

82nd Avenue Transit Project Community Advisory Committee Kickoff

February 26, 2025



Agenda

- Welcome
- Purpose & Need
- Introductions & Working Together
- Project Overview
- Community Engagement
- Open House Report

Project Purpose:

- Improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue.

Project Need:

- Improve transit speed & reliability in constrained corridor
- Provide safe access to transit
- Improve service & safety for transit-dependent communities
- Reduce greenhouse gas emissions

CAC Purpose

- Provide a strong communication link between project staff and stakeholders
- Serve as a project liaison. Convey project-related information to and from respective communities and groups
- Help facilitate contact with community groups and representatives
- Provide recommendations to staff and the project's leadership to aid in decision-making.

Working Together

- Take turns talking
- Stick to the topic
- Be kind and brave
- Create a space for others
- Be open to different perspectives
- Practice active listening
- Notice power dynamics
- Assume good intent, but acknowledge impact
- Non-committee members - public comment & staff discussions

Introductions

- What perspective or group do you represent?
- What compelled you to apply to the committee?
- If interested in Chair position, why and what would you bring?



An aerial photograph of a city street, likely in a downtown area. The street is wide with multiple lanes, and a blue bus is visible in the lower right lane. On the left side, there are several low-rise commercial buildings with flat roofs and utility poles. On the right side, there are taller, modern buildings with large windows and balconies. The background shows a dense forest of trees and a hazy sky. The text "Project Overview" is overlaid in the center of the image in a large, white, sans-serif font.

Project Overview

Line 72 - Regular Bus Delay

Line 72 ranks 1st for cumulative passenger delay

Within Line 72, delay is greatest along 82nd Ave

15 min average delay for Line 72
(13 mins SB, 21 mins NB)

12.9 mph average bus speed
through 30 MPH corridor

(Fall 2021 average bus speed data without acceleration/decelerations)



And its only going to get worse...

Existing Bus Stops: A Need For Investment



Stops to Stations- *Focusing & Leveraging Investments*

- **Focus investments** at key station areas to improve ease of use, accessibility and safety
- **Improve transit service** better travel times and overall reliability
- **Leverage and compliment other corridor investments** along 82nd Avenue (*pedestrian crossings sidewalks, street improvements*).



Line 2 - Division (2017)

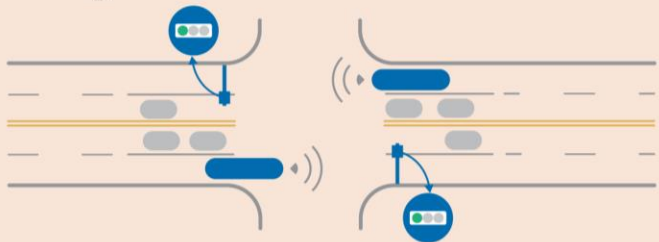


FX-2 Division (2022 - After Small Starts Investment)

Transit Reliability Toolbox – FX Components

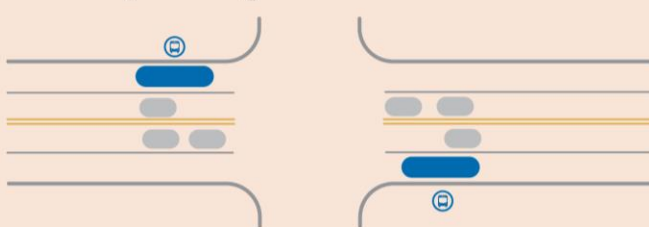
Transit Signal Priority

Extends the green time so buses can get through an intersection.



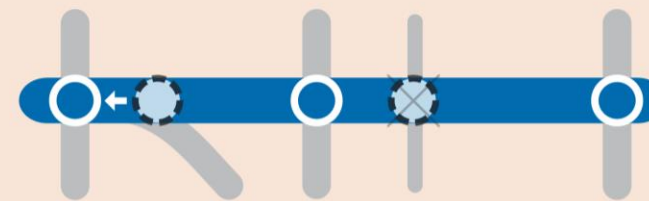
In-Lane Stops

Improve bus flow, travel time and transit reliability in congested environments.



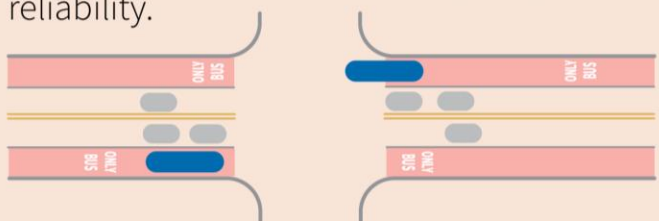
Stop Balancing

Eliminate underutilized stops to make transit faster and more reliable.



Dedicated Lanes

Dedicated bus lanes provide the highest level of transit priority ensuring long-term reliability.



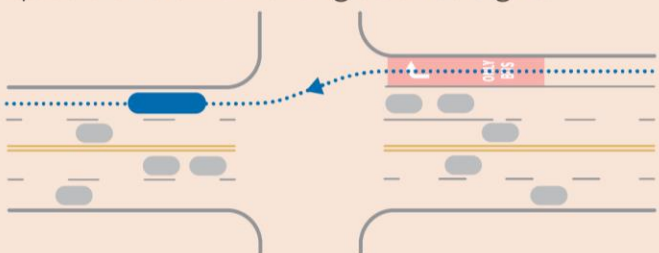
High-Capacity Buses

Eliminates pass-ups, and carries more people with fewer trips.



Queue Jumps

Transit lane approaching a signalized intersection allows the bus to jump the queue of traffic waiting at a red light.



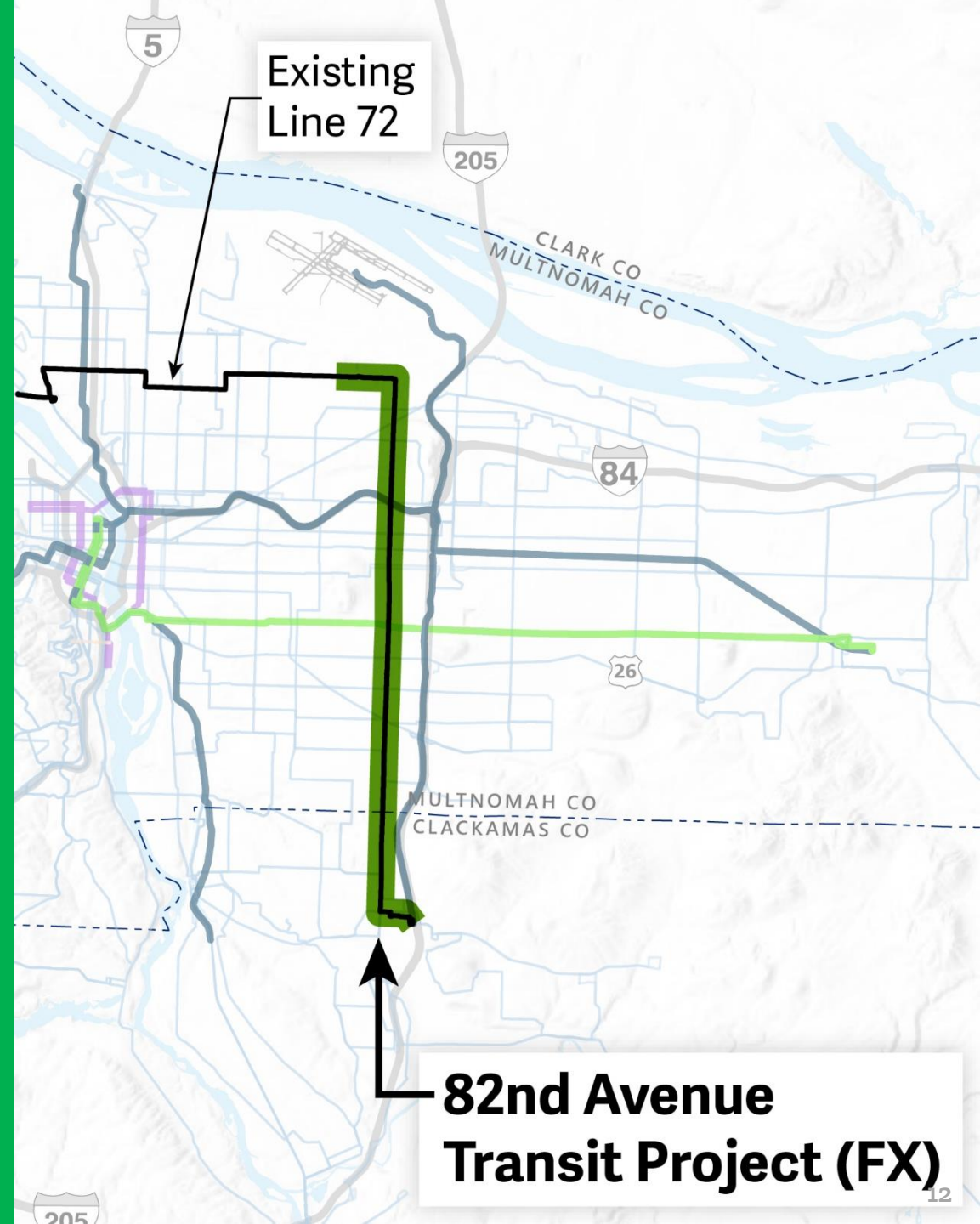
Near-Level Boarding

Allows easier access into and out of the bus at the front and back doors.



Project Scope

- 68 station platform investments (shelters, seating, real-time information, lighting, etc.)
- Enhanced crossings - 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 all station areas
- Faster, more reliable and higher capacity bus service



Budget & Grants

BUDGET

- ~\$346M Budget (\$149M Federal Grant + \$195M Local Funding)
- ~\$30M project development funding secured (PBOT, Metro, TriMet)

GRANTS

- **Received: Low No Grant** – \$24M towards (14) H2 FCE artic buses
- **Received: Portland Clean Energy Community Benefits Fund (PCEF)** – ~\$50M funding assistance with stations/amenities, street trees/landscaping, pedestrian improvements and bus infrastructure



Design & Cost Update

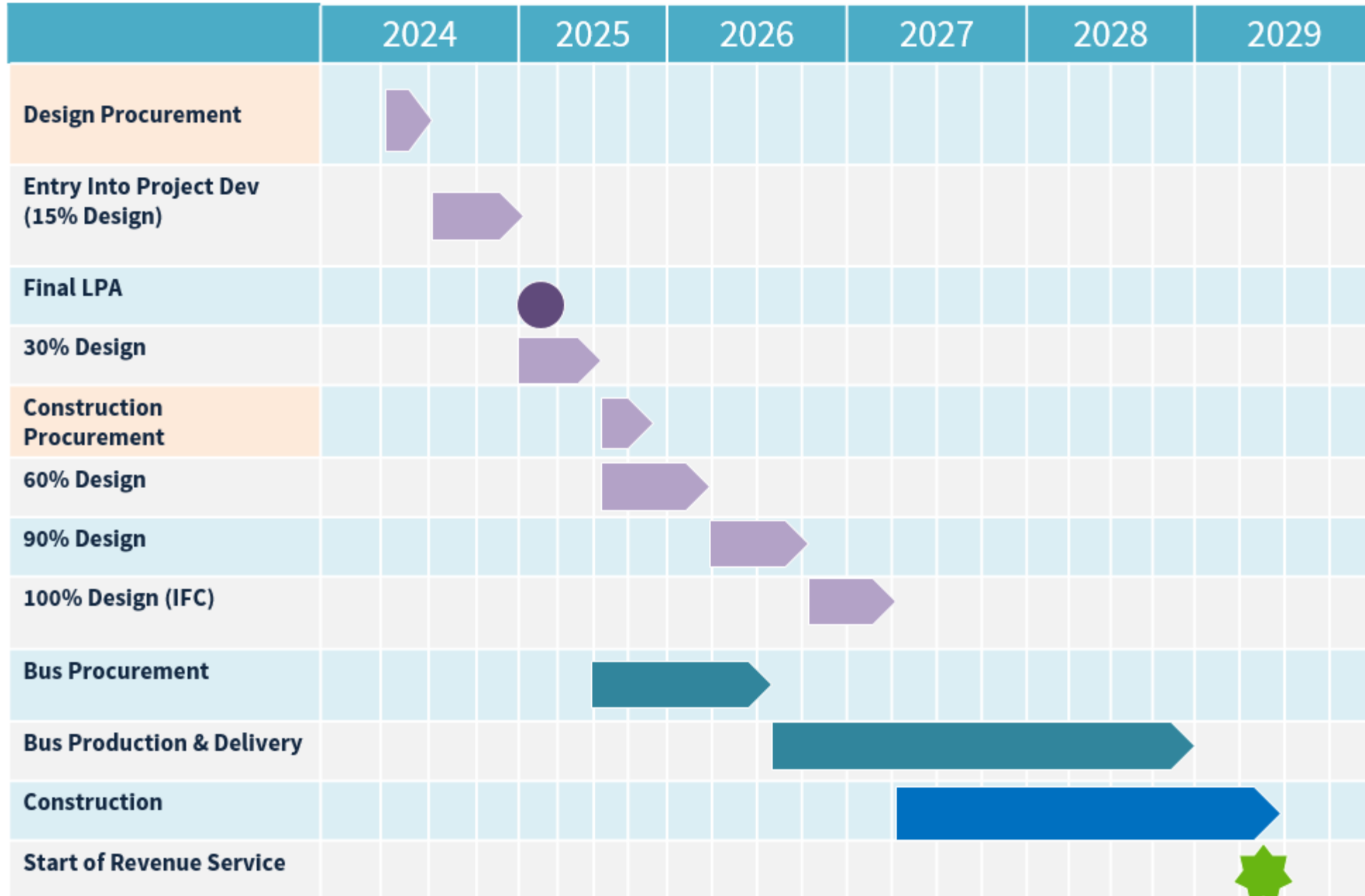
Design

- 15% design complete
(January 27th)
- 30% design – project definition
& scope *(January – March)*
- 30% design complete *(June)*

Project Cost

- Project cost defined by budget
- Currently defining 30% design scope
along with project estimate
(Spring 2025)

82nd Transit Project – Schedule Overview



Coordination on Corridor Safety Investments



- **All Curb Ramps** updated to ADA standards
- **Roadway lighting upgrades**
- **~3.5 miles of repaving** & updated street markings
- **Accessibility & sidewalk improvements**
- **New signalized pedestrian crossings** & upgrades
- **Median islands**
- **Bike infrastructure improvements**
- **Street trees & landscaping**
- **Other safety improvements**



Community Engagement

Community Engagement

- Neighborhood Associations Meetings
- Open House/Focus Groups
- QR codes at every stop along Line 72 bus stops
- Project awareness notifications
- Design Feedback Outreach – One-on-one meetings with business/property owners
- Cully Terminus Evaluation Group (CTEG)
- Community Advisory Committee

What we heard

- Overall positive feedback for the project
- Easy transfers and connections
- Street Improvements
- Interest in bus-only lanes
- Increased capacity for people using mobility devices on the bus
- Safety concerns
- Concerns about splitting the line
- Interest in building a community space with the terminus

Future Engagement

- April open house & LEP focus group around lane dedication
- Open house at each design milestone
- Community meetings & events
- Community Advisory Committee
- Business/property owners outreach
 - 4 segments
 - 3 Community Affairs Coordinators
 - *Dameion Samuelson – SE Lindy St to Clackamas Town Center*
 - *Shabina Shariff – Springwater Corridor Trail to SE Taylor Ct*
 - *Paulina Salgado – SE Stark St to Cully Terminus*



Open Houses

An aerial photograph of a city street, likely in a downtown area. The street is wide and paved, with a yellow double-line center line. A blue bus is driving away from the camera on the right side of the road. A silver car is driving towards the camera on the left side. The street is lined with modern, multi-story buildings. On the right, there are several tall, narrow buildings with large windows and balconies. On the left, there are shorter, more industrial-looking buildings. In the background, there are more buildings and a line of trees. The sky is clear and blue. The text "Open Houses" is overlaid in the center of the image in a large, white, sans-serif font.

Methods

Recruitment:

- Email, newsletters
- TriMet's social media pages
- Postcards to addresses on/near 82nd Ave
- Posted on the website **trimet.org/82nd**

Data Collection:

- In-person open house (1/22/2025), 100+ attendees
- Online forum (1/30/2025 - 2/14/2025)

Data Analysis:

- **268 responses**
- **171 open-ended comments** were reviewed to identify common themes and recommendations

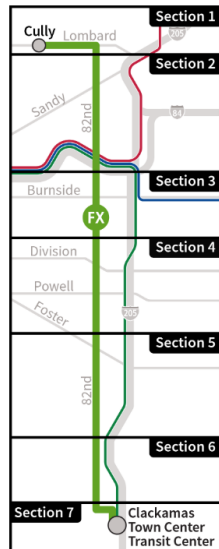


Data Collection Materials

Proposed Station Locations

From 2022–24, the 82nd Avenue Transit Project identified general locations for station pairs. Considerations included important destinations, places where people transfer between transit lines, proximity to safe crossings and areas with high transit ridership. Now, the project is proposing more specific locations for each station platform, where buses can serve riders quickly and avoid being stuck in traffic. Usually, this is past an intersection.

82nd Ave FX Line Sections



Section 1: NE Cully Blvd to 82nd Ave

Section 2: NE Lombard St to I-84

Section 3: I-84 to SE Mill St

Section 4: SE Mill St to Holgate Blvd

Section 5: SE Schiller St to Portland City Limit

Section 6: Portland City Limit to SE Monterey Ave

Section 7: SE Monterey Ave to Clackamas Town Center

Note: All maps are shown with North oriented up.

Leave feedback

Station Platform Locations

Rate on a scale of 1–5, with 1 being poor and 5 being excellent

How well do the station platform locations work for you?

1 - Poor 2 3 4 5 - Excellent No opinion

Other comments about station platform locations?

When thinking about potential BAT lanes and intersection widening on 82nd Avenue, how important are the following factors to you?

Rate on a scale of 1–5, with 1 being least important and 5 being most important

Faster, more reliable bus service

1 - Least important 2 3 4 5 - Most important No opinion

Faster, more reliable bus service

1 - Least important 2 3 4 5 - Most important No opinion

Ensuring traffic flows well

1 - Least important 2 3 4 5 - Most important No opinion

Avoiding traffic diversion onto nearby streets

1 - Least important 2 3 4 5 - Most important No opinion

Avoiding longer distances for pedestrians crossing 82nd Ave

1 - Least important 2 3 4 5 - Most important No opinion

Safe and comfortable pedestrian environment

1 - Least important 2 3 4 5 - Most important No opinion

Avoiding private property impacts (buying land to widen the street)

1 - Least important 2 3 4 5 - Most important No opinion

Other comments about BAT lanes?

Submit

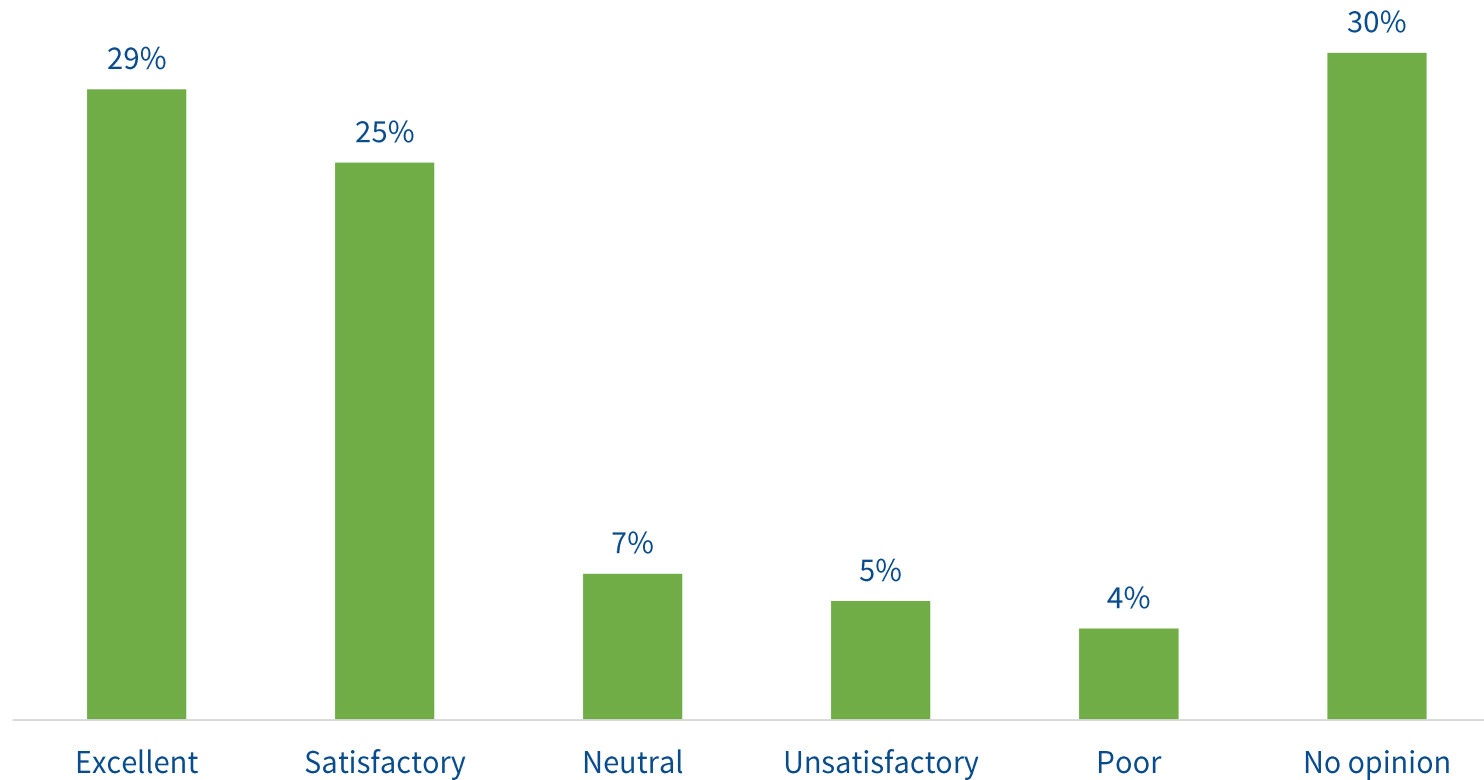


82ND AVE TRANSIT PROJECT

How well do these locations work for you?

54% of respondents felt positive about the proposed station platform locations.

Only 9% felt displeased with the locations, and 30% stated they had 'no opinion' on the matter.



Top 3 Priorities

Transit Priority	Important	Unimportant	Neutral/No Opinion
Safe and comfortable pedestrian environment	80% (64% “Most Important”)	4%	16%
Faster, more reliable bus service	76% (60% “Most Important”)	9%	15%
Avoiding longer distances for pedestrians crossing 82nd Ave	68% (36% “Most Important”)	7%	25%

General comments about locations

- **Accessibility & Safety (40 comments)**: People are concerned about sidewalks, lighting, stop access, stops near essential services.
- **Station Placement & Transfers (35 comments)**: Many prefer stops after intersections with better connections to other transit lines.
- **Bike & Pedestrian Infrastructure (25 comments)**: People want protected bike lanes and safer crossings.
- **Better Station Amenities (20 comments)**: Requests include more shade, benches, and improved transit hubs, especially at 82nd Ave MAX.

General BAT lane comments

- **BAT Lanes & Transit Prioritization (75 comments)**: about 45 comments supported BAT lanes on 82nd Ave. to improve speed and reliability. While around 30 worried about congestion, emissions, and business impacts.

Next Steps

- **Next meeting:** Wednesday, March 19, 2024
 - PCC SE Community Hall Annex
 - 6:00 p.m. – 7:30 p.m.
- Materials/Website
- communityaffairs@trimet.org