

Agenda

Meeting: 82nd Avenue Transit Project Steering Committee #15
Date: December 19, 2024
Time: 2:30 p.m. to 4:30 p.m.
Place: **PCC Southeast**, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon
Purpose: Project partner updates. Staff will share cost, scope, funding plan, and engagement next steps. 82nd Ave coalition will introduce language to support the Equitable Development Strategy (EDS). Staff will share locally preferred alternative (LPA) recommendation. Steering committee will discuss the recommendation and undertake a temperature taking exercise to show support and any concerns.
Outcome(s): Steering Committee will understand current project cost, scope, funding plan, next steps, and language to support the EDS. Steering Committee will discuss and provide feedback on the staff LPA recommendation.

- 2:30 p.m. Welcome and introductions
- 2:35 p.m. Approval of November meeting minutes
- 2:40 p.m. Updates from partners
- 2:50 p.m. Cost, Scope, Funding Plan (Jesse Stemmler, TriMet)
 - Project cost, scope, and funding plan
 - Discussion/Questions
- 3:10 p.m. Engagement and Decision-Making Next Steps (Jennifer Koozer, TriMet)
 - New Committees/timeline for engagement
 - Discussion/Questions
- 3:25 p.m. Equitable Development Strategy Support (Zachary Lauritzen, Oregon Walks)
 - Proposed language to accompany LPA adoption
 - Discussion
- 3:40 p.m. Staff LPA Recommendation (Melissa Ashbaugh, Metro)
 - Recap of previous recommendations
 - Next steps
 - Questions
- 3:50 p.m. LPA Temperature Taking (Metro Councilors/All)
 - Steering Committee Discussion
 - Green/yellow/red exercise
 - Next Steps
- 4:10 p.m. Public Comment
- 4:25 p.m. Next Steps/Adjourn (Metro Councilors Hwang/Lewis)

Materials:

Draft Steering Committee Meeting #14 meeting minutes (November 2024)

Consensus Decision Meeting Protocols

82nd Steering Committee Support of the Equitable Development Strategies DRAFT for discussion

82nd Ave Coalition Equitable Draft Development Strategies

82nd Avenue Transit Project LPA Language and Map draft

82nd Avenue Transit Project draft route and terminus recommendation

If you need an interpreter, please contact Tanja Olson, tanja.olson@oregonmetro.gov, 971-460-9341, within 48 hours of meeting.

Meeting minutes

Meeting: **82nd Avenue Transit Project Steering Committee #14**
 Date/time: Thursday, November 21, 2024 | 2:30 p.m. to 4:30 p.m.
 Place: Hybrid meeting held via Zoom and in person at Metro Regional Center, MRC 328, 600 NE Grand, Portland, Oregon

Members, Alternates Attending

Kristin Hull, *alternate*
 Rian Windsheimer
 Councilor Christine Lewis, Co-chair
 Councilor Duncan Hwang, Co-chair
 JC Vannatta
 Vikki Payne, *alternate*
 Kaitlyn Dey
 Representative Khanh Pham
 Commissioner Mark Shull
 Michael Liu
 Zachary Lauritzen

Affiliation

City of Portland
 Oregon Department of Transportation
 Metro
 Metro
 TriMet
 Multnomah County
 Clackamas Service Center
 Oregon Legislature
 Clackamas County
 82nd Avenue Business Alliance
 Oregon Walks

Presenters

Melissa Ashbaugh
 Paulina Salgado
 Luis Velasco
 Jesse Stemmler

Metro
 TriMet
 Living Cully
 TriMet

Attendees

Dameion Samuelson
 Jacob Loeb
 Jennifer Koozer
 John Giacoppe
 Kiel Jenkins
 Mara Krinke
 Sandra Hikari
 Scott Bingham (Sundt)
 Sharon Daleo
 Jamie Snook
 Monica Krueger
 Zachary Powers
 Tanja Olson
 Jason Nolin
 Nubia Martinez

TriMet

 TriMet

 Parametrix
 Oregon Department of Transportation

 City of Portland
 TriMet
 Metro
 Cully Association of Neighbors
 Metro
 Metro
 Metro

Jeff Owen	Clackamas County
Peter Craig	KPFF
Jorge Sanchez Bautiste	
Myla Janssen	Metro
Michael Kiser	TriMet
Diego Murphy	Metro
Malu Wilkinson	Metro
Elizabeth Mros-O’Hara	Metro
Michaela Skiles	Metro
Kate Hawkins	Metro

Welcome and Introductions

Co-Chair Metro Councilor Lewis called the meeting to order at 2:37 p.m. and welcomed the attendees, reviewed general information for the meeting, and provided an overview of the agenda. This section does not have sound on the recording, so Councilor summarized the important parts and moved on with the agenda.

Approval of September 2024 Meeting Minutes

Councilor Lewis called for a motion to approve the September meeting minutes. Zachary made a motion and Michael Liu seconded it. Councilor Lewis asked for all in favor to say “Aye.” Minutes were approved with no opposition.

Updates from Partners

Councilor Lewis asked for introductions and updates from the members.

Co-chair Metro Councilor Lewis introduced herself.

Kristin Hull, City of Portland, sat in for Art Pearce. PBOT is going to their city council with the Building a Better 82nd Avenue Plan on Dec. 4th, a culmination of Portland’s planning work on City of Portland portion of the corridor.

Rian Windsheimer, ODOT Region One manager, was happy to be working on this project and happy about the progress.

Zachary Lauritzen, Oregon Walks & 82nd Ave Coalition, shared that land across from McDaniel High School was recently purchased by Bird Alliance of Oregon, for trails, an animal hospital, and educational facilities which will bring energy to this section of the corridor. Zachary asked to share a report by the Coalition. After several meetings with partners, they have developed an equitable development strategy (EDS) to mitigate the pressures of displacement and potential negative effects of the transit and other major investment in the corridor. He noted that several projects happening simultaneously will increase values and rents. More investments are needed to prevent displacement. They have been working with Multnomah County to identify gaps in childcare and hope to give the workforce the skills to withstand rising values. The Coalition is asking the committee to review and support the Coalition’s efforts. A copy of the EDS was provided to each of the steering committee members in their materials.

Commissioner Mark Shull, Clackamas County, reported that the county has been working on Phase II of Sunrise Corridor and has an updated concept and maps.

Michael Liu Fubonn thanked Zach for his work on the EDS with the coalition.

Emerald Bogue, Port of Portland, still operates the airport and noted the opportunities to partner with

the coalition. Zach commended the airport on the new renovation.

Co-chair Metro Councilor Duncan Hwang introduced himself as he represents Metro District 6.

Kaitlyn Dey, Clackamas Service Center, opened a new building and they are settling in.

JC Vannatta introduced himself as Director of Public Affairs for TriMet and shared three updates: one, TriMet launched four more languages in Trip Planner. 2. They had a celebration of the Columbia bus bay facility that is linked to this project by providing infrastructure for future buses. 3. They celebrated the NOLO grant of \$39m from FTA [Federal Transit Administration]. He thanked Councilor Lewis for attending the celebration. In addition, TriMet is still hiring mechanics and drivers. Forbes ranked TriMet one of the top 5 places to work in Oregon.

Representative Khanh Pham had technical difficulties and dropped off the meeting.

Kelly Betteridge, Metro investment areas manager, gave an update: because of the election and change of administration might change the funding landscape. Metro and TriMet are working to position the project as best as possible, getting ready to move quickly when more information is available.

Vikki Payne, Multnomah County, sat in for Commissioner Brim-Edwards.

Public Comment

Councilor Lewis asked if there was anyone in the room that wished to make a public comment with a two-minute limit.

Zach Powers, board member for Cully Association of Neighbors, participated in TriMet's focus group, and spoke in support of the Cully terminus. He noted that they have heard a lot of positive feedback from neighbors. The area is improving over time and a lot of people who are transit dependent and support multi-modal options. The Cully area has been historically underserved and has a lot of dense income-restricted housing.

Paulina read a note from Annette Pronk, community development manager at Habitat for Humanity, an engaged Cully resident. About the Cully Terminus Engagement Group, Annette wrote that the process was thoughtful and transparent. She felt heard during the series of 5 meetings. There was a variety of lived experiences among the members. Relationships were made in the group by the safe and welcoming place that staff created. Annette wrote that she was skeptical at first but had a very positive experience and thanked the steering committee for the thoughtful engagement.

Councilor Lewis closed public comment when no hands were raised online.

Staff Northern Terminus Recommendation (Melissa Ashbaugh, Metro / Paulina Salgado, TriMet / Luis Velasco, Living Cully)

Councilor Hwang introduced Melissa Ashbaugh (Metro), Paulina Salgado (TriMet), and Luis Velasco (Living Cully). Melissa began with a review of the presentation's agenda: review of the evaluation criteria, updated recommendation, time for questions, and a temperature taking.

The evaluation criteria were developed by all the jurisdictional partners to reflect project goals and objectives, and support equity and decision-making. Last April the steering committee voted to narrow to two termini, Cully and Parkrose, because they performed the best across the categories. Staff felt that they needed more information to confirm one terminus, especially in terms of community fit and project feasibility.

Since April, there has been design work and the formation of a Technical Design Advisory Committee to support the process. They gathered information about traffic, safety, ridership, cost, compatibility with

other plans, and community desires. Early project cost estimates for the project are \$315-320m with a Cully terminus, and \$300-305m with a Parkrose terminus. The Cully terminus route is slightly longer, has more stations, and expects higher ridership. Both options expect 15-20% travel savings.

Paulina summarized the terminus engagement with community and neighborhood associations. In Parkrose, they focused on sharing information and confirming community priorities. From Parkrose they heard a need to upgrade to the transit center and address safety concerns.

In Cully, they focused on community fit. TriMet created the Cully Terminus Evaluation Group (CTEG) to gather feedback from a variety of stakeholders in the community. At a series of five meetings, the design team presented design concepts and gathered input. They incorporated feedback and brought new designs to the next meeting. In the end, they presented two design options, one on-street and one off-street that met the community needs to move forward, and the community group approved.

An Open House held on Sept. 30 was very successful with 80-90 people attending. The two design options that you see on the wall were displayed and attendees were given the opportunity to vote on their preferred location for the terminus. 75 out of 78 voted for Cully over Parkrose for the terminus. The community is excited about the improvements to the neighborhood. CTEG intentionally involved engaged community members and Luis Velasco is one of those members.

Luis Velasco, Living Cully, Program Manager, gave a personal account of the engagement in Cully. Luis gave kudos to staff for stipends to committee members, for removing barriers and supporting transportation justice. Staff gathered feedback, incorporated feedback, brought revisions to next meeting, and repeated the process. Cully has a track record of community-led initiatives, for example, Cully Park was converted from a landfill. Las Adelitas converted an adult entertainment center to 140 affordable housing units. Neighborhoods need affordable housing and parks to thrive. Cully is one of the largest, most diverse neighborhoods with the highest crime and poverty. Luis reported that it feels like this terminus will continue an improvement to the neighborhood, bringing reliable transportation. He noted that the Columbia Corridor has the highest pollution levels in the City of Portland due to the proximity to the airport. More transit options support reduced carbon consumption and emissions. This transportation investment is also an anti-displacement strategy. Many neighbors have already been displaced out of the neighborhood and this project will help those people to return. This project will draw people back into the neighborhood and give current residents more transportation mobility. Plus, there is room to develop. Cully wasn't incorporated until 1985, so many improvements are still needed, and the co-benefits of this project will reach beyond the neighborhood.

Melissa continued with the evaluation of the Cully terminus plan. The two plans presented fit within the community plans and physically fit. A Parkrose terminus assumes changes to the existing transit center to incorporate safety concerns, but requires less changes for the community.

In terms of project feasibility, the Cully terminus has higher costs than Parkrose because of a longer alignment, but it has higher ridership projections. Both are competitive for federal funding, but Cully is more competitive because of higher ridership projections. Looking at the evaluation summary Cully outperforms Parkrose with the new analysis on almost all the categories.

Staff recommended the Cully triangle for the northern terminus. Melissa noted that in Cully there are other exciting opportunities and connections, a nexus between transit and land uses, and opportunities

for affordable housing. Melissa addressed a question about lost transit connections in Parkrose with the Cully terminus and showed a graphic showing more connections to the Parkrose transit center than today with the project terminating in Cully.

Discussion

Councilor Hwang introduced time for discussion before a temperature taking exercise.

Commissioner Shull remarked that Clackamas County planning supports the Cully option, but shared a question from public: What weight was given to the fact that Parkrose has a direct connection to the MAX? In other words, how convenient is it to connect from MAX from Cully Terminus? Melissa stated that the exciting part is that the new line 72 will connect Cully and Parkrose and the MAX. Michael Kiser noted that the new BRT/FX line will also intersect directly with the MAX at I-84.

Senator-elect Pham posed a question about trade-offs. Were there any cuts made to the vision? For example, at Powell, originally there was going to be a renovation to improve throughput. She asked staff to talk more about the cuts that were made to the project, i.e., Powell intersection improvements due to scarce resources. Melissa responded that the preliminary costs that have been presented include all the core aspects for improved service and qualifying for FTA funding, but doesn't include intersection widening options, which are still being analyzed. They haven't been ruled out, but the core project is hitting the high mark in terms of competitiveness for federal grant funding.

Councilor Hwang wondered if staff would create alternative scenarios.

Michael Kiser responded that they are being intentional to create transparency for the BRT [bus rapid transit] essential items in FTA's framework, considering the needs of the city and community. Nothing has been taken off the table at this point. TriMet is drawing and costing for major intersection improvements at four key locations, including Powell. Some intersection improvements are anticipated to be quite expensive. That doesn't mean they aren't feasible, but it will depend on funding.

Councilor Hwang suggested that it is important for the members to understand the tradeoffs, costs, benefits, and possibilities. He guarded against designing to a set dollar amount and he wants to understand the full range of what is possible.

Michael Kiser noted that at the next steering committee meeting, staff will be closer to the 15% design milestone and will bring a cost estimate that includes aspirational pieces for long-term resiliency.

Zachary, Oregon Walks, flagged that closing the Killingsworth block was popular with many community members. He wondered about designing for that possibility in the future.

Jesse responded that they heard from the CTEG that they weren't interested in a pedestrian-only space on Cully. Many were worried about circulation. TriMet wants to be flexible and understand the future.

Kristin commended and appreciated the quality outreach effort. Cully is clearly the right terminus choice for transit riders and Portland is looking forward to making this terminus choice and addressing more hard choices in the future.

Senator-elect Pham has community organizing experience and cautioned against using "the" community because Cully is only one neighborhood among many in the corridor. She is nervous about making decisions that impact other communities because of limited funding. Most improvement in travel speed

will come from signal prioritization, a powerful tool, but she will be disappointed if the project won't be able to create significantly better travel times and improve throughput of the bus. Senator-elect Pham asked about the criteria for BRT, specifically the speed requirements.

Melissa responded that BRT is a specific definition for federal funding that includes improving bus speeds through most intersections, new signage and bus stations, and we are meeting FTA's definition of BRT. Melissa will investigate the speed requirements and get back to Senator-elect Pham with details.

Councilor Hwang asked about the terminus designs shown on the wall. Is there a community preference at this point and what is the relationship with Hacienda CDC?

Jesse responded they have had conversations with Hacienda. The Cully community is interested in the off-street design. There are many conversations and negotiations to navigate because it will have higher costs. The on-street opportunities, i.e., streetscape improvements, also resonated with community and doesn't prevent the off-street option in the future. Hacienda CDC and the community are excited about the opportunities for this space and lots of ideas were generated. TriMet's intent is to continue to interact with the community through this early design phase.

Northern Terminus Temperature Taking (Councilor Hwang)

Councilor Hwang introduced the temperature taking activity. This was not an official vote, but a chance to ask questions and air concerns. All steering committee members showed green, those who were present and visible at the time. Senator-elect Pham was not on screen at the time. The actual vote on the full LPA recommendation will be in January.

Updates on Cost/Scope (Michael Kiser, TriMet)

Michael Kiser, project director, presented an overview of the design and cost approach. Next month there will be a more robust layout on the design and cost. Right now, the design team is working hard on the next milestone, to build this project up, create transparency and break down assumptions. They start with core elements required for FTA Small Starts grant funding and are adding options beyond core elements, like intersection improvements, widening, and lane reallocation, to understand tradeoffs in design and costs. On large projects like this, after eliciting feedback from stakeholders, the wish list gets long and quickly goes over budget with aspirational pieces. The 15% milestone will be representative of the project with options.

82nd Ave has greater needs than the resources available. Fortunately, there are many projects happening at the same time from the City of Portland, ODOT, and Clackamas County. These are creating momentum and resources, and we are trying to do the most we can with a constrained budget. At the next meeting we will share a more extensive overview of all the work being done in the corridor.

At the next meeting we will also give a funding update: NOLO grant, partner contributions, PCEF grant, and other opportunities to fill in sidewalks. Fortunately, results of PCEF funding will be available by the next meeting. The larger piece, the federal CIG funding, will come later in the project, but we'll know more soon.

In February, staff will begin producing 30% design. Because it is a federally funded project, we must capture the full scope to do the NEPA analysis. Certainly, some items will be held for future projects. After that, we go to 60% design in 2025, and to 100% in 2027 before starting construction March 2027. In the spring we will bring in a contractor, which helps with design refinement and workforce development for a bigger impact on the community. At the next steering committee meeting we will have more on costs and funding.

Zachary asked about the PCEF application results by the December 19th steering committee meeting. Michael confirmed that the decision will come out on December 18th.

Michael Liu asked if the construction was going to happen during 9-5 day, or if there would be budget to organize work off-peak hours to minimize construction disruption to local businesses? Current construction is already having an impact and continuing construction for 5-6 years will be a significant impact.

Michael Kiser noted that construction will go from Spring of 27 to Summer of 29, only two years. He couldn't speak to work underway now, but the benefit of bringing on a contractor early is to reduce construction fatigue, working with the community, and creating a strategy for sequencing. We will figure out what makes the most sense and coordinate work at one place all at once to minimize the length of disruption. Night work is an option, but it is expensive and requires special permits. We are carrying a lot of contingency for construction to cover the unknowns.

Michael Liu noted the loss of revenue could be offset by the cost of off-peak construction hours. Everyone was affected by Covid, and the effects of the pandemic continue for the businesses on 82nd Ave. It is like death by a thousand paper cuts. It just keeps stacking up.

Kristin Hull offered construction contacts at the City of Portland for the current construction to Michael, and that they are coordinating with TriMet to reduce repeated disruption.

Michael Liu noted that the ripples of delay are great along the corridor, not just those businesses that are facing the construction. There is no way to avoid the disruption.

Senator-elect Pham asked for clarification on the funding because they were having trouble hearing. Michael Kiser responded that the funding from PCEF will be known by the next steering committee meeting. The federal grant amount would not be known until 2027. However, with the changing political climate, we are working to understand the best outcome for the project in a new administration.

Councilor Lewis asked Senator-elect Pham if they wanted to clarify their yellow card, which was communicated in the chat.

Senator-elect Pham wants to have more information which it sounds like it will come soon. She is advocating for the communities around Powell Blvd. Her concerns are not so much about the terminus, but only because of the cost estimate difference in the termini. We could either have better throughput at Powell or a Cully terminus. She is concerned about community frustration when people are stuck in traffic. If one improvement, like Cully, came at the cost of another, like Powell, then she would like to have that conversation with the committee.

JC commented that they are in the right place, but there is more to come. It's an iterative process and they are working with the community to understand the needs and there will be more opportunity for discussion. There will be more to come soon.

Next steps (Co-Chair Metro Councilor Lewis)

Melissa reported that the next step is to present the staff recommendation next month, so expect an agenda and materials to support that.

Councilor Hwang commended the project staff on the engagement in Cully and Parkrose. There was a round of applause.

Zachary noted that he was a green on Cully, but he is a yellow about lane allocation. He knows that lane allocation is outside the scope of the LPA, but he hears from the community all the time that lane allocation is what everyone wants to talk about. They want to know what the metrics are, how it gets decided, and what is the outreach plan? This will be important for the staff to clearly share with him and

others.

Commissioner Shull noted that there is one thing that we haven't heard about in this ambitions plan. How will TriMet forecast their budget to sustain this project for operations and maintenance with new electrical and hydrogen charging?

Michael Kiser responded that TriMet is already working on the budget for the operations for the new vehicles and will be ready to handle the vehicles on 82nd. TriMet is working on workforce and an upgrade to the Powell garage to train employees. We must prove to the federal government that we can handle the operational costs.

Meeting adjourned at 4:06pm.

Respectfully submitted,

Tanja Olson, 82nd Avenue Steering Committee Recorder

Attachments to the Public Record, 82nd Avenue Steering Committee meeting, November 21, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/14/2024	82 nd Avenue Transit Steering Committee Meeting Agenda November 21, 2024	1121202482ASC-01
2	Document	11/19/2024	82nd Avenue Transit Project Steering Committee September 2024 Draft Minutes	1121202482ASC-02
3	Document	11/14/2024	82nd Avenue Transit Project DRAFT route and terminus recommendation	1121202482ASC-03
4	Document	8/30/2022	Meeting protocols and proposed decision-making procedures	1121202482ASC-04
5	Document	11/26/2024	82nd Ave Coalition Equitable Development Strategies	1121202482ASC-05
6	Document	11/21/2024	Cully terminus conceptual design	1121202482ASC-06

DATE

RE: Support for 82nd Avenue Equitable Development Strategy

To Whom It Concerns,

Exciting changes are coming to 82nd Avenue! With investment from three major initiatives—\$185 million from PBOT's Building a Better 82nd Avenue, ~\$320 million from the 82nd Avenue Bus Rapid Transit project, and ~\$450 million from Prosper Portland's 82nd Avenue Tax Increment Financing District—82nd Avenue will receive nearly \$1 billion in public investment in the coming years.

As the 82nd Avenue Transit Steering Committee, composed of diverse voices from government and the community, we are tasked with identifying the Locally Preferred Alternative for the 82nd Avenue Transit Project. For two years we have been intimately involved in reviewing a potential transit project that will replace the Line 72—the highest ridership bus line in all of Oregon—with a bus rapid transit project that runs from Clackamas Town Center to the Cully neighborhood.

We recognize that this level of public investment along 82nd Avenue is unprecedented for the corridor and will likely increase the desirability of the region. While this transformation offers significant opportunities, we share the 82nd Avenue Coalition's concern that rapid public investment may instigate significant price pressures on people living and working here. **We believe it is important to dedicate public funds for anti-displacement strategies, ensuring that the people and businesses who call this corridor home are protected and supported in staying and thriving in the community if they choose.**

The **82nd Avenue Equitable Development Strategy** was created through collaboration between community members and government agencies and reflects shared priorities for mitigating displacement. We recognize that while funding streams currently exist for some of these strategies, the Strategy will require additional resources to achieve its intended impact. As a committee, we believe it is important to mitigate potential displacement pressures not only from the transit project we are leading, but from all the large public investments planned for the corridor. We strongly encourage all relevant government jurisdictions to collaborate in securing and allocating necessary funding to implement the 82nd Avenue Equitable Development Strategy, ensuring that current residents and businesses can remain and benefit equitably from these transformative investments.

Sincerely,

82nd Avenue Transit Steering Committee Members

82nd Avenue Equitable Development Strategies

Context

The 82nd Avenue corridor is a crucial nine mile artery in East Portland that crosses the jurisdictions of Clackamas County, Multnomah County, and the City of Portland with many neighborhoods such as the Jade District, Montavilla, and Lents. This unique roadway stands at a transformative juncture. Historically underserved yet characterized by diverse communities, 82nd Avenue now benefits from significant public investments guided by the East Portland Action Plan (EPAP) and the East Portland Economic Development Strategy (EDS), which aim to foster comprehensive revitalization through sustainability, inclusivity, and economic growth.

Central to these efforts are initiatives including:

- Funding from the American Rescue Plan Act (ARPA)
- Funding from the Portland Bureau of Transportation's (PBOT) "Building a Better 82nd Avenue" streetscape improvements
- Potential for a Bus Rapid Transit project (BRT) led by Trimet
- A 30-year Tax Increment Financing district (TIF) that could fund many projects on the avenue.

These investments offer a unique opportunity to revitalize this vibrant corridor while also expanding transportation options, especially low and no carbon ways of getting around.

Both the corridor and much of East Portland have long grappled with issues like gentrification, displacement, and cultural erosion. Market and socioeconomic changes are especially challenging for vulnerable communities, leading to the displacement of households and businesses with fewer resources to resist these shifts. The 2035 Comprehensive Plan defines displacement as “households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhood’s ability to meet basic needs in the case of households, or erosion of traditional client base in the case of businesses.”

To avoid the pitfalls of past urban development and to navigate this transformative period more equitably, we must implement strategies that safeguard and empower the corridor’s diverse populations. This plan was created in partnership between community organizations and government bodies and outlines an approach to development, necessary investments and actions along 82nd Avenue to strive for the long term equitable development of the corridor. The goal for these projects and policies is to preserve the community’s cultural richness, ensure accessibility for all residents, and enhance environmental health. This document demonstrates a commitment from all parties to center the values of equitable development so that meaningful and intentional actions are taken in the coming years to fight displacement of communities along 82nd Avenue.

Our Equitable Development Goals

The 82nd Avenue Coalition—led by the core organizations of APANO, Verde, Unite Oregon, and Oregon Walks—is a diverse alliance of community organizations, local businesses, and advocacy groups committed to equitable development and sustainable growth along 82nd Avenue. Recognizing the corridor's history of underinvestment and its cultural diversity, the Coalition seeks to balance revitalization with the needs of its communities, ensuring that development benefits all residents and businesses.

Through meaningful engagement with local community representatives, the Coalition advocates for policies and projects addressing housing affordability, transportation infrastructure, economic stability, mitigation of displacement risks, and supporting small businesses. This holistic approach ensures that new investments serve the corridor's diverse population to preserve the cultural richness and foster inclusive, sustainable growth. This document serves as a commitment between representative organizations, government agencies, and community members that resources on 82nd Avenue should be utilized in a way that maximizes equitable and sustainable growth.

The 82nd Avenue Coalition's core values, developed through community discussions, serve as a roadmap for equitable development:

- **A Safe and Accessible 82nd Avenue:** This emphasizes infrastructure improvements for all modes of transportation, including wider sidewalks, ADA accessibility, safe transit stops, and comfortable multi-modal options.
- **A Community-Centered 82nd Avenue:** This highlights the need for diverse representation, cultural investments, mixed-income housing, small business support, anti-displacement policies, and focused economic development.
- **A Green 82nd Avenue:** This calls for long-term investment in tree canopy and low-emission transportation systems, promoting sustainable and low-impact development.

At coalition workshops, community members outlined specific priorities for equitable development along 82nd Avenue:

- 1) **Workforce Development:** Implement strategies to increase the earning power of people who live in the 82nd Avenue corridor so they are financially equipped to weather market forces that increase the cost of living.
- 2) **Climate Resiliency:** Turn 82nd Ave into a model cooling corridor by planting trees, providing shade and heat wave resources, depaving, investing in green infrastructure and access to green spaces.
- 3) **Childcare:** Invest in child care options, such as supporting existing providers and helping new ventures, so that family needs are met within the corridor..

- 4) **Business Stabilization:** Work with local small businesses to provide short term stabilization through construction and long term stabilization to decrease business turnover and develop a diverse and unique business culture in the corridor.
- 5) **Equitable Housing Strategy:** A study of the corridor will help us better understand the diverse and specific housing needs along the corridor. Further, a multitude of strategies outlined below aim to preserve existing affordable housing stock, build additional affordable and workforce level housing, invest in first time home buying initiatives, and support current homeowners to stay in their homes.
- 6) **Community Development:** Offer a variety of leadership development opportunities, social services, family services, community gathering spots, community events and safety measures to local communities.

By addressing key areas such as housing, community development, and sustainability, the coalition aims to empower the corridor's diverse residents, mitigate displacement pressures, and foster a sustainable and inclusive future. However, achieving these goals requires the support and collaboration of public agencies. The following sections outline our requests for public agencies to leverage incoming investments, protect and uplift the corridor's communities, and ensure equitable growth.

1. Workforce Development

The workforce development strategies aim to create local employment opportunities, supporting individual and community stability through increased income generation by members of the existing community. Agreements with TriMet and the Portland Bureau of Transportation (PBOT) offer workforce training opportunities in transit and transportation projects. Additionally, partnerships with local workforce development organizations and private companies provide training in high-demand sectors such as construction, technology, medical, and childcare. A tree planting and maintenance training program and the Portland Clean Energy Fund (PCEF) Tree Canopy program promote green infrastructure while generating local employment opportunities, contributing to a resilient and sustainable economy for the 82nd Avenue corridor.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
1.1 Workforce Recruitment Support, Expand Workforce Navigator Capacity	<p>Invest in programs—schools, organizations—that serve 82nd Avenue that introduce and recruit workers into employment opportunities</p> <p>Develop agreements with TriMet and PBOT to provide workforce training opportunities along the 82nd Avenue corridor, particularly in relation to current and future transit and transportation investments.</p>	<ul style="list-style-type: none"> Provide workforce training opportunities for at least 200 community members along the 82nd Avenue corridor 	<ul style="list-style-type: none"> Workforce Development 	TriMet, PBOT	82nd Avenue Coalition member organizations, Clackamas Workforce Partners; PCC; Portland Youth Builders; POIC, Latino Built, etc
1.2 Invest in Workforce Training Programs	Provide and fund workforce specific trainings such as apprenticeships and through agencies for long term economic success of members recruited into programs	<ul style="list-style-type: none"> Amount invested Number of folks in workforce training Number of apprenticeships supported 	<ul style="list-style-type: none"> Workforce Development 	Trimet, PBOT, Prosper	

<p>1.3 Local-hire agreements for the major transportation projects along 82nd Avenue</p>	<p>Agree to and adopt hiring goals for employing people who live on the 82nd Avenue corridor.</p> <p>Partner with local workforce development organizations to offer training and employment opportunities in sectors identified as high need, such as technology, medical, and childcare.</p>	<ul style="list-style-type: none"> ● Number of people from 82nd Avenue corridor newly employed ● Number of people from 82nd Avenue corridor in new, higher paying jobs 	<ul style="list-style-type: none"> ● Workforce Development 	<p>Trimet, PBOT</p>	
<p>1.4 Build Existing Business Capacity</p>	<p>Invest in existing businesses along the 82nd Avenue corridor to support expansion and grow earning potential.</p>	<ul style="list-style-type: none"> ● Percentage of growth in economic productivity from small businesses along corridor ● Number of new business licenses awarded to corridor members ● Number of public contracts given to small businesses along corridor 	<ul style="list-style-type: none"> ● Small Business Inclusive Growth 		<p>Prosper, Friends of Trees; Connecting Canopies; PCEF</p>

2. Climate Resiliency

82nd Avenue is a heat island that does not meet the City of Portland tree canopy and greenspace standards. Our goal is to bring the 82nd Avenue corridor up to—or exceeding—the tree canopy and green space goals the city has set. Additionally, segments of 82nd Avenue have significant parks, parks programming, and outdoor recreation gaps. Our goal is to increase access to outdoor recreation opportunities in these deficient areas, with one significant opportunity being the activation of Rocky Butte to walking, running, birding, hiking, biking, and rock climbing. We recognize some goals in this section have resources immediately available—such as depaving and tree planting through the Equitable Tree Canopy program—others will require more work to secure. This document offers a roadmap to desired outcomes.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
2.1 Tree Planting, Shade Development	Green Infrastructure Development: In the development of the proposed BRT project, work intentionally to increase shade through tree planting, green infrastructure, bioswales, and human-made manufactured shade devices both at stations and along routes to stations	<ul style="list-style-type: none"> Number of trees planted Amount of shade creation 	<ul style="list-style-type: none"> Heat island mitigation 	TriMet, PBOT	Depave, BES, Urban Forestry
	Activate the Private Property Tree Planting program to partner with landowners (businesses, schools, property owners, etc) along 82nd Ave, to plant trees to build tree canopy and shade strategically. This requires investing in community organizing to build relationships and trust to be successful.	<ul style="list-style-type: none"> Meet Urban Forestry suggested tree canopy goals Monitor and report on survivability and outcomes (ie rate of new plantings that survive to maturity) Minimum neighborhood canopy goals as defined by Portland Urban Forest plan 	<ul style="list-style-type: none"> Heat island mitigation 	City of Portland	Depave, Friends of Trees, Connecting Canopies, Thrive East, 82nd Avenue Coalition Members
	Tree Planting in the Public ROW: Leverage existing funding and programs, such as PBOT's	<ul style="list-style-type: none"> Number of medium or large form trees planted 	<ul style="list-style-type: none"> Heat island mitigation 	City of Portland (PCEF, Urban	

	Trees in the Curb Zone, for tree planting in the public right-of-way along and near the 82nd Avenue corridor.	<ul style="list-style-type: none"> • Minimum neighborhood canopy goals as defined by Portland Urban Forest plan 		Forestry, PBOT), Trimet	
2.2 Depaving	Through tree and shrub planting, parkspace creation, depaving projects, and transportation projects, remove impermeable surfaces along the 82nd Avenue corridor. Partner with landowners (businesses, schools, property owners, etc) along 82nd Avenue, to depave portions of parking lots to create space to plant trees and shrubs.	<ul style="list-style-type: none"> • Heat island mapping: bringing corridor down to other area temperatures • Cumulative square footage of depaved areas 	<ul style="list-style-type: none"> • Heat island mitigation 	BES (grant programs), PCEF (regenerative agriculture)	Depave
2.3 Complete a park and access to recreation gaps analysis	Bring 82nd Avenue corridor up to full level of service for parks and recreation as identified in Parks' Level of Service Plans	<ul style="list-style-type: none"> • Completion of the gap analysis 	<ul style="list-style-type: none"> • Heat island mitigation • Greenspace development 	Portland Parks & Recreation	82nd Avenue Coalition
2.4 Create a plan for closing park and recreation gaps (as identified by action 2.3)	After identifying park and recreation gaps, create an investment roadmap to close those gaps along the 82nd Avenue corridor	<ul style="list-style-type: none"> • Meet citywide access to parks and recreation opportunity goals 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro	82nd Avenue Coalition, Prosper Portland
2.5 Secure the development of Outdoor Recreation Opportunities	Activate spaces for outdoor recreation opportunities. Currently 82nd Avenue has access to Mt. Tabor (central), the Springwater Corridor (central-southern), and the 3-Creeks Nature Area (southern). An opportunity exists	<ul style="list-style-type: none"> • Unification of land ownership around Rocky Butte • Creation of trails on and connecting to Rocky Butte 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro, Oregon Department of Transportation,	Portland Area Climbers, Northwest Trail Alliance, Friends of Rocky Butte

	to activate Rocky Butte to create outdoor recreation opportunities in northern 82nd Avenue.			Oregon State Parks	
2.6 Resilience hubs ¹	Identify additional opportunities and resources and support existing efforts to develop climate resilience hubs that serve 82nd Avenue.	<ul style="list-style-type: none"> • Capacity for number of people able to be served • Availability of centers • Types of pre-disaster services and trainings available to community 	<ul style="list-style-type: none"> • Heat island mitigation • Disaster readiness 	Metro, Unite, APANO, AYCO, Birds Alliance, Multnomah County, Meals on Wheels	PBEM, Local NETS teams

¹ A number of organizations—APANO, AYCO, Birds Alliance of Oregon, Dharma Rain Zen Center, Unite Oregon, and Meals on Wheels—are all exploring the development of climate resilience hubs in the 82nd Avenue corridor. APANO/AYCO are focusing on the Jade District, Birds Alliance and Dharma Rain in the McDaniel hub, and Meals on Wheels on their 82nd Avenue property.

3. Childcare

The childcare strategies aim to address gaps in childcare services along the 82nd Avenue corridor, mainly focusing on underserved areas and populations. An assessment identifies these gaps and allocates resources to initiatives such as facility development, including culturally specific facilities and those accommodating off-hour needs. Support for existing "off-grid" childcare facilities expands their capacity and guides them into licensure, increasing available options and serving diverse needs. This comprehensive approach supports families and communities, contributing to an equitable corridor.

Strategy	Action	Data/Metrics/Outcome	Community Need Fulfilled	Lead Organizations	Potential Partners
3.1 Existing Childcare Provider Support	Invest in existing unlicensed or "off-grid" childcare facilities to expand their capacity and guide them towards licensure. Provide long-term business practice training, rent support, and identify vacant spaces suitable for building childcare facilities, along with resources for in-home-based providers.	<ul style="list-style-type: none"> Number of child care centers that have received assistance and child care slots created 	<ul style="list-style-type: none"> Family Services Small Business Stabilization and Development 	Preschool For All, Multnomah & Clackamas Counties	APANO (in Jade District)
3.2 Childcare Needs Assessment	Conduct an assessment to identify child care gaps in the corridor, focusing on underserved areas and populations.	<ul style="list-style-type: none"> Inventory report of existing childcare facilities and community child care needs 	<ul style="list-style-type: none"> Family Services 	Preschool For All (Multnomah County) ²	
3.3 Childcare Facility Development	Support the development of child care slots based on the completed needs assessment, emphasizing culturally specific facilities and those accommodating off-hour needs, particularly for the restaurant industry.	<ul style="list-style-type: none"> Number of slots/sites developed 	<ul style="list-style-type: none"> Family Services Small Business Stabilization and Development 	Preschool For All (Multnomah County)	Prosper, APANO, Seeding Justice, Childcare for Oregon, Unite

² At the time of this plan's completion, Multnomah County, in collaboration with Prosper Portland, is working with a small cohort of childcare providers to secure permits for new spaces in Portland. Supported by a consultant team, they are developing recommendations to improve the City's permitting process based on the experiences of this cohort.

4. Business Stabilization

The 82nd Avenue corridor is home to hundreds of diverse businesses, many of which are owned and operated by recent immigrants and people of color. According to Prosper Portland’s [2023 Neighborhood Corridors Economic and Market Conditions Study](#), targeted investments are essential for activating commercial buildings, attracting new development, and stabilizing existing businesses—key strategies for post-pandemic economic recovery along the corridor. Moreover, upcoming transportation projects are expected to bring both challenges and opportunities. In the short term, construction may disrupt business operations, while in the long term, rising commercial rents and property values could put pressure on existing businesses. These projects will also reshape how people move along the corridor—whether by walking, biking, using public transit, or driving—and could significantly alter the customer base for many businesses.

To support the community through these changes, it is crucial to monitor public perception and provide assistance to businesses that may struggle with higher rents or shifts in their customer base. Strategic outreach efforts should focus on attracting culturally aligned tenants and offering resources to property owners to foster collective action. Additionally, any displacement that occurs along 82nd Avenue will likely alter the customer demographics of the area, making it imperative to develop policies that help existing businesses adapt while also facilitating a smooth transition for those that may need to relocate. As such, we aim to create policies that both bolster existing businesses as they navigate that change while also supporting a healthy transition for businesses who are no longer able to survive along 82nd Avenue.

Strategies	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
4.1 Small Business Needs Assessment	Complete a Needs Assessment for the 82nd Avenue Corridor by December 2025, including: <ol style="list-style-type: none"> 1. Identify nodes along the corridor where businesses are at greatest risk of displacement or where property owners are most interested in engaging. 2. Conduct business surveys for construction and long-term needs. 3. Assess commercial real estate market dynamics (lease rates, property sales). 	<ul style="list-style-type: none"> • Completed Assessment 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	City of Portland: BPS, Prosper Portland, & align with PBOT on construction phase business survey engagement to understand longer term needs.	

	4. Create an asset map for business owners, focusing on marginalized populations.				
4.2 Short-term Small Business Stabilization	<p>Pre-construction support:</p> <ol style="list-style-type: none"> 1. Identify short-term construction impacts from transportation improvements. 2. Analyze potential changes in customer base due to changes in access (BRT, Bike, Pedestrian, etc.). 3. Develop strategies for businesses to address anticipated impacts. <p>Small businesses stabilization during construction:</p> <ol style="list-style-type: none"> 1. Track local market conditions based on these changes. 2. Implement commercial tenant protections, such as rent or mortgage assistance. 	<ul style="list-style-type: none"> • Number of businesses still in location: Track using business license data and measure churn. • Grants and loans received: Track the number and amount of grants and loans received by local small businesses, with demographic breakdowns. • Count of businesses receiving financial assistance. 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	TriMet; City of Portland: PBOT, BPS, Prosper Portland ³	Jade District Staff, 82nd Ave Business Association, Venture Portland
4.3 Long-term Small Business Stabilization	<p>Technical Assistance and Incentives:</p> <ol style="list-style-type: none"> 1. Focus on physical improvements. 2. Work with landowners and business owners to create lease agreements for rent consistency or other financial support. 3. Assist business owners in purchasing property instead of renting. 	<ul style="list-style-type: none"> • Number/Amount of grants, loans received by local small businesses (potentially break down by demographics) • Count of businesses that received grants 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	Prosper Portland Small Business Office, 82nd Avenue Business Association, North Clackamas Chamber of Commerce, Venture Portland, Jade District,	Montavilla East Tabor Business Association

³ In corridors like Foster and Halsey/Weidler, Prosper Portland and PBOT have coordinated small business grants with construction schedules to minimize disruption. A similar approach could benefit businesses along 82nd Avenue during upcoming projects.

	<ol style="list-style-type: none"> 4. Make internal tenant improvements to buildings. 5. Land bank properties for future commercial development. <p>Continued Outreach and Long-term Support:</p> <ol style="list-style-type: none"> 1. Develop a long-term support plan with community small business organizing. 2. Fund positions for business outreach to provide a point person for accessing resources, navigating services, establishing feedback, advocacy, training, and assistance. 	and loans		APANO	
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5. Equitable Housing Strategy

The 82nd Avenue corridor's equitable housing strategy aims to create a balanced housing ecosystem that addresses affordability, displacement risks, and diverse community needs. This corridor is home to populations, largely Asian and Black Americans, who have been previously displaced from downtown and north Portland, respectively, making the work of anti-displacement investments even more urgent. The construction of new housing units, financial support for nonprofit developers, investments to preserve affordable housing, and a comprehensive needs assessment all would help address current shortages and plan for future demands. Programs for existing homeowners and first-time homebuyers, particularly those from historically marginalized communities, provide stability, support homeownership, and mitigate displacement pressures. While we recognize that few resources currently exist for these programs, the goal of this document is to identify the scope of interventions needed in response to the impacts of the planned public investments and then work to find the resources to meet that need. Potential resources include Tax Increment Financing, future housing bonds, and targeted state resources.

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.1 Corridor Housing Needs Assessment	Complete a Needs Assessment for the 82 nd Avenue Corridor by December 2025. Assessment should include the following key elements: <ol style="list-style-type: none"> Housing needs analysis and development capacity Workforce needs, capacity 	<ul style="list-style-type: none"> A comprehensive list of buildable sites along the corridor, focusing on pedestrian hubs like McDaniel High School, Montavilla, Jade District, Lents, and parts of Clackamas County, to guide strategic investments to increase density, reduce vehicle trips, and foster walkable communities. 	<ul style="list-style-type: none"> Housing Needs Assessment 	Portland Housing Bureau (PHB), Bureau of Planning and Sustainability (BPS); Portland Permitting & Development (PP&D); Prosper Portland	Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.2 Affordable Housing Production Goal and Land Acquisition	<p>Set a target to produce new housing units serving households below 80% Median Family Income (MFI) over the next ten years, ensuring a balanced mix of affordable housing types to serve diverse communities. Production target to be informed by the housing element and buildable sites inventory of the Needs Assessment.</p> <p>Expand the revolving loan (housed at Metro) fund to acquire, hold, and prepare land for future affordable housing developments with a goal of acquiring one site a year.</p> <p>Intentional/strategic land acquisition through the transportation projects (staging areas) to do additional land banking</p>	<ul style="list-style-type: none"> • Increased availability of affordable housing for low-income households. • Ensures diverse, economically inclusive communities with accessible housing for all income levels. 	<ul style="list-style-type: none"> • Access to affordable housing 	<p>Portland Housing Bureau (PHB), Prosper Portland, Planning and Sustainability, Trimet, PBOT</p>	<p>Prosper (TIF), Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations</p>

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.3 Financial Support for Affordable Housing Development	Based on the Needs Assessment and resulting housing unit production target, identify the total amount of funding needed to fulfill units for household incomes at or below 80% of the MFI.	<ul style="list-style-type: none"> Expands affordable housing options and empowers community-based organizations to address local needs. 	<ul style="list-style-type: none"> Support for Nonprofit Developers 	Prosper Portland, Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Outside funding sources and organizations, including grants, low-interest loans, and other financial incentives
5.4 New Homeowner Opportunities	Create a program (or leverage already-existing programming) that provides down payment assistance for first-time homebuyers based on the housing needs assessment, particularly for historically marginalized communities. Partner with, expand, and fund existing programs that provide home ownership opportunities.	<ul style="list-style-type: none"> Promotes long-term housing stability and wealth-building in underrepresented communities by improving access to homeownership 	<ul style="list-style-type: none"> Homeownership Program 	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Organizations that do down payment assistance grants and loans

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.5 Existing Homeowner Support	Develop new programs or expand existing programs to assist homeowners with weatherization, renovations, and lead abatements, enhancing housing stability and conditions. This may involve grants, low-interest loans, and partnerships with local contractors.	<ul style="list-style-type: none"> Enhanced housing conditions for existing homeowners. Preserves affordable housing, improves living standards, and sustains community character. 	<ul style="list-style-type: none"> Homeowner Support 	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Organizations that do home repair, weatherization, and lead abatement

6. Community Development

The community development initiatives focus on nurturing leadership, supporting economic growth, and fostering social cohesion along the 82nd Avenue corridor. Leadership development programs hosted by existing Community-Based Organizations (CBOs) empower local leaders, while Tax Increment Financing (TIF) supports community development projects to enhance infrastructure and services. Funding for community organizing efforts and financial support for community programming strengthen cohesion, driving development goals forward. This approach aims to create a resilient, cohesive community, supporting inclusive growth. The specific mechanisms to fund these projects will likely come from diverse sources such as grants, local community investment, and TIF.

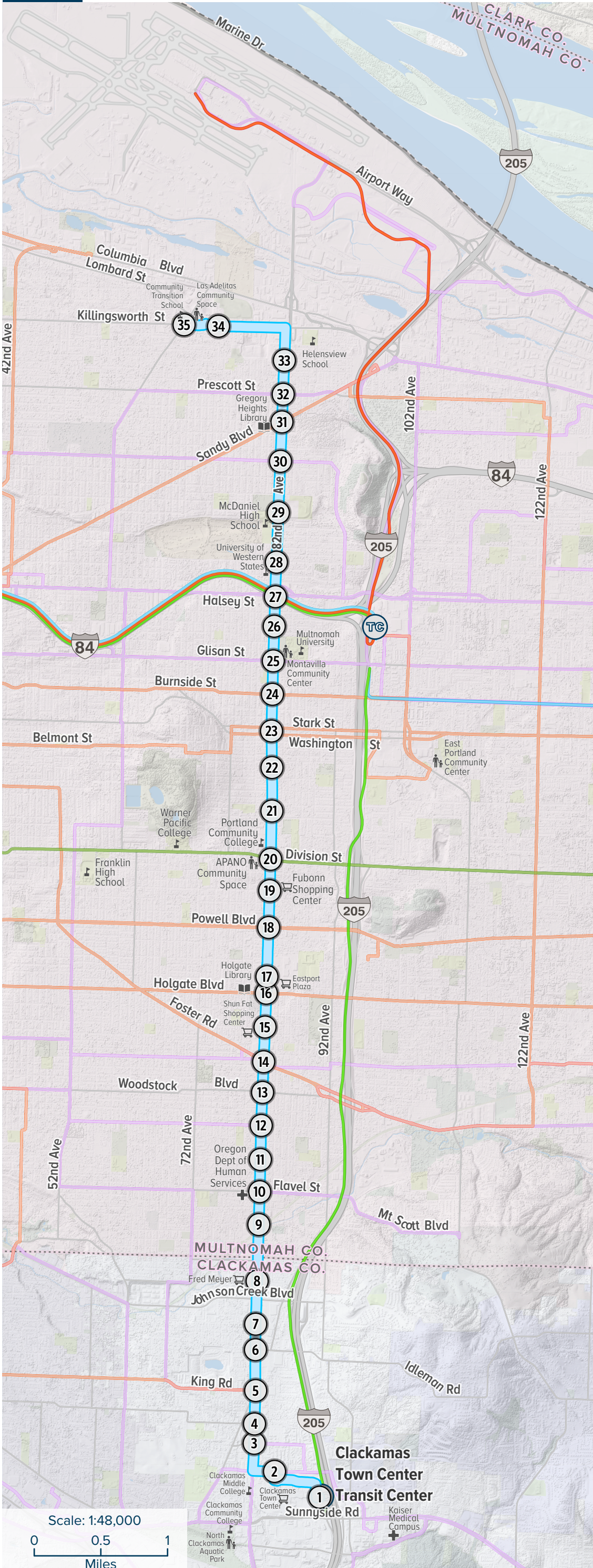
Strategy	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organization	Partners
6.1 Community Leadership Development	Invest in leadership development programs hosted by existing Community-Based Organizations (CBOs) serving the corridor. Aim to have annual cohorts over the next five years, nurturing leaders that can advocate for their communities and contribute to sustained development.	<ul style="list-style-type: none"> Quarterly meetings between city officials and communities members 	<ul style="list-style-type: none"> Community Leadership Development 	Unite, Verde, APANO, AYCO	82nd Avenue education institutions, churches, and neighborhood associations
6.2 Community Organizing and Event Support	Secure funding to continue 82nd Avenue Coalition organizing efforts along the corridor, supporting initiatives and community programming such as farmers markets, cleanups, and events.	<ul style="list-style-type: none"> Quarterly events that bring neighborhoods together to discuss local issues 82nd Ave newsletter 	<ul style="list-style-type: none"> Community Programming 	Office of Community and Civic Life	Organizations working in the 82nd Avenue corridor
6.3 Identify Community Gathering Spaces	Analyze the corridor to find spaces where community members can gather for meetings or celebrations without the need to spend money.	<ul style="list-style-type: none"> A free gathering space within five miles of all communities along 82nd Avenue A list of these community places 	<ul style="list-style-type: none"> Community Programming 	Portland Parks and Recs	82nd Avenue education institutions, churches, and neighborhood associations

82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street intersection.

82nd Avenue Transit Project: DRAFT

Locally Preferred Alternative (In progress)

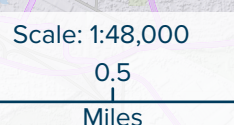


Elements of Locally Preferred Alternative (In progress)*

- Bus rapid transit route
- General station location
- Transit Network**
- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-2 frequent express service bus line
- Frequent service bus line
- Other bus line
- Transit center
- Community space
- Medical facility
- School
- Major shopping hub
- Library

*To be recommended by Steering Committee

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St





Memo

Date: DRAFT November 14, 2024
To: 82nd Avenue Transit Project Steering Committee
From: Melissa Ashbaugh, Metro
Subject: 82nd Avenue Transit Project route and terminus recommendation

Introduction

In coordination with local partners, Metro and TriMet plan to upgrade transit service in the 82nd Avenue corridor to bus rapid transit (BRT) to improve speed, reliability, safety, and accessibility. The project will improve travel options for transit riders by providing a safer, faster, more reliable trip on 82nd Avenue.

To define the BRT line, regional partners must select a route including a southern and northern terminus. In April 2024 the Steering Committee voted to approve the 82nd Avenue corridor as the BRT route between Clackamas Town Center Transit Center and Sandy Boulevard and narrow to two northern terminus options: Cully (preferred) and Parkrose (alternate). In November 2024, staff will recommend the Cully neighborhood as the northern terminus, for Steering Committee consideration. The final northern terminus selection is informed by updated information on physical fit & community compatibility and project feasibility & ridership.

General Route

The 82nd Avenue BRT corridor routing was chosen to focus on improving transit where the need is the greatest in the region. 82nd Avenue has the highest bus ridership, the highest delay, and one of the highest injury rates in the region. With the safety investments related to the jurisdictional transfer underway, this is where the project can leverage important improvements for the community. TriMet's Line 72 would continue to serve the east-west segment of its current route from Swan Island to a new terminus at Parkrose Transit Center.

Southern Terminus

The Clackamas Town Center Transit Center was approved as the southern terminus in the April 2024 Steering Committee vote to narrow the project. The Clackamas Town Center Transit Center is the current southern terminus for TriMet's Line 72 and has high ridership, proximity to key destinations, a park-and-ride facility, and connections to many other transit lines.

Northern Terminus

LANGUAGE TO BE UPDATED AFTER LPA ADOPTION: Project staff will recommend the Cully neighborhood as the northern terminus in November 2024 and anticipate Steering Committee adoption of the LPA, including the termini, in January 2024.

Northern Terminus Evaluation

Four northern terminus options were considered (Appendix A): Cascade Station, near the intersection of NE Cully Boulevard and NE Killingsworth Street in the Cully neighborhood (Cully), Parkrose Transit Center (Parkrose), and Portland International Airport (PDX). Options were evaluated using a framework reviewed by the Steering Committee and developed by Metro and TriMet staff in partnership with Technical Working Group members representing Clackamas County, Multnomah County, ODOT, and the Port of Portland. The evaluation reflects the project

purpose and need (Appendix B), considering access and mobility, safety, transit-supported land use, community fit and compatibility, project feasibility, and ridership — with a focus on equity considerations for each option (Appendix C).

Northern Terminus Evaluation Results

The Cully terminus performed highest in the evaluation. The Cully terminus would change trips for the fewest current riders, including McDaniel High School students living in the Cully neighborhood, would serve the highest number of residents likely to rely on transit, would connect to the most community-serving destinations, would provide opportunities for residential and employment growth, and received strong community support. A Parkrose terminus performed second highest. A Parkrose terminus would connect to the second highest number of community destinations and residents likely to rely on transit.

Cascade Station and PDX termini consistently ranked lower in the evaluation and would not meet as many of the project goals as a Cully or Parkrose terminus. Cascade Station and PDX do not offer new connections to residential/non-employment destinations and offer only modest gains in job access compared to other options. In addition, a Cascade Station or PDX terminus would reduce the reliability of the FX line, would have additional capital and operating costs that would necessitate funding tradeoffs with other project investments, and would diminish the quality of transit access to 82nd Avenue for equity communities in the Cully neighborhood.

The staff recommendation of the Cully neighborhood as the northern terminus is based on the following updates:

- Conceptual Cully terminus designs were developed that fit within the space and support community plans and priorities (Appendix D).
- Conceptual designs were vetted by the Cully Terminus Evaluation Group (CTEG), which included representatives from Native American Youth and Family Center (NAYA), Habitat for Humanity, a student from McDaniel High School, Hacienda CDC, Cully Association of Neighbors, Living Cully, and Verde.
- Conceptual designs were reviewed at a Cully Community Open House, where 75 of 78 voting attendees voted for a Cully terminus.
- Preliminary Capital Investment Grant (CIG) rating materials were developed, including preliminary costs and ridership projections using FTA's Simplified Trips-on-Project Software (STOPS). Cost estimates indicate that a project with Cully terminus has higher capital and operating cost than a project with a Parkrose terminus, while a Cully terminus has higher projected ridership.

The updates and analysis prior to April 2024 are reflected in the following evaluation summary:

	Cully	Parkrose	Cascade	PDX
Access and Mobility				
	<i>A Cully terminus changes trips for the fewest current riders, including McDaniel students. A Parkrose terminus under current conditions or a Cully terminus with feasible upgrades will provide the most reliable service to users that rely on transit</i>			
Safety				
	<i>All locations are compatible with safe access for the most vulnerable users, people walking and biking</i>			
Transit-Supported Land Use				
	<i>A Cully terminus serves the highest number of residents likely to rely on transit, connects to the most community-serving destinations, including affordable housing units, and has opportunities for growth</i>			
Physical Fit & Community Compatibility				
	<i>Cully neighborhood identified as compatible location by community members, including residents who rely on transit</i>			
Project Feasibility & Ridership				
	<i>Project feasibility alone has no clear difference in equity implications</i>			

Appendix A: 82nd Avenue northern terminus options map



*Note that the Parkrose alignment was later revised to run west from 82nd Avenue onto Sandy Blvd, rather than turning west at NE Prescott.

Appendix B: 82nd Avenue Transit Project purpose and need statement

82nd Avenue Transit Project

Final Initial Purpose and Need Statement -

May 25, 2023

BACKGROUND

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon (See Figure 1) and supporting the movement of people and goods in a diverse and growing area. The corridor disproportionately serves BIPOC, limited English proficiency, and low-income communities. 82nd Avenue was once the primary north-south highway for the area before the Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional throughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry a substantial amount of freight, auto, and bus traffic.

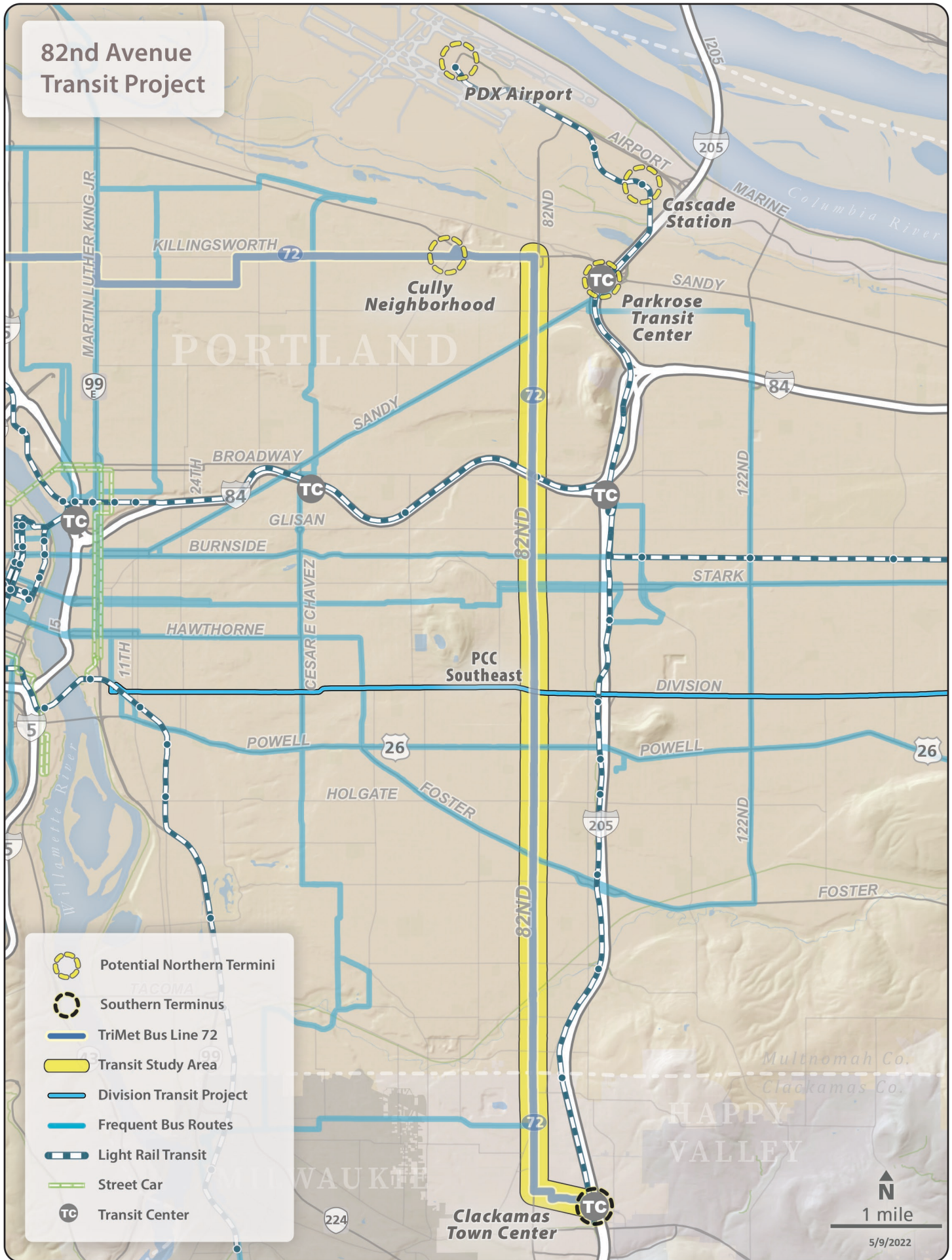
TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system¹, exceeding that of the Orange or Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor. It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.










The 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy all call for a major transit investment in the corridor. The 2018 RTP identified the corridor for transit. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project.


The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to transform and reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor that are being coordinated closely with the transit project.

¹ The Line 72 continues west of 82nd Avenue to Swan Island. However, the 82nd Avenue segment accounts for 77 percent of rides (2022) and 82 percent of the passenger delay (2019).

82nd Avenue Transit Project



-  Potential Northern Termini
-  Southern Terminus
-  TriMet Bus Line 72
-  Transit Study Area
-  Division Transit Project
-  Frequent Bus Routes
-  Light Rail Transit
-  Street Car
-  Transit Center


 1 mile
 5/9/2022

PURPOSE

The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.

NEED

The 82nd Avenue Transit Project would address five major needs in the corridor:

1. **Transit speed and reliability:** need to provide faster and more reliable transit service to improve access to destinations and the ability for people to rely on transit to meet their needs
2. **Constrained corridor:** need to serve the high travel demand in a constrained corridor
3. **Safety:** need to improve safe access to transit and bus stop amenities in a high injury corridor
4. **Transit-dependent communities:** need to provide safe, accessible, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit
5. **Climate change:** need to increase transit ridership to help reduce reliance on single-occupant vehicles, vehicle miles traveled, energy consumption and greenhouse gas emissions in our region.

The following subsections provide more information on each need.

Transit speed and reliability

Line 72 has slow travel times and reliability issues which reduce travelers' ability to access destinations, make transit transfers, and plan trips. Travel times and reliability are cited as key reasons people choose not to ride transit².

82nd Avenue is extremely busy with high volumes of cars³, freight, and bus traffic on weekdays and weekends. The Line 72 runs in mixed traffic with little transit priority and is subject to daily congestion, which is worst in the midday and evenings. Line 72 travel time variability and lengths are increased by the many signals, frequent bus stops, and long bus dwell times. Current bus stop spacing is very close together (every 850 feet on average) which is closer than TriMet's current spacing standards (1,000-1,600 feet apart depending on context). Consequently, average bus travel time is 12 miles per hour and run times vary significantly by time of day. A northbound trip from Clackamas Town Center to Cully Boulevard takes 53 percent longer (21 minutes) during the evening rush hour compared to early morning (see Table 1). In addition, transit travel times are approximately twice as long as driving during the evening peak hour (see Table 2).

² <https://www.ecolane.com/blog/7-reasons-why-people-stop-using-public-transit>

³ Average daily traffic counts in 2019 ranged between 14,000 and 31,000 vehicles in different segments

Table 1. Bus travel time by time of day, in minutes (Fall 2019 average weekday)

Direction	Early AM	AM peak	Midday	PM peak	PM peak delay (vs. early AM)
Northbound (CTC > Cully)	40	48	54	61	21
Southbound (Cully > CTC)	46	51	57	59	13

CTC = Clackamas Town Center

Source: TriMet 2019

Table 2. PM peak travel time difference between driving and bus*

Direction	Car travel time	Bus travel time	Difference (minutes)	Difference (%)
Northbound	31	61	30	97%
Southbound	30	59	29	97%

Source: Based on Regional Integrated Transportation Information System/INRIX travel time data from 2019 PM peak period compared with 2019 Line 72 travel times.

Line 72 has the highest cumulative passenger travel delay⁴ of any bus route in the TriMet system. The 82nd Avenue portion of the line accounts for 82 percent of the delay. The average delay per bus trip is approximately 15 minutes resulting in an average of 22 hours of cumulative passenger delay per trip. Cumulative passenger delay accounts for the number of passengers subject to the delay.

Transit travel times are projected to increase by 2040, especially in the evening peak period with increased traffic congestion. Comparing 2022 to 2040 between Alberta Street and 82nd Avenue in the northern part of the terminus and Clackamas Town Center bus travel times are expected to increase between 22 and 24 percent in the PM peak period.

Table 1. Projected growth in bus travel time (2021 versus 2040)

Direction	2021 Travel Times		2040 Travel Times		Difference minutes (%)	Difference Minutes (%)
	AM peak	PM peak	AM Peak	PM peak	AM peak	PM peak
Northbound (CTC > Alberta)	40	49	44	61	4.4 (11%)	12 (24%)
Southbound (Alberta > CTC)	38	47	41	57	3.2 (9%)	10 (22%)

Source: DKS calculated based on Synchro/SimTraffic models and validated with existing Line 72 travel times

Note: travel times are rounded

Constrained corridor

82nd Avenue is a high-demand corridor for all travel modes but is constrained by limited right-of-way and development adjacent to the roadway. This condition makes adding travel lanes for car traffic an unlikely option. To accommodate future growth and meet the region's climate change goals, more trips will need to be made on transit, which can carry more people than cars in the

⁴ Delay is defined as the difference between the 80th percentile and 20th percentile run time. These numbers are based on TriMet 2019 data.

same space. The corridor study area includes approximately 70,000 people and 65,000 jobs in 2015 which is anticipated to grow to 94,000 people and 92,000 jobs in 2040.⁵

Today, there is insufficient capacity to accommodate anticipated growth in travel demand. The MAX Green Line operates parallel to 82nd Avenue but serves regional trips and would not be able to support local trips and destinations directly along 82nd Avenue. Increased frequency of service, faster travel times and larger vehicles are all strategies that would increase the transit carrying capacity.

Safety

The 2018 Regional Transportation Safety Strategy (RTSS) identified 82nd Avenue as a regional high injury corridor⁶, and the City of Portland identified 82nd Avenue as part of its high-crash network. According to the RTSS, 82nd Avenue had the tenth highest rate of serious crashes⁷ per mile out of the 181 corridors identified. Crash data for the six-year period from 2015 through 2020 for the full length of the corridor showed 2,698 injury crashes, of which 15 resulted in a fatality.⁸ Pedestrian and bicycle crashes are over-represented in more serious crashes, making up two-thirds of fatal crashes and approximately one-quarter of serious injury crashes. Many pedestrian crashes are happening near transit stops.

All transit riders are pedestrians for some part of their trip. Infrastructure is essential for a safe pedestrian environment. The corridor has many missing and substandard sidewalks, limited safe crossing locations and no continuous, protected bicycle facilities. Signalized pedestrian crossings are spaced on average over 1,000 feet apart. Within the City of Portland over half of the sidewalk ramps are not Americans with Disabilities Act compliant. In addition, the lighting along the corridor is inconsistent making pedestrians less visible to drivers.

Transit-dependent communities

The 82nd Avenue corridor is one of the most diverse parts of our region. It serves many BIPOC communities, limited English proficiency speakers, and low-income communities. It contains seven census tracts identified as areas of persistent poverty by the U.S. Department of Transportation and car ownership is lower than the regional average through much of the corridor. In addition, most of the corridor has been identified as being Equity Focus Areas due to high concentrations of people of color, low-income people, and and/or people with limited English proficiency. There are census tracts with some of the highest BIPOC concentrations in the state. Thirty-two percent of the population is low income compared to 24 percent for the regional average; and 11 percent of the population has limited English proficiency compared to 8 percent of the region⁹. In addition, there is a higher percentage of zero car households and people living with a disability in the corridor than

⁵ Study area is half-mile from 82nd Avenue and includes the area around Clackamas Town Center in the south and the four potential termini in the north. Source: MetroScope, Metro Oregon.

⁶ Metro. [High Injury Corridors & Intersections Report](#). April 2017.

⁷ Serious injuries = fatalities and incapacitating injuries

⁸ ODOT. 2015-2020.

⁹ Source: 2016-2020 American Community Survey

in the region as a whole. These groups are more likely to depend on transit for their daily needs than the general population.

Transit travel time and reliability are equity issues for people that need to be at work or other places on time. BIPOC, low-income people, and women are more likely to fill “essential worker” jobs requiring workers to be in-person with a fixed start time. Consequently, these groups are more likely to have a longer commute and often need to take an early bus to avoid being late. In addition, ridership on the Line 72 is higher mid-day than in the morning peak hour. This generally indicates that a lot of trips are for other needs than a typical “8 to 5” commute rather being used by people trying to get to appointments, school, and essential jobs that have later start times. In addition, the Line 72 had the third highest ridership retention rate among TriMet’s frequent service lines in Spring 2022 relative to Fall 2019 (pandemic drop), demonstrating its importance as an essential transit service line.

Bus stop area infrastructure and amenities are lacking in the corridor making it less safe and comfortable to access transit. The stop area infrastructure includes narrow, aging, or missing sidewalks in many places; poor and inconsistent lighting; and bus stops closer than TriMet’s standards. Along 82nd Avenue, 36 percent of bus stops have shelters, 57 percent have seating, 65% have signalized crossings nearby, and only 83% have lighting which is inconsistent and often does not meet standards. Respondents to the City of Portland’s Building a Better 82nd Avenue survey conducted in 2022, stated desire for improved bus stop quality, access to bus stops, better transfers, and shorter wait times.

Climate Change

In Oregon, the transportation sector is a significant contributor to statewide greenhouse gas (GHG) emissions. According to the Oregon Global Warming Commission's 2022 Biennial Report, the transportation sector accounts for 40 percent of the state's total GHG emissions, making it the largest source of emissions in Oregon.¹⁰ In 2010, the Oregon Legislature passed Senate Bill 1059, requiring the Oregon Transportation Commission (OTC) to adopt a statewide transportation strategy to reduce GHG emissions from transportation to 75 percent below 1990 levels by 2050. The existing transportation strategy requires the OTC to coordinate with Metro, state agencies, local governments, and stakeholders to achieve the state's emissions reduction goals.¹¹ Each agency involved in the 82nd Avenue Transit Project has developed a climate action plan supporting this priority.

The climate plans and policies for the metro region, City of Portland, Clackamas County, Multnomah County, ODOT, and TriMet all recognize public transit as a primary tool to reduce energy consumption and greenhouse gas emissions in our region. These plans call for increased transit mode share and active transportation to help address the climate crisis. Metro’s Climate Smart Strategy which was adopted by all the regional partners¹² also aims to reduce the region’s per

¹⁰ Oregon Department of Energy. [2022 Biennial Energy Report](#)

¹¹ Oregon Department of Transportation. [Statewide Transportation Strategy](#)

¹² Joint Policy Advisory Committee on Transportation (JPACT) members Multnomah County, Washington County, Clackamas County, City of Portland, Cities of Multnomah County, Cities of Washington County, Cities of

capita greenhouse gas emissions from 2010 by at least 20 percent by 2035 by making transit convenient, frequent, accessible and affordable. The City of Portland’s Council adopted ambitious goals for reducing carbon emissions, much of which depends on a large reduction in vehicle miles traveled. PBOT’s Transportation System Plan aims to achieve these reductions through a significant shift in modes traveled by 2035, including a 25% commute transit mode split.¹³ Multnomah County’s target is also a 25% transit mode share for work trips but by 2030.¹⁴ The first strategy in the TriMet Climate Action Plan is to reduce regional traffic-related emissions by increasing transit ridership and supporting nondriving travel options.¹⁵ Clackamas County calls for increasing transit use as a key tool to meet its goal of being carbon neutral by 2050.¹⁶

Marginalized and vulnerable populations, such as BIPOC communities and low-income people, are often disproportionately affected by the adverse effects of climate change. In greater Portland, communities of color and low-income communities are disproportionately exposed to extreme heat because they are more likely to live in areas with less tree canopy cover and more pavement while also having less access to air conditioning or community shelters.¹⁷ Throughout the region, BIPOC communities and low-income individuals are also disproportionately exposed to pollutants from diesel exhaust and live in the highest flooding risk areas.¹⁸ Reducing GHG emissions is critical to addressing the effects of climate change and ensuring a viable, sustainable future for the region.

Providing a reliable bus rapid transit line with safe pedestrian access on 82nd Avenue promotes transit ridership consistent with the region’s goals to decrease single occupancy vehicles trips and reduce emissions.

Clackamas County, Oregon Department of Transportation, TriMet, Oregon Department of Environmental Quality, Metro Council, Washington State Department of Transportation, City of Vancouver, and Clark County,

¹³ PBOT. [Strategic Plan 2019-2022](#)

¹⁴ Multnomah County. [2015 Climate Action Plan](#)

¹⁵ TriMet. [2022 Climate Action Plan](#)

¹⁶ Clackamas County. [Draft Clackamas County Climate Action Report](#)

¹⁷ Lidar, [Metro Research Center](#)

¹⁸ US EPA National Air Toxics Assessment

82nd Avenue Transit Project

Goals and Objectives

Goals	Objectives
The project improves the travel experience for transit riders, in particular BIPOC and low-income communities	<ul style="list-style-type: none"> • Reduce transit travel time • Improve transit reliability today and in the future • Improve physical safety and access to stations • Improve amenities and comfort at stations
The project improves transit mobility in a congested and constrained corridor	<ul style="list-style-type: none"> • Improve transit passenger capacity • Improve transit reliability and travel times • Provide transit access to key destinations and the broader transit network
The project advances adopted state, regional, and local goals and objectives related to land use, transportation, equity, and climate	<ul style="list-style-type: none"> • Increase transit ridership • Support land use and transportation objectives • Support equity objectives • Support climate objectives • Support efficient movement of people and access to services • Supports regional and local Vision Zero objectives
The project supports the community, in particular transit riders and BIPOC communities	<ul style="list-style-type: none"> • Community members serve on the decision-making body for the transit concept • Community members, in particular BIPOC and historically-disadvantaged communities, provide input on project design outcomes • Provide transparent, balanced, and objective information about project analyses, tradeoffs, and community opportunities to influence decision making
The project is feasible to fund, construct and operate	<ul style="list-style-type: none"> • Cost-effective transit operations • Competitive for FTA capital grant funding • Project cost is supported by project partners and documented in a financing plan • Project design can meet necessary approval requirements
The project is coordinated with other planned investments in the corridor	<ul style="list-style-type: none"> • Leverage opportunities to efficiently fund improvements in the corridor • Compatible with other investments to improve access and safety in the corridor • Context-sensitive design improves transit while supporting other community priorities
The project is able to move into the next phase, Project Development	<ul style="list-style-type: none"> • Identify funding for Project Development phase

The Draft Goals and Objectives have been reviewed for racial equity and other equity considerations. Comments focused on the need for project performance measures being designed demonstrate the potential benefits and harms that may impact BIPOC, low income, and other vulnerable groups. The project team will incorporate this feedback as we develop performance measures tied to the objectives. An example comment was to recognize different groups have different perspectives on what increases physical safety with many BIPOC groups feeling less safe with police presence. The performance measures for physical safety would recognize this and focus on implementing countermeasures for crashes such as lighting, crossings, and sidewalks.

These 82nd Avenue Transit Project goals and objectives are the focused on the development of a high-quality transit project. As the project alternatives are developed and evaluated, the project team must be cognizant of community values and the special need not to conflict with the Building a Better 82nd Avenue program while working in the same geography (between Clatsop and Lombard streets in Portland). Therefore, specific considerations and objectives that are important for the Building a Better 82nd Avenue program related to the area will be fleshed out and included for consideration as we move forward. In addition, the community values adopted by the 82nd Avenue Community Coalition will be considered and are attached.

Building a Better 82nd Objectives to consider will be provided by the City of Portland in the future.

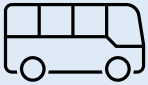
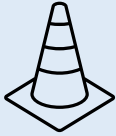

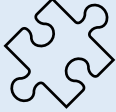
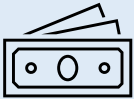

- *Discussions have centered around a safe and comfortable walking environment, urban forestry, travel to North Portland, and the transit project fitting with a holistic set of street improvements.*

Attachment: 82nd Avenue Coalition's Values Statements

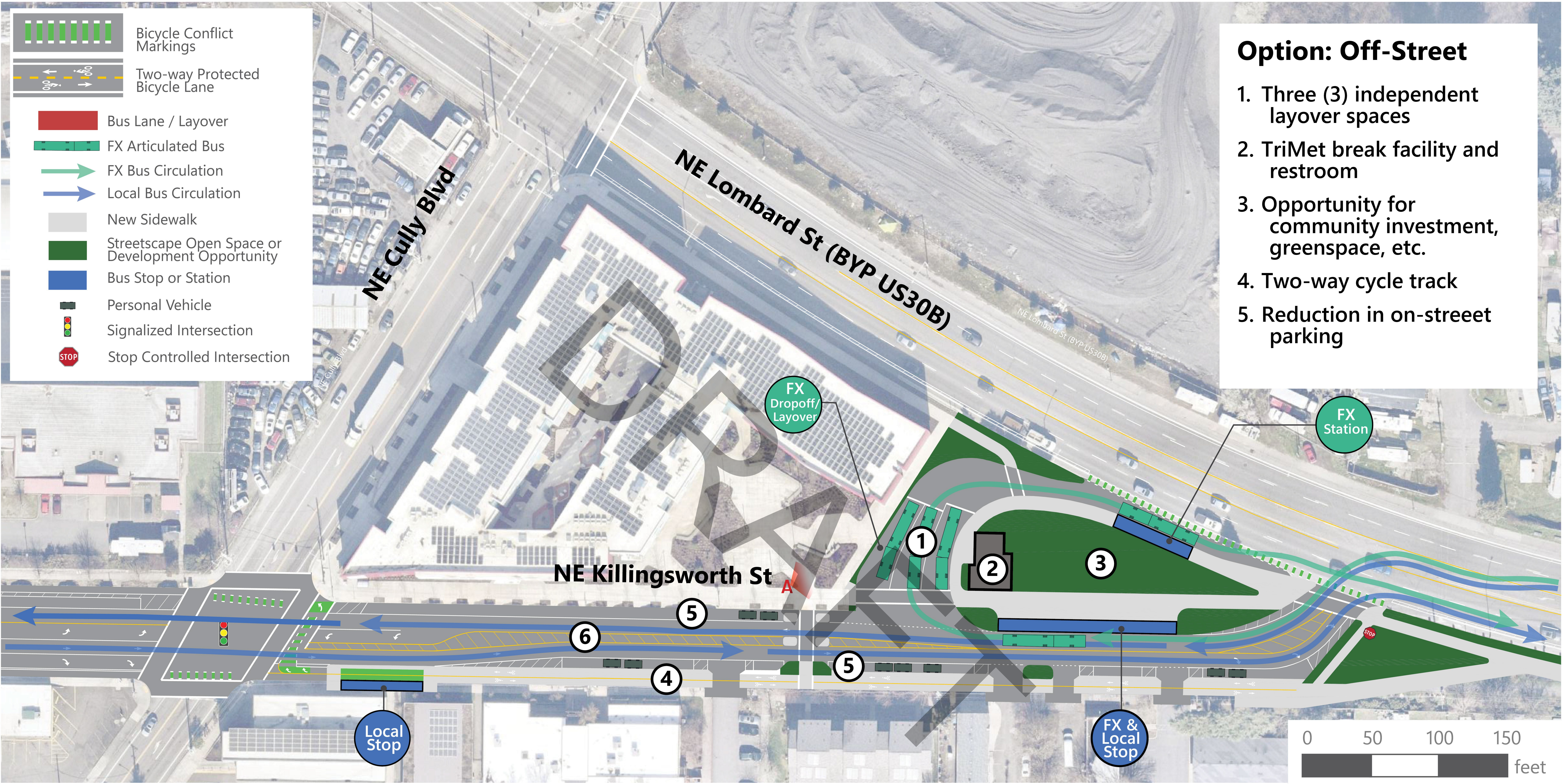
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Appendix C: Northern terminus evaluation framework

Northern Terminus Evaluation Framework

Category	Related objectives	Questions
Access and Mobility 	<ul style="list-style-type: none"> • Increase transit ridership • Provide transit access to key destinations and the broader transit network • Reduce transit travel time • Improve transit reliability today and in the future • Support land use and transportation objectives • Support equity objectives • Support climate objectives • Support efficient movement of people and access to services • Competitive for FTA capital grant funding 	<p>Transit journeys: How would transit trip options change for certain travel movements?</p> <p>Access to jobs: How would transit access to jobs change?</p> <p>Added transfer: How many existing riders would be affected by splitting the Line 72?</p> <p>Reliability: Are there any notable considerations regarding transit reliability?</p>
Safety 	<ul style="list-style-type: none"> • Improve physical safety and access to stations • Support land use and transportation objectives • Support regional and local Vision Zero objectives • Context-sensitive design improves transit while supporting other community priorities 	<p>Station access: What are existing pedestrian and bicycle facilities accessing the stations along each terminus option? What opportunities are there for the project to improve access?</p> <p>Crashes: Are there any notable considerations regarding crash history and bicycle and pedestrian safety?</p>
Transit-Supported Land Use 	<ul style="list-style-type: none"> • Provide transit access to key destinations and the broader transit network • Support land use and transportation objectives • Support equity objectives 	<p>Residents: How many people live near the stations along each terminus and the overall BRT route and what are their demographic characteristics?</p> <p>Workers: How many jobs are accessible from the stations along each terminus and the overall route? What industries and pay levels? What are the demographic characteristics of workers?</p> <p>Future growth: How are the number of jobs and residents near terminus areas expected to change in the future?</p> <p>Land use: What existing or potential future transit-supportive land uses are located near the stations along each terminus route?</p> <p>Community-serving destinations: What community-serving destinations are located along the terminus routes?</p>
Community Fit & Compatibility 	<ul style="list-style-type: none"> • Compatible with other investments to improve access and safety in the corridor • Context-sensitive design improves transit while supporting community plans and priorities 	<p>Physical fit: How would the terminus amenities fit within the existing land uses and available space?</p> <p>Compatibility: How do terminus concepts support community plans?</p>
Project feasibility 	<ul style="list-style-type: none"> • Cost-effective transit operations • Competitive for FTA capital grant funding • Project cost is supported by project partners and documented in a financing plan 	<p>Capital cost: Is there a notable difference in capital cost between the options?</p> <p>Operating cost: Is there a notable difference in operating cost between the options?</p> <p>CIG ratings: Is there a notable effect on CIG ratings between the options?</p>
Ridership 	<ul style="list-style-type: none"> • Increase transit ridership • Support land use and transportation objectives • Support equity objectives • Support climate objectives • Competitive for FTA capital grant funding 	<p>BRT line ridership: How does ridership on the 82nd Avenue BRT line change under each terminus option?</p>

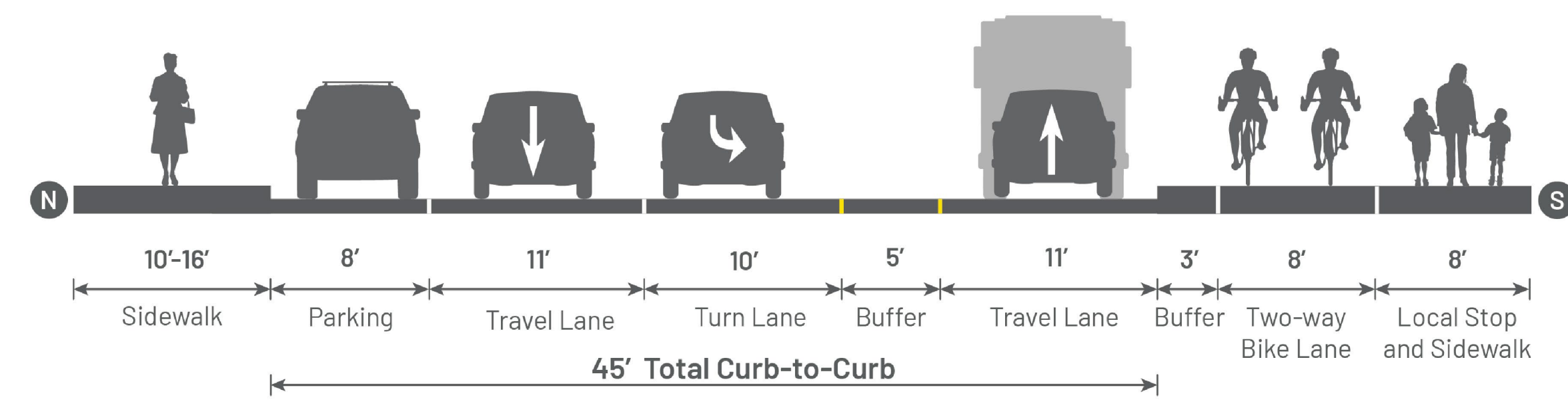
Appendix D: Cully terminus conceptual designs



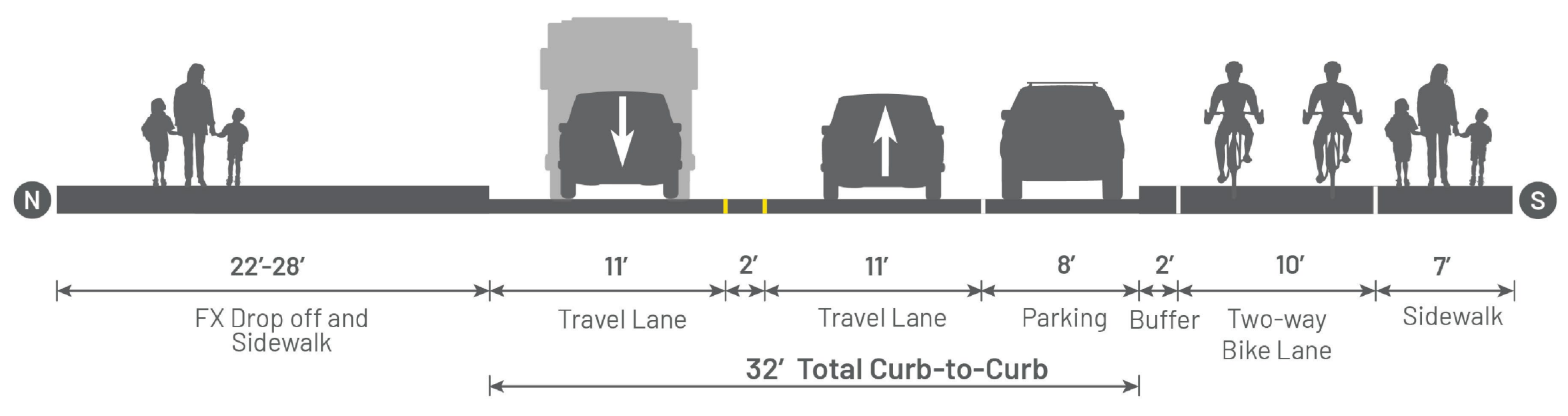
- Option: Off-Street**
1. Three (3) independent layover spaces
 2. TriMet break facility and restroom
 3. Opportunity for community investment, greenspace, etc.
 4. Two-way cycle track
 5. Reduction in on-street parking



Killingsworth at the Local Stop

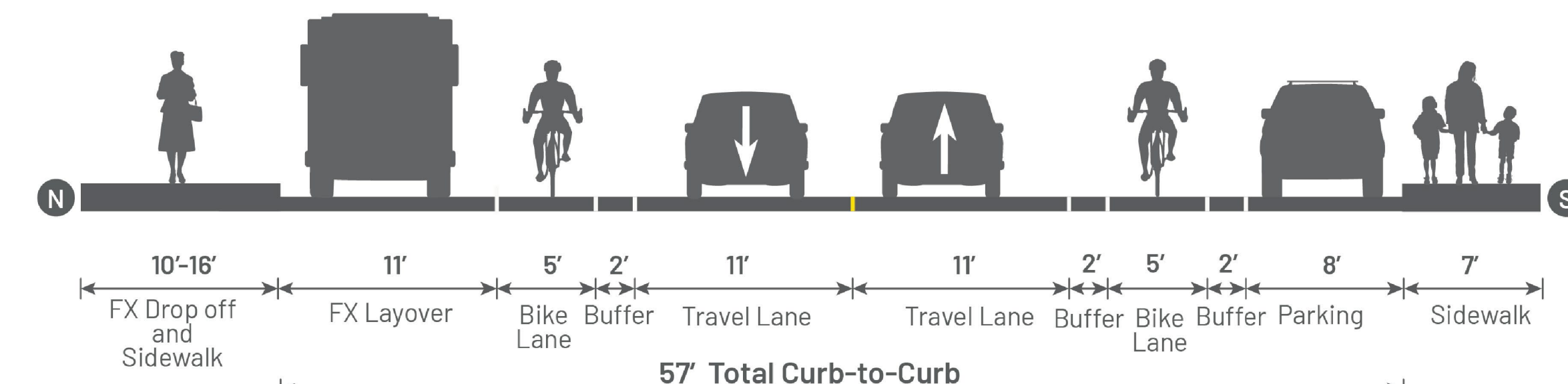
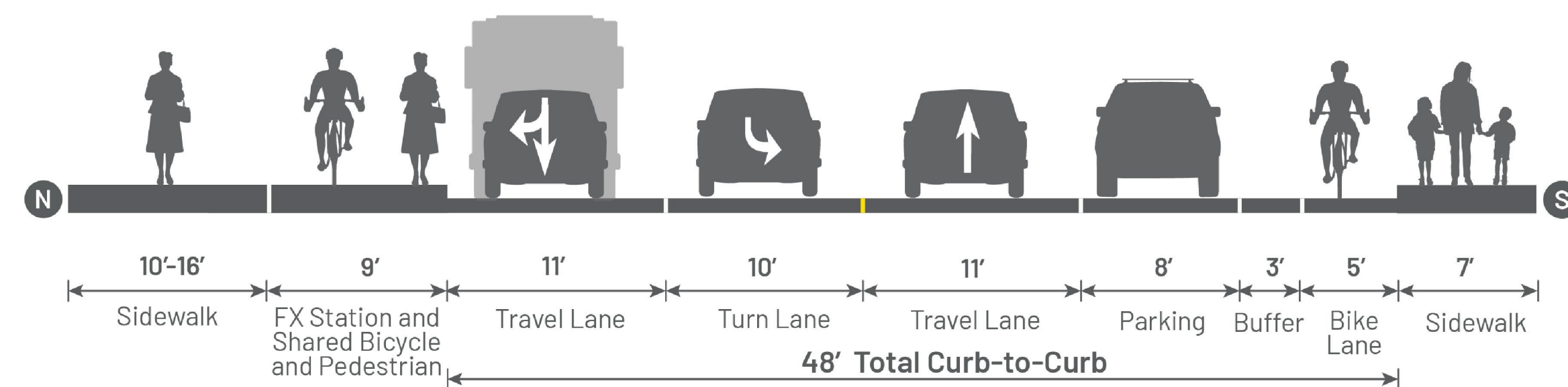
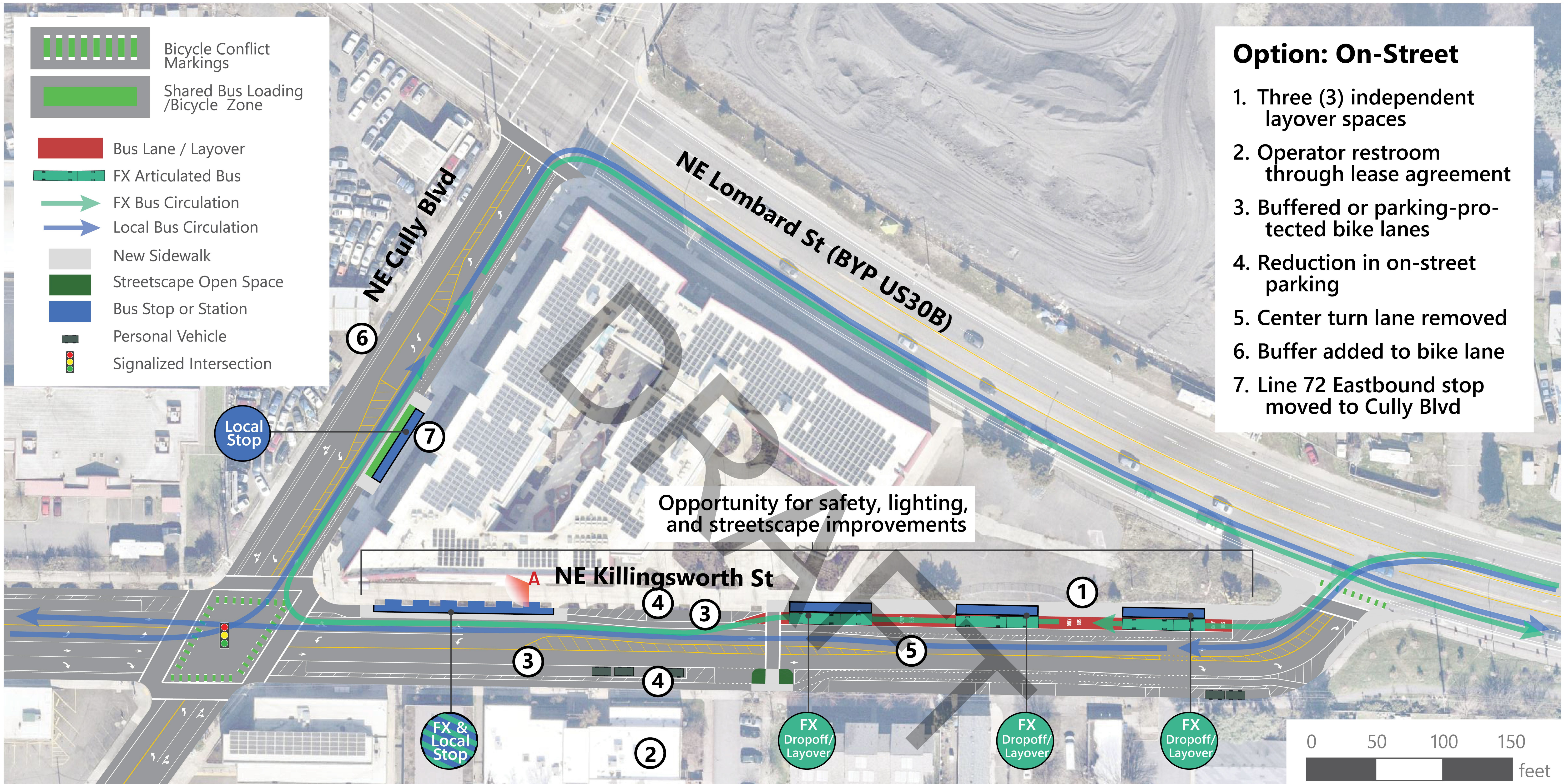


Killingsworth at the FX and Local Station



- Bicycle Conflict Markings
- Shared Bus Loading /Bicycle Zone
- Bus Lane / Layover
- FX Articulated Bus
- FX Bus Circulation
- Local Bus Circulation
- New Sidewalk
- Streetscape Open Space
- Bus Stop or Station
- Personal Vehicle
- Signalized Intersection

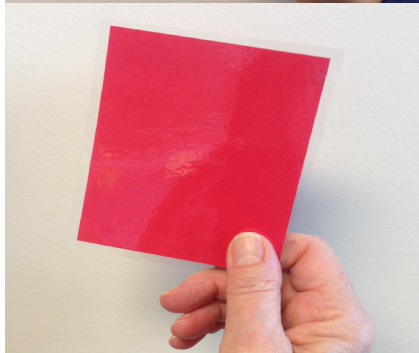
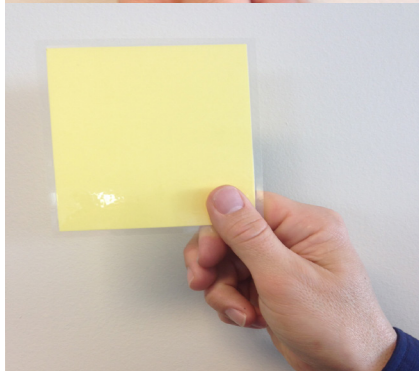
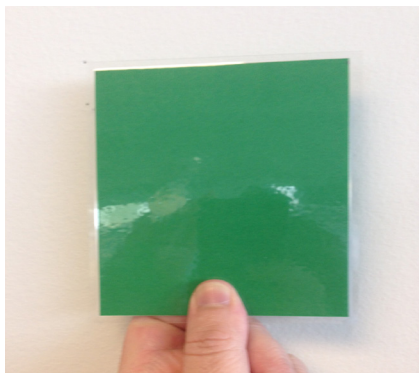
- ### Option: On-Street
1. Three (3) independent layover spaces
 2. Operator restroom through lease agreement
 3. Buffered or parking-protected bike lanes
 4. Reduction in on-street parking
 5. Center turn lane removed
 6. Buffer added to bike lane
 7. Line 72 Eastbound stop moved to Cully Blvd



MEETING PROTOCOLS AND PROPOSED DECISION MAKING PROCEDURES

MEETING PROTOCOLS

- Arrive on time
- Actively listen to public comments
- Actively listen to each other
- When you want to speak, stand your name tent up on end
- Be mindful of how long you speak
- After the meeting, let staff know if there is anything that would help you feel more comfortable participating



DECISION MAKING

The Steering Committee will use a consensus-based approach for decision making, meaning decisions move forward because they are supported by members but are not necessarily the favorite choice of each individual member.

Step 1: A committee discussion will follow the presentation of technical information and community input. After questions are answered and concerns are discussed, there will be a call for consensus and you will be asked to indicate your level of support for a proposed decision by raising a color card.

Green I support this.

Yellow I have concerns that will need to be addressed or am skeptical, but I will not block this.

Red I do not support this.

Step 2: People who raised yellow cards will share their concerns. These will be recorded and may include:

- Considerations that should be addressed as the project moves forward
- Modifications or additions to the decision
- General statements you want included in the meeting record

Step 3: People who raised red cards will share:

- Based on the yellow card discussion, whether they would still raise a red card
- Considerations that should be addressed or modifications to the decision that would move them from a red card to a yellow card

Step 4: If the proposed decision has substantively changed, you will be asked to indicate your level of support by raising a color card.

Reaching consensus: A proposed decision with modifications or additions will be confirmed upon reaching consensus, as indicated by green and yellow cards.

Consensus is not the same as unanimity. Following a good faith discussion, the committee may choose to move forward with red cards remaining. Red card concerns will be addressed moving forward to the greatest extent possible.

Should the committee be fundamentally divided, alternatives will be developed based on the issues raised and new proposals will be brought back to the committee for consideration. If the committee remains divided, the proposals will be separated into elements; those with support will move forward. For the unresolved elements, the co-chairs will answer the question: Can the project move forward with uncertainty on this element? If certainty is needed, the committee will use a simple majority vote.