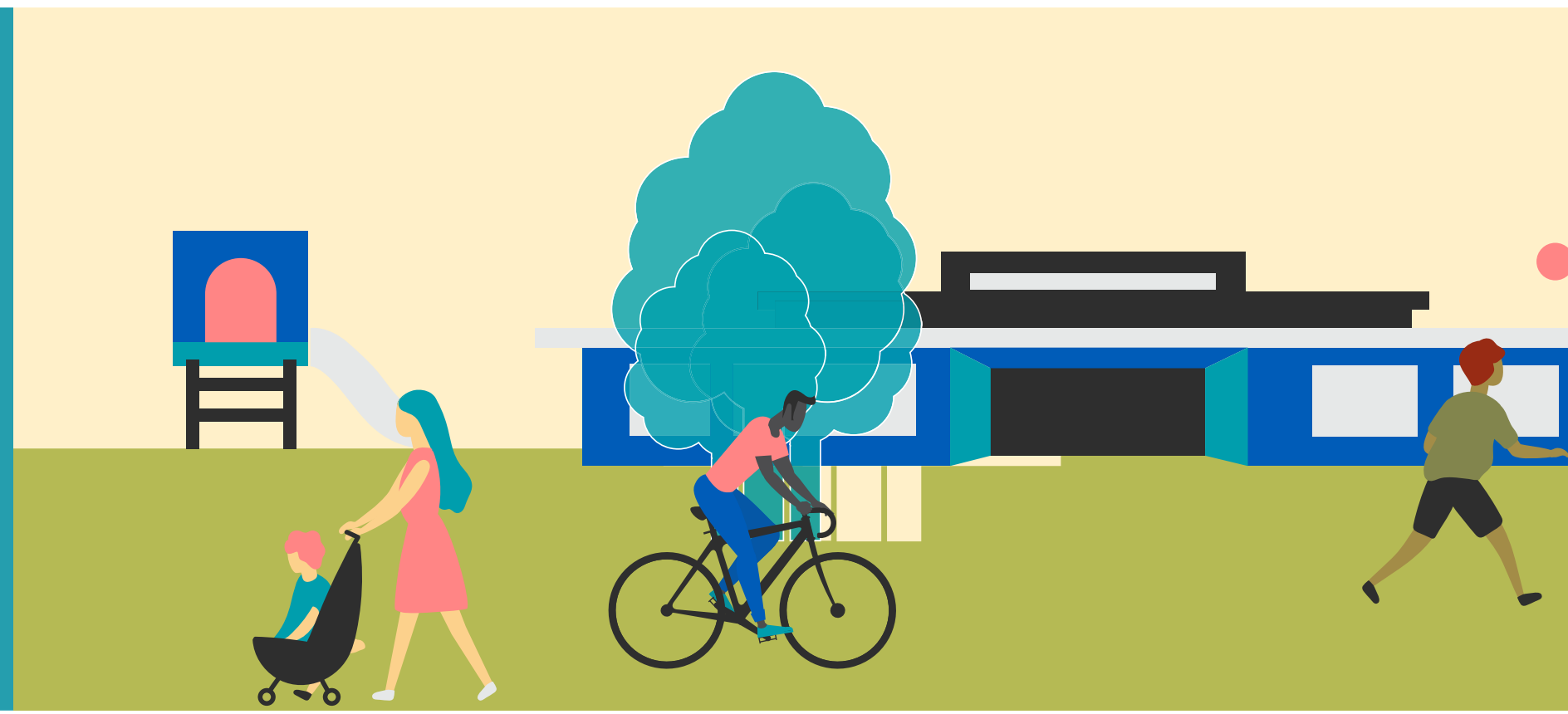


What's Being Built



What we heard:

- We heard your concerns from previous projects on 82nd Avenue. Some of your top concerns were:
- Roadway in poor condition
 - Not enough lighting
 - Not enough places to cross the street

More than \$100 million is committed to immediate changes to 82nd Avenue that respond to those concerns.

Community Advocacy

From State Highway to City Street

What's Being Built

Funded Future Investments

Future Opportunities

April 2022

2023 - 2026

2027 - 2029

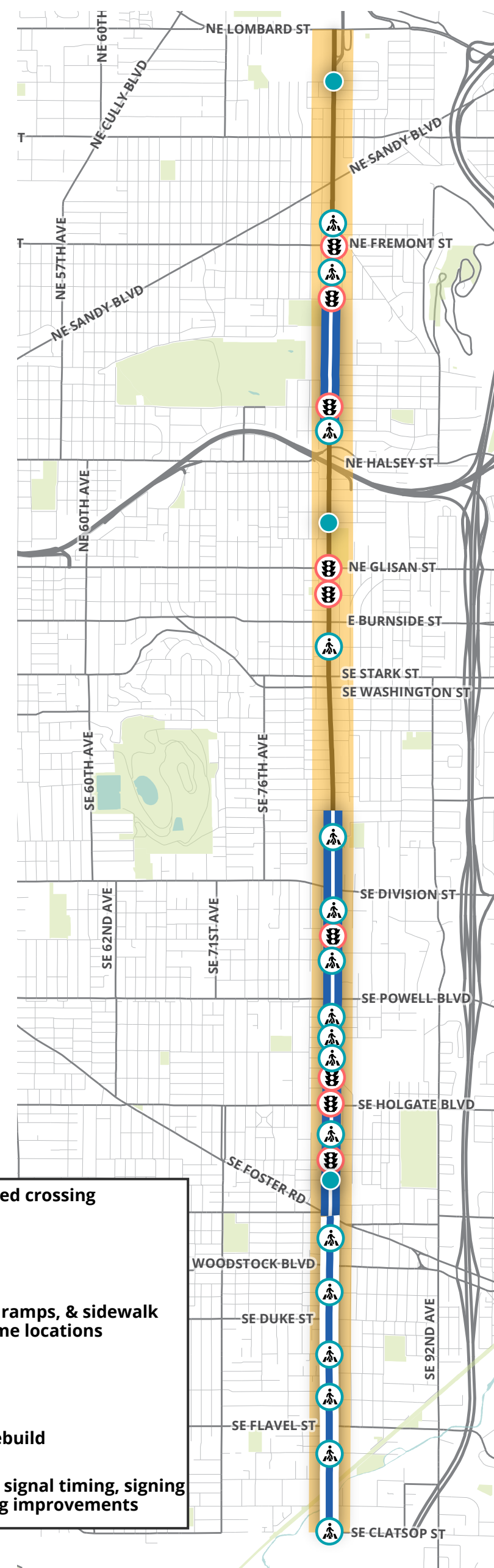
2028

2030 - Opening Day for 82nd Transit Project



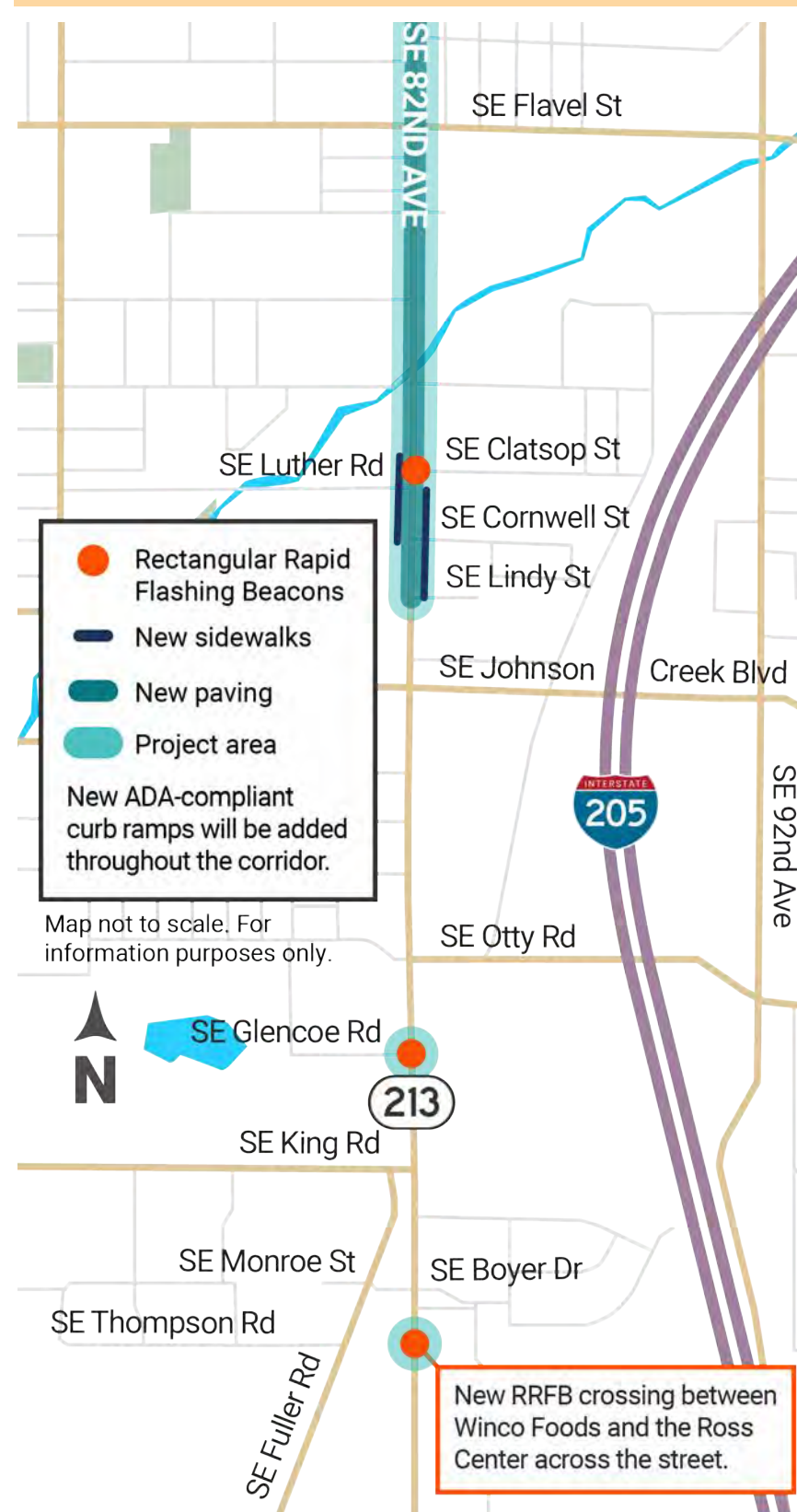
In 2022, 82nd Avenue was officially transferred from ODOT to PBOT.

As part of this transfer, the state legislature committed \$150 million in new investments on 82nd Avenue.



By the end of 2026 we will invest \$101.6 million in 82nd Avenue. We will:

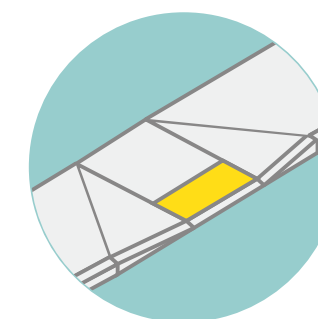
- Repave 46% of 82nd Avenue from Lombard to Clackamas Town Center
- Complete 100% of roadway lighting needs from Lombard to Clatsop
- Add 23 new or upgraded crossings identified in the 2019 PBOT 82nd Ave Plan.
- Replace and modernize 9 traffic signals



More work is needed and PBOT has additional funding for 82nd Avenue. A large portion of funds will be used to complete repaving, traffic signal, and accessibility needs.



By the end of 2030, our goal is that 100% of the corridor within the City of Portland will have new pavement.



By end of 2030, all ADA ramps on the corridor within the City of Portland will be upgraded or replaced.



Source: ODOT

PBOT has a smaller portion of unallocated funds committed to 82nd Avenue.

We are asking the community to prioritize which investments should happen first, over the next five years. What we have heard is a need for:



More trees



Wider sidewalks

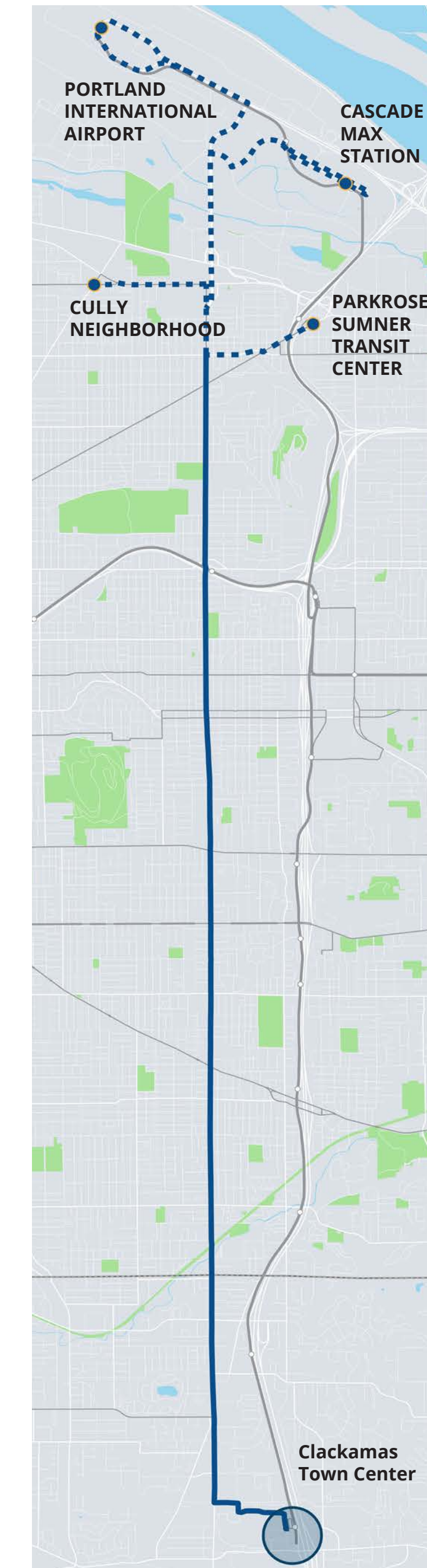


More comfortable places for bicycling across and parallel to 82nd Avenue



Creating vibrant places

At the same time, we want to know your long-term vision for 82nd Avenue. We can build those projects with future funding.

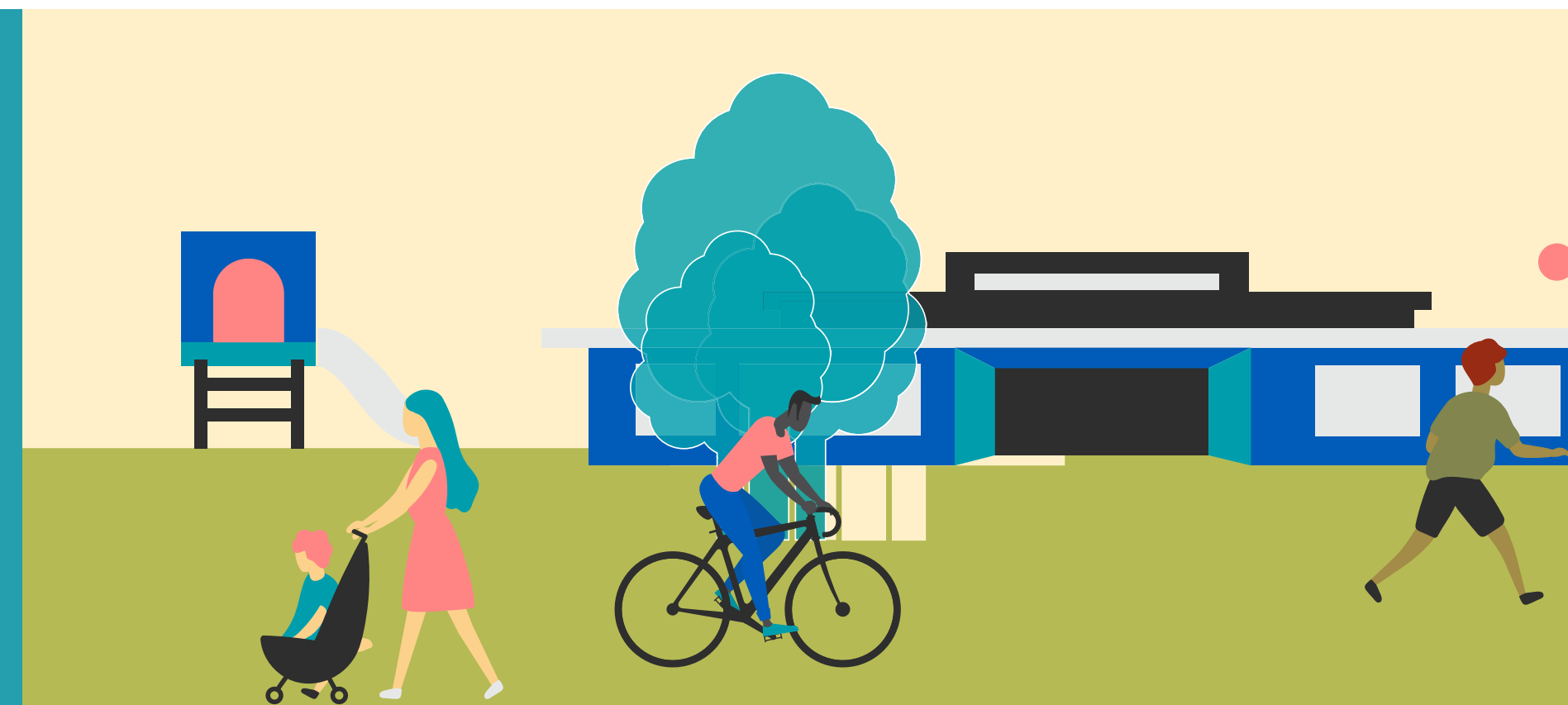


Line 72 on 82nd Avenue is the highest ridership bus route in the region. The community has requested more reliable buses and more comfortable waiting areas.

Planning has begun on a series of transit investments along 82nd Avenue from Clackamas Town Center to the north.

If agency support and funding can be achieved, FX service like what operates on SE Division St, could open in 2030.

A Top Priority: Safety



What we heard:

Safety is a top priority from both a transportation and personal safety perspective. The majority of fall 2022 survey respondents do not feel safe crossing or traveling along 82nd Avenue while walking, using a mobility device, biking, scooting, or skating.

Top community priorities include:

- More frequent and safer places to cross the street
- Safer vehicle speeds, especially in areas with high pedestrian activity
- Investments to reduce crime and improve feelings of personal safety (e.g., increased lighting, fixed speed safety cameras, and/or red light cameras)

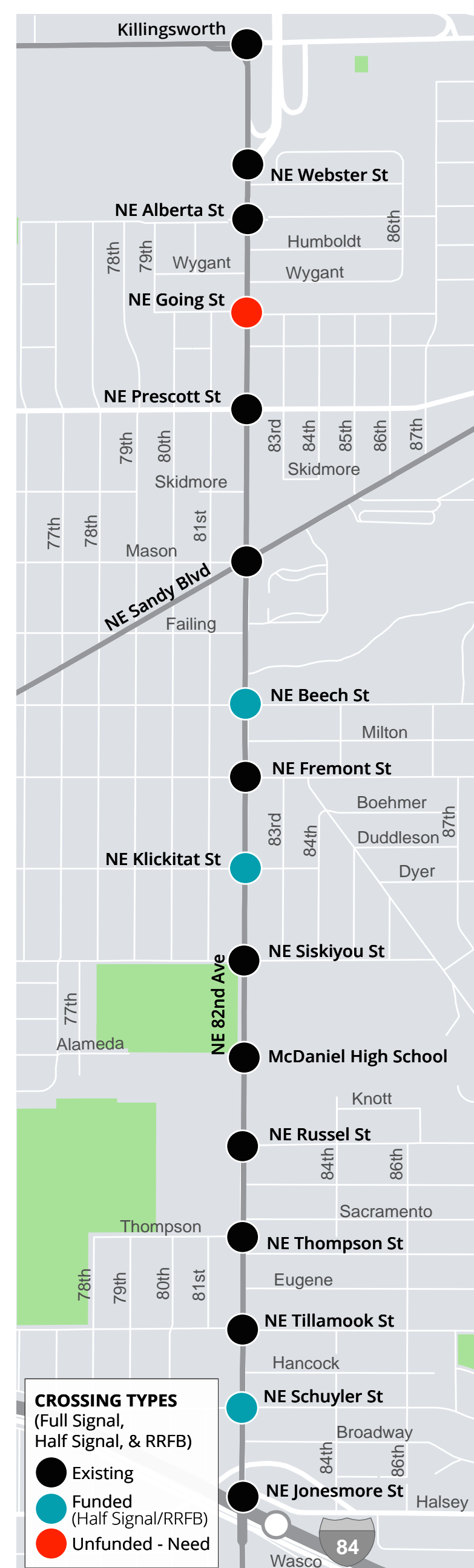
What idea would best address your safety concerns on 82nd?

Put a dot next to that idea

1. Add more crossings

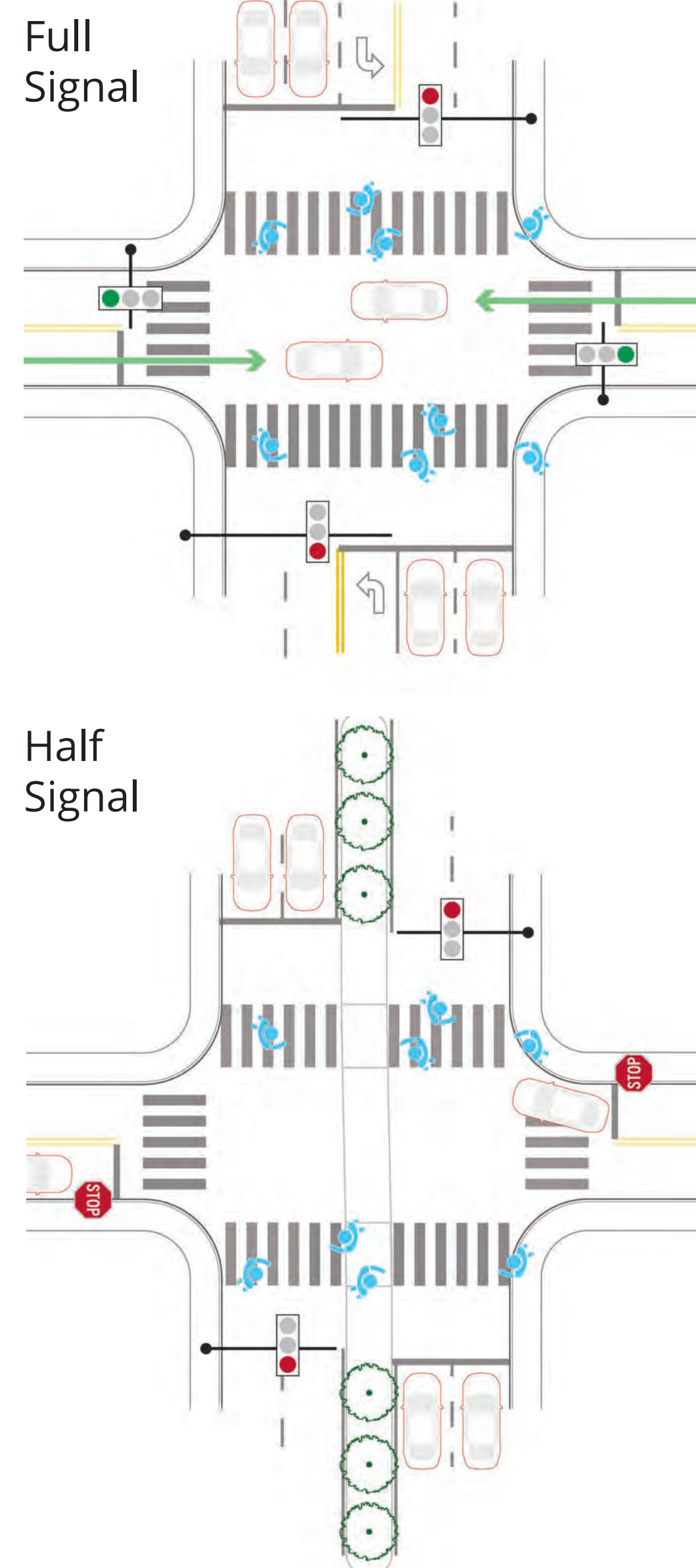
By the end of 2024, PBOT will install three more crossings on 82nd Avenue north of I-84.

Going Street was also identified as a future crossing need.



2. Add more protection at existing crossings

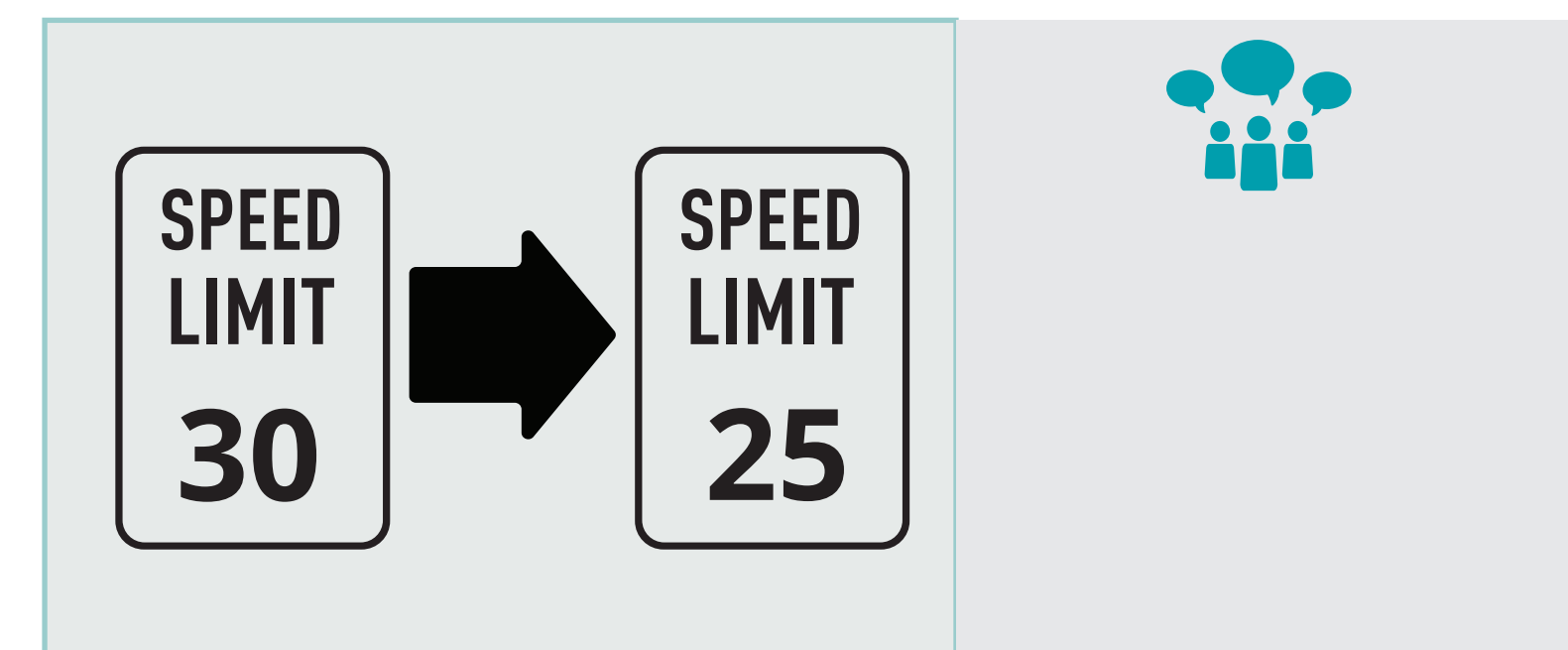
A crosswalk alone is not enough on a wide street with high traffic volumes and speeds. Funded and future crossing improvements on 82nd Avenue will be either a "full signal", meaning there is a traffic light at all four approaches, or a "half signal", meaning there are traffic lights on 82nd Avenue.



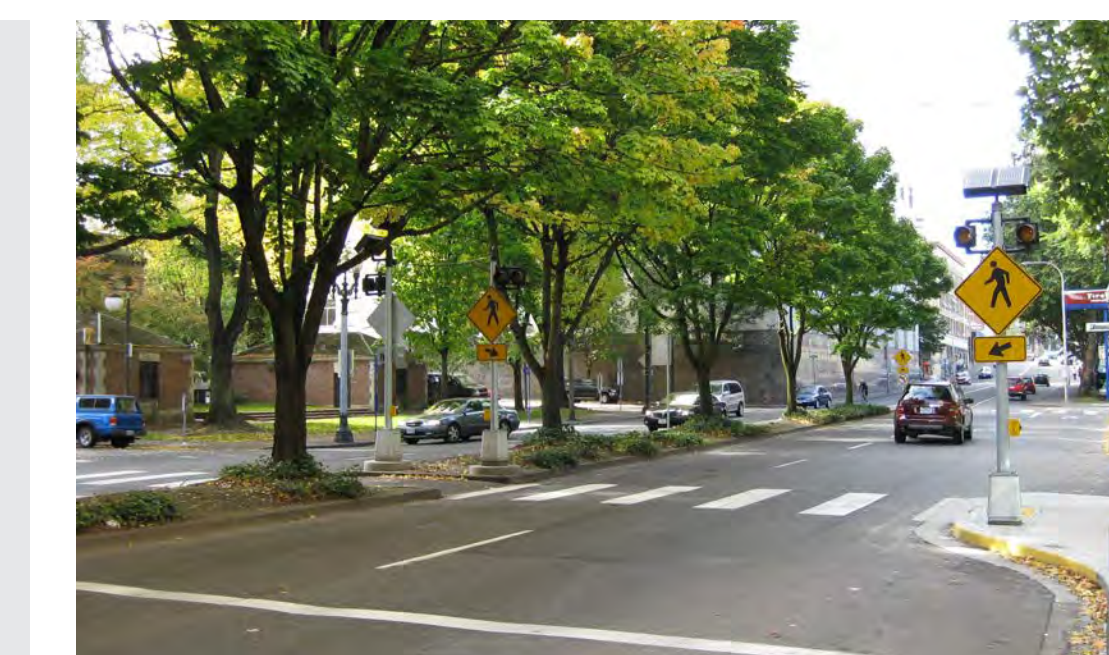
3. Reduce vehicle speeds

Speeding drivers are a top concern. Higher speeds lead to more serious crashes. The higher the vehicle speed, the higher the chance of serious injury or death.

Slower, Safer Speeds



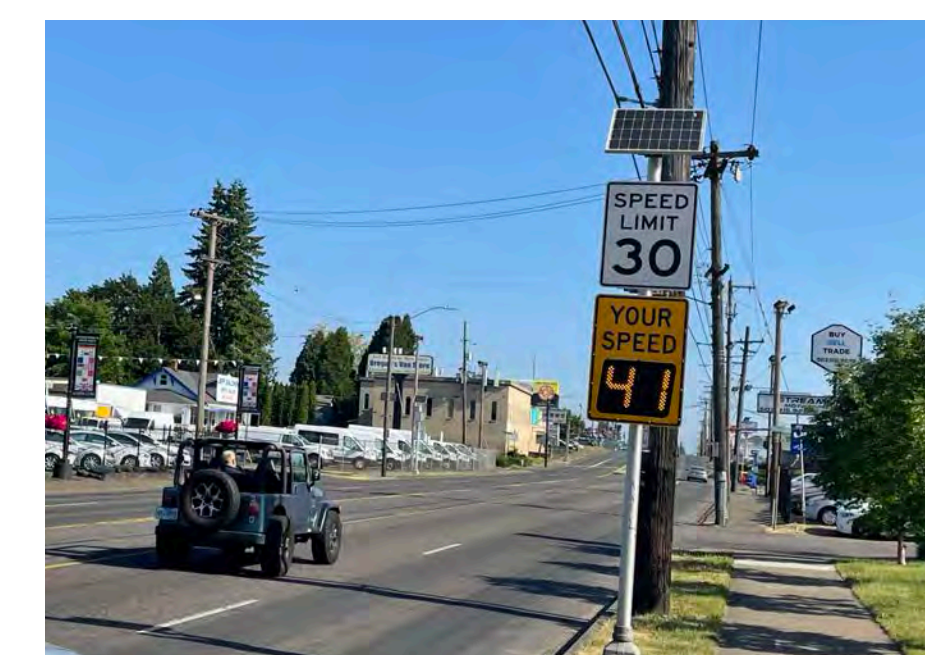
Medians with Trees



Medians with trees on W Burnside



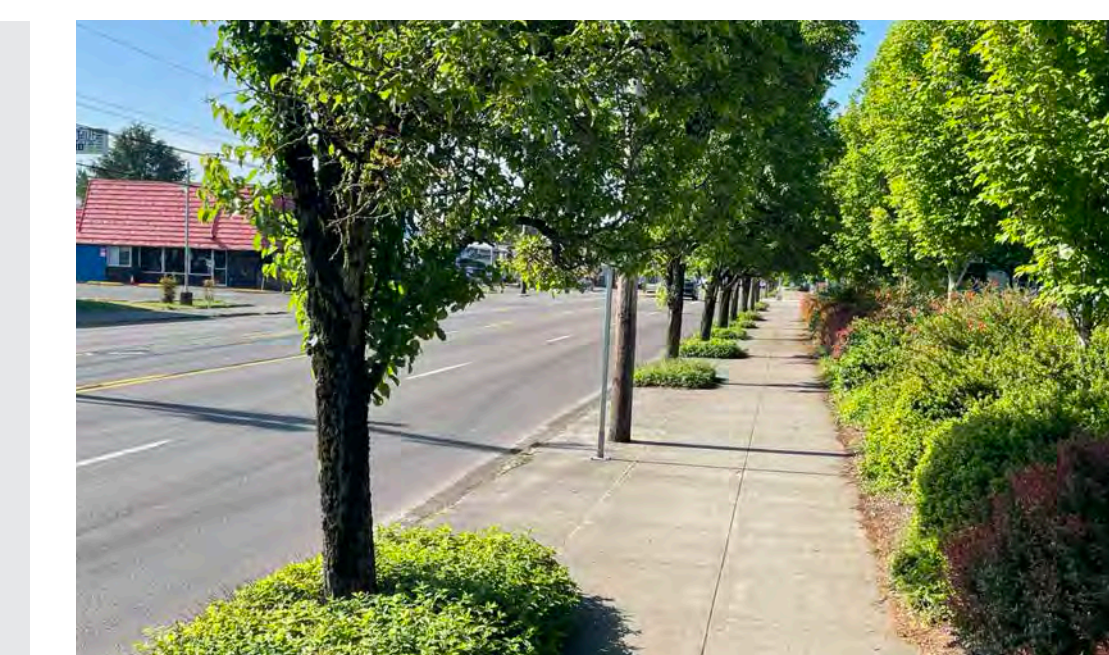
Speed Reader Boards or Enforcement cameras



Speed feedback on 82nd Avenue north of SE Mill Street



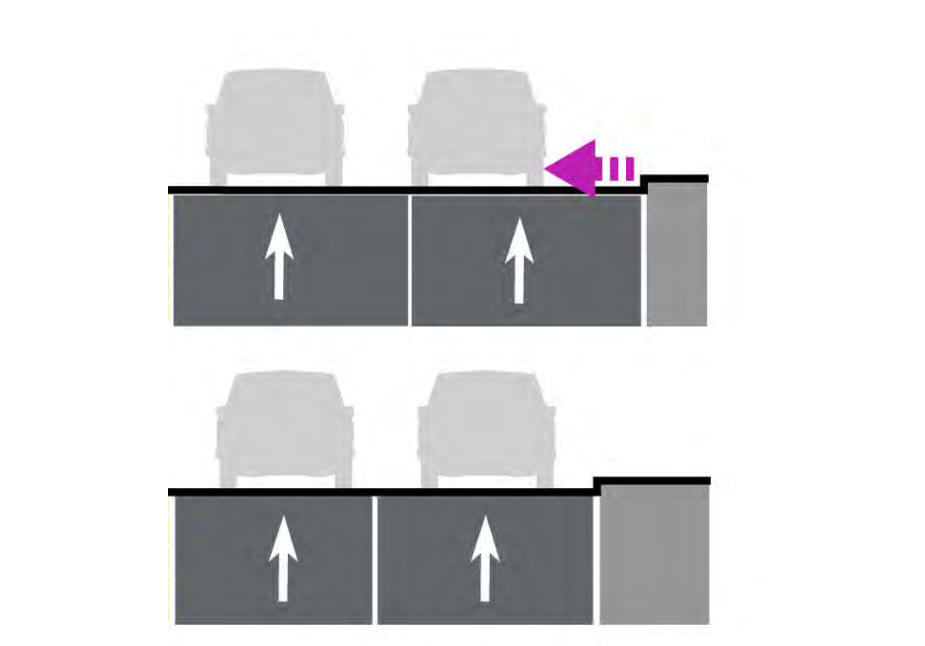
Trees on Sidewalks



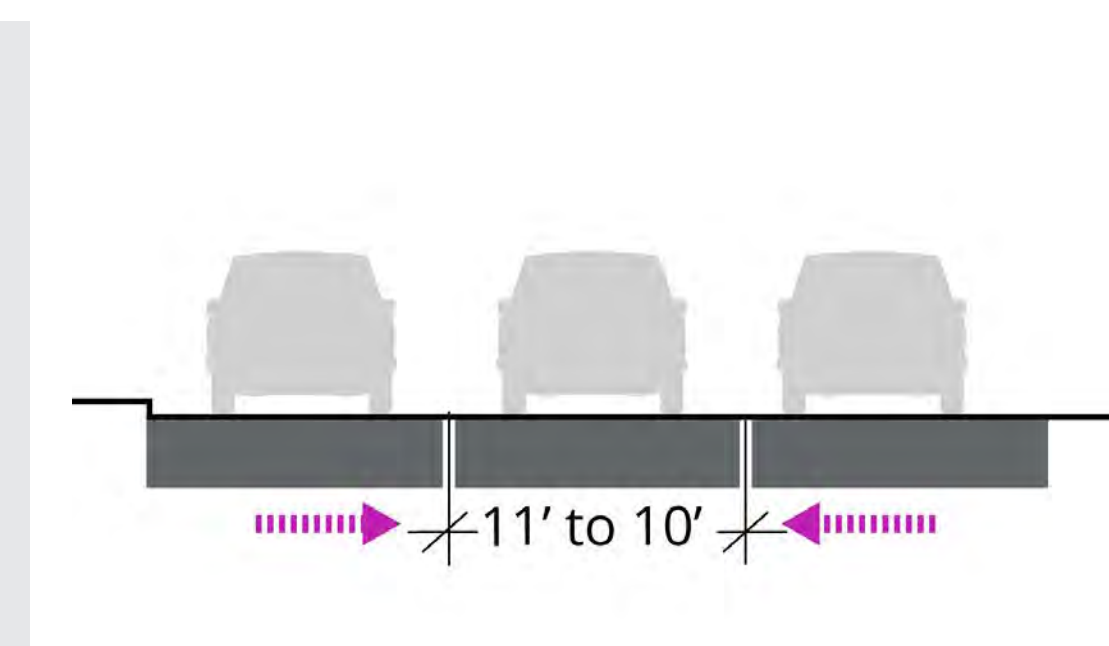
Sidewalks with trees on 82nd Avenue at PCC Southeast



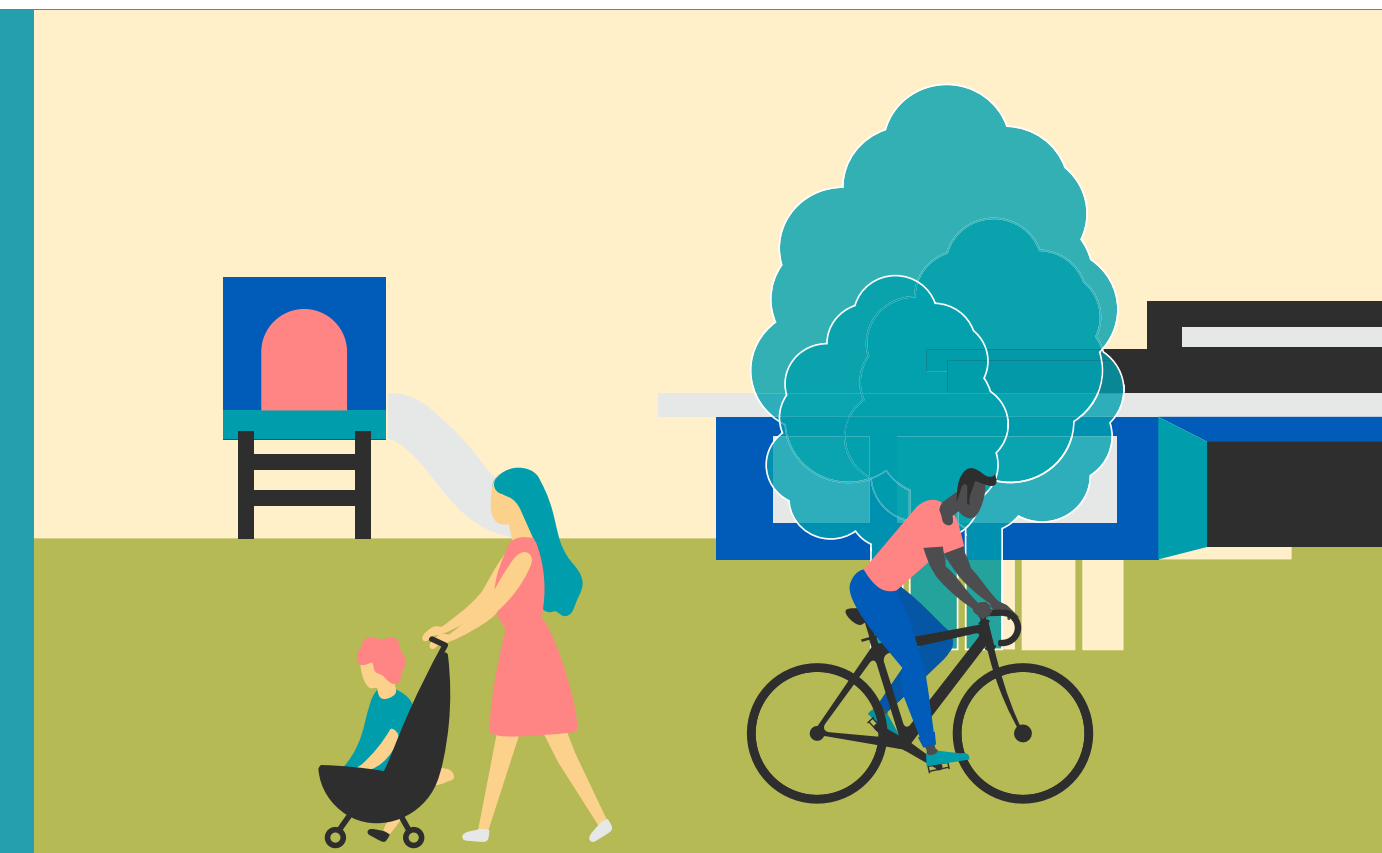
Narrower Street Section in Limited Locations



Narrower Lanes



A Top Priority: Trees and Sidewalks

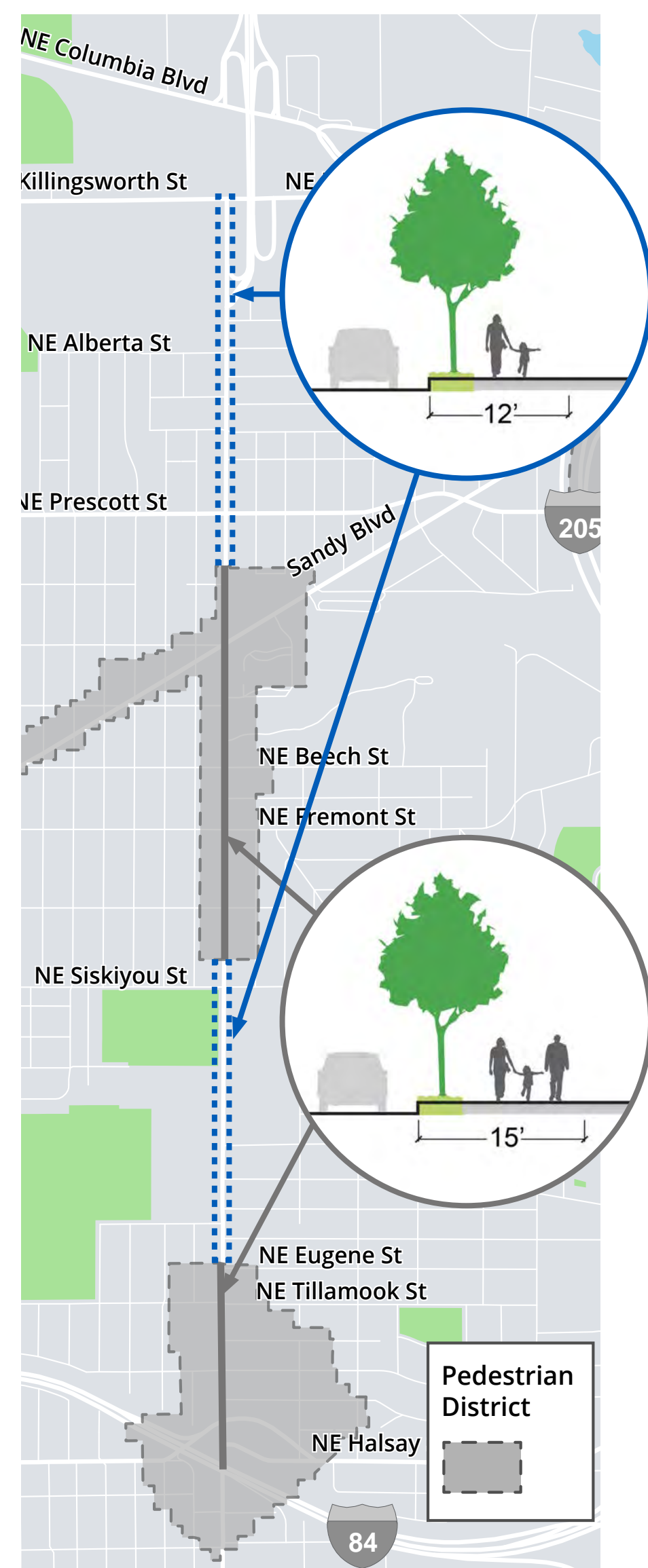
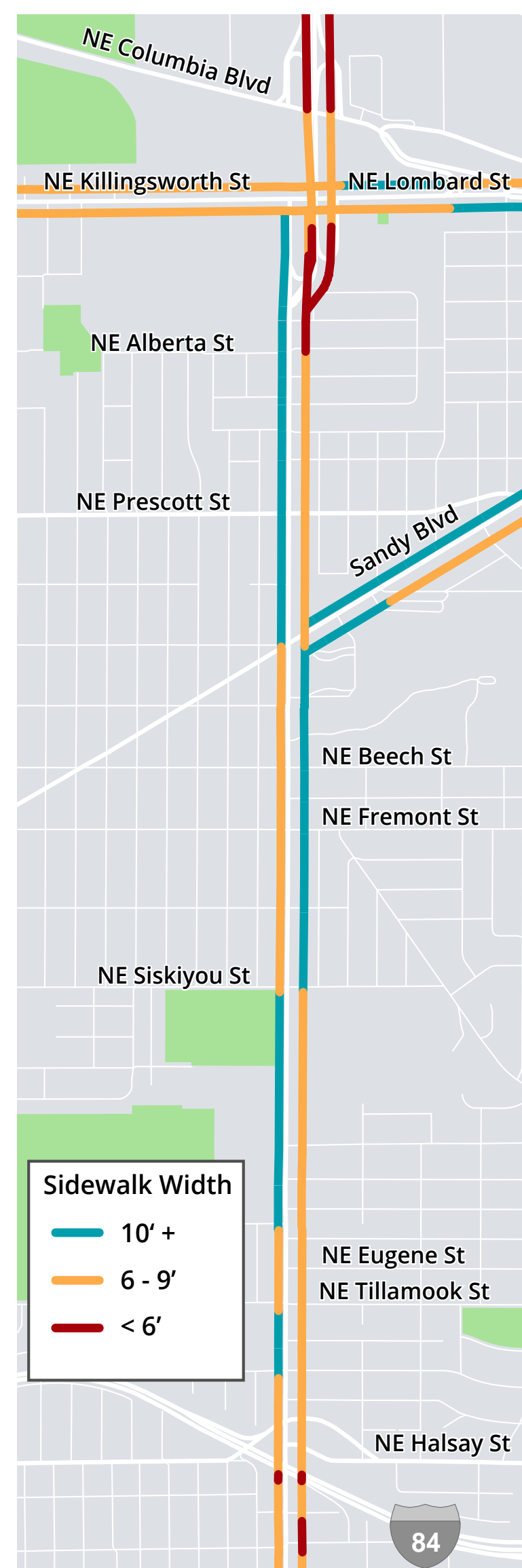


What we heard:

- Better sidewalks and more trees are a top priority for this community. In surveys from Fall 2022 and Spring 2023, top comments included:
- Improved sidewalks and curb ramps
 - More trees and landscaping along 82nd Avenue
 - Increasing the tree canopy along 82nd Avenue and in nearby neighborhoods

Conditions Today

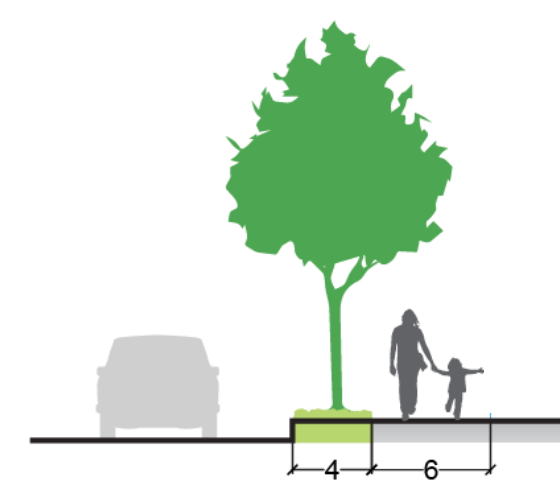
Desired Future



30% of parcels have existing sidewalk $\geq 10'$ with street tree planted at curb

7% < 6'
52% 6 - 9'
41% 10' +

At a bare minimum, we need 10' for healthy trees and space for walking and rolling.

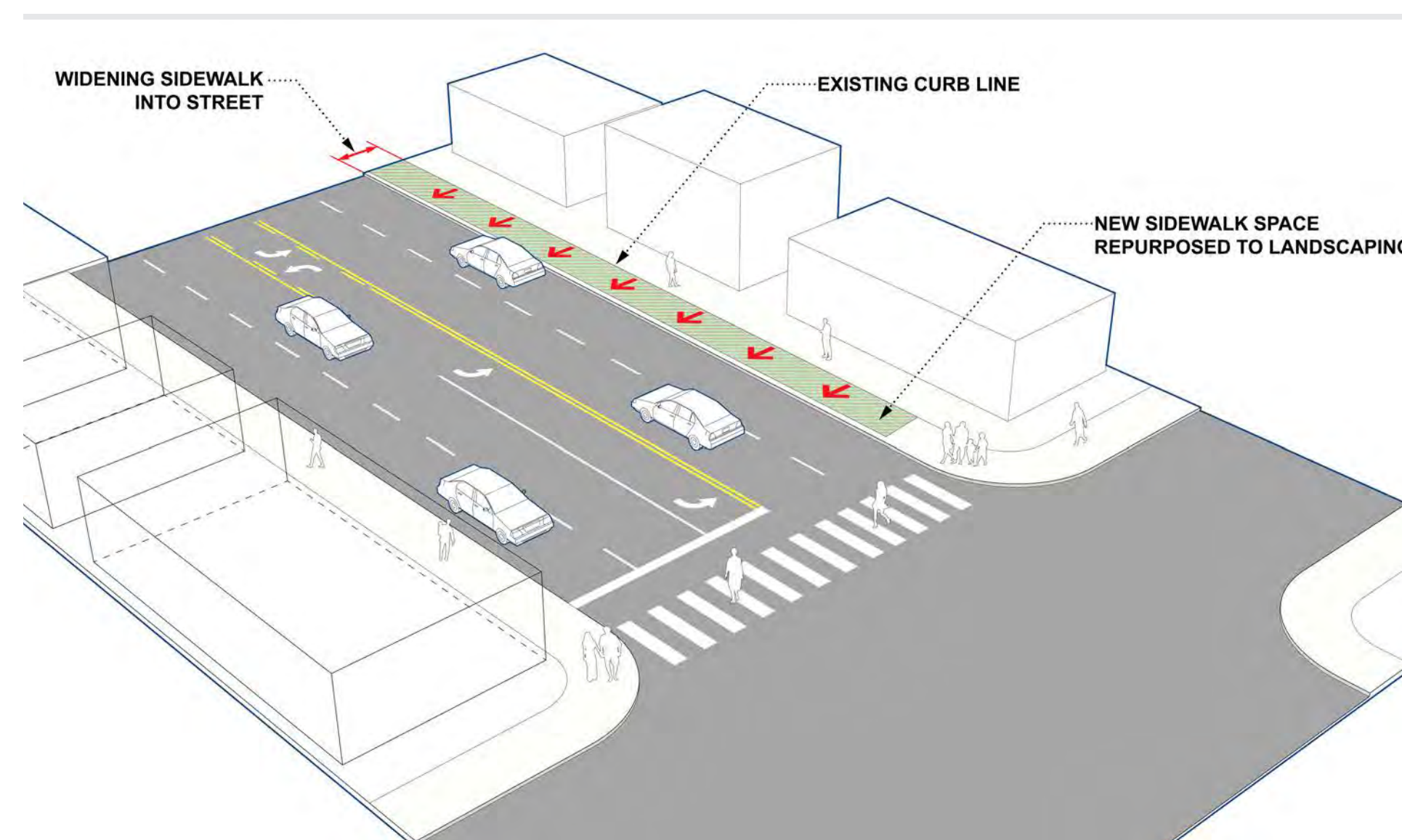


Which solution is YOUR top priority?

Put a dot next to that idea

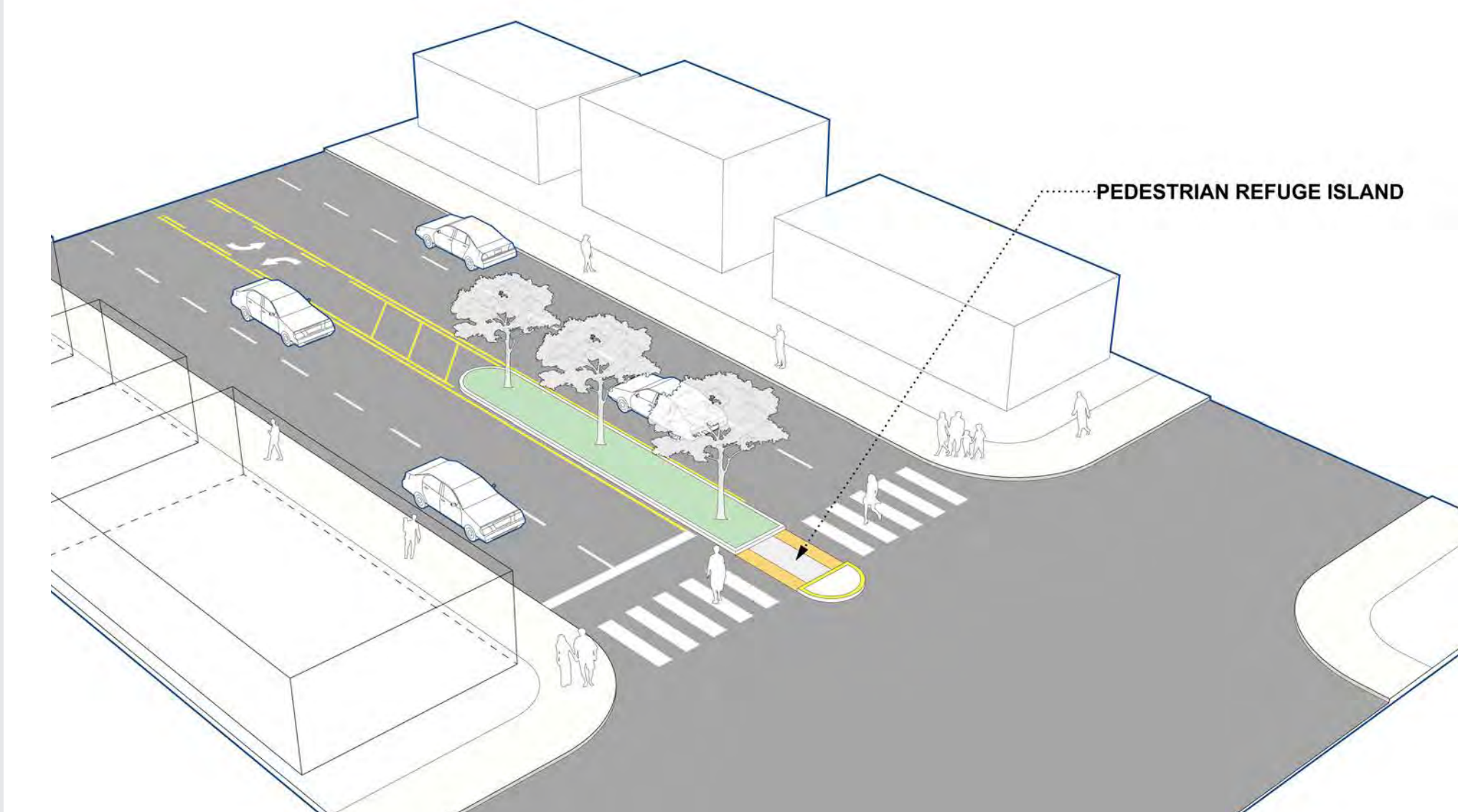
1. Widen sidewalks on one side north of Sandy

This option reduces the width of the roadway lanes where they are wider than typical on 82nd Avenue.



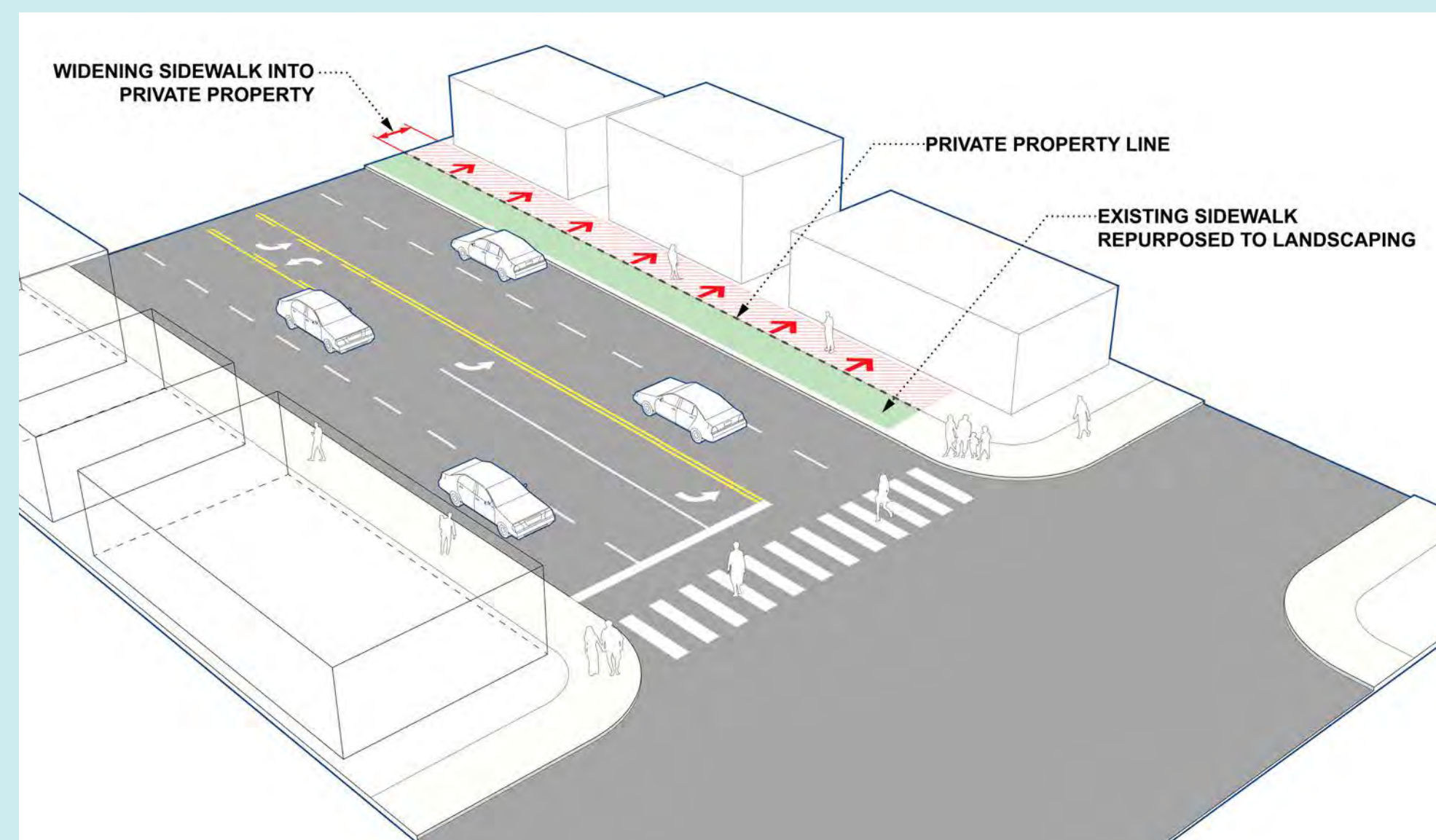
2. Add trees and pedestrian refuge in the middle

This option can limit turning movements for drivers, but gives pedestrians a space to wait between crossing multiple lanes of traffic.



3. Work with property owners to widen sidewalks into properties

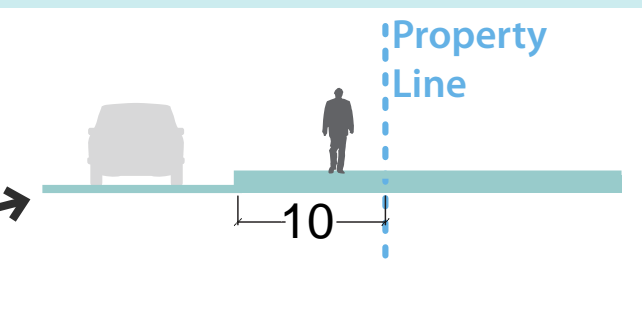
This option requires more coordination with businesses but maintains the same roadway width.



This will be more or less costly depending on site conditions.

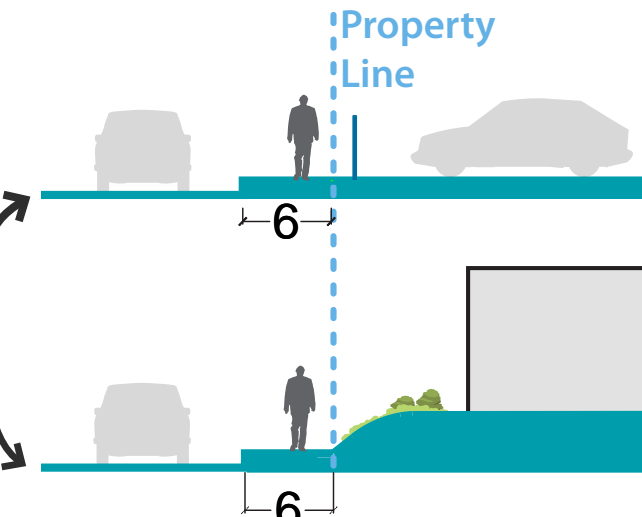
Low Impact to property owners

20% of 82nd Avenue north I-84 looks like



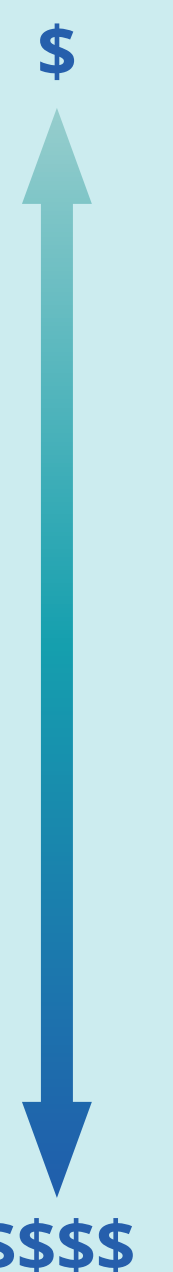
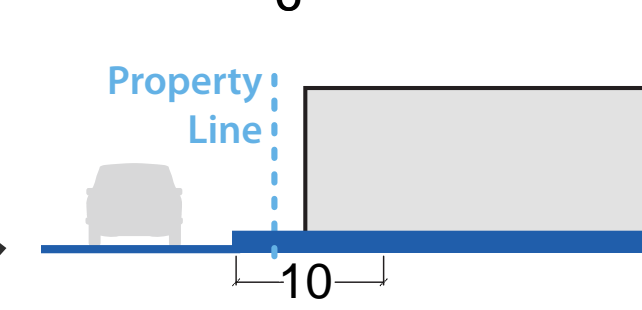
Medium Impact to property owners

47% looks like

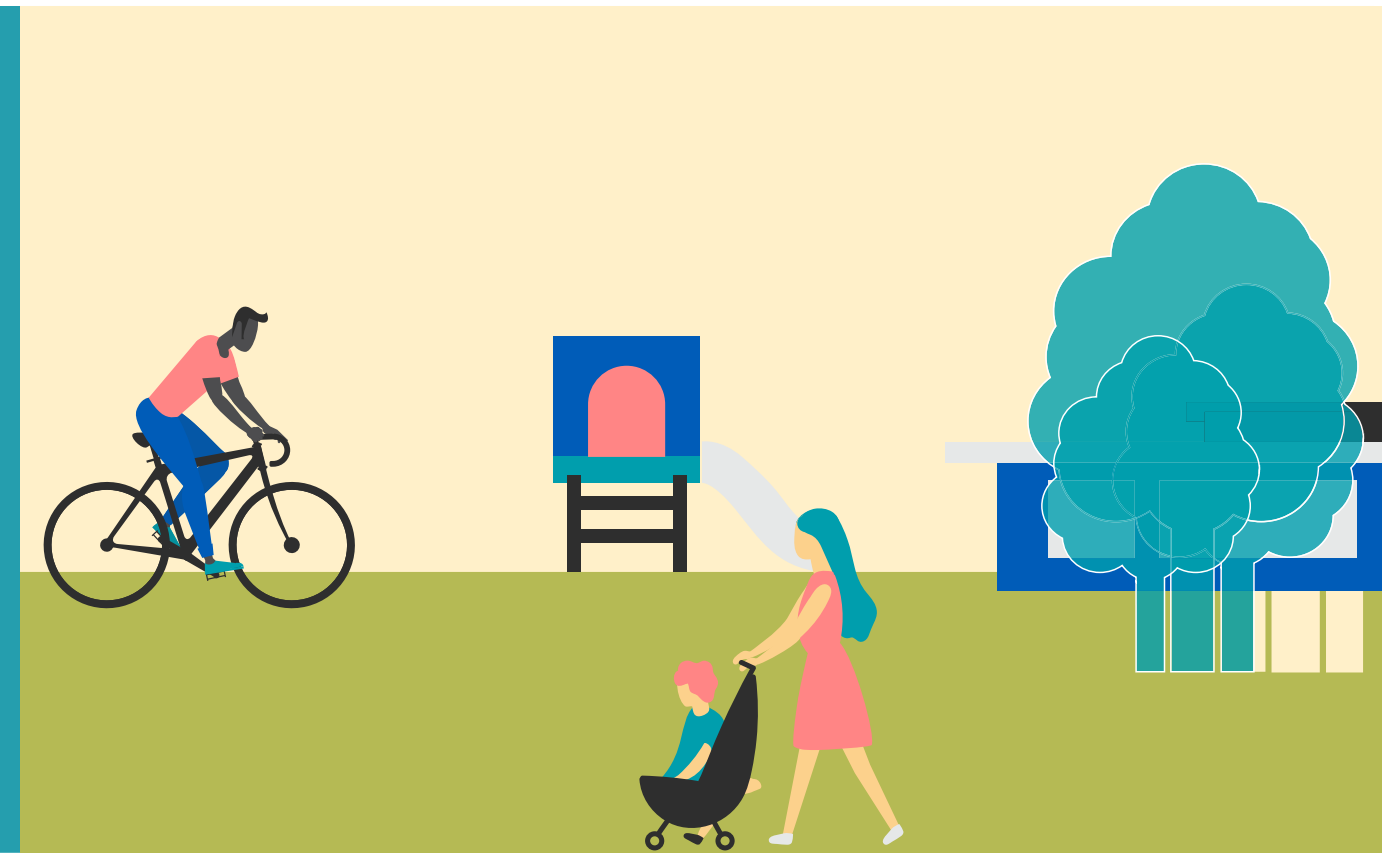


High Impact to property owners

3% looks like



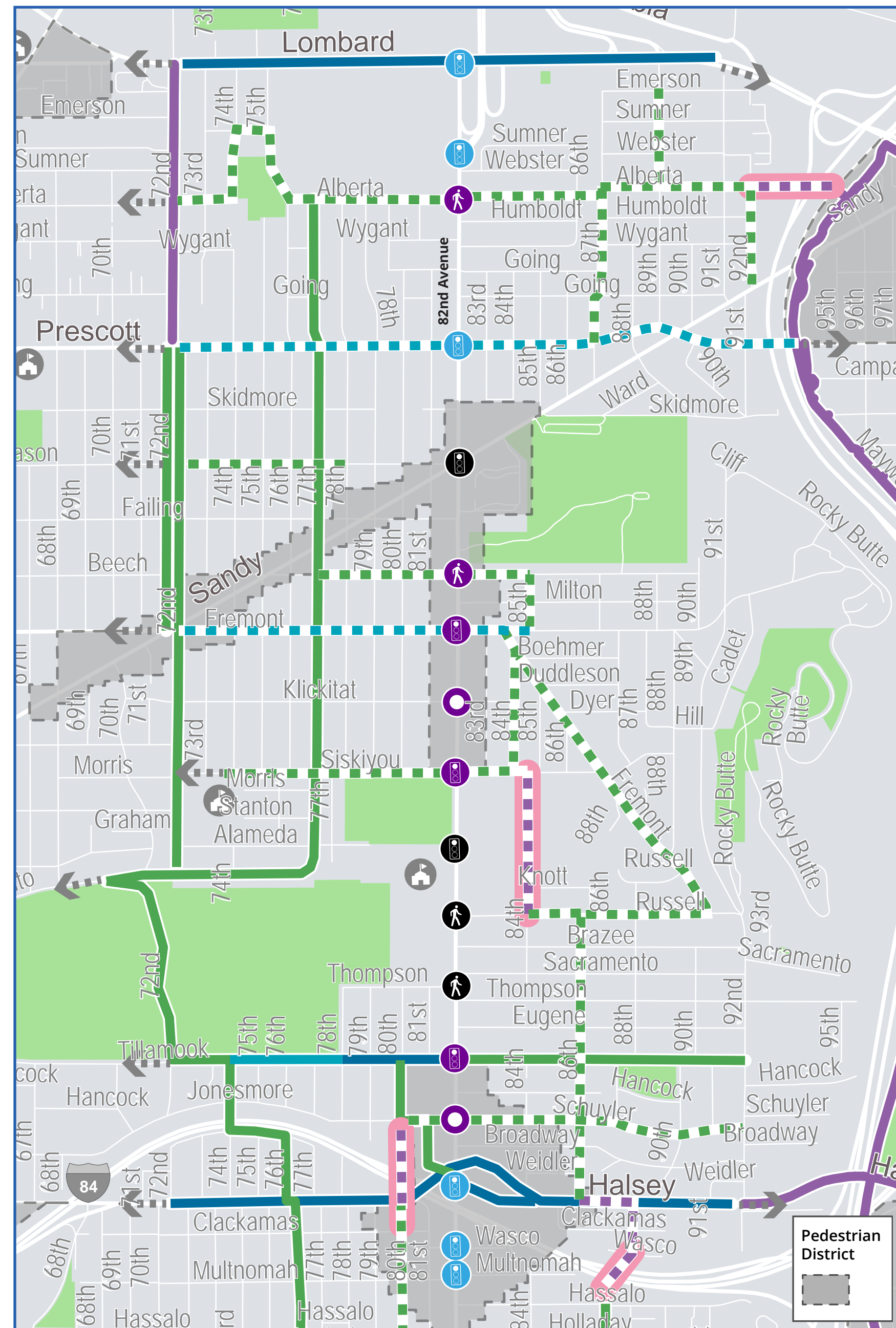
A Top Priority: Access for Bicycling



What we heard:

- Many people do not feel safe biking, scooting, or walking along 82nd Avenue.
- One of the top community priorities is a comfortable bike network parallel to and crossing 82nd Avenue.
- People want to be able to bike to destinations along 82nd Avenue.

Bicycle Network



Bike Network	
	Existing & Funded Bikeways
	Potential Bikeways
	Multi-use Path
	Neighborhood Greenway
	Protected/Buffered Bike Lane
	Striped / Buffered Bike Lane
	Challenging New Connection

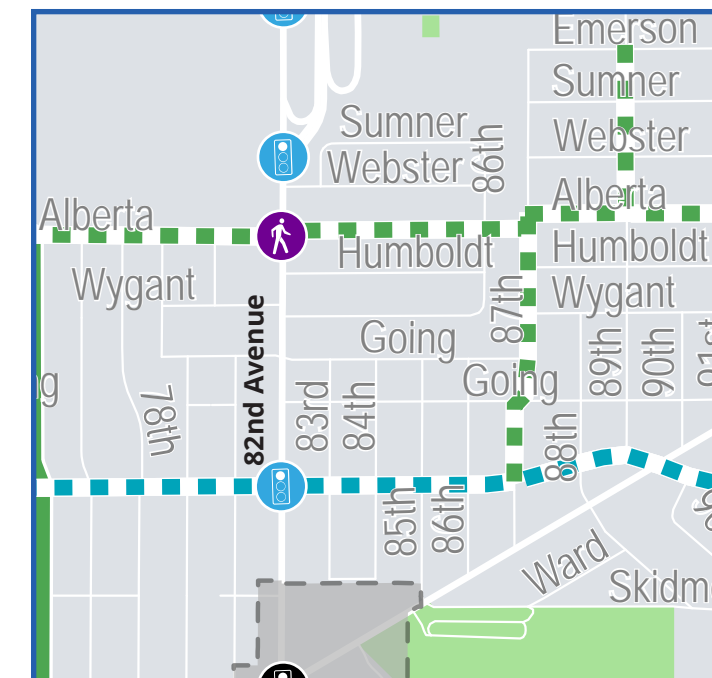
Traffic Signals	
	Full Signal - Existing
	Full Signal - Funded rebuild
	Full Signal - Needs rebuild
	Half Signal - Funded
	RRFB - Existing
	RRFB - Funded

What would make you feel more comfortable accessing destinations on 82nd Avenue?

Put a dot next to that idea

1. Riding Parallel to 82nd Avenue

Add bike network links east of 82nd Avenue



Make it easier to cross busy streets parallel to 82nd Avenue

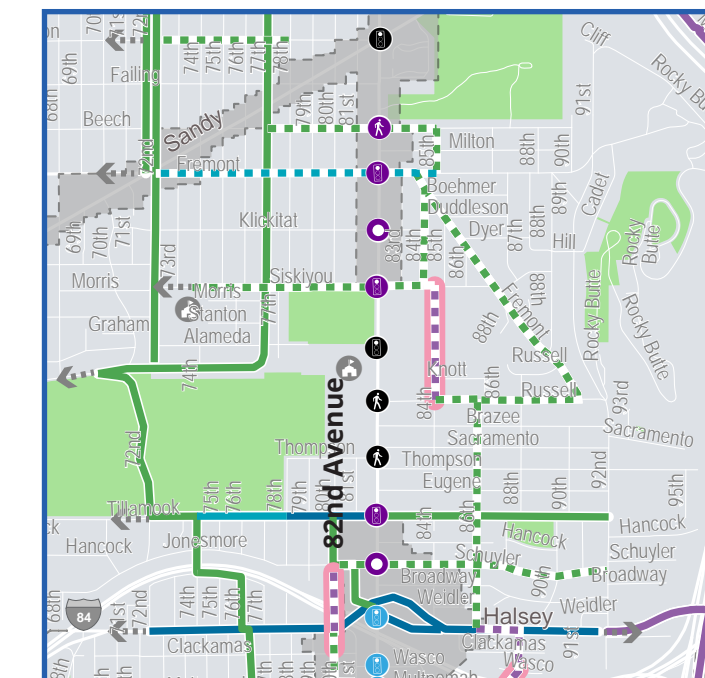


Add wayfinding signs directing me to destinations on 82nd Avenue



2. Crossing 82nd Avenue

Make improvements in Pedestrian Districts



Make it feel safer to cross 82nd Avenue on existing bike facilities



The bike lanes on NE Tillamook Street are very narrow. Image: Google Streetview



Install new bikeway connections across 82nd Avenue

Existing average spacing of bikeway connections across 82nd Avenue north of I-84		~1 mile
Target spacing for 82nd Avenue Corridor		½-mile or less



3. Policies and Programs that Support Bicycling

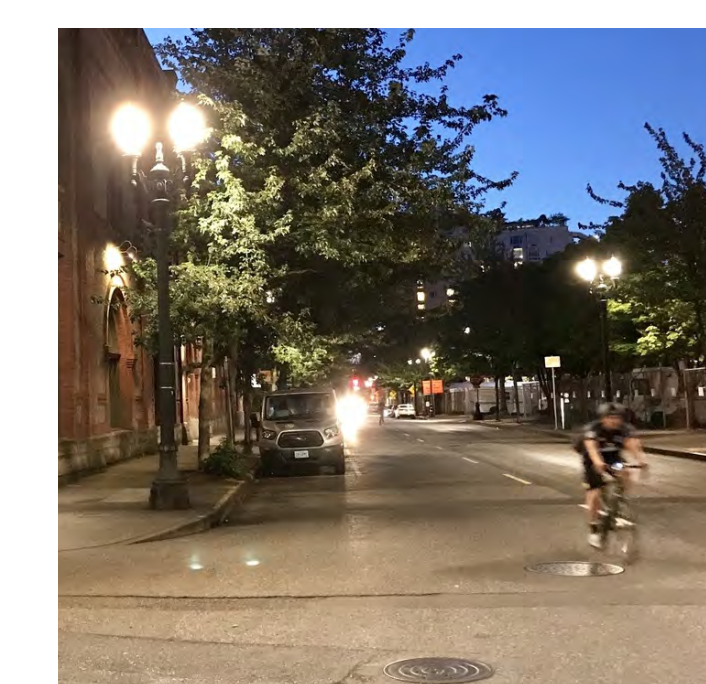
Install bike parking at major destinations



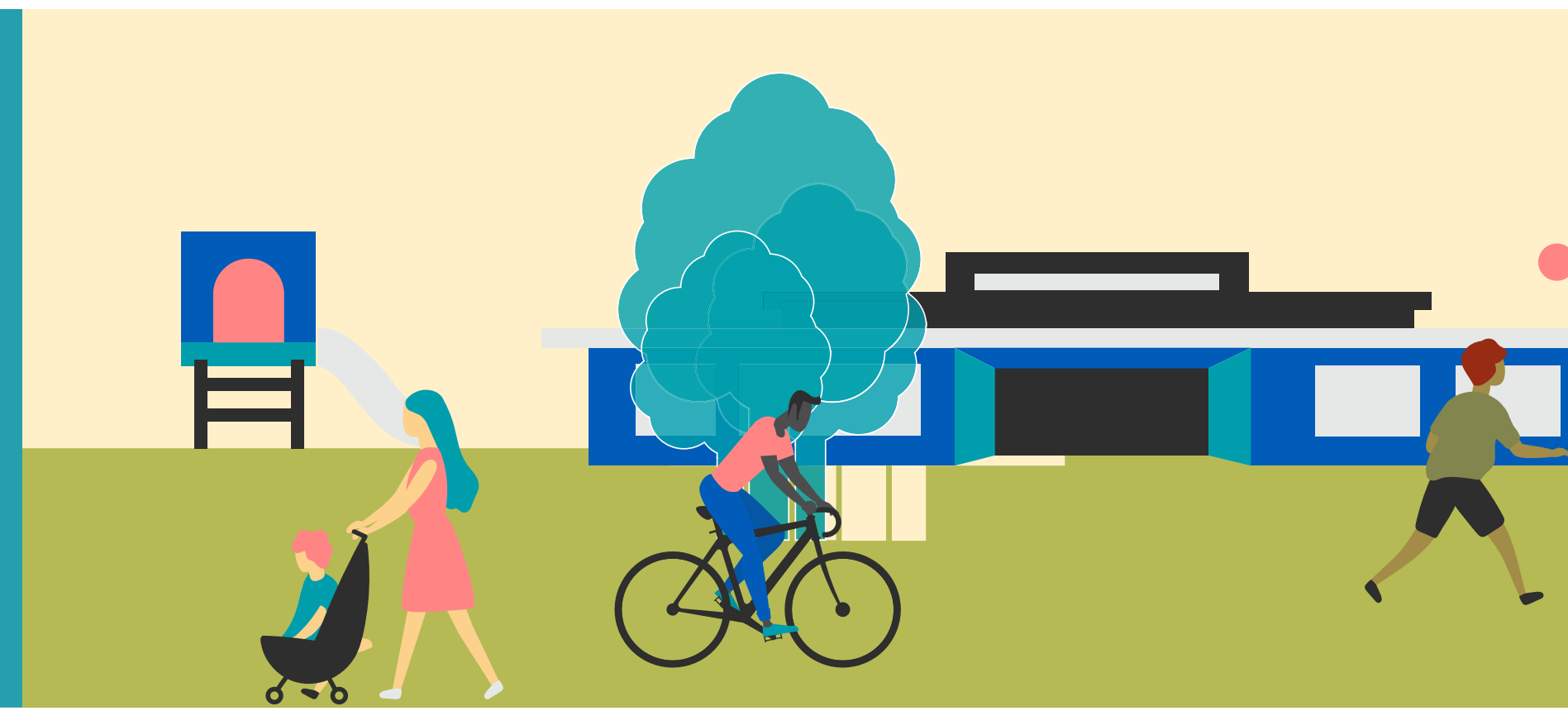
Add BIKETOWN stations and bikes



Install lighting along bikeways



A Top Priority: Streetscape



What we heard:

A thriving, welcoming streetscape supports the future of 82nd Avenue.

In the fall 2022 survey, top community priorities included:

- Lighting that better illuminates pedestrians
- Support for existing small businesses along 82nd Avenue
- More publicly accessible green space along or near 82nd Avenue

Community members are also interested in public art and community placemaking opportunities.

Which streetscape investments would you like to see on 82nd Avenue?

1. Pedestrian Lighting



Lighting at different heights supports all users



Pedestrian lighting in Beaverton

4. Street Furniture



5. Landscape, Parklets & Plazas

Explore on side streets intersecting with 82nd Avenue



Arleta Plaza Source: Bikeportland.org



Source: Bikeportland.org

2. Gateway Signage / Art



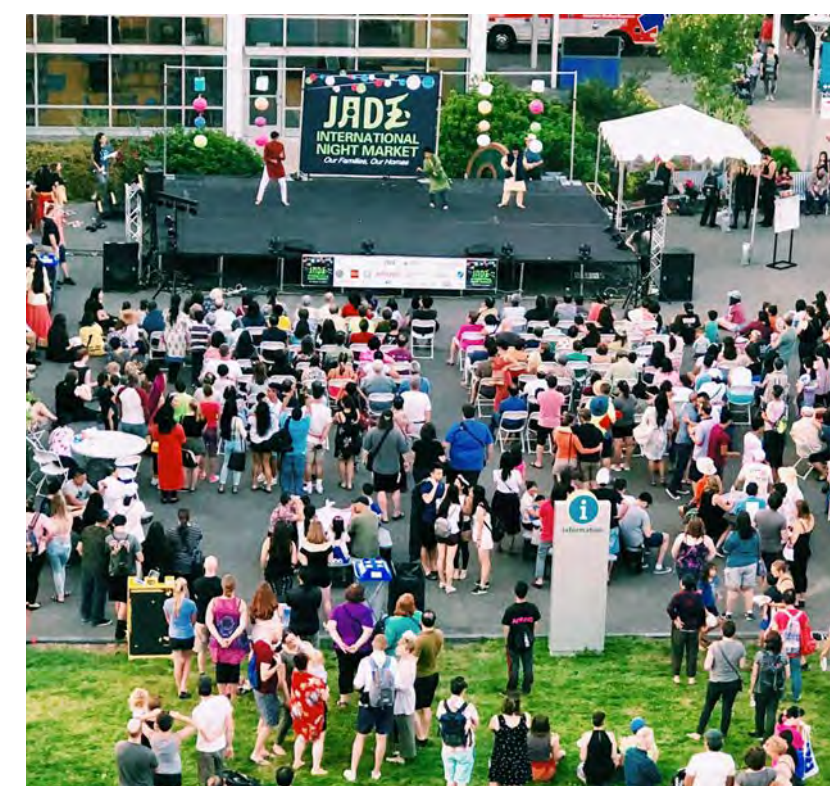
Interpretive art on NE Alberta Street

3. Wayfinding



Source: MIG

6. Pop Up Events



Jade District Night Market Source: APANO

Streetscape Opportunities



What ideas do you have for streetscape treatments?

Add a sticky note below

NE SANDY BLVD & NE 82ND AVE

Key:

Existing Condition

Opportunity

No bike crossing across 82nd from Lombard to Tillamook - longest gap on 82nd

Opportunity: plant more trees in existing sidewalks

Existing Line 72 bus stop

Opportunity: close street and create plaza, park, or stormwater facility

Mason Neighborhood Greenway extension

Opportunity: plant trees in existing sidewalks

Potential FX bus station

Steep Slope

Opportunity: widen sidewalks into property to plant trees, may require retaining walls

NE SKIDMORE ST

NE 82ND AVE

NE 81ST AVE

NE SANDY BLVD

NE MASON ST

NE 80TH AVE

Opportunity: add trees or landscaping into parking lot OR widen sidewalks into road north of Sandy

Steep Slope

Existing Line 72 bus stop

Potential FX bus station

Opportunity: Placemaking

Existing Line 12 bus stops

10ft sidewalk meets minimum dimensions for trees

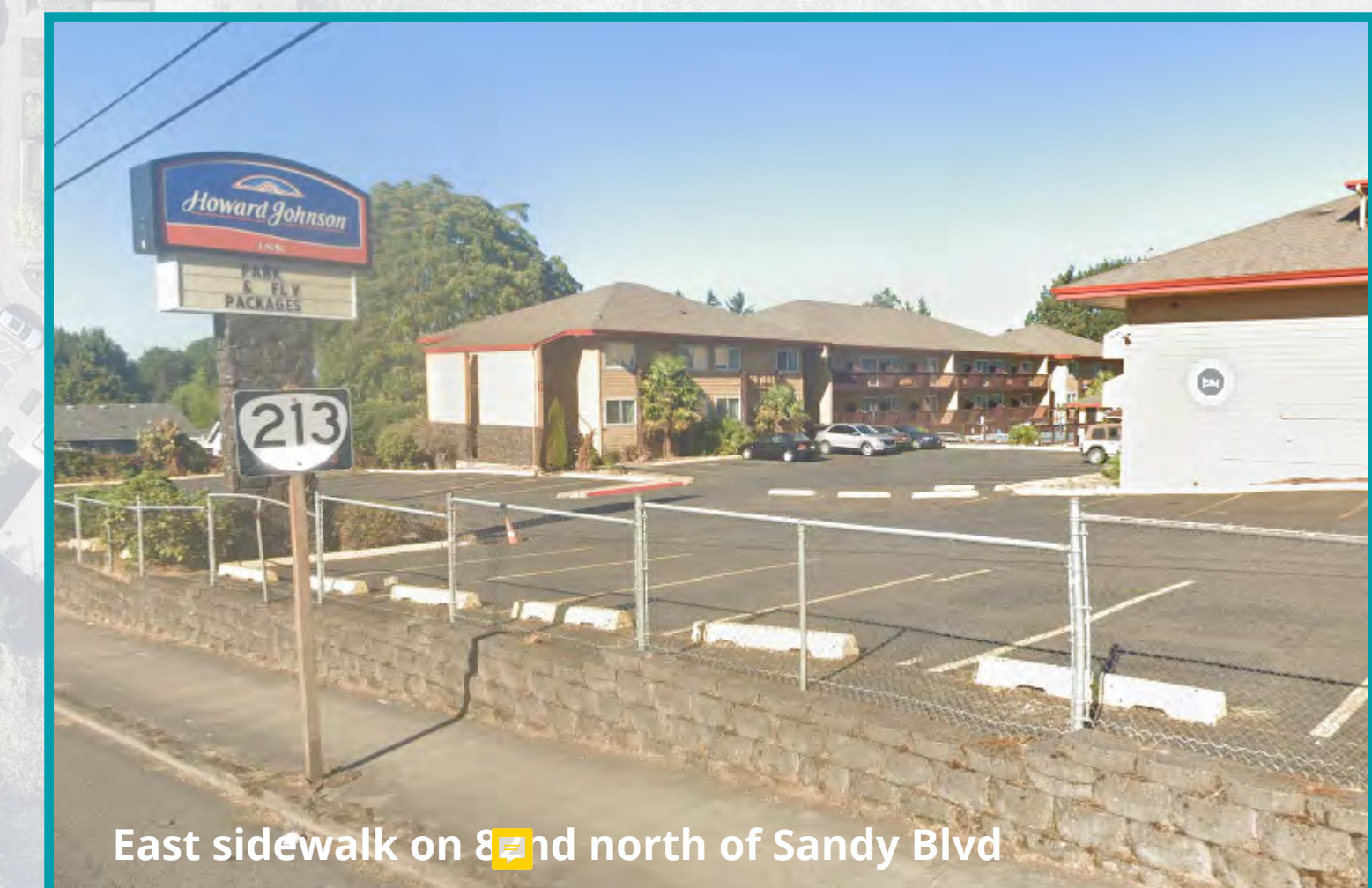
Steep Slope



Mason St at Sandy Blvd



NE corner of 82nd and Sandy Blvd



East sidewalk on 82nd north of Sandy Blvd

NE ALBERTA ST & NE 82ND AVE

Key:

Existing Condition

Opportunity



New RRFB crossing at Alberta, with opportunity to upgrade



Looking south on 82nd just south of NE Webster St

No bike crossing across 82nd from Lombard to Tillamook - longest gap on 82nd

10ft sidewalk meets minimum dimensions for trees

Existing Line 72 bus stop

Opportunity: widen sidewalks into property to plant trees

NE Alberta / NE Going Neighborhood Greenway extension to North/Northeast Portland

Potential FX bus station

Opportunity: plant trees in existing sidewalks

Opportunity: potentially relocate and upgrade crossing to NE Going PI

Opportunity to reconfigure intersection to improve safety

Opportunity: fill sidewalk gap by widening into property OR widen sidewalks into road north of Sandy

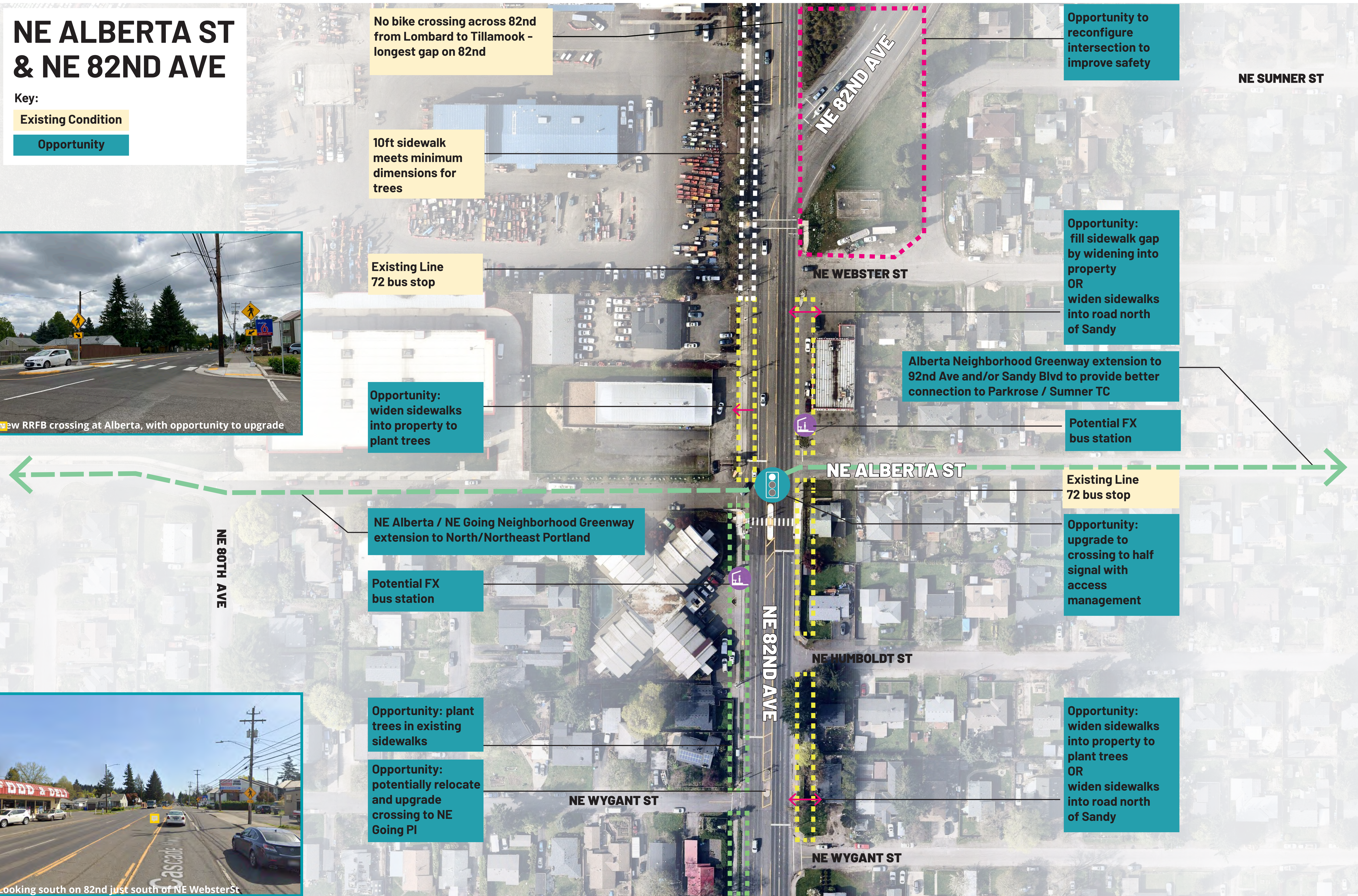
Alberta Neighborhood Greenway extension to 92nd Ave and/or Sandy Blvd to provide better connection to Parkrose / Sumner TC

Potential FX bus station

Existing Line 72 bus stop

Opportunity: upgrade to crossing to half signal with access management

Opportunity: widen sidewalks into property to plant trees OR widen sidewalks into road north of Sandy



NE SUMNER ST

NE 80TH AVE

NE 82ND AVE

NE ALBERTA ST

NE WEBSTER ST

NE HUMBOLDT ST

NE WYGANT ST

NE WYGANT ST

NE FREMONT ST & NE 82ND AVE

Key:

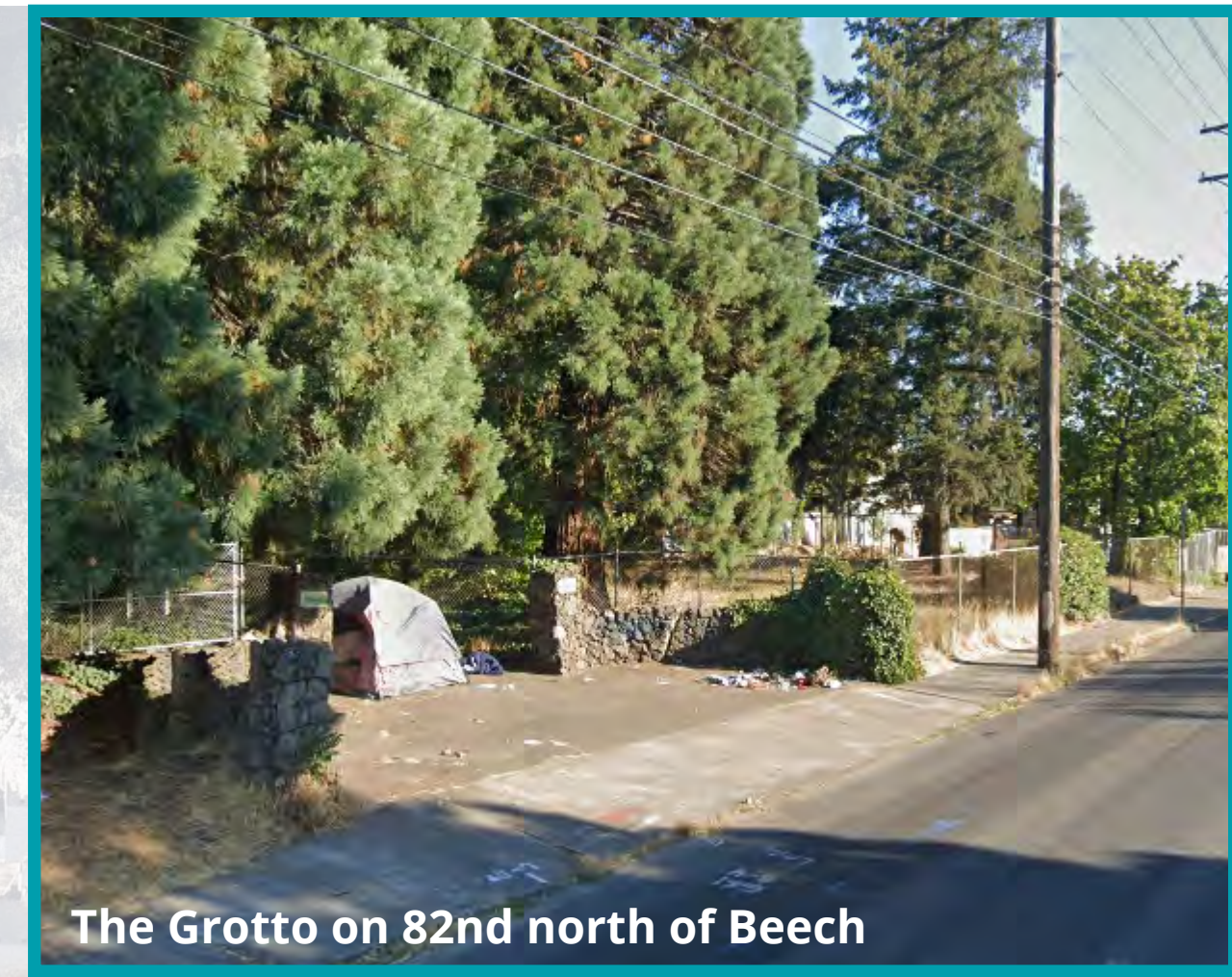
Existing Condition

Opportunity

Opportunity: Neighborhood Greenway as alternative to Fremont if protected bike lane is not possible

THE GROTTO

Opportunity: Open gate and add signage for neighborhood access to The Grotto



The Grotto on 82nd north of Beech

Funded RRFB

NE BEECH ST

Opportunity: Setback property line - build 10' sidewalk and plant trees in ROW

Opportunity: widen sidewalks into property to plant trees

Existing Line 72 and 24 bus stops

Opportunity: Protected Bike Lane

NE MILTON ST

Opportunity: Plant trees in existing sidewalks

Potential FX bus station

Existing signal with funded rebuild

NE FREMONT ST

Potential FX bus station

Opportunity: widen sidewalks into property to plant trees

Existing Line 72 and 24 bus stops

10ft sidewalk meets minimum dimensions for trees

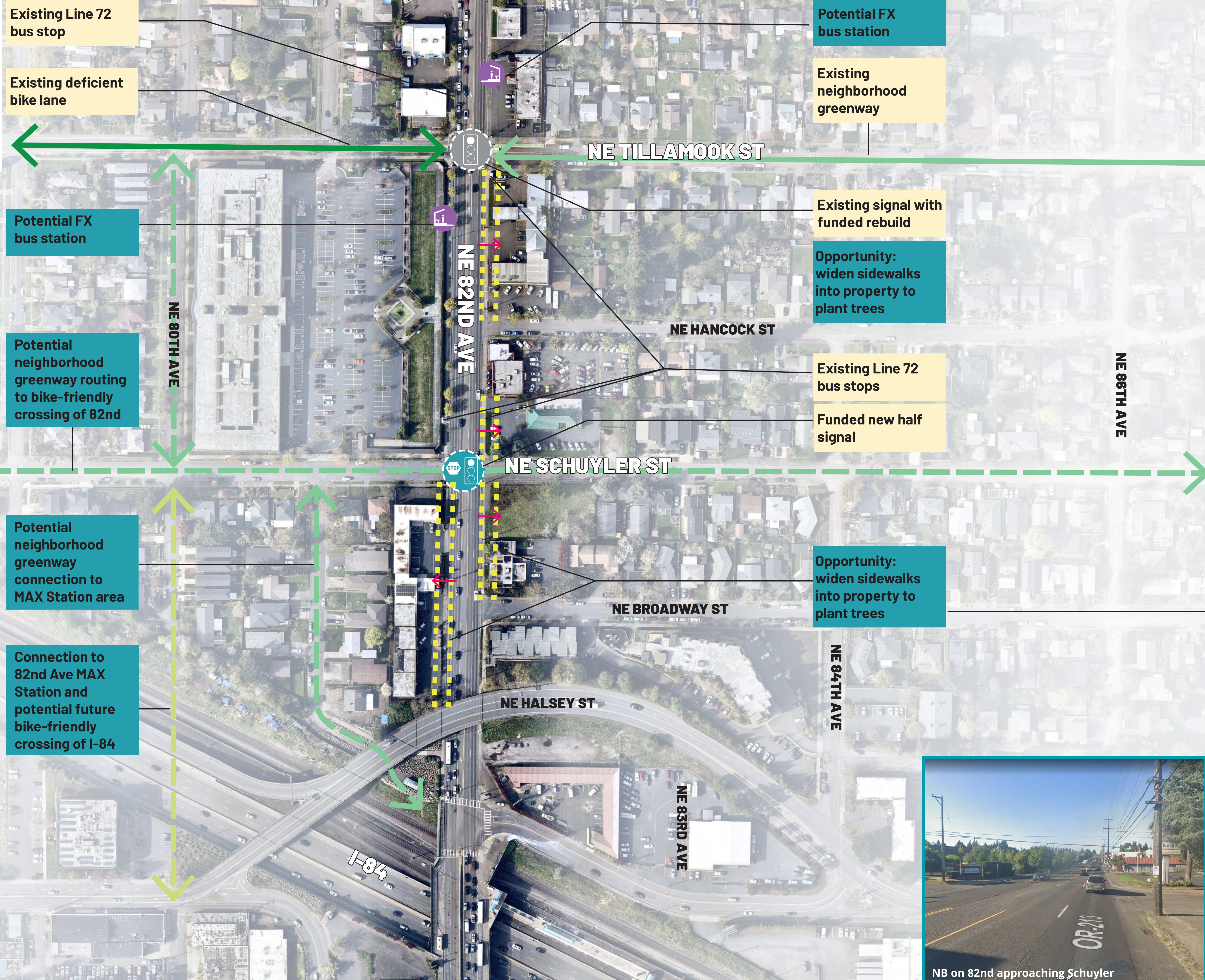


WB on Fremont approaching 82nd



NE TILLAMOOK ST & NE 82ND AVE

Key:
Existing Condition
Opportunity

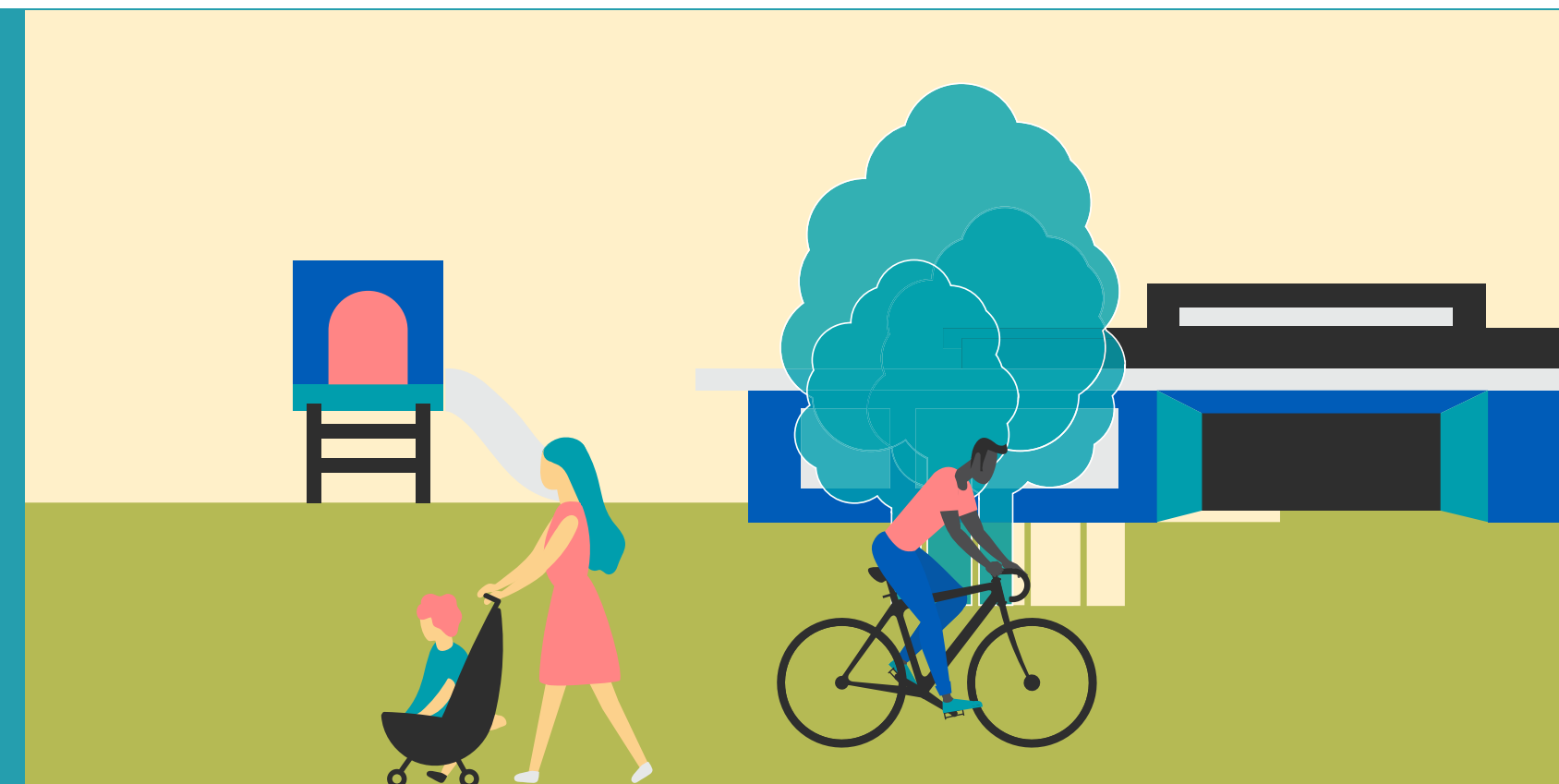


EB on Tillamook approaching 82nd



NB on 82nd approaching Schuyler

A Top Priority: Higher Quality Bus Service



Why FX on 82nd:

Partners from Portland to Clackamas County are working together on options to replace – and upgrade – the existing Line 72 bus on 82nd Avenue from NE Portland to Clackamas Town Center with FX™ – TriMet’s new Frequent Express service. The Line 72 has an average of 14,000 rides on weekdays (as of 2019) – more than the MAX Yellow or Orange lines (and the highest in the region!). The Line 72 on 82nd Avenue connects to over 20 other bus lines and three MAX lines. Although Line 72 is our highest ridership bus line, it has a lot of challenges:

- It’s hard for people to know if the bus will get them to their destination on time.
- The bus stops every few blocks and gets stuck in traffic
- Most stops lack amenities like shelters, lighting, accessible boarding areas or safe crossings nearby

Ideas under consideration:

1. Invest in Buses



Easier boarding (near-level, less lifts, more doors)



Quieter, Bigger Buses

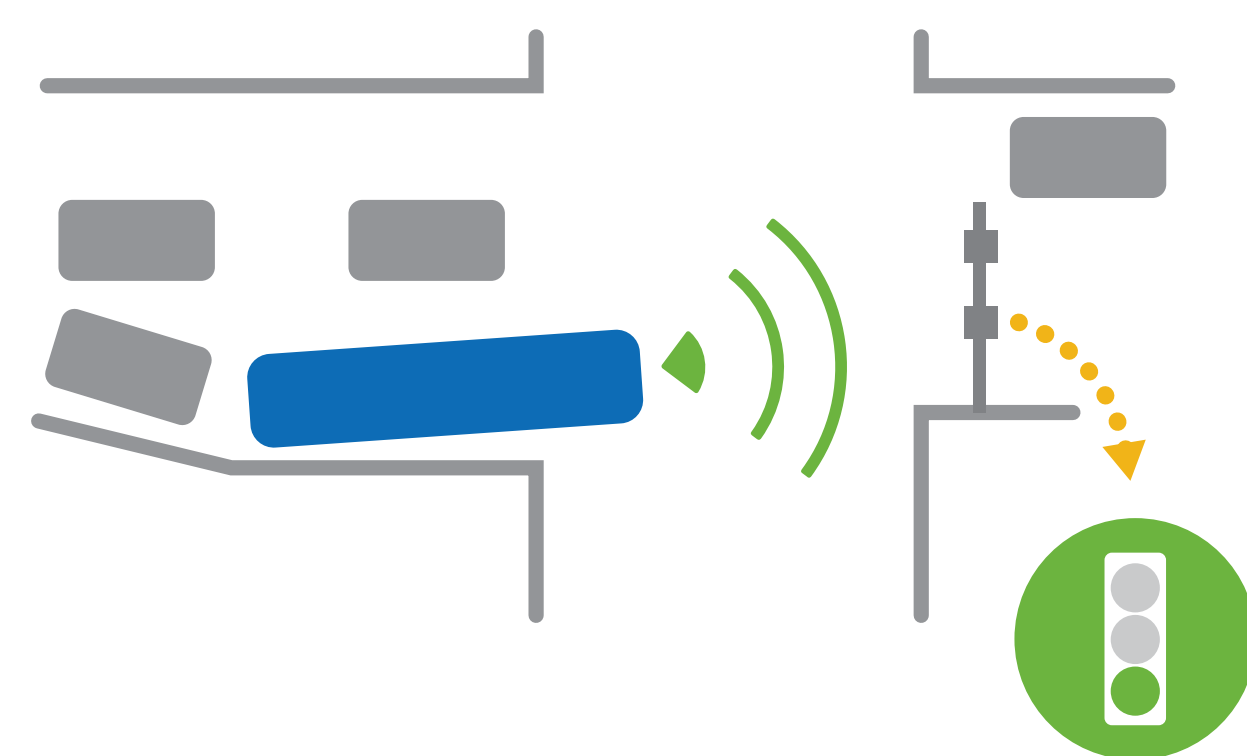
2. Make the Bus Faster and More Reliable

Business Access & Transit (BAT) lanes may be implemented to prioritize transit while still allowing vehicles to turn right.



Dedicated Lanes

Transit Signal Priority (TSP) extends green time or triggers the green time to start earlier, getting buses through intersections faster.



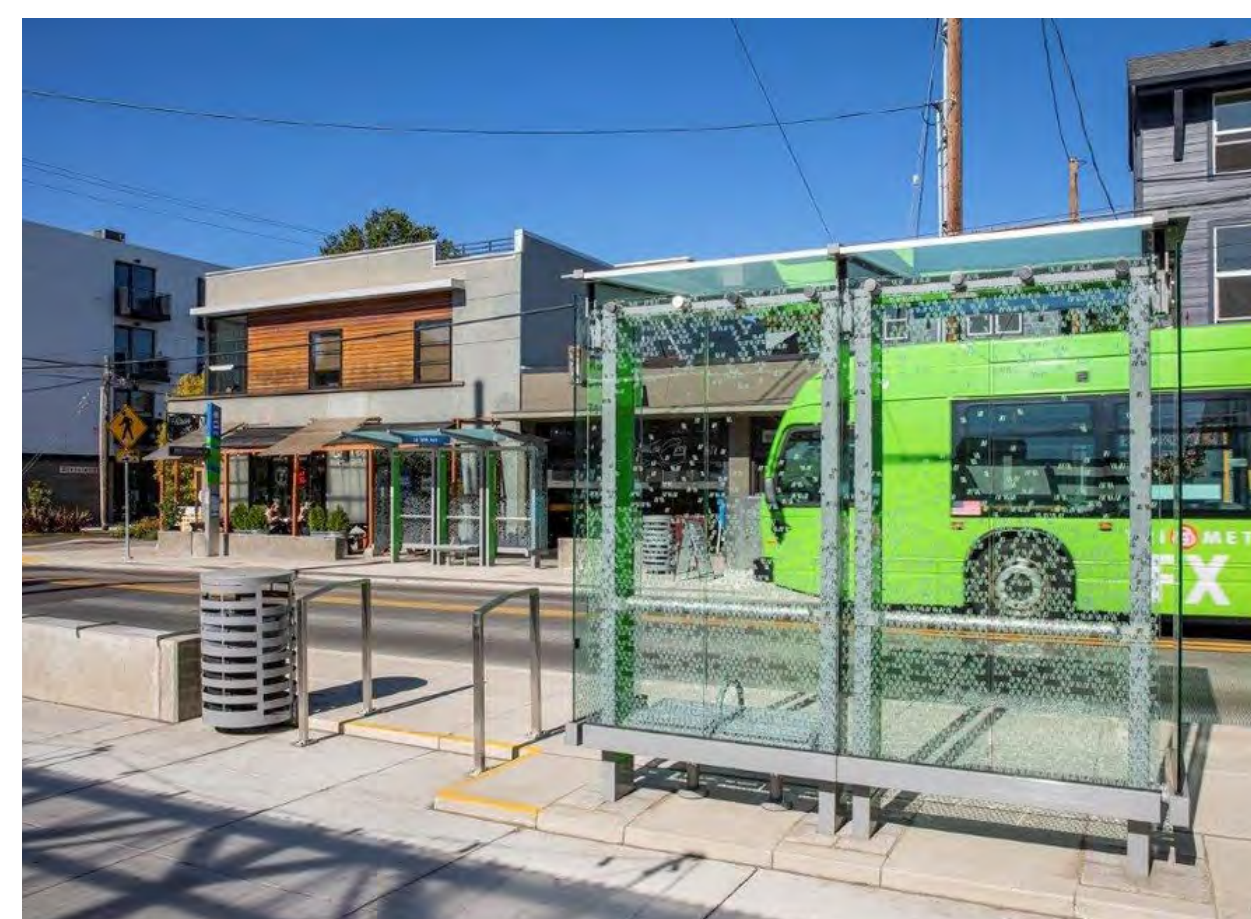
Transit Signal Priority (TSP)

3. Invest in Stations



The new FX™ line would include bus stations with shelters, seating, lighting and real-time bus arrival information.

FX bus stations are tailored to fit in and enhance the community area, while still being easy to find for riders.



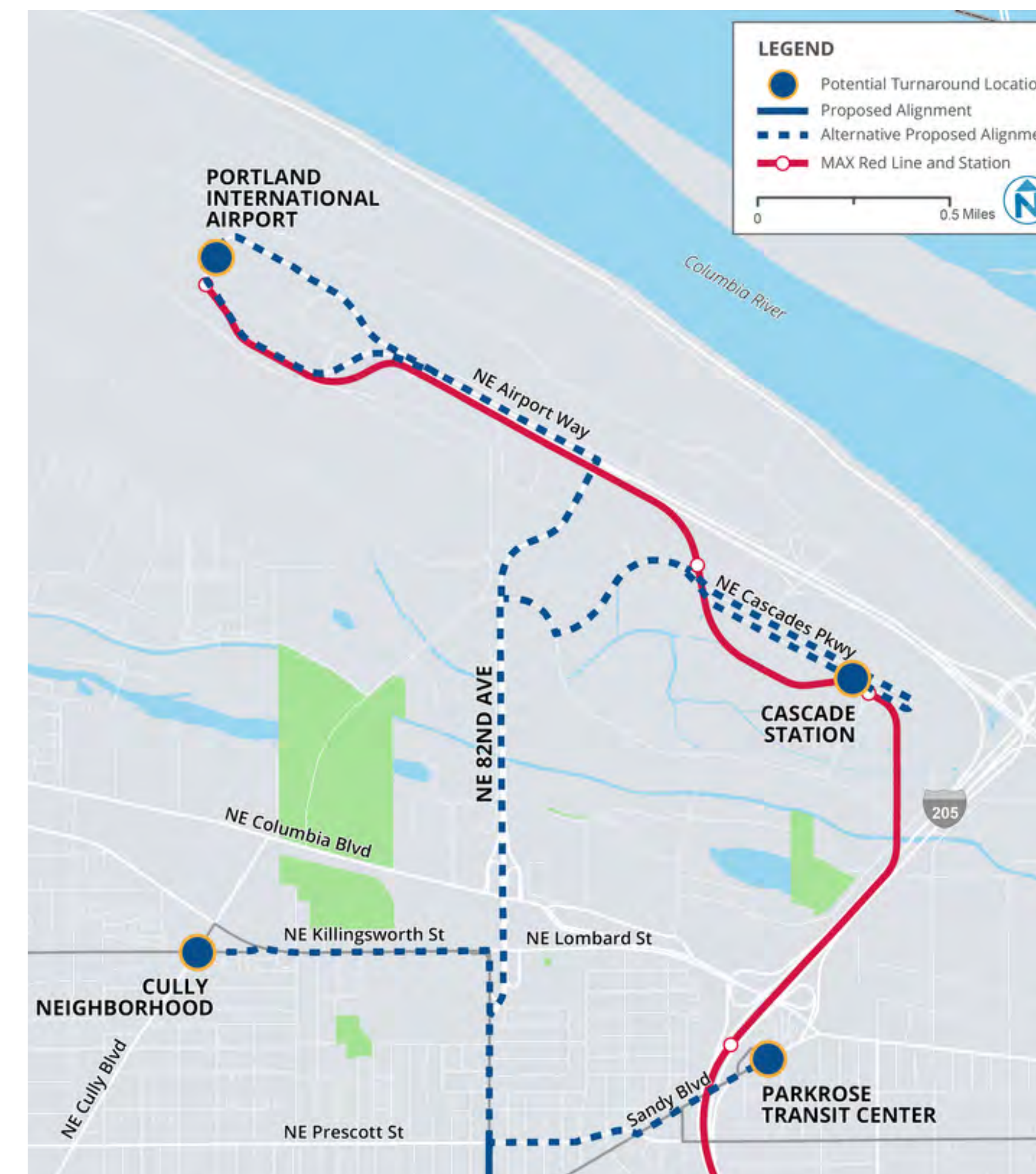
4. Connect You to Major Destinations

The new FX™ line would use the same route as today’s Line 72 between Clackamas Town Center and north of Sandy Boulevard. Partners are exploring four options for the bus to turn around at the northern end of the line:

- Portland International Airport
- Cascade Station
- Cully Neighborhood
- Parkrose Transit Center

Having a turnaround north of Sandy Boulevard means riders whose trips include both the 82nd Avenue and Killingsworth Street portions of today’s Line 72 would need to transfer between the new FX™ line and bus service for Killingsworth. The four turnaround options will be graded by how well they meet these points.

- Fit with local community plans and the needs of property owners.
- Provide access to jobs, important destinations and where people live.
- Connect to other buses and the MAX.
- Provide safe and convenient walking and rolling access.
- Serve people who rely on transit – especially people with lower incomes and communities of color.
- Make it easier for more people to ride transit.
- Meet cost efficiency goals.



Which turnaround option best serves your travel needs?

Add a dot to the map



PROPOSED STATION LOCATIONS

- Proposed Station
- Exact Station Location To Be Refined
- Proposed Alignment
- - - Alternative Proposed Alignment
- Turnaround Options
- Bus Route
- MAX Line and Station

0 1/2 1 Mile

Station Locations

The Line 72 currently has an average of 7 stops per mile (115 stops between Clackamas Town Center and Killingsworth Street).

It's important to balance bus stops spacing for rider convenience and bus trip speed. More bus stops mean people have a shorter walk to the bus, but trips are slower and less reliable since the bus has to stop more often.

Many factors go into choosing bus station locations.

What's most important to you?

Put a ball in the bucket of your most important

Near important places and destinations (jobs, schools, shopping, community centers, social services)

Where **people ride the bus now**

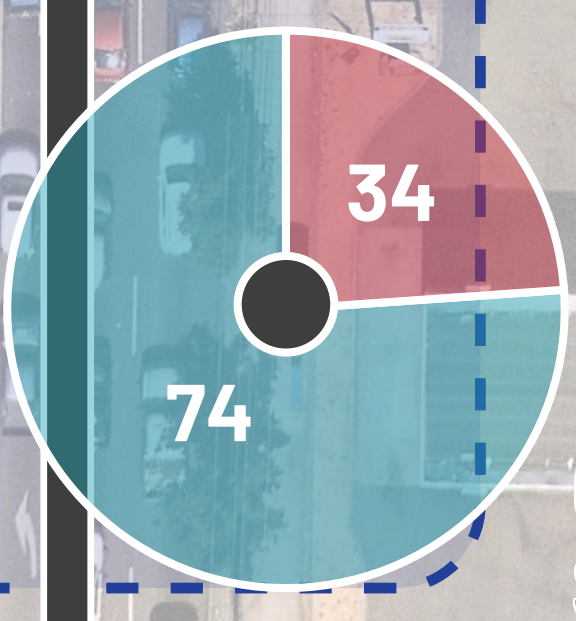
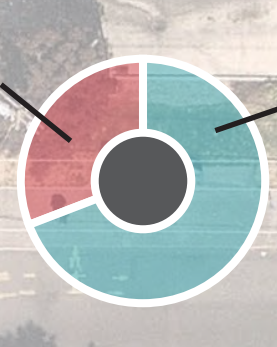
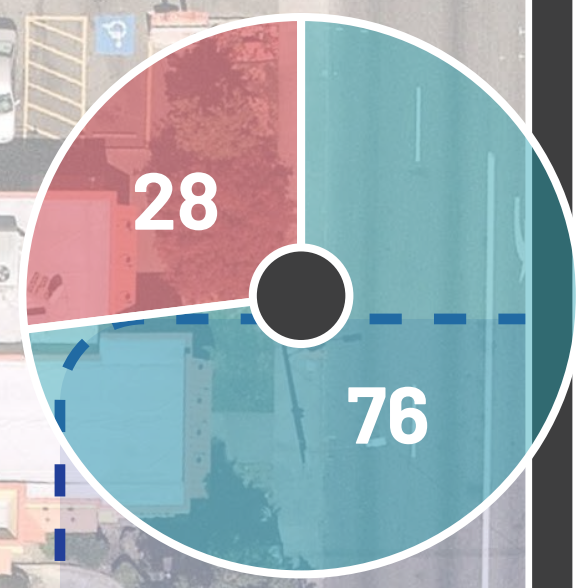
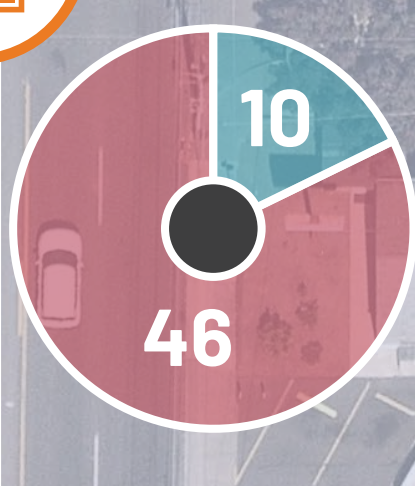
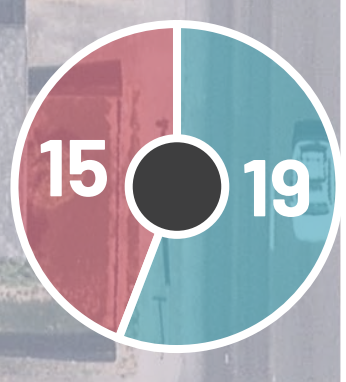
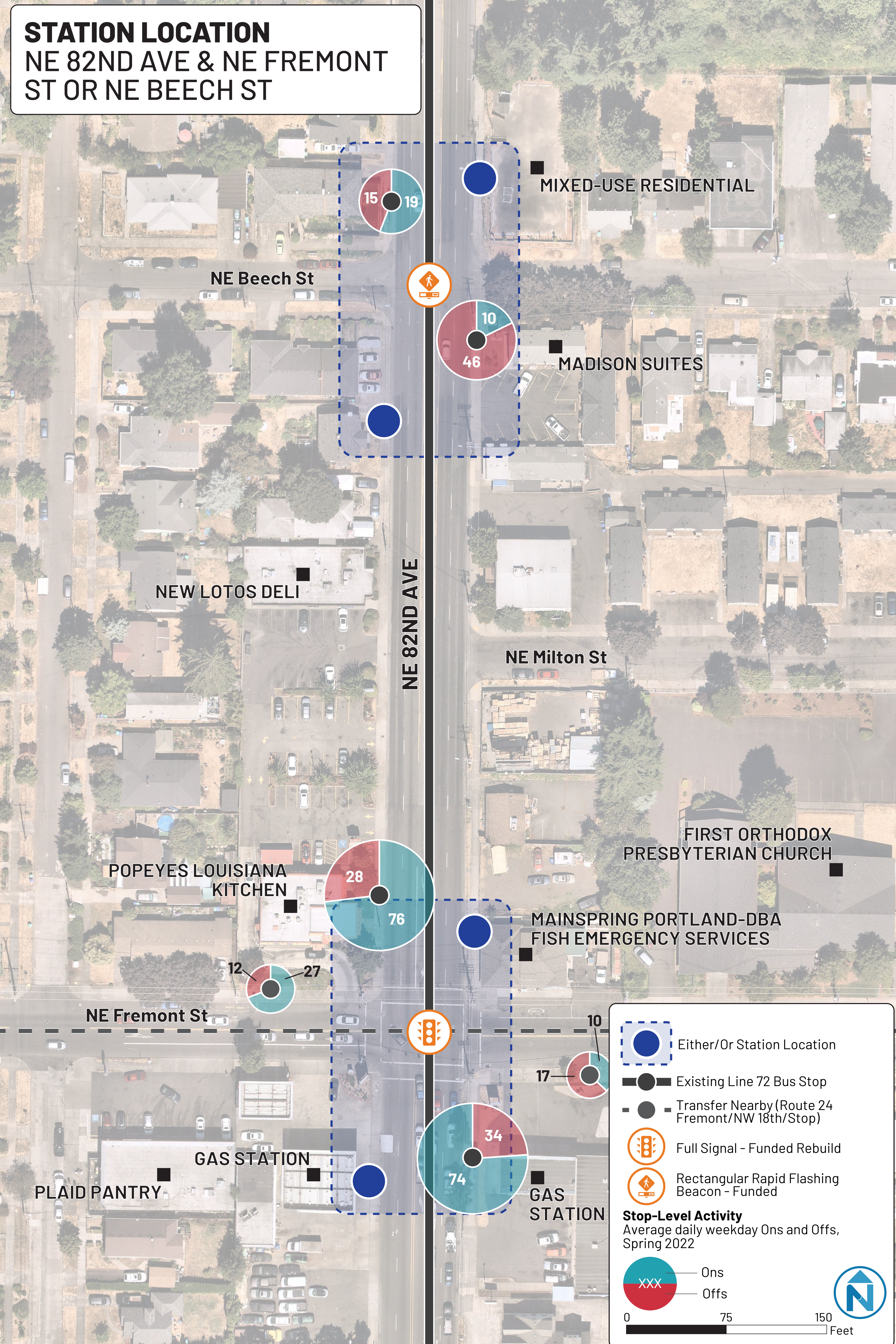
Safe and easy access for pedestrians and bicyclists

Easy transfers to other transit lines

Bus is faster and more reliable

STATION LOCATION

NE 82ND AVE & NE FREMONT ST OR NE BEECH ST



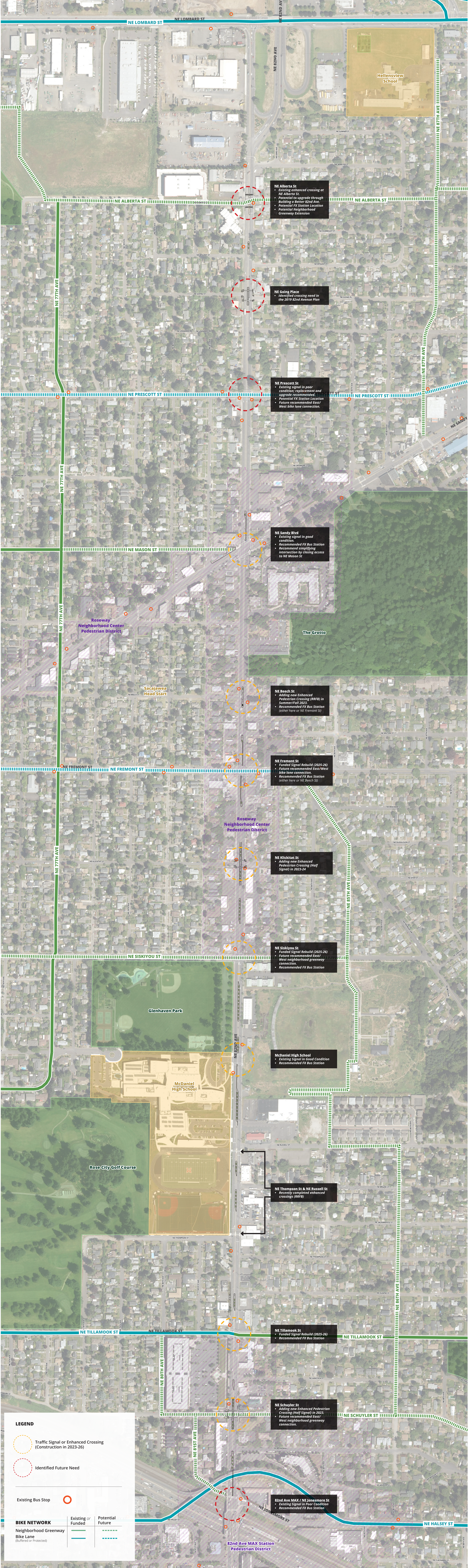
Legend

- Either/Or Station Location
- Existing Line 72 Bus Stop
- Transfer Nearby (Route 24 Fremont/NW 18th/Stop)
- Full Signal - Funded Rebuild
- Rectangular Rapid Flashing Beacon - Funded

Stop-Level Activity
Average daily weekday Ons and Offs, Spring 2022

Ons
 Offs

0 75 150 Feet



NE Alberta St

- Existing enhanced crossing at NE Alberta St.
- Potential to upgrade through Building a Better 82nd Ave.
- Potential FX Station Location
- Potential Neighborhood Greenway Extension

NE Going Place

- Identified crossing need in the 2019 82nd Avenue Plan

NE Prescott St

- Existing signal in poor condition; replacement and upgrade recommended.
- Potential FX Station Location
- Future recommended East/West bike lane connection.

NE Sandy Blvd

- Existing signal in good condition.
- Recommended FX Bus Station
- Recommend simplifying intersection by closing access to NE Mason St

NE Beech St

- Adding new Enhanced Pedestrian Crossing (RRFB) in Summer/Fall 2023.
- Recommended FX Bus Station (either here or NE Fremont St)

NE Fremont St

- Funded Signal Rebuild (2025-26)
- Future recommended East/West bike lane connection.
- Recommended FX Bus Station (either here or NE Beech St)

NE Klickitat St

- Adding new Enhanced Pedestrian Crossing (Half Signal) in 2023-24

NE Siskiyou St

- Funded Signal Rebuild (2025-26)
- Future recommended East/West neighborhood greenway connection.
- Recommended FX Bus Station

McDaniel High School

- Existing Signal in Good Condition
- Recommended FX Bus Station

NE Thompson St & NE Russell St

- Existing completed enhanced crossings (RRFB)

NE Tillamook St

- Funded Signal Rebuild (2025-26)
- Recommended FX Bus Station

NE Schuyler St

- Adding new Enhanced Pedestrian Crossing (Half Signal) in 2023.
- Future recommended East/West neighborhood greenway connection.

82nd Ave MAX / NE Jonesmore St

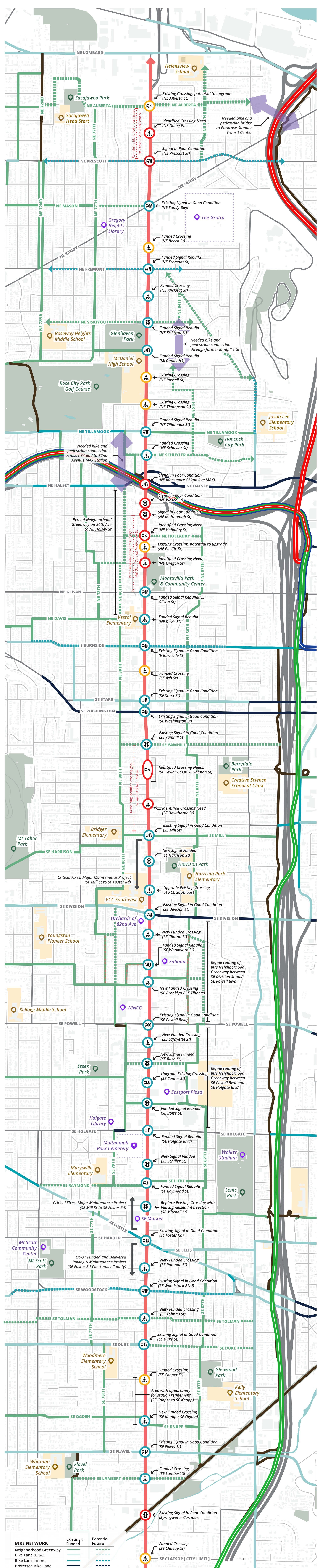
- Existing Signal in Poor Condition
- Recommended FX Bus Station

LEGEND

- Traffic Signal or Enhanced Crossing (Construction in 2023-26)
- Identified Future Need
- Existing Bus Stop

BIKE NETWORK

	Existing or Funded	Potential Future
Neighborhood Greenway		
Bike Lane (Buffered or Protected)		



BIKE NETWORK

- Neighborhood Greenway
- Bike Lane (Striped)
- Bike Lane (Buffered)
- Protected Bike Lane
- Off-Street Trail

- Existing or Funded
- Potential Future

- Existing Crossing, potential to upgrade
- Identified Crossing Need
- Signal in Poor Condition
- Existing Signal in Good Condition
- Funded Crossing
- Funded Signal Rebuild
- Identified Crossing Need
- Existing Crossing, potential to upgrade
- Identified Crossing Need
- Funded Signal Rebuild
- Existing Crossing
- Existing Crossing
- Funded Signal Rebuild
- Existing Crossing
- Signal in Poor Condition
- Signal in Poor Condition
- Signal in Poor Condition
- Identified Crossing Need
- Existing Crossing, potential to upgrade
- Identified Crossing Need
- Funded Signal Rebuild
- Funded Signal Rebuild
- Existing Signal in Good Condition
- Funded Crossing
- Existing Signal in Good Condition
- Existing Signal in Good Condition
- Existing Signal in Good Condition
- Identified Crossing Needs
- Identified Crossing Need
- Existing Signal in Good Condition
- New Signal Funded
- Upgrade Existing Crossing at PCC Southeast
- Existing Signal in Good Condition
- New Funded Crossing
- Funded Signal Rebuild
- New Funded Crossing
- New Funded Crossing
- Existing Signal in Good Condition
- New Funded Crossing
- New Signal Funded
- Upgrade Existing Crossing
- Funded Signal Rebuild
- Funded Signal Rebuild
- New Signal Funded
- Funded Signal Rebuild
- SE LIEBE
- Replace Existing Crossing with Full Signalized Intersection
- Existing Signal in Good Condition
- New Funded Crossing
- Existing Signal in Good Condition
- New Funded Crossing
- Existing Signal in Good Condition
- New Funded Crossing
- Existing Signal in Good Condition
- Funded Crossing
- Area with opportunity for station refinement
- New Funded Crossing
- Existing Signal in Good Condition
- Funded Crossing
- Existing Signal in Poor Condition
- Funded Crossing

NE CLATSOP [CITY LIMIT]