicles.

Despite its relatively narrow size for a major street, 82nd Avenue carries a heavy load, serving as a major pedestrian corridor, a

major traffic street for vehicles, and is home to Line 72, the busiest bus line in the State of Oregon. Planning for the future of 82nd Avenue requires consideration of trade-offs since there is simply not enough space to adequately accommodate all modes of travel.

### Exploration of Bike Facility Options for 82nd Avenue

PBOT staff have explored various ways to create dedicated bike space on 82nd Avenue. Due to the high traffic volume, PBOT guidance calls for fully separated and protected bike facilities. To accommodate all ages and abilities while maintaining a center lane, tree-lined medians, and effective access management, re-purposing the outer travel lanes into protected bike lanes is necessary. This applies to both the 56ft and 60ft sections of the corridor.



An example 56' cross section for 82nd Avenue with protected bikelanes is infeasible due to substantial trade offs including significantly increased transit delay

### Impact Analysis and Consideration

PBOT explored the impact of dedicated bike facilities, focusing on effects on transit and vehicle diversion. Initial modeling showed that even with significant automobile diversion, the Line 72 bus would face major congestion, experiencing about a 50% travel time delay. For example, a 3-mile bus ride on 82nd Avenue would be delayed by an additional 10 minutes, increasing the total travel time to 30 minutes.

### Transit Implications and Recommendations

Given that Line 72 has higher ridership than the Orange and Yellow MAX lines and currently faces significant delays and reliability issues, the impacts of re-purposing travel lanes for bike facilities are too great. Instead, the recommended strategy is to focus on enhancing bike transportation on nearby parallel routes and improving crossings of 82nd Avenue. This approach provides low-stress biking options and better access to 82nd Avenue destinations without significantly affecting transit services.