

82nd Avenue Transit Project

Portland Pedestrian Advisory Committee

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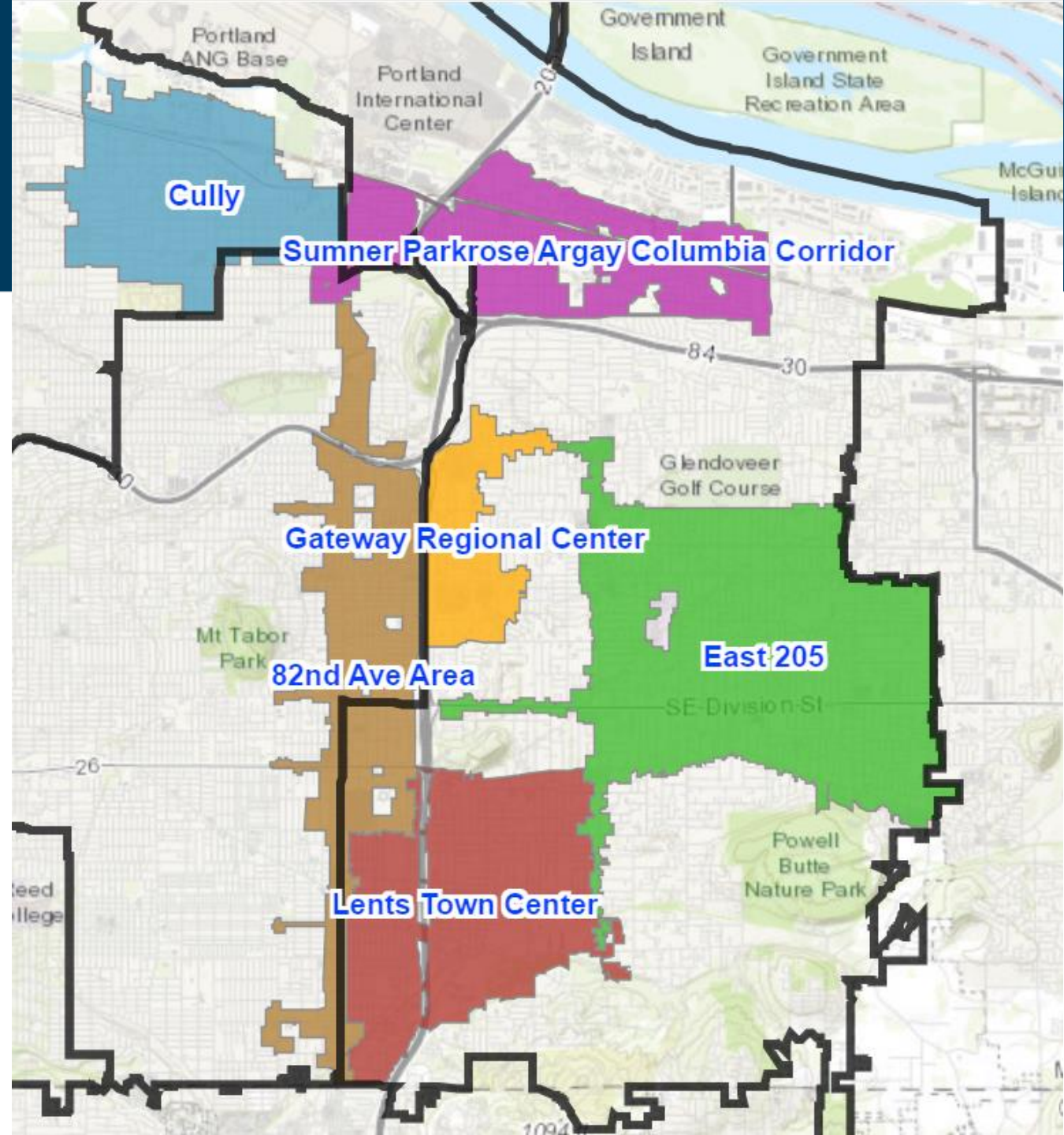
Vision for the Future of 82nd Avenue



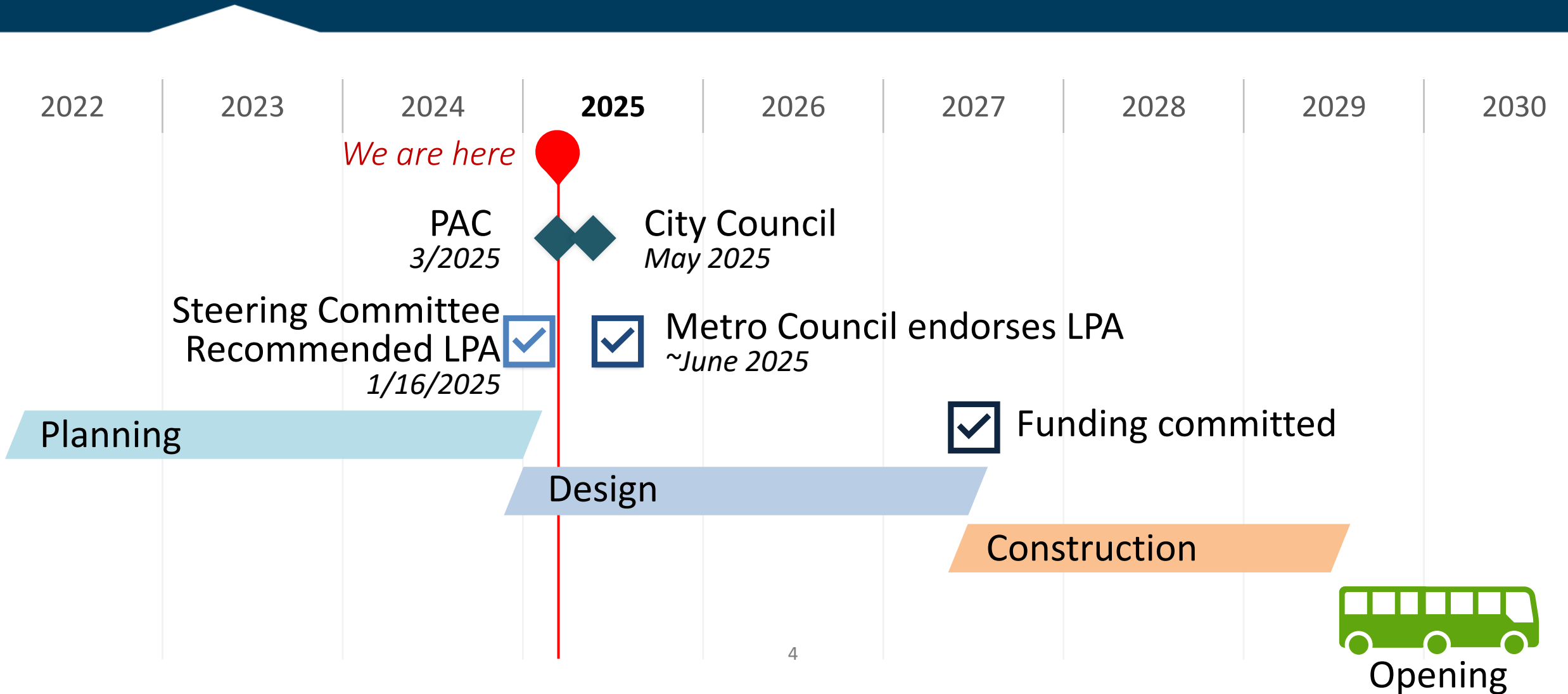
New TIF Districts Support Livability and Housing Goals

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

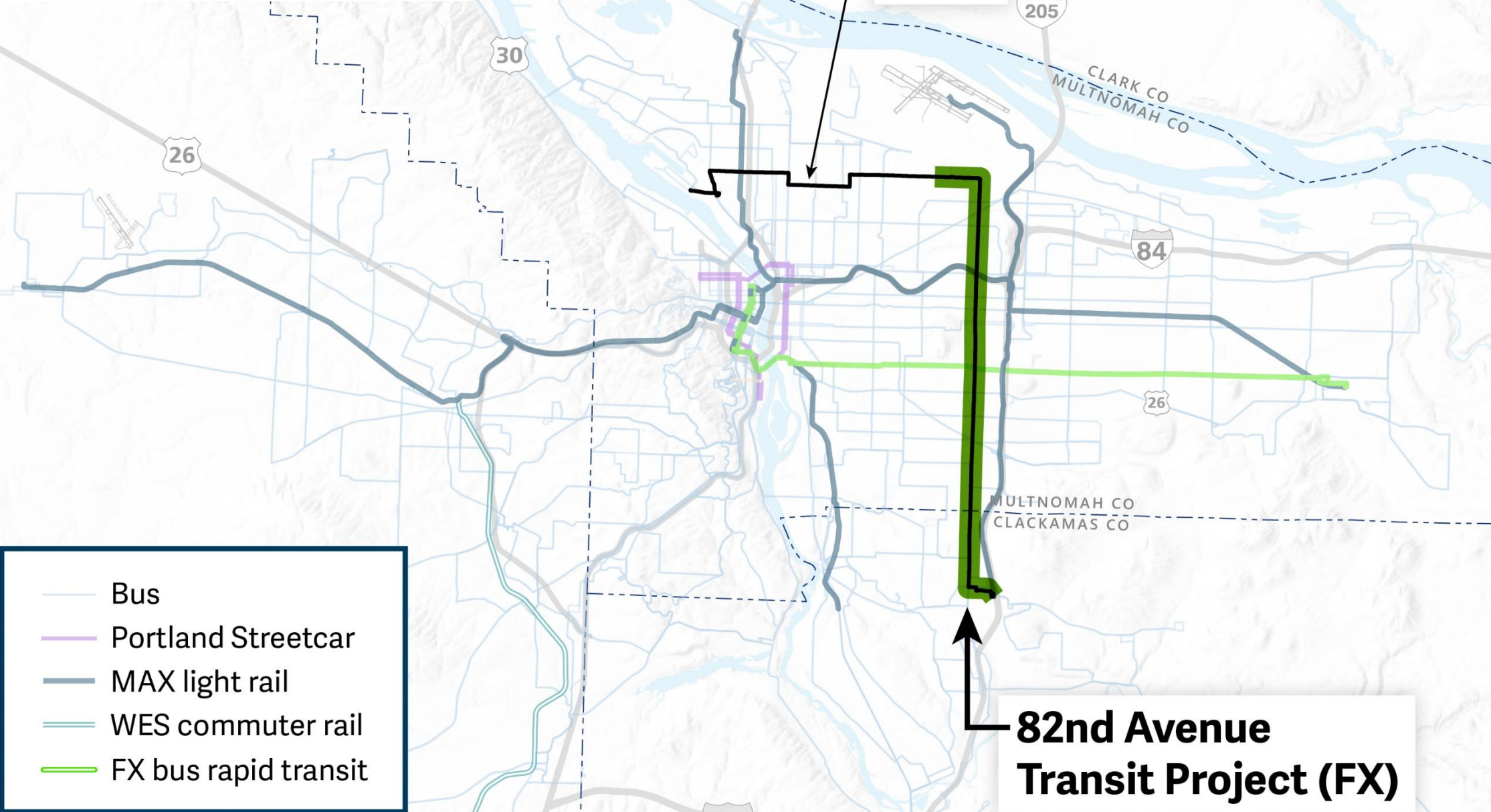
The new TIF districts will yield resources for affordable housing and infrastructure over the next 30 years



Overall 82nd Avenue Transit Project timeline



Project location



Existing Line 72

82nd Avenue Transit Project (FX)

Why 82nd Avenue?



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:

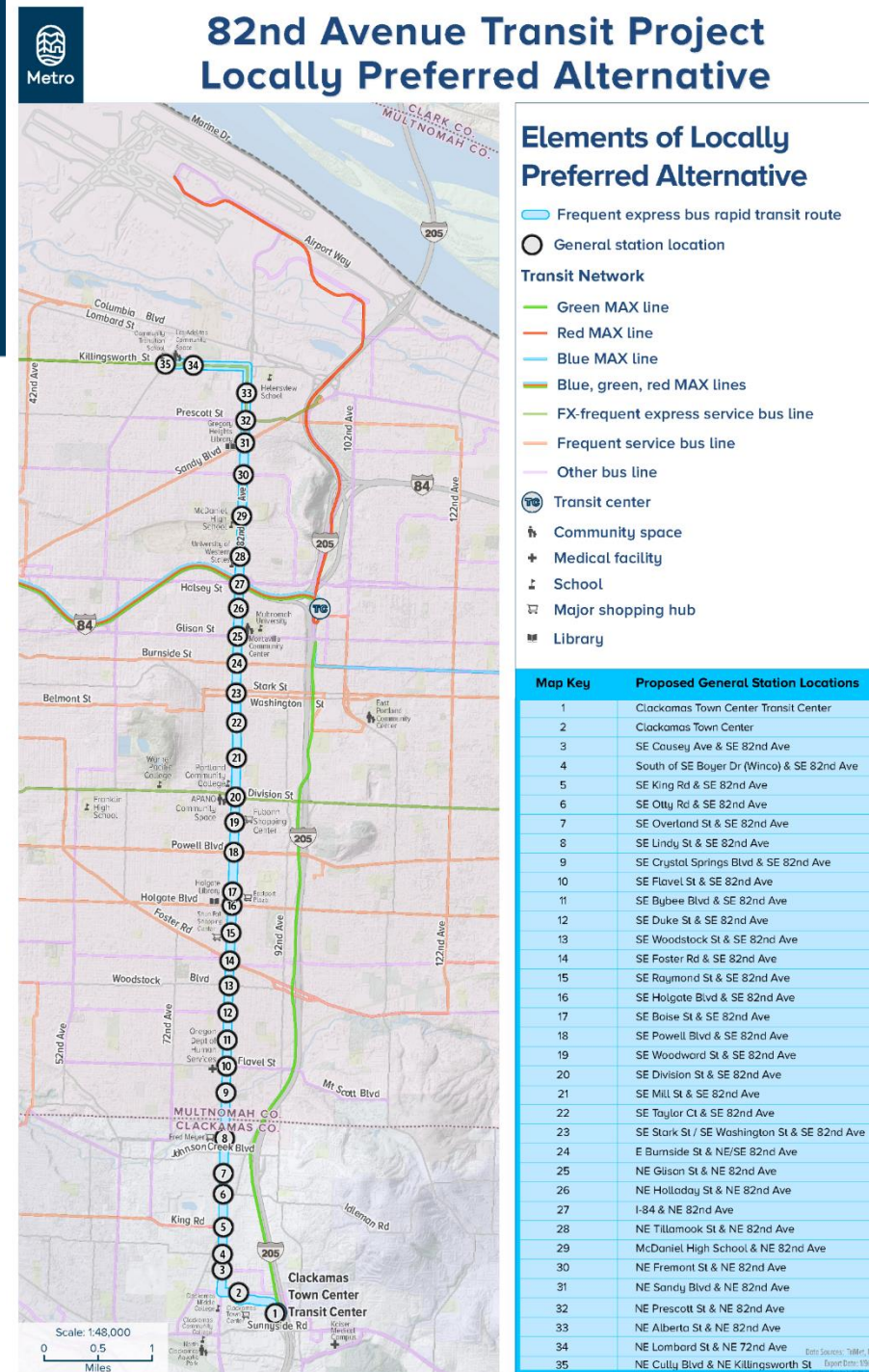
- 82nd Avenue small business owner
- Clackamas Service Center
- Oregon Walks
- Unite Oregon

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

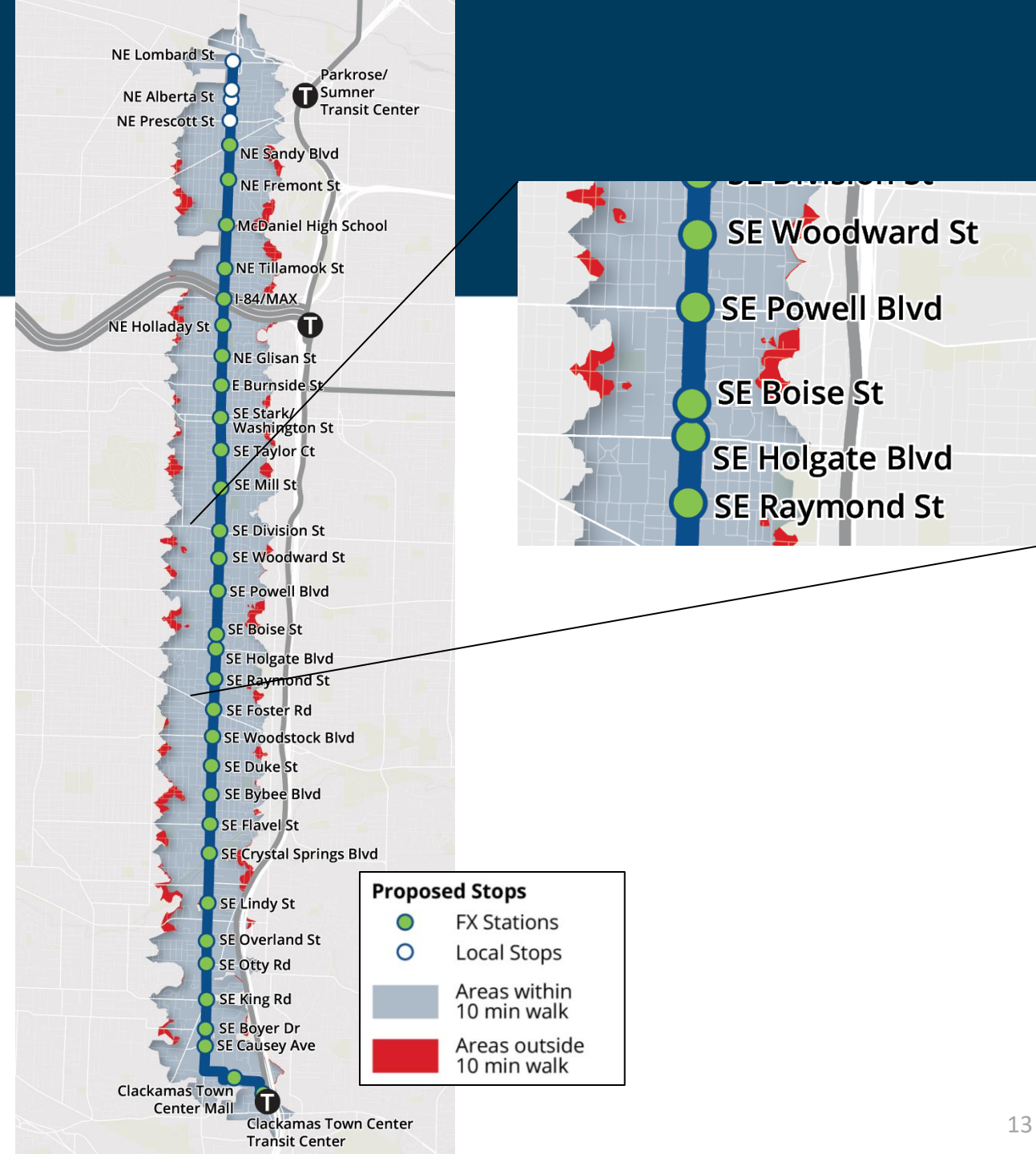


Engagement Process to Date



Station Access

- **Approximately 96%** of residents within a 10-minute walk of an *existing* stop today are within a 10-minute walk/roll of a *proposed* station.
- **Majority of riders will continue to be served at the same stop location as today**
- **~85%** of riders will board within 400 feet of where they board today (~1.5 min walk or roll).



Improving Safety & Access Through Station Investments

Station investments bring improvements to accessibility, safety and overall connectivity:

- *Accessible, ADA compliant sidewalks and ramps*
- *Safer pedestrian crossings*
- *Improved lighting*
- *Other safety treatments*

All stations will be paired with an enhanced crossing (existing or new) and sidewalk infill (if currently missing)



Station Design Approach - Division Transit Project

- **CAT “Ad-Hoc” Group** – Working group with a Cross-Disability Approach
- **Site Visits & Working Sessions** – ‘Hands-on’ experience vetting station environments
- **Technical Experts, Advisors & Partners**– Oregon’s Commission For The Blind, BAC, PAC, PCOD, CAT, etc.
- **Best Practices, Guidelines & Requirements** – NACTO, ADA, PROWAG, Portland Pedestrian Guidelines, TriMet Design Criteria and other relevant resources



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?