

82nd Avenue Transit Project

Public Engagement Summary

January 2025

Introduction

This document provides an overview of public engagement efforts for the 82nd Avenue transit project. Throughout the project, corridor residents, businesses, and organizations have participated in focus groups, workshops, and surveys, helping to guide the project toward a Locally Preferred Alternative (LPA). This summary outlines the preferences and concerns expressed by the public.

List of Public Engagement Activities

Starting in spring 2023, Metro and TriMet staff offered several opportunities for community members to learn about and provide input on the 82nd Avenue transit project. Many of these events were co-hosted with the Portland Bureau of Transportation (PBOT) as part of their Building a Better 82nd Avenue project to allow community members to provide input on both projects and clarify the scope and purpose of each project.

The table below outlines public engagement activities and efforts conducted for the 82nd Avenue transit project between spring 2023 and winter 2025.

Activity/Dates/Location	Description
<u>Building a Better 82nd Ave Online Open House</u> August 1, 2022 – October 31, 2022	A virtual open house hosted by PBOT on the Building a Better 82 nd Avenue project website. The open house featured an online survey where participants could provide feedback about the project. The survey included a few questions about transit service in the corridor.
<u>Tabling - FX2 Grand Opening</u> September 17, 2022 – Portland Community College (PCC) SE Campus	Metro staff shared information about the 82 nd Avenue transit project at the FX2 Grand Opening and distributed one-page factsheets about the project. Please see Attachment A for the project factsheet.

Activity/Dates/Location	Description
<u>Online Open House</u> April 18, 2023, to May 31, 2023 – 82ndave.info	A virtual open house hosted by Metro, TriMet, and PBOT. By visiting 82ndave.info, the public could learn about and share feedback on the 82nd Avenue Transit Project and PBOT’s Building a Better 82nd Avenue project. Open house participants were encouraged to participate in three separate surveys: a transit project survey, a roadway and street improvements survey, and a comment map survey which allowed them to provide location-specific feedback on proposed bus station locations. Please see Attachment B for a full summary.
<u>Building a Better 82nd Avenue CAG Presentation</u> March 22, 2023 – Hybrid: PCC SE Campus & Zoom	Project staff provided an overview of the transit project to the Building a Better 82nd Avenue Community Advisory Committee. Please see Attachment C for the presentation slides.
<u>Spring 2023 Focus Groups</u> • People Experiencing Homelessness March 29, 2023 – In person at JOIN PDX • Business Owners on 82nd Avenue April 19, 2023 – In person at CORE • Clackamas County Residents April 19, 2023 – Virtual over Zoom • Chinese Community April 26, 2023 – Virtual over Zoom • Vietnamese Community May 3, 2023 – Virtual over Zoom • People Living with Disabilities May 3, 2023 – Virtual over Zoom • Latinx Community May 4, 2023 – Virtual over Zoom • Transit Users/BIPOC Community May 5, 2023 – Virtual over Zoom	Metro, TriMet, and PBOT staff hosted a series of focus groups to gather community input on participants' experiences on 82nd Avenue and the improvements they wished to see along the corridor. The Chinese, Vietnamese, and Latinx focus groups were conducted in Simplified Chinese, Vietnamese, and Spanish, respectively. Participants were asked about their travel habits in the corridor, their sense of safety on streets, bikeways, bus stations, and a series of transit-related questions. Please see Attachment B for a summary of the focus groups. Attachment D contains the complete list of questions posed to participants.

Activity/Dates/Location	Description
<u>Clackamas County LEDIC Presentation</u> April 25, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project to the Leaders for Equity, Diversity, and Inclusion Council (LEDIC). Please see Attachment C for the presentation slides.
<u>C4 Metro Subcommittee Presentation</u> April 19, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project to the Clackamas County Coordinating Committee (C4). Please see Attachment C for the presentation slides.
<u>82nd Avenue Coalition Presentation</u> May 4, 2023 – PCC SE Campus	Project staff provided an overview of the transit project and asked coalition members for input on proposed station locations. The coalition raised questions about stop spacing, safety improvements, and the northern terminus. Please see Attachment C for the presentation slides.
<u>Cully Association of Neighbors Presentation</u> May 16, 2023 – Hybrid: Alder Commons & Zoom	Project staff provided an overview of the transit project and asked committee members for input on proposed station locations and the north terminus options. Committee members raised questions about the line 72 split and the northern terminus options. Please see Attachment C for the presentation slides.
<u>Bus Riders Unite!</u> June 15, 2023 – Hybrid: Street Trust HUB & Zoom	Project staff provided an overview of the transit project to Bus Riders Unite!

Activity/Dates/Location	Description
<u>82nd Avenue District Workshops</u> • Northern: Cully, Sumner, Roseway, Madison South June 27, 2023 – McDaniel HS • Central: Madison South, Montavilla, South Tabor, Powellhurst-Gilbert July 20, 2023 – APANO • Southern: South Tabor, Powellhurst-Gilbert, Foster-Powell, Mt. Scott-Arleta, Lents, Brentwood-Darlington July 29, 2023 – CORE • Clackamas County¹ August 4, 2023 – Clackamas Town Center Transit Center	Metro and TriMet collaborated with PBOT to co-host a series of workshops along the 82nd Avenue corridor. Project staff shared information and solicited community input about the proposed transit investments in the corridor, potential station locations for the transit project, and the four northern terminus options. Spanish, Cantonese, Vietnamese, Russian, and American Sign Language interpreters were present at each workshop. Please see Attachment B for a summary of the workshops.
<u>82nd Avenue Community Conversations</u> • Cully, Sumner, Roseway, South Madison June 12, 2023 – The Grotto August 8, 2023 – Dharma Rain Zen Center • Montavilla, Jade District, South Tabor June 20 & July 10, 2023 – PCC SE Campus • Foster-Powell, Lents, Mt. Scott Arleta, Powellhurst-Gilbert June 15, 2023 – Woodmere Elementary July 25, 2023 – Asian Health Service Center • Clackamas County July 26, 2023 – Clackamas Community College	The 82nd Avenue Coalition hosted a series of community dialogues about community needs and desires in the corridor. Metro and TriMet staff supported these events and provided additional information about the 82nd Avenue transit project. The events were held in different neighborhoods along the 82nd Avenue corridor. Childcare and translation services were available at each event.

¹ No community members attended the event. As a result, Unite Oregon/Metro reassessed strategies to support future community engagement events in Clackamas County.

Activity/Dates/Location	Description
<u>Sunnyside West Mt. Scott CPO Presentation</u> August 7, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project and asked the Community Planning Organization (CPO) members for feedback on the proposed station locations and northern terminus options. Please see Attachment C for the presentation slides.
<u>Living Cully Partners & Allies</u> October 11, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project and asked attendees about their transit needs and vision for the Killingsworth/Cully area. Please see Attachment E for the presentation slides.
<u>Northern Terminus Focus Groups</u> • Cully Neighborhood November 1, 2023 – In person at Las Adelitas • Parkrose Neighborhood October 30, 2023 – In person at Parkrose HS • Parkrose - Vietnamese & Spanish Speakers November 2 - 13, 2023 – In person	Metro and TriMet held two focus groups to share information and gather community input on the northern terminus options. The Cully focus group was co-hosted with Verde. In response to low attendance at the Parkrose focus group, additional one-on-one conversations were organized with Vietnamese and Spanish-speaking residents of Parkrose. These individual meetings were conducted in Vietnamese and Spanish. Attendees received \$25 gift cards for their participation. Childcare and translation services were available at each event. Please see Attachment F for a summary of the Cully group and Attachment G for a summary of the Parkrose group.
<u>PDX Employer Online Survey</u> December 7, 2023, to January 18, 2024	Project staff contacted employers and businesses at PDX to participate in an online survey about their employees' travel behavior and transit needs. Please see Attachment H for a summary of the survey results. The complete list of survey questions can be found in Attachment I.
<u>Cascade Station Business Survey</u> December 14, 2023 – In person	Metro staff conducted in-person surveys with 14 businesses at Cascade Station. The complete list of survey questions can be found in Attachment J.

Activity/Dates/Location	Description
<u>PDX Employee Survey</u> January 5 - 18, 2024	Project staff reached out to PDX employees via email and flypdx.com/employees to participate in an online survey about their travel behavior and transit needs. Please see Attachment H for a summary of the survey results.
<u>Project outreach conducted by TriMet:</u> • NAYA Presentation January 5, 2024 – NAYA Family Center • Meeting with McDaniel High School Principal December 2023 • SE Uplift Neighborhood Coalition LUTC Presentation February 2024 • Unite Oregon Clackamas County Outreach Meeting Winter 2023-2024 – Virtual over Zoom • Overlook Neighborhood Association Presentation March 11, 2024 – Hybrid: Beach Elementary & Zoom	During winter 2024, TriMet staff conducted several outreach efforts to gather input on the 82nd Avenue transit project. Staff met with the Native American Youth and Family Center (NAYA), McDaniel High School’s Principal, the SE Uplift Neighborhood Land Use & Transportation Committee (LUTC), Unite Oregon’s Clackamas County Community Organizer, and the Overlook Neighborhood Association.
<u>Living Cully Partners & Allies</u> May 15, 2024 – In person at Alder Commons	Project staff presented an overview of the transit project to the group.
<u>Cully Association of Neighbors</u> May 21, 2024 – Hybrid: Grace Presbyterian Church & Zoom	Project staff provided an overview of the transit project and asked attendees about their transit needs and vision for the Killingsworth/Cully area. Community members were supportive of a terminus in the Cully neighborhood. They also raised questions about the Line 72 line split and transit access for McDaniel High School students.

Activity/Dates/Location	Description
<u>North Clackamas Chamber of Commerce</u> June 3, 2024 – N. Clackamas Chamber of Commerce	Project staff presented an overview of the transit project and invited questions from the chamber. The chamber raised questions about potential changes to Line 72 and how these adjustments might help workers and customers reach their business on time. Several members noted that faster, more reliable transit would benefit their businesses. The chamber also raised questions about the level of priority transit would receive. Staff clarified that the exact level of priority (business and transit (BAT) lanes) had not yet been finalized, however it would be implemented at key locations rather than continuously along the corridor.
<u>Meeting with Clackamas Town Center Manager</u> June 6, 2024 – Virtual over Zoom	Project staff met with the Clackamas Town Center general manager to present an overview of the transit project. The manager was supportive of the project and raised questions about maintenance.
<u>Northwest Regional Reentry Center</u> June 6, 2024 – NW Regional Reentry Center	Project staff presented an overview of the transit project. The Center staff highlighted the importance of better transit connections to the Center, stating that such connections would greatly benefit residents.
<u>Portland Freight Committee</u> June 6, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the committee. The committee was supportive of the project. They also raised questions about bike lanes along the corridor.
<u>Portland Bicycle and Pedestrian Advisory Committees</u> June 11, 2024 – In person at the Portland Building	Project staff presented an overview of the transit project to the committee. The committee expressed support for the project, especially for the proposed bus station improvements. They raised questions about pedestrian safety near bus stations and emphasized the importance of providing seating for senior riders and individuals with mobility challenges. Additionally, the committee wished to see improved bike connections to 82nd Avenue and nearby neighborhoods and greenways.

Activity/Dates/Location	Description
<u>TriMet Committee on Accessible Transportation</u> June 12, 2024 – Virtual	Project staff presented an overview of the transit project to the Committee on Accessible Transportation (CAT).
<u>Cully Terminus Evaluation Group (CTEG)</u> July 1, 2024 to October 7, 2024 (five meetings) – In person at Grace Presbyterian Church or Isaka Shamsud-Din Center for ReEngagement	Between July and October 2024, project staff worked with eight members of the Cully community to explore feasible designs for a terminus near NE Killingsworth St and Cully Blvd. They identified optimal locations for transit facilities and explored how to best connect the terminus to the Cully Neighborhood and ensure the terminus aligns with community’s vision for Cully. Throughout the process, the group emphasized the need for pedestrian safety facilities at the terminus. They also expressed concerns about loss of on-street parking and potential increases in traffic volumes. At the final meeting, all members voted in favor of an on-street Cully terminus design.
<u>Cully Community Conversation</u> September 30, 2024 – Las Adelitas	Project staff provided an overview of the transit project and potential designs for a Cully northern terminus. The event was set up in an open house format. Staff asked attendees about their transit needs and vision for the northern terminus. Approximately 60 people attended the community conversation. Attendees were supportive of a terminus in the Cully Neighborhood. Spanish and Somali translators were available to assist participants.
<u>Living Cully Partners & Allies</u> October 16, 2024	Project staff presented an overview of the transit project to the group.
<u>Pizza in the Park Tabling</u> October 19, 2024 – Luuwit View Park	Metro staff shared information about the 82nd Avenue transit project and distributed one-page factsheets about the project. Please see Attachment K for the project factsheet.
<u>Multnomah County Public Health Advisory Board</u> October 22, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the board. The board asked about the type of renewable energy the new buses for the project would use. They also expressed interest in staying informed on the project.

Activity/Dates/Location	Description
<u>Historic Parkrose / Parkrose Neighborhood Association</u> November 13, 2024 – In person at Historic Parkrose	Project staff presented an overview of the transit project to the neighborhood association and shared they staff will be recommending the Cully neighborhood as the northern terminus. Members expressed desire for increased safety and security at stations and on buses. They also called for pedestrian safety improvements in their neighborhoods.
<u>Sumner Association of Neighbors</u> November 19, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the neighborhood association. Members sought clarification on the future of Line 72 if the Cully terminus or the Parkrose terminus was selected. They highlighted the need for safety improvements on 82nd Avenue and Sandy Boulevard. Some members also expressed interest in writing a letter of support for the Cully terminus.
<u>Cully Association of Neighbors: Transportation and Land Use Committee</u> November 19, 2024 – In person at Las Adelitas	Project staff presented an overview of the transit project to the Committee.
<u>Clackamas County: Pedestrian-Bicycle Advisory Committee</u> December 3, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the Committee. The Committee did not provide comments or ask questions.
<u>Clackamas County: Traffic and Safety Commission (TSC)</u> December 4, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the Commission. The commission asked if the 82nd Avenue Transit Project Community Advisory Commission had spots reserved for Clackamas County residents. They also expressed interest in staying updated on the project and suggested sharing information through the Southgate Community Planning Organization (CPO).

Community members were notified about these public engagement opportunities through various channels, including:

- Metro email newsletters
- Metro and TriMet social media pages
- Portland's Building a Better 82nd Avenue email list
- Direct outreach by JLA Public Involvement

List of Attachments

- A. 82nd Avenue Transit Project Factsheet (2022)
- B. 82nd Avenue Spring & Summer 2023 Outreach Summary
- C. 82nd Avenue Transit Project Outreach Presentation (Spring 2023)
- D. 82nd Avenue Focus Group Questions
- E. 82nd Avenue Transit Project Outreach Presentation (Living Cully)
- F. 82nd Avenue Transit Project Cully Focus Group Report
- G. 82nd Avenue Transit Project Parkrose Focus Group Report
- H. 82nd Avenue Transit Project PDX & Cascade Station Survey Summaries
- I. 82nd Avenue Transit Project PDX Employer Survey Questions
- J. 82nd Avenue Transit Project Cascade Station Business Survey Questions
- K. 82nd Avenue Transit Project Factsheet (2023)



82nd Avenue Transit Project

Designing great bus service, Clackamas Town Center to Northeast Portland

Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services.

Big improvements are coming to 82nd Avenue. Over the next three years, the Portland Bureau of Transportation's Building a Better 82nd project will construct critical safety and maintenance repairs, including more street lighting, new and upgraded crossings, smoother pavement, improved curbs ramps and upgraded traffic signals. A larger Civic Corridor Investment Strategy – focused on seven miles from Northeast Killingsworth Street to Southeast Clatsop Street – will prioritize longer-term improvements.

The Oregon Department of Transportation is also planning key improvements along 82nd Avenue, south of Portland in Clackamas County.



FX service on Division Street. Partners are working to bring FX to 82nd Avenue along with other improvements.

82nd Avenue Transit Project Steering Committee

Metro
TriMet
City of Portland
ODOT
Multnomah
County
Clackamas County
Port of Portland
82nd Avenue
Business Alliance
Clackamas
Resource Center
Oregon Walks

FX: Upgrade and replacement for Line 72 on 82nd Avenue

Along with these investments, partners from Clackamas County to Portland are working together to explore a transit investment that would replace the existing Line 72 bus on 82nd Avenue with TriMet FX™ – the agency's new Frequent Express service.

FX will bring faster, more reliable transit service with new stations along 82nd Avenue, making it easier, safer and more comfortable for people to get around.

The bus currently serving 82nd Avenue – TriMet's Line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the MAX Orange or Yellow or lines, it shares the road with automobiles, freight and local deliveries.

The current buses are often crowded and get stuck in traffic. Many of the stops are spaced too closely for efficiency, and they lack amenities like shelters, lighting and digital displays featuring real-time arrival information.



Why FX™ for 82nd Avenue?

- Safer ways for people to get to the bus with better crosswalks, sidewalks, and street lighting.
- More seating and space with longer buses (room for 60% more riders) and easier loading for wheelchairs and strollers.
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.

Planning process

Metro and TriMet are leading the planning process for the 82nd Avenue FX service. Upgrading to FX would require federal funding for full design and construction. This first step to qualify for federal grants is for partners to determine a route and general station locations.

Partners are exploring potential station locations between Clackamas Town Center and a yet-to-be determined turnaround point north of Sandy Boulevard.

This could also mean changes to the part of Line 72 that currently serves Killingsworth Street and other destinations to the west. Riders whose trips include both the 82nd and Killingsworth portions of today's Line 72 would need to transfer between the new FX line and bus service for Killingsworth.

The Killingsworth line would have at least the same level of service as today. Future public discussions will help decide how best to serve and provide good connections for riders.

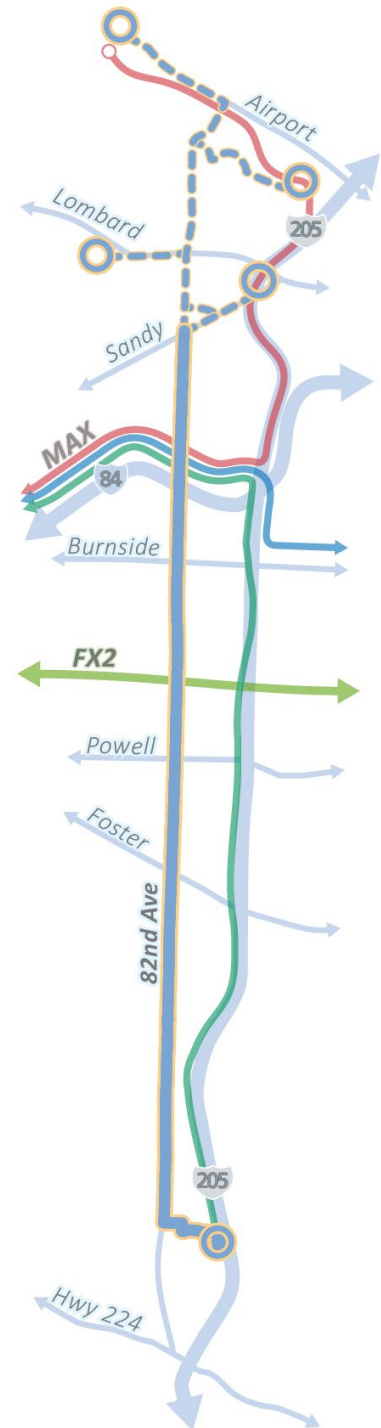
The project's steering committee – made up of elected officials, agency leaders and community representatives – is expected to select the route, station areas and northern turnaround point in the fall or winter of 2023. If supported by all partners this winter, Metro and TriMet will apply for federal funding to continue design and community engagement.

Construction could begin as early as 2027, and FX service could start running on 82nd Avenue as early as 2029.

What do you think?

Visit oregonmetro.gov/82ndtransit to learn more about FX service and give your thoughts on potential station locations.

Partners are analyzing data about current and future ridership and will bring that information and potential options for the northern turnaround to the community to ask for input this fall.



82ND AVENUE TRANSPORTATION INVESTMENT PROGRAM: SPRING AND SUMMER 2023 OUTREACH SUMMARY

**BUILDING A BETTER 82ND AVENUE INVESTMENT
PROGRAM (PBOT)**

82ND AVENUE TRANSIT PROJECT (METRO/TRIMET)

Prepared for



Metro



Prepared by

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Date

August 17, 2023

INTRODUCTION

Between March and August 2023, Portland Bureau of Transportation, Metro, and TriMet shared information and solicited feedback about the improvement projects coming to 82nd Avenue, which include the Building a Better 82nd Program (PBOT) and the 82nd Avenue Transit Project (Metro/TriMet).

A variety of outreach activities occurred during the six months to ensure that community members could share their thoughts with the technical team. All the activities are explained in detail below, along with a summary of the comments that were collected at that time. Complete comments are included in the Appendices. Outreach included:

- A Community Advisory Group for Building a Better 82nd.
- Virtual and in-person Focus Groups in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, BIPOC communities and unhoused individuals (English).
- Online open house and business access survey (asynchronous virtual engagement in English, in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский).
- Geographically focused, in-person workshops held in English (with Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, Russian/Русский, and American Sign Language/ASL translators at each event).
- Canvassing businesses along the corridor, along with follow up phone calls.
- Presenting and attending existing neighborhood, business, or other community meetings.

Common themes gathered through these activities included:

Safety	• Vehicles travel too fast along 82nd Avenue; need more enforcement. • Narrowing or reducing lanes, as well as left turn access, were concerns. • Crime, prostitution, and illegal racing were concerns. • Interest in safe routes to schools and for elderly residents.
Streetscape, Trees, Sidewalks	• Want wider sidewalks free of debris. Many proposed increasing numbers of available trash cans and noted concerns for streetscape maintenance. • Strong desire for trees, whether in the sidewalk area or in center medians, but people wanted to make sure the city properly maintained them. • Art, community murals, and placemaking were popular. • Many attendees wanted parklets or plazas, with community events.
Transit	• Want faster, more reliable, and safer buses, interested or excited about the FX line. • Many people favored a PDX terminus, especially if it goes later than other services. A few felt Cully made the most sense. • Shelters and trees at bus stops, as well as safe crossings at stops.
Bikes	• Want safe, protected bike lanes, signaled crossings, and greenway roadways to be fixed since it's so dangerous to ride on 82nd.

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SPRING OUTREACH SUMMARY

Community members were invited to share how they travel to or through 82nd Avenue, their experience on the road, and their preferred improvement priorities. The team conducted targeted outreach to underrepresented groups



and business owners who could be impacted by upcoming construction and roadway changes.

Feedback through this outreach period was used by the technical team to inform the elements of improvement in selected areas, confirm the priority areas and items, and guide the transit improvement plan. Between March and June, the project team **connected with over 1,000 people** through:

- Four (4) Community Advisory Group meetings (PBOT), with eighteen (18) community members; open to the general community.
- Ten (10) Steering Committee meetings (Metro/TriMet) with elected officials and community members; open to the general community.
- Eight (8) focus groups (95 attendees).
- Business and property owners whose access could be impacted by upcoming improvement work (around 218).
- Eleven (11) organized group briefings, including tabling at community events and presenting to Neighborhood Associations.
- Online Open House and interactive map (280 through the Building a Better 82nd survey, 550 took the 82nd Avenue Transit survey, 209 through the business access survey, and 67 people shared their thoughts on the interactive transit map).

Community members learned about the activities through:

- Weekly project email updates.
- A mailer to properties within two blocks of 82nd Avenue within the City of Portland.
- Canvassing businesses along 82nd Avenue within the City of Portland.
- Promotional materials at transit stations and bus stops that included a QR code to the project website from North Portland to Clackamas Town Center.
- Cross promotional information sharing with community partners (82nd Avenue Coalition).
- PBOT, Metro, and TriMet social media accounts.

Community Advisory Group and Steering Committee

Community Advisory Group

The Community Advisory Group (CAG) for Building a Better 82nd conducted four (4) meetings during this outreach period. The meetings were open to the general community and received around twelve



(12) public attendees during this period. Committee members are residents in the project area and/or active in the community. Several are also part of local advocacy or community-based organizations, such as:

- Street Trust
- Asian Pacific American Network Oregon (APANO)
- Montavilla News
- 82nd Avenue Business Association

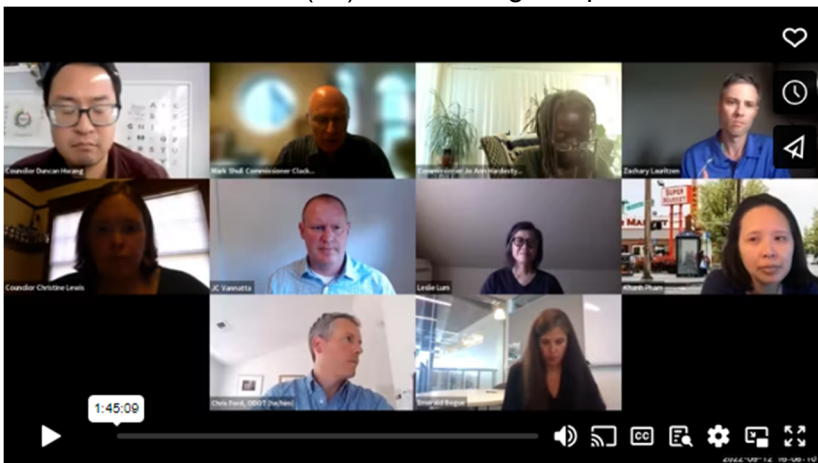
The CAG played an essential role in providing feedback, helping solicit and engage the broader 82nd Avenue community, as well as shaping the final plan recommendations. Through this outreach period, the CAG helped the project team verify the existing conditions, finalize the project goals and objectives, and provided feedback on the summer district workshop activities. The meeting materials and summaries are shared at

www.portland.gov/transportation/planning/82nd-avenue/advisory/community-advisory-group

Steering Committee

Metro Council established a steering committee in June 2022 to ensure the 82nd Avenue Transit Project develops a transit design that has community support and can be implemented.

The 82nd Avenue Steering Committee is charged with recommending an alternative for high-capacity transit in the 82nd Avenue corridor and met ten (10) times during this phase of the project. The committee is comprised of community members and leaders or elected officials from Clackamas County, Metro, Multnomah County, City of Portland, Port of Portland, Washington County, and four community-based organizations.



Focus Groups

In April and May of 2023, project staff held virtual and in-person Focus Groups with community members who have a connection to 82nd Avenue. Focus groups were held in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and with BIPOC communities and unhoused individuals (English).

- JOIN PDX: March 29, 2023, 4:00-5:30 p.m. (Houseless)
- Collective Oregon Eateries (CORE): April 19, 2023, 2:00-3:30 p.m. (Business Owners)
- Zoom: April 19, 2023, 5:30-7:00 p.m. (Clackamas County Transit Users)
- Zoom: April 26, 2023, 5:30-7:00 p.m. (Chinese)
- Zoom: May 3, 2023, 5:30-6:45 p.m. (People Living With Disabilities)
- Zoom: May 3, 2023, 5:30-7:00 p.m. (Vietnamese)
- Zoom: May 4, 2023, 5:30-7:00 p.m. (Latina/o/x)
- Zoom: May 5, 2023, 5:30-7:00 p.m. (BIPOC)

Key Takeaways

Focus group participants shared broad input around their experience along 82nd Avenue and their priorities moving forward. For each group's summary and demographics see [Appendix A](#).

- **Safety/Security**
 - General safety along 82nd Avenue.
 - Well-designed pedestrian crossings.
 - Adequate lighting along the corridor, and at bus stops and crossings. More lighting near businesses that are open late.
 - Traffic enforcement.
 - Security/police presence along 82nd Avenue, especially at night.
 - Traffic and crime prevention/response.
 - Safety enforcement within buses and MAX.
 - Safety for business patrons, employees, and owners.
 - Education about traffic safety; programming, signage
 - Fewer trees because they cause blind spots and hazard zones.
 - Flashing lights at pedestrian crossings and bus stops at night.
 - Slower speed zones.
- **Transit Improvements**
 - Seats and shelter at bus stops.
 - More spacious buses.
 - Training and support for public transportation workers to interact respectfully with commuters.
 - Reliability of bus service.
 - More bus stops.
 - Fewer bus stops as they cause congestion.

- Transit improvements for business patrons, employees, and owners.
- Dedicated bus lane.
- Adding bus ID numbers to each stop.
- Clean transit stops and buses/MAX.
- **Road Infrastructure**
 - Challenges presented by medians that block turns for business patrons in cars.
 - Fix potholes/repave road.
- **Accessibility**
 - Sidewalk improvements: more spacious, accessible for people using wheelchairs or other mobility devices, especially close to businesses.
 - Improved curb ramps.
 - Parking space dedicated to delivery vehicles for businesses.
 - Wheelchair accessibility at bus stops.
 - More restrooms.
 - Fix broken ticket machines.

Business Outreach

PBOT and the consultant staff contacted or canvassed **218 individual businesses** in the project area. As a result, PBOT staff held **20 one-on-one meetings** with individual businesses owners or operators by the end of June 2023 to discuss access needs and answer any technical questions.

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.
- Concerns about construction impacts. Specifically, business owners and managers near SE Division Avenue experience lower customer traffic since construction began on SE Division in 2021. Concerned that the trend will continue with construction on 82nd Avenue.
- Concerns about how medians will impact business access and consumer experience and choice.
- A few business owners expressed frustration and said they may have to move due to business impacts.

Group Briefings

PBOT, Metro, and TriMet also participated in **11 meetings with organized groups**, including neighborhood and business associations, and city advisory committees. These included:

- Montavilla Neighborhood Association

- Jade District
- 82nd Avenue Transition Roundtable
- Safe Routes to School walk with Marysville Elementary parents
- Joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
- Freight Advisory Committee
- Roseway Neighborhood Association
- Annual 82nd Business Association
- Powellhurst Gilbert Neighborhood Association

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.

Online Open House

Between April 18 and May 31, 2023, PBOT, Metro, and TriMet held an online open house with the purpose of showing potential safety, maintenance, and transit improvements for the 82nd Avenue corridor, and gathering community feedback on project goals and needs of area.

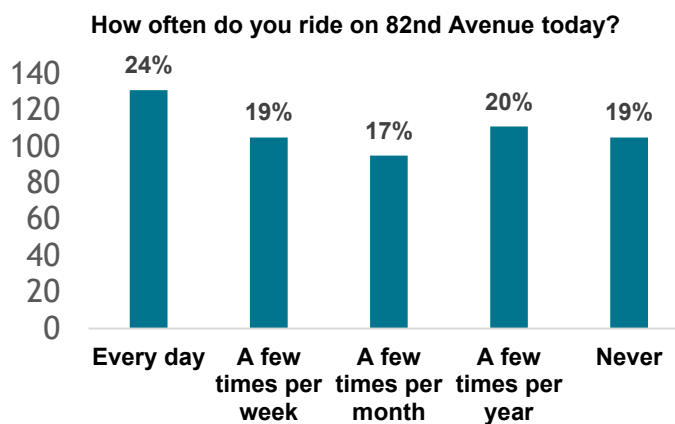
Transit Questions

Over **550 people** responded to the transit portion of the survey. Most people use transit along 82nd Avenue every day (**24%**), and 19% shared that they rode a few times per week or stated that they never use transit on 82nd Avenue.

Respondents felt equally split about what was important to them for the FX line. **59%** stated they wanted better stations and faster, more reliable stops, and another **59%** felt that better stations and faster, more reliable service was equally important as having more stops and less frequent walking.

Other themes included:

- Most felt neutral about easy transfers.
- Shorter walks to community services was very important, as well as connecting people to jobs and services.
- Respondents had mixed reactions about the importance of the number of people who use the stops being a priority in choosing FX stops.



- Safety on foot or by wheels and accessibility was extremely important.

Please see [Appendix B](#) for full responses.

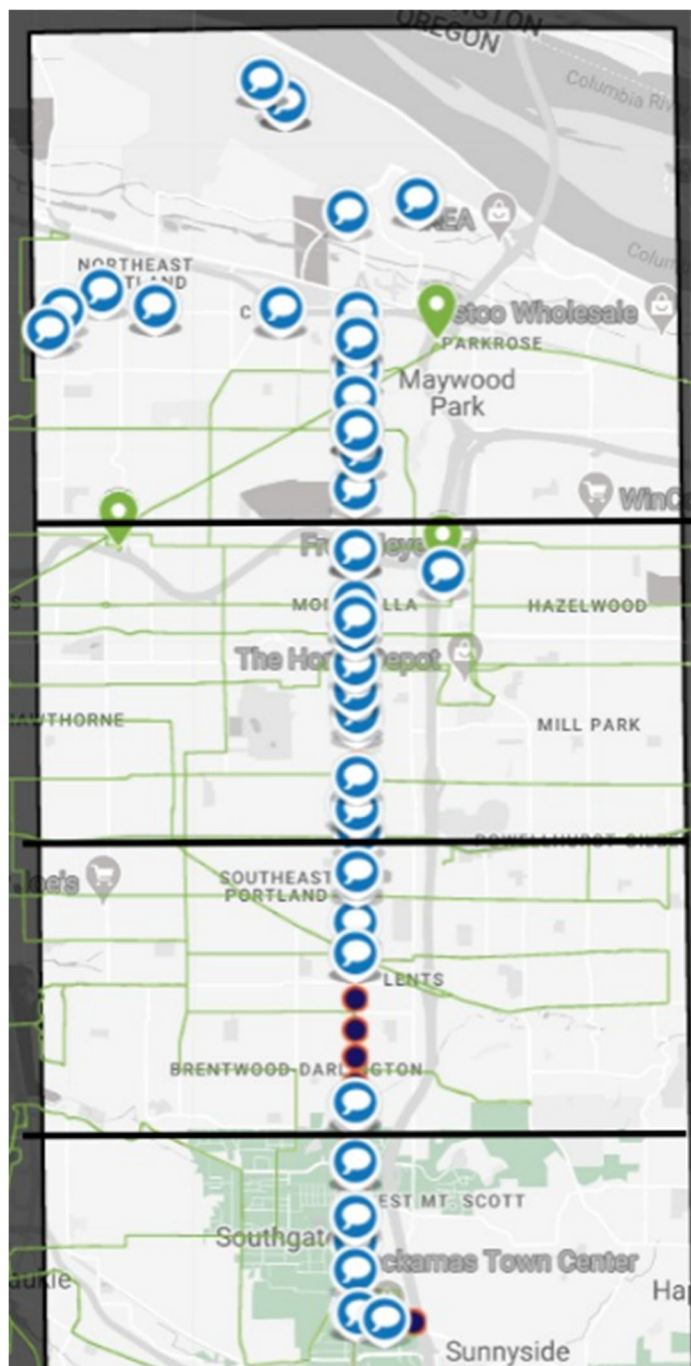
Transit Comment Map

69 participants shared location-specific feedback on the proposed station locations using the interactive virtual map. The proposed station locations were along 82nd Avenue, going from Portland International Airport to Clackamas County. For comment sorting, the comments collected on this comment map are divided into four areas: North, Center, South and Clackamas County, as indicated on the map on the right. The full list of comments is included in [Appendix C](#).

NORTH: Portland International Airport to Madison South Neighborhood (NE Tillamook Street and 82nd Avenue)

29 responses on the following themes:

- Turnaround Point/Terminus
 - Portland International Airport (6)
 - Cascadia Station (3); one suggestion a mini-transit center with Red Line.
 - Do not support Killingsworth in the Cully area (2)
 - Loop route between the Portland International Airport and the Cascade Station (1)
- Between NE Killingsworth and NE Prescott (5)
 - Move from Prescott to Webster would discourage riders because of safety concerns from criminal activity at nearby motel (1)
 - Prescott, Alberta, and Killingsworth good because spread out and provides connection at commercial nodes (1)
 - Do not remove the stop on NE 80th and Prescott (1) support the removal of this stop (1)
- Between NE Beech Street and NE Fremont Street
 - Supported Fremont station (3)
 - Would encourage their use of transit service, especially if the turnaround point is located at Portland International Airport or the Cascade Station (1)



- Stops on Killingsworth in the Concordia area.
 - Unreliability of the bus and need for bus stop upgrades (3)
 - These stops meet all their needs and are essential for their daily travels (2)
- 82nd Ave and Prescott Street
 - Essential stop as it serves as a transfer point (2)

CENTER: Montavilla Neighborhood (NE Halsey Street) to Powellhurst-Gilbert (SE Powell Boulevard)

23 responses on the following themes:

- I-84 and NE 82nd Avenue
 - Could be developed as a park-and-ride location for commuters (1)
 - Significant roadway and infrastructure improvements are needed (3)
- NE Glisan Street and NE 82nd Avenue
 - Close to the community center and connectivity to bus Line 19, which serves a major hospital and medical center that offers physical therapy services (1)
 - Need for roadway improvements, tree canopies and safe crossings (2)
- E Burnside Street and NE 82nd Avenue
 - Support for the new stop (2)
- SE Woodward Street and SE 82nd Avenue
 - Coordinate non-car infrastructure improvements and new stations (2)
 - Convenient between Fubon and WinCo Shopping Centers (1)
- Between SE Yamhill Street and SE Taylor Street
 - Need traffic signal on SE 82nd and Yamhill be re-evaluated (1)
 - Place a stop between Washington and Mill, noting that Main or Taylor would also make the most sense (1)
- On NE Davis Street and NE 82nd Avenue
 - Support the removal of the stop in front of Vestal at Davis (2); this is the only safe route to school and there are no safe crossings in the Glisan area (1)

SOUTH: Southeast Portland Neighborhood (SE Powell Boulevard) to Darlington (OR 213)

Eight (8) responses on the following themes:

- SE Foster Road and 82nd Avenue
 - Lack of shade and the need for tree canopies to accompany the new station (2)
- Eastport Plaza (between Cascade Highway and SE Boise Street)
 - Support for this station location (2)
- SE Crystal Springs Boulevard and SE 82nd Avenue
 - Support this location close to Cartlandia Food Car Pod and Springwater Trail for a safer bike-transit connection (2)

CLACKAMAS COUNTY: Darlington Neighborhood (SE Clatsop Street) to Clackamas Town Center

9 responses on the following themes:

- SE King Road and NE 82nd Avenue
- 1 comment was received on this location, it suggested that this station could be developed as a transfer station for Line 33 and Line 71. It also noted the infrastructure improvement needed for the current stop.
- Station WinCo on SE 82nd Avenue
- 1 comment was received on this location, noting the need for more stations in Clackamas due to the larger block lengths in the area. They suggested that there should be an additional station between Causey and Boyer/Monroe.
- Proposed station locations to be refined.
- Clackamas Town Center
- 3 comments were shared in this area. 2 comments supported adding a stop on or along Monterrey. 1 comment suggested a station closer to the mall, as it would be more convenient to access medical service providers or commercial hot spots.
- Other Locations
- SE Johnson Creek Boulevard and SE 82nd Avenue.
- 2 comments noted a need for a stop at this intersection.
- Walmart (10000 SE 82nd Avenue, Happy Valley, OR).
- 2 comments were received on this location. 1 noted that the placement of this current station should be updated to the south of Otty Road. The other comment suggested a station be added here, citing the convenience due to its proximity to Walmart.

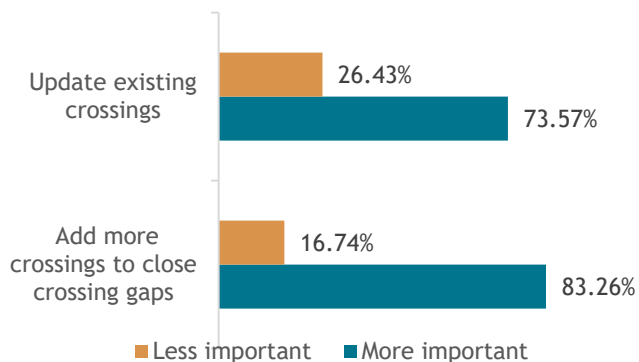
Building A Better 82nd Questions

Between April 18 and May 31, 2023, approximately **286 people** participated in the online open house survey. The survey asked questions on people's priorities for the 82nd Avenue pedestrian realm, bike network, and traffic along the corridor. Please see [Appendix D](#) for open comment responses.

Pedestrian Realm

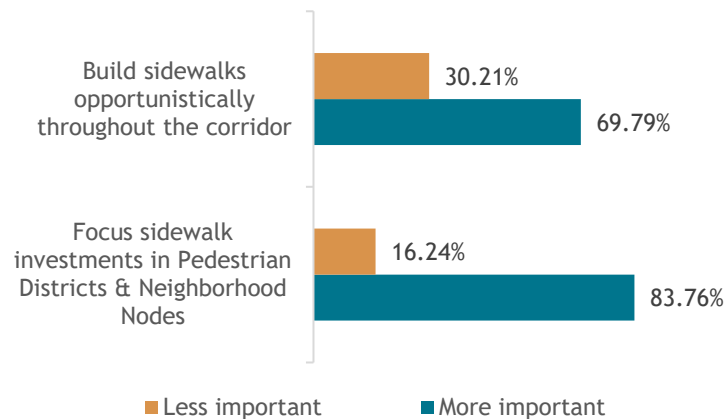
How should PBOT prioritize pedestrian crossing improvements on 82nd Avenue?
(255 responses)

- **83% of responses** - Add more crossings to close crossing gaps.
- **74% of responses** - Update existing crossings.



How should PBOT approach building new, wider sidewalks on 82nd Avenue? (256 responses)

- **84% of responses** - Focus on sidewalk investments in Pedestrian Districts and Neighborhood Nodes.
- **70% of responses** - Build more sidewalks throughout the corridor when possible.



Themes from open-ended comments

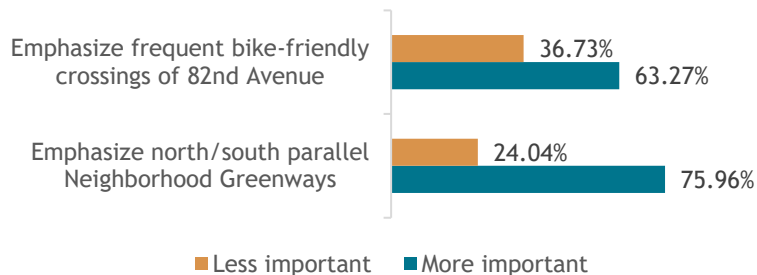
(141 responses)

- Safety improvements such as lighting, speed enforcement and traffic calming, longer crossing signals.
- Cleaner, accessible sidewalks or barriers between sidewalks and cars.
- Rapid flashing pedestrian beacons.
- More native tree cover.
- Crime enforcement.
- Maintain business delivery access.

Bike Network

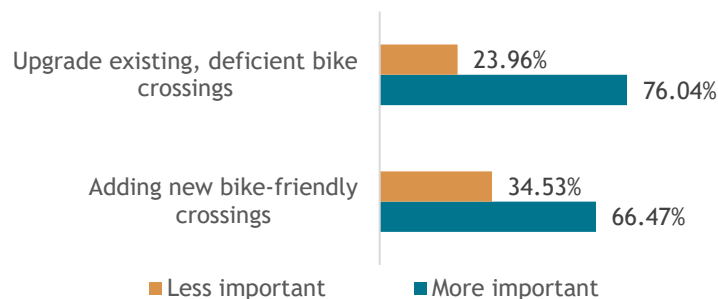
Should PBOT emphasize north/south parallel Neighborhood Greenways OR Bike-Friendly crossings of 82nd Avenue? (250 responses)

- **76% of responses** - Emphasize north/south parallel Neighborhood Greenways.
- **63% of responses** - Emphasize frequent bike-friendly crossings of 82nd Avenue.



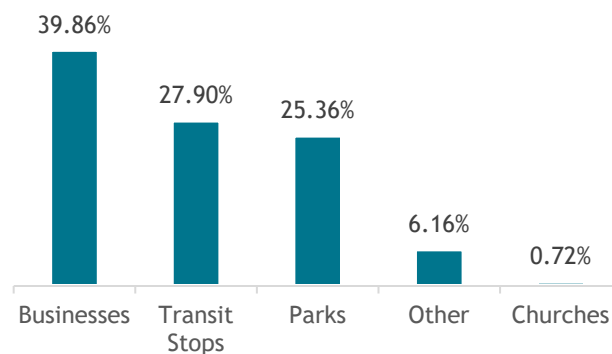
How should we prioritize bike crossing improvements on 82nd Avenue? (252 responses)

- **66% of responses** - Adding new bike-friendly crossings.
- **76% of responses** - Upgrade existing, deficient bike crossings.



If you had to choose one destination type for improved bike access, what would you choose? (276 responses)

- 40% of responses – Businesses
- 28% of responses - Transit Stops
- 25% of responses – Parks
- 0.72% of responses – Churches
- 6.16% of responses – Other including: schools (including higher education)



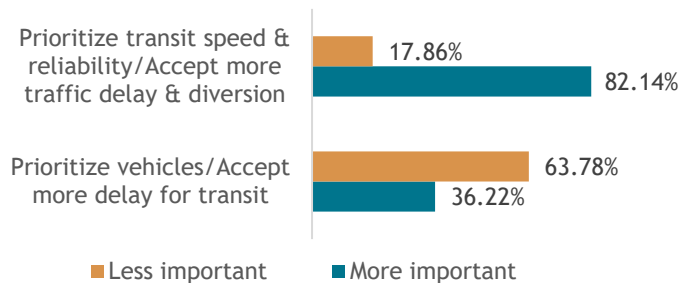
Themes from open-ended comments (112 responses)

- Desire for both N/S network AND safe crossings.
- Pavement and infrastructure maintenance.
- Eye-level wayfinding.
- Crossing sensors in busier bike crossings.
- Separation or protection from traffic.
- Focus on other things - no bike lanes on 82nd Avenue.

Traffic

With limited space and competing priorities how should we prioritize space on 82nd Avenue? (276 responses)

- 64% of responses - LESS important to prioritize vehicles, accept more delay for transit
- 82% of responses - Prioritize transit speed and reliability, accept more traffic delay & diversion



Themes from open-ended comments (117 responses)

- Speed and safety enforcement; traffic calming measures.
- Prioritize pedestrians, transit, and bikes.
- Road maintenance – fix potholes, clean up trash.
- Negative impacts on car-reliant communities and small businesses.
- Creating more traffic due to a road diet.
- Concerns about medians.

Demographic Questions

At the end of the online open house, participants were invited to answer optional demographic data so that the project team could better understand who they were reaching. **265 participants** chose to provide demographic data. *It should be noted that 40% of online open house participants chose not to answer the optional demographics questions.* Please see [Appendix E](#) for full demographic data.

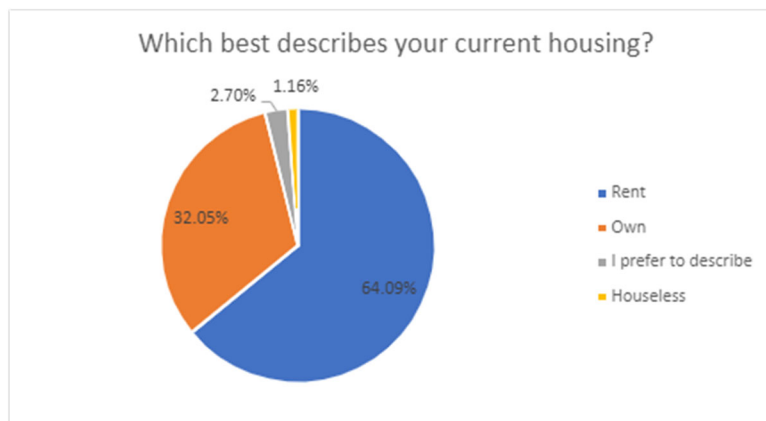
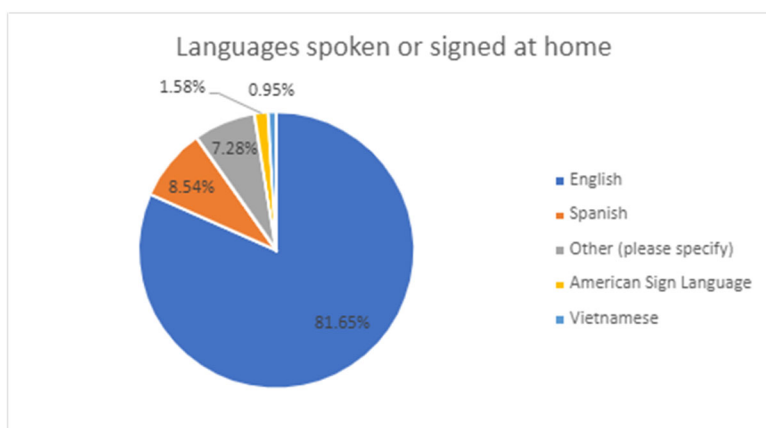
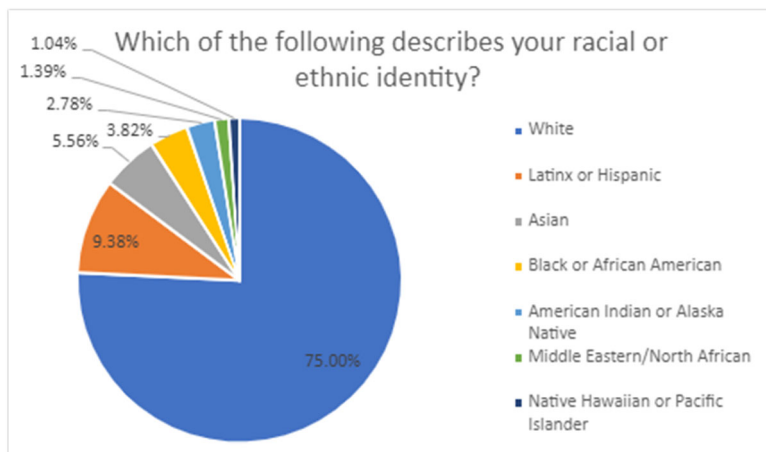
Participants were **overwhelmingly white (75%)**. Most spoke English at home (82%), followed by Spanish (9%).

Most survey respondents **rent** their homes (**64%**) and 32% are homeowners.

ZIP codes included:

- 97206 (41 responses)
- 97266 (40 responses)
- 97220 (34 responses)
- 97213 (32 responses)
- 97216 (20 responses)
- 97215 (20 responses)

22% identified with having a disability.



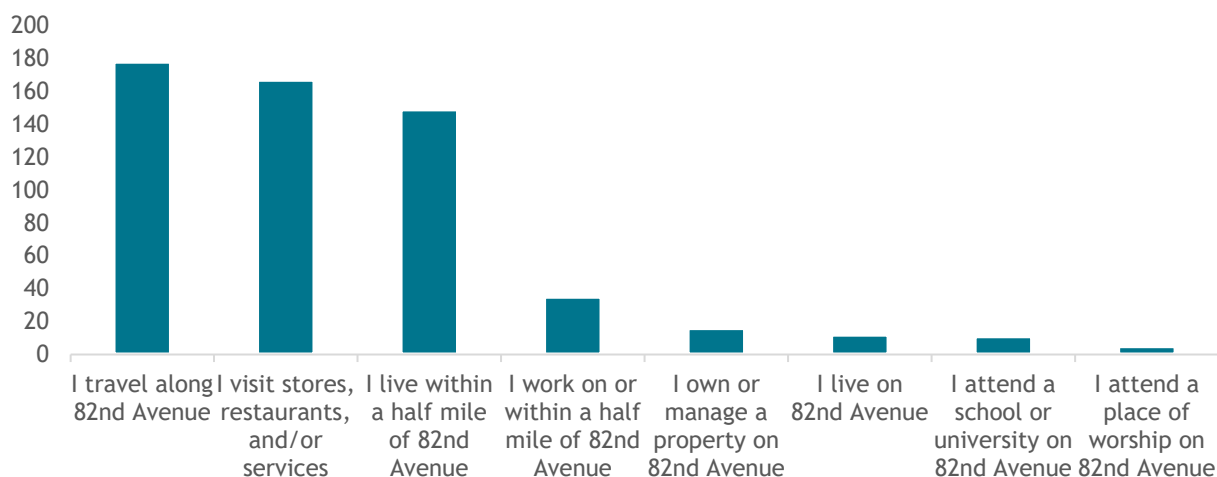
Business Access Survey

The 82nd Avenue Critical Fixes: Major Maintenance Survey asked business and property owners on 82nd Avenue questions to better understand access needs and concerns during roadway work. The survey received **209 completed English responses and one (1) response in Spanish**. However, only **thirteen (13) self-identified as an owner or manager of a business or property** on 82nd Avenue. Of those who identified as a business owner or

manager, eight (8) were white, three (3) were Asian, one person wrote in “American”, and one person chose not to respond. *It should be noted that many respondents used the open comment portion of the survey to voice their opinions about the project, instead of the online open house.*

Below is the summary of feedback from selected questions, please see [Appendix F](#) for the full set of data. *Some questions received more responses than others.*

- **Are there any general comments or feedback you’d like to share with the project team?**
 - Most supported the improvements, especially those to make the street more walkable and safer.
 - Many expressed excitement for increased green spaces and tree canopies.
 - Some were concerned about restricted left turn access, especially to businesses or residences.
 - Some supported improved transit services and infrastructure.
 - Other themes include suggestions for bike infrastructure improvements and suggestions for non-transportation-focused improvements, such as safety and illegal activity enforcement.
- **Tell us about the role 82nd Avenue plays in your life today. What types of activities do you do? (check all that apply)**



SUMMER OUTREACH SUMMARY

PBOT, TriMet, and Metro hosted four workshops intended to foster discussions with the community regarding future infrastructure and transit improvements for 82nd Avenue by building on comments collected in the spring. In July and August, the project team **connected with over 240 people** through:



- Steering Committee meetings (Metro/TriMet) with elected officials and community members; open to the general community. See the spring outreach section for more information about the committee.
- One (1) Community Advisory Group meetings (PBOT), with eighteen (18) community members; open to the general community. See the spring outreach section for more information about the group.
- Organized group briefings, including tabling at community events and presenting to Neighborhood Associations.
- Four (4) geographically focused, in-person workshops (40 north, 52 central, 75 south, and 50 Clackamas County).

Community members were informed about the activities through:

- Weekly project email updates.
- Canvassing businesses and residences near the workshop locations within the City of Portland. Flyers in English included information in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский.
- Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский flyers that were shared with the spring focus group participants and other community members via email and social media.
- Promotional materials at transit stations and bus stops that included a QR code to the project website from North Portland to Clackamas Town Center.
- Cross promotional information sharing with community partners (82nd Avenue Coalition).
- Agency social media accounts.

Group Briefings

PBOT, Metro, and TriMet also participated in **meetings with organized groups**, including neighborhood and business associations, and city advisory committees. These included:

- Montavilla Neighborhood Association
- Jade District
- 82nd Avenue Transition Roundtable

- Safe Routes to School walk with Marysville Elementary parents
- Joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
- Freight Advisory Committee
- Roseway Neighborhood Association
- Annual 82nd Business Association
- Powellhurst Gilbert Neighborhood Association

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.

Geographic Workshops

Each workshop had the same format, where attendees moved through each section of the workshop, learning about and commenting on potential improvements on 82nd Avenue. Attendees wrote comments about their top priorities on post-it notes, comment cards and directly on maps, while staff members were available to field any questions and explain improvements in more detail. The in-person workshops were held in English (with Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, Russian/Русский, and American Sign Language/ASL translators at each event).

North Workshop – Cully, Sumner, Roseway, Madison South

On June 17, 2023, at McDaniel High School (in the north section of 82nd Avenue) **approximately 40 people attended the workshop**. Attendees moved through each section of the workshop, learning about and commenting on potential improvements in the northern section of 82nd Avenue.

Partners from Urban Forestry, the 82nd Avenue Coalition, the Bureau of Planning and Sustainability, Prosper Portland, and PBOT Maintenance and Operations were also available to talk to attendees and answer any questions.



Themes and Takeaways

Overall, attendees were excited to see future improvements to 82nd Avenue. [Appendix G](#) includes the full set of comments that were collected.

- | | |
|--------------------|--|
| Safety | <ul style="list-style-type: none">• People felt that vehicles travel too fast and unsafely along 82nd Avenue and wanted to see more enforcement.• There were many safety concerns regarding crime, prostitution, and illegal racing.• Several people wanted to ensure that the area surrounding Vestal School was made safer and that families could easily access transit.• There were a few concerns about reducing lanes on 82nd Avenue. |
| Streetscape | <ul style="list-style-type: none">• Trees were extremely popular, but people wanted to make sure the city properly maintained them.• Pop-up events and art/murals would help foster community at several locations along the corridor. |
| Transit | <ul style="list-style-type: none">• People wanted safer, more frequent transit service and wanted a line that goes to the airport.• Many people were interested or excited about the FX line. |
| Bikes | <ul style="list-style-type: none">• Attendees wanted safer crossings for bike routes, and a focus on fixing greenways east of 82nd Avenue. |

Central Workshop – Madison South, South Tabor, Montavilla, Powellhurst-Gilbert

On July 20, 2023, at Asian Pacific American Network of Oregon (APANO), in the central section of 82nd Avenue, **about 52 people attended the workshop.**

Partners from the Bureau of Planning and Sustainability and PBOT Maintenance and Operations were also available to talk to attendees and answer any questions or explain improvements in more detail.



Themes and Takeaways

Attendees really appreciated the opportunity to come and speak with representatives, as well as voice their opinions. The event was attended by many people in the bike community, as well as young people, and seniors. [Appendix H](#) includes the full set of comments that were collected.

- | | |
|---------------|--|
| Safety | <ul style="list-style-type: none">• Reducing vehicle speed and traffic calming, as well as enforcement.• Safer crossings and pedestrian priority. |
|---------------|--|

Streetscape

- Many people wanted wider sidewalks free of debris.
- Almost everyone loves trees, whether in the sidewalk area, ROW, or in center medians.
- Art or community murals and placemaking were popular.
- Many attendees wanted parklets or plazas, with community events.
- Trash and litter clean up, and more trash cans.

Transit

- Many people are in favor of a PDX terminus, especially if it goes later than other services. A few felt Cully made the most sense.
- Overall, folks want faster, more reliable, and safer buses.
- Shelters and trees at bus stops, as well as safe crossings at stops.
- Many people mentioned wanting closer bus stops, especially for seniors and people with disabilities.

Bikes

- Respondents wanted safe, protected bike lanes, signaled crossings, and greenway roadways to be fixed.
- A few people mentioned wanting better bike signals for drivers making right turns. There are often no bicyclists, and they must wait, leading to frustration or illegal right turns.
- There were many location specific improvements.

South Workshop – South Tabor, Powellhurst-Gilbert, Foster-Powell, Mt. Scott-Arleta, Lents, Brentwood-Darlington Workshop

On July 29, 2023, at CORE (in the south section of 82nd Avenue) about **75 people attended the workshop**.

A staff member from the Bureau of Planning and Sustainability was also available to talk to attendees and answer any questions.



Themes and Takeaways

Overall, attendees were excited to see future improvements to 82nd Avenue. They shared their experience travelling up and down 82nd Avenue and provided suggestions and feedback on areas for improvements. [Appendix I](#) includes the full set of comments that were collected.

Safety

- Many attendees shared safety concerns, mostly regarding speeds on 82nd Ave. Narrowing lanes and capacity of 82nd Avenue, as well as left turn access were also concerns.

Streetscape

- Most people were in favor of more tree installations to protect stations from the heat and to provide traffic slowing mitigation. Many proposed increasing numbers of available trash cans and noted concerns for streetscape maintenance.

Transit	• Most are in support of the transit improvements, especially for better stop infrastructure and improvement on bus reliability. Some shared suggestions for improving connectivity and reliability.
Bikes	• Protected bike lanes were mentioned by many attendees. People are mixed on if bike lanes should be added but improving current biking infrastructure was supported by most. Many mentioned adding a side street bike lane as an alternative. People felt biking on 82nd Avenue is dangerous.

Clackamas County Transit Workshop – Clackamas Town Center Transit Center

On August 4, 2023, TriMet and Metro hosted a workshop at Clackamas Town Center Transit Center, the southern terminus of Line 72. **Approximately 50 people attended the event.** Several displays were placed under the tents. Attendees moved through the displays which showed the proposed station locations and transit improvements. The displays include:



- A full map of the proposed station locations along 82nd Avenue
- Station Siting
- A Top Priority: Higher Quality Bus Service

Attendees were invited to share their thoughts on the comment cards, through the prioritization activity or to write it down on the flipchart. Staff members were available to field any questions and explain improvements in more detail. Project flyer was offered in English, Spanish, Chinese, Russian and Vietnamese. Most attendees chose to have direct conversation with staff members, staff members used the flipchart to make notes of the conversation. [Appendix J](#) includes the full set of comments that were collected.

Themes and Takeaways

Overall, attendees were excited to see future bus improvements to 82nd Avenue.

- Most were supportive of the proposed transit improvements such as signal prioritization, bus dedicated lanes, FX-2, and bus shelters.
- Most supported consolidating stations along 82nd Avenue, but some expressed concerns surrounding accessibility with increased station spacings.

Spring and Summer 2023 Outreach Summary

- Some were supportive of the airport as the northern terminus and some expressed support for Cully as a terminus, stating that it is a more equitable location.
- Several attendees highlighted safety on the bus and at bus stops as a high priority, encouraging better and more safety measures.

Other comments were about transit experience on other bus lines, feedback on roadway improvements such as shorter crossing distances, pedestrian crosswalks and sidewalks, and concerns surrounding funding and funding distribution.

82nd Avenue Transit Project



TRI  MET



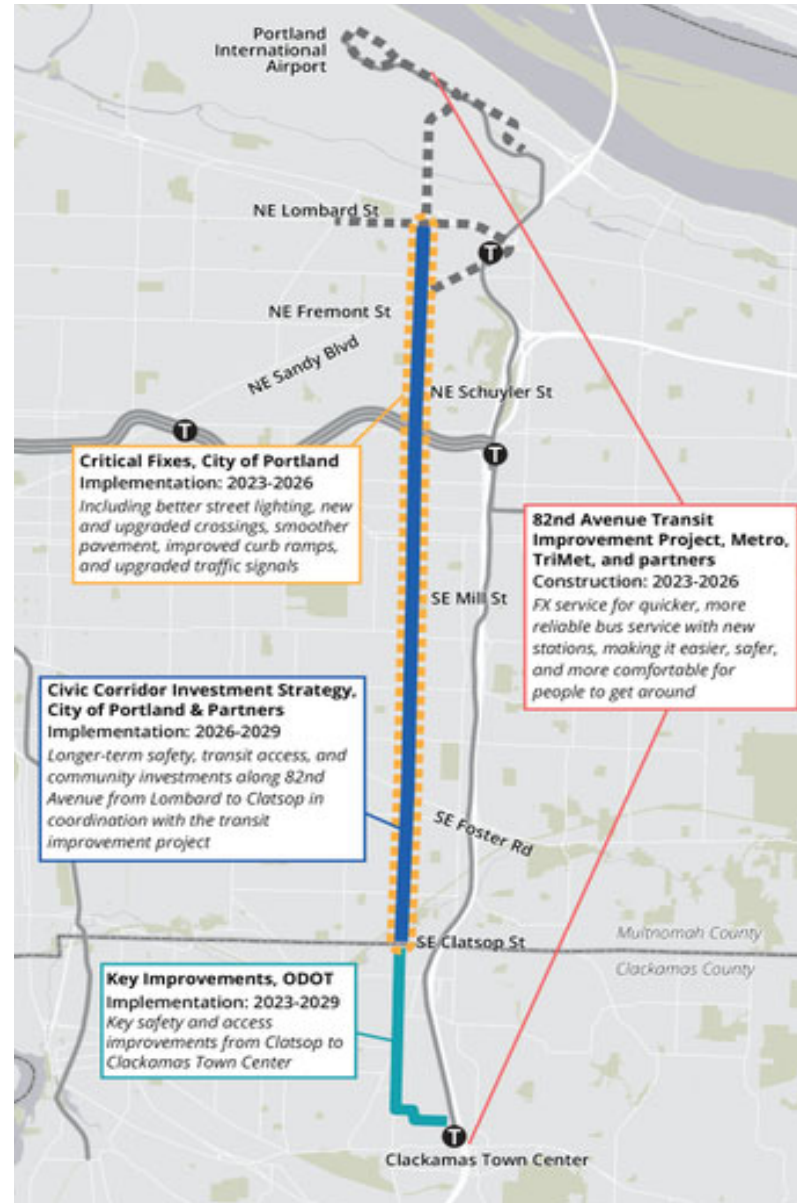


Why invest in transit here?

- **Transit speed and reliability:** faster trips with buses arriving on time.
- **Constrained corridor:** serve the high travel demand in a constrained corridor
- **Safety:** safe access to transit and bus stop amenities in a high injury corridor
- **Transit-dependent communities:** safe, accessible, efficient, and reliable transit service to meet the needs of communities who rely on transit
- **Climate change:** public transit is a primary tool to reduce greenhouse gas emissions in our region



82nd Avenue Transit Project & Building a Better 82nd



The Line 72 Today

- Highest ridership bus line in the region, carrying more riders than the MAX Yellow or Orange lines
- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue
- Highest passenger travel delay of any line on the system
- Bus stops are spaced too close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information



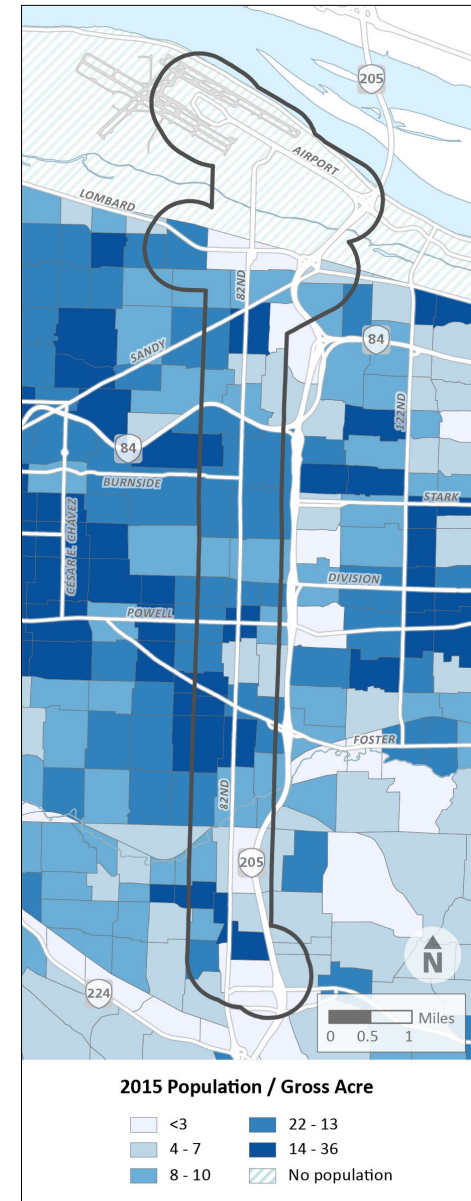
Need to serve the communities that rely on transit along 82nd Avenue now and in the future

Population and employment in the corridor is high and growing

- Nearly 70,000 people (4% of the region)
- Between 47,000 – 62,000 jobs (5-7% for the region)
- Anticipated to grow at substantially and faster than the region

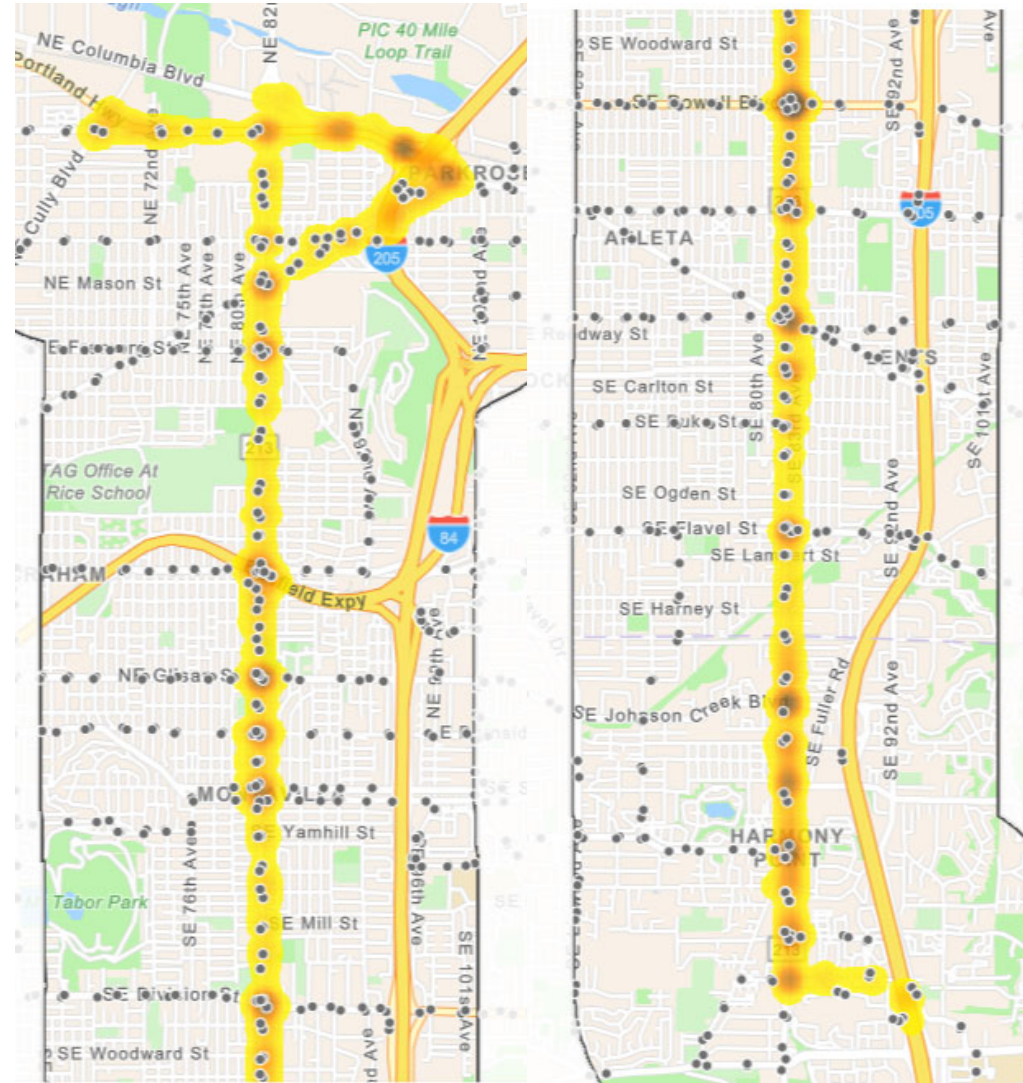
The corridor includes populations that are more likely to rely on transit than the general population

- Equity Focus Areas (BIPOC, Low Income, and Limited English Proficiency)
- Persons with a disability
- Zero car households
- Certain housing populations



Safety

- 82nd Ave is one of the **highest crash and highest injury corridors** in the region
- **Crashes occur near bus stops**
- **Safe pedestrian access** to transit is important
- 8 pedestrian or bike fatalities (2015-2020)
- Sidewalk and lighting quality vary
- **Crossing improvements** planned by PBOT and ODOT will improve safe access to existing stops, but **some gaps will remain**





82nd Ave at SE Luther (Northbound)

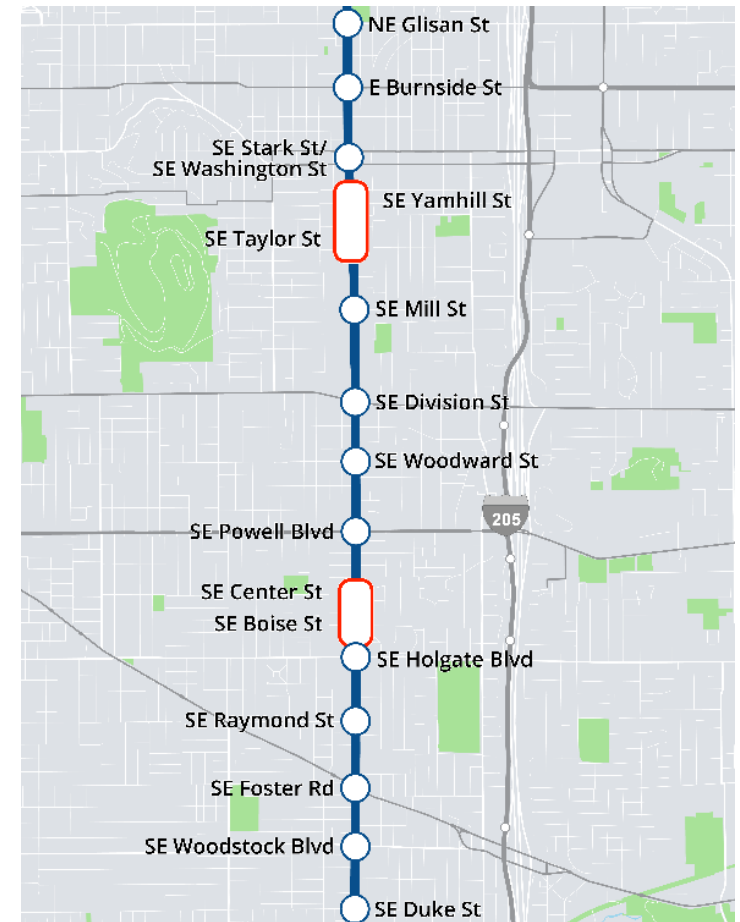
FX™ — TriMet's new Frequent Express

- Improvements to pedestrian access and lighting
- More seating and space with longer buses (room for 60% more riders).
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.



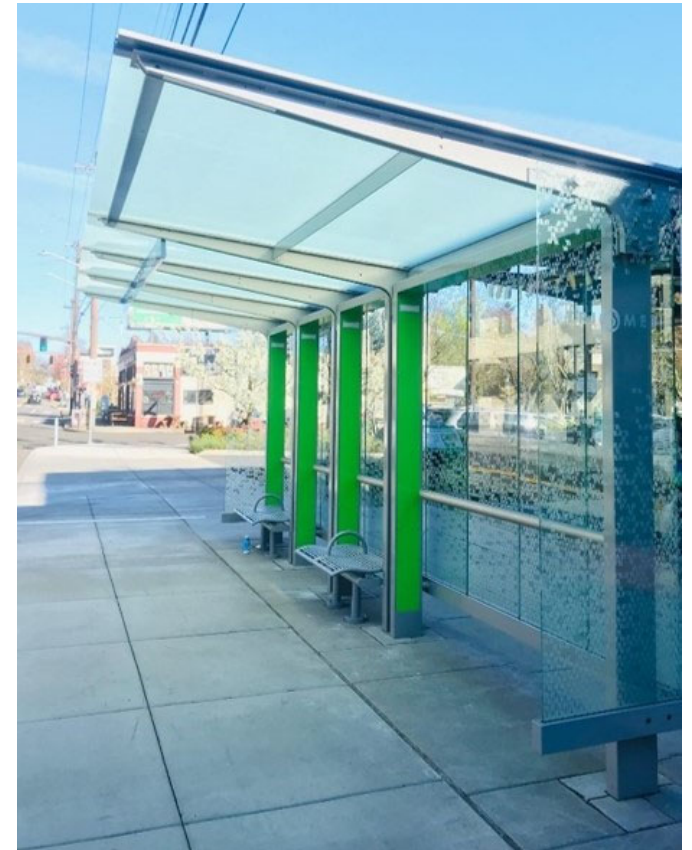
Proposed Station Locations

- Invest in better amenities where people want to go
- Consolidation of close proximity & low ridership stops to improve trip speed and reliability
- **Most people will access transit where they do now or very nearby.**
 - About 72% of rides will be in the same general location
 - About 90% of rides would have a station within 500 feet of the current stop (about two and a half blocks or just under two minutes)
- **Process ongoing – further refinement of station locations**



How will station locations be evaluated?

- Near important destinations and community services –*where are people going now*
- Easy transfers to other transit lines
- Number of people using the stop
- Safely getting there by foot or wheels
- Connection to jobs and services for people who depend on transit
- Easy access for people with disabilities





Route and Northern Turnaround

- The new FX line would use the same route as today's Line 72 between Clackamas Town Center and Sandy Boulevard
- Partners are exploring four options for the bus to turn around at the northern end of the line:
 - Portland International Airport
 - Cascade Station
 - Cully Neighborhood
 - Parkrose Transit Center

How will turnaround options be evaluated?

- Fit with local community plans and needs of property owners
- Access to jobs and important destinations
- Connections to other bus and MAX lines
- Safe and convenient walking and rolling access
- Ability to serve people who rely on transit
- Make it easier for more people to ride transit
- Consistent with cost efficiency goals

We will seek community feedback on turnaround options and the station locations this summer.



What's next?

- Spring 2023
 - Project Awareness
 - Technical Analysis
 - Community input on proposed station locations
- Summer 2023
 - Community input on route alignment and northern turnaround options
 - Community input on refined station locations
- Late 2023: recommendation on route, alignment, and station locations. Continued community engagement





PBOT
PORTLAND BUREAU OF TRANSPORTATION

TRI MET



Metro

Questions?



82nd Ave Investment Project: Focus Group Questions

Your connection to 82nd Ave

1. What parts of 82nd Avenue do you use the most? (for example, Southeast/Northeast)
2. What are the different ways you get around 82nd Avenue? (for example, walk or roll/bike/drive/bus/max)
3. In a few words tell us...
 - What do you like about 82nd Avenue?
 - What don't you like about 82nd Avenue?

Sense of transportation safety features

4. Which areas of 82nd Avenue...
 - Do you feel most safe, and why?
 - Do you feel least safe, and why?
5. Which of the following do you think would make 82nd Avenue feel safer?
 - More crosswalks
 - Improved sidewalks and curb ramps
 - Slower vehicle speeds
 - More lighting

- More visible transit stops with lighting, seats, and shelters
- Improved bike connections near 82nd Avenue
- Improved access for people biking along 82nd Avenue
- Improved street signs
- More trees and landscaping

Transit related questions

6. For those that use public transit (bus/MAX), what do you like about it?

Additional ideas for improvement

7. Which would you like to see more of near bus stops along 82nd Ave?
8. Beyond transportation, what would you like to see more of along 82nd Avenue?
9. Is there anything that hasn't been asked that you'd like to talk about with the group?

Participant Demographics

1. Do you live and/or work within a few blocks of 82nd Avenue?
2. What is the mode of transportation you use most to get around?
3. Which county do you live in?

82nd Avenue Transit Project

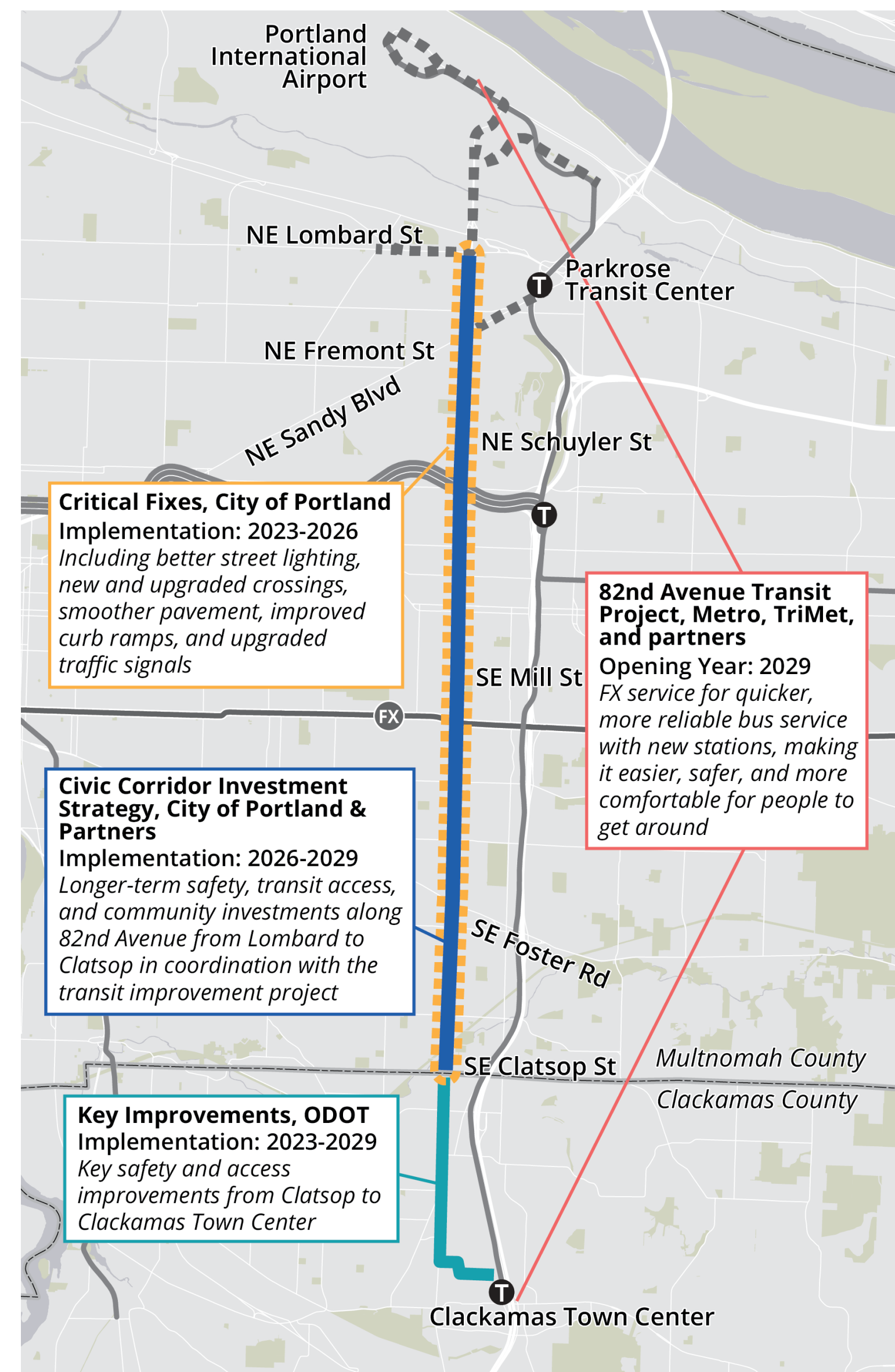
Living Cully Partners
October 11, 2023



Elizabeth Mros-O'Hara, Metro
Michael Kiser, TriMet



Improvements Coming to 82nd Avenue



The Line 72 Today

- Highest ridership bus line in the region, carrying more riders than the MAX Yellow or Orange lines
- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue
- Highest passenger travel delay of any line on the system
- Bus stops are spaced too close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information





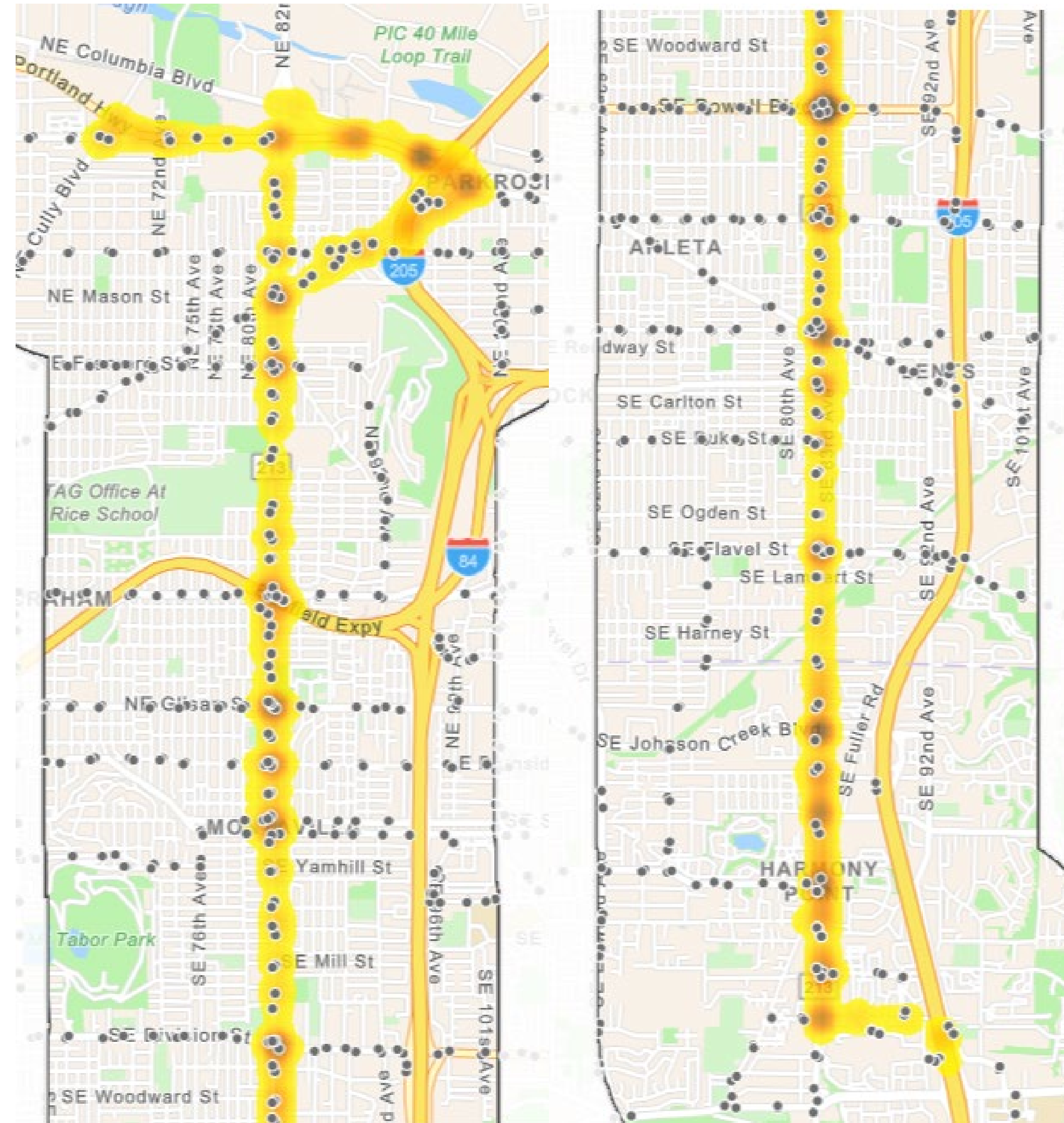
Why invest in frequent service transit here?

- **Transit speed and reliability:** faster trips with buses arriving on time.
- **Constrained corridor:** serve the high travel demand in a constrained corridor
- **Safety:** safe access to transit and bus stop amenities in a high injury corridor
- **Transit-dependent communities:** safe, accessible, efficient, and reliable transit service to meet the needs of communities who rely on transit
- **Climate:** public transit is a primary tool to reduce greenhouse gas emissions in our region



Safety

- **82nd Ave** is one of the **highest crash and highest injury corridors** in the region
- **Crashes occur near bus stops**
- **Safe pedestrian access** to transit is important
- **8 pedestrian or bike fatalities (2015-2020)**
- **Sidewalk and lighting quality vary**
- **Crossing improvements** planned by PBOT and ODOT will improve safe access to existing stops, but **some gaps will remain**





TriMet's new Frequent Express

- Improvements to pedestrian access and lighting
- More seating and space with longer buses (room for 60% more riders).
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.



Proposed Station Locations

- This project would consolidate today's closely spaced stops into higher quality stations.
- Invest in better amenities at stations
- Placing stations where people want to go
- **Most people will access transit where they do now or very nearby.**





Route and Northern Turnaround

Partners are exploring four options for the bus to turn around at the northern end of the line:

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

Community feedback will help guide decision making on turnaround options and the station locations.



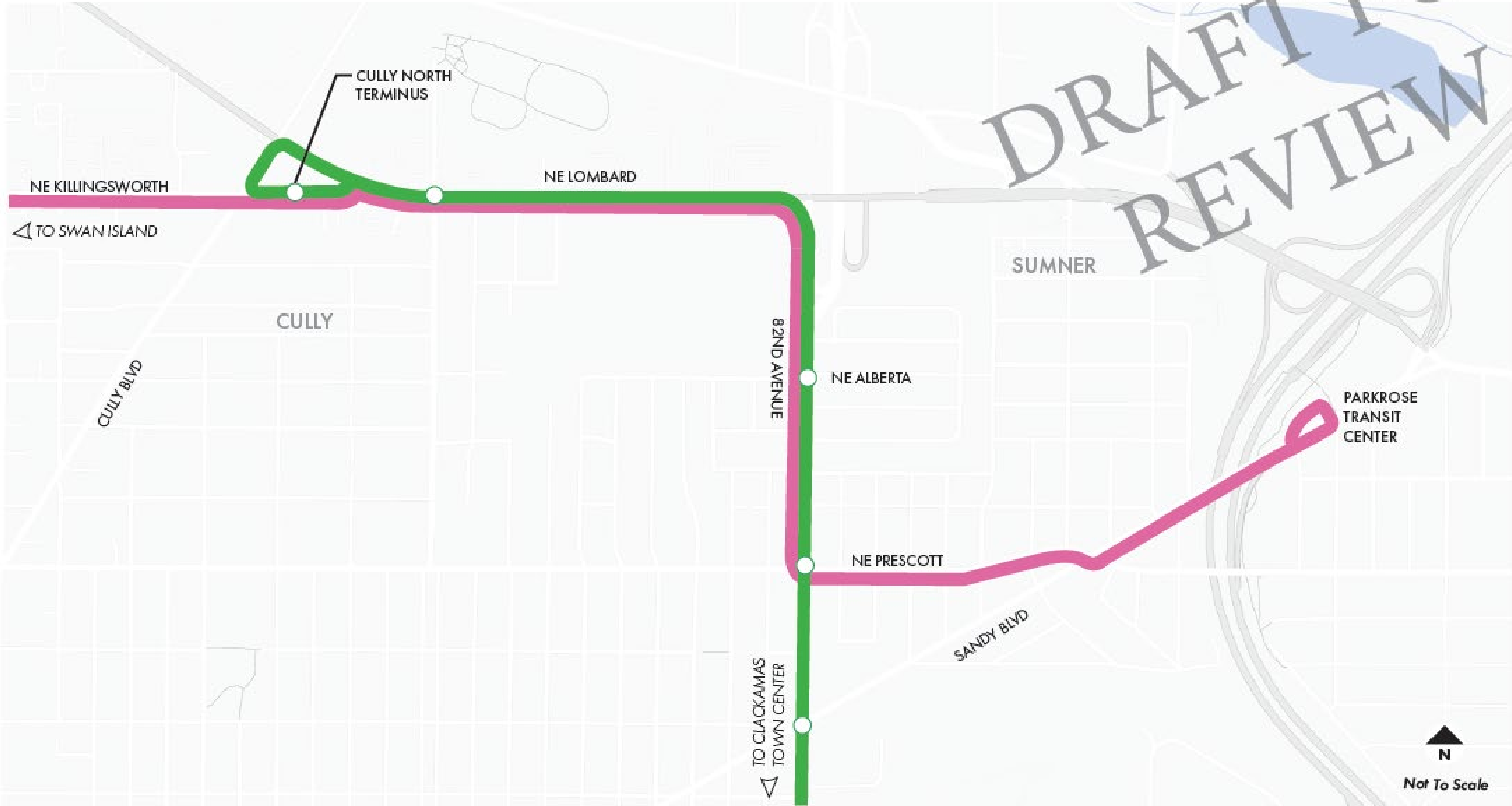
How will turnaround options be evaluated?

- Fit with local community plans and needs
- Access to jobs and important destinations
- Connections to other bus and MAX lines
- Safe and convenient walking and rolling access
- Ability to serve people who rely on transit
- Make it easier for more people to ride transit
- Consistent with cost efficiency goals





82nd FX North Terminus & Routing - Cully Option



82nd Bus Rapid Transit FX (Proposed)

82nd Bus Rapid Transit FX Station (Proposed)

Line 72 (Proposed)

DRAFT FOR
REVIEW

LAS
ADELITAS

NE CULLY BLVD

NE LOMBARD

Midblock
Crossing
(Existing)

NE KILLINGSWORTH

 FX Route (82nd Avenue)

 Future Shared-Use Path

Not To Scale





What's next?

- **Fall 2023**
 - Continued analysis and community engagement
 - Focus groups and stakeholder conversations on northern terminus
- **Winter 2023/2024**
 - Present terminus evaluation findings and community
 - Northern terminus staff recommendation
- **Spring 2024:**
 - Steering Committee vote on route, alignment, and station locations
 - Continued community engagement



Discussion

- What questions do you have?
- How does transit fit into your values and priorities?
- What is the vision for a future main street at Killingsworth & Cully Triangle?
- How would bus parking mesh with community aspirations?
- Who else should we talk to?

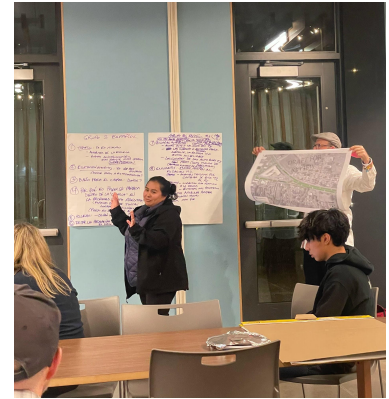


Questions?

oregonmetro.gov/82ndtransit



**Metro Prospective Terminus Locations - Cully
Verde / Latinx Community**



Meeting Date: Wednesday, November 1, 2023

Time: 5:30 - 7:30 PM

Location: Las Adelitas Community Event Space (6735 NE Killingsworth St, Portland, OR 97218)

Participants: 33 (31 Spanish speakers, 2 Somali speakers), most affiliated with Hacienda CDC and Verde.



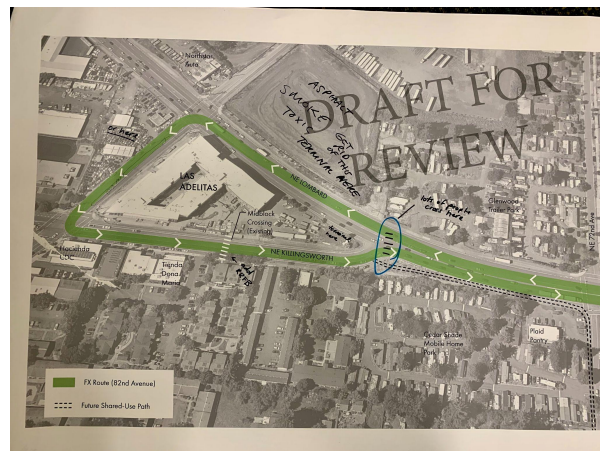
Metro Prospective Terminus Locations - Cully Verde / Latinx Community



Summary:

- Need more security / cameras at stops + on buses
- Best ways to connect to Cully Community are social media (FB) + organizations like Verde
- QR codes at bus stops or on bus
- Whole table favors a Cully terminus especially so students don't have to transfer
- Consolidating some of the bus stops makes sense

- #1 PAGE 2
- o Violent people - How can TriMet deal with them on the bus?
 - o Drunk people
 - o More security presence?
 - o Early morning 5am bus is scary. No security @ that time of day.
 - o High school students overwhelm buses. Not enough room. Especially in the afternoon.



- Planning a connection for transit at Cully Terminus - it would be much more convenient if the bus to and from downtown and having FX on our bus stop would be better.
- o Make safety measures, having better safety (cameras on buses) would make the bus safer.
 - o If it makes much more sense to consolidate stops so it means faster, more reliable service.
 - o I like FX on bus - we love it & need it here at Cully.
 - o Bigger buses means you can have more people, & more reliability.
 - o Terminus @ CULLEY STATION or RAPID ARE ALSO good options - it would give us better access to shopping & travel - more than we have now.
 - o Continue to have access to light rail is important for those times I have to see family outside of Portland.
 - o We like the bus & we love service like this & we don't want to lose it.
 - o The bus is my car. Having it parked at front of Las Adelitas would be convenient.
 - o It's better for us who ride transit to have drivers who are well-rested & happy to drive.
 - o Las Adelitas has parking off street - spaces for buses is important.
 - o Most of the people @ Las Adelitas use the bus we are reliant on the bus!
 - o I have a big family - we can all fit on the big green bus.
 - o Having safe buses that are faster is the #1 improvement I'd like to see.

- CULLY FOCUS GROUP #7
- o Concern about traffic in Cully
 - o Bus gets stuck in traffic
 - o Kids, activity, movement in neighborhood
 - o Students (McDaniel) don't fit on bus, pick-up GREEN BUS would help (Bigger) + / A TERMINUS, would help with crowding & bigger bus
 - o Would like asphalt plant to start + provide bus terminus (TOXIC, SMOKE)
 - o If LINE 72 goes to PARKROSE it would be easier to get to PDX from here - would be good for workers @ PDX
 - o The connection to MAX is important via 72 - better @ PARKROSE for some - some like 52nd MAX station
 - o Would like more flashing beacons + visibility at crosswalks
 - o LINE 71 takes a long time, not frequent now
 - o LINE 72 is not reliable, says it's coming but doesn't 20 minutes late
 - o Safety with people trying to cross someone trying to transfer between 72 + 15 BUSES

- GRUPO 3 ESPAÑOL #7 (PÁG. 2)
- NO HAY DONDE PARARSE (FALTA SEGURIDAD)
- ⑦ SILLAS EN AUTOBUSES - CRUCE PASAJEROS
- BASTAR AUTO S LO SILLAS DE LA FX
 - LAS CUBIERTAS O ESTERILES PARA SALTAR LA BARRERA NO ESTÁN ACCESIBLES
 - LOS COCHES DE LOS AUTOBUSES SON PEQUEÑOS COMO TIENDA DE (REAGIR A CUBIERTAS DE PASAJEROS)
- ⑧ ESTUDIANTES: - MUCHOS ASISTEN AL MCDANIELS H.S. (MUCHOS) - ALGUNOS TENDRAN QUE CAMBIAR DE RUTA 72 (PARKROSE) - LLEGARÁN MÁS RÁPIDO A LA ESCUELA
- ENTENDAN MÁS PASAJEROS
- ⑨ HACE FALTA MÁS AUTOBUSES PORQUE SE USAN MUCHO
- ⑩ EN GENERAL HAY QUE PONER MÁS SEMAFOROS
- GRUPO 3 ESPAÑOL
- ① TRAFICO: YA ES MUCHO
- AUTOBUSES DE LA ESCUELA
 - NUEVAS CONSTRUCCIONES, MÁS GENTE, MÁS CARROS SOBREPONDACION
- ② ESTACIONAMIENTO: YA NO HAY DONDE VAMOS A ESTACIONARNOS?
- ③ BASO PARA EL CHOFER: DONDE?
- ④ POR QUÉ NO PONER LA PARADA DENTRO DE LA "CALLE" EN LA PROPIEDAD DE LAS ADELITAS (ESPACIO DONDE SE JUNTAN LOMBARD Y KILLINGSWORTH) PARA NO BLOQUEAR EL TRAFICO
- ⑤ HOUSELESS: - DUEÑOS LOS SHELTERS
- ⑥ DEJAR LAS PARADAS QUE ESTÁN AHORA, COMO ES DIFÍCIL CAMINAR LEGITIMO Y BLOQUEAR

Priorities and Concerns:

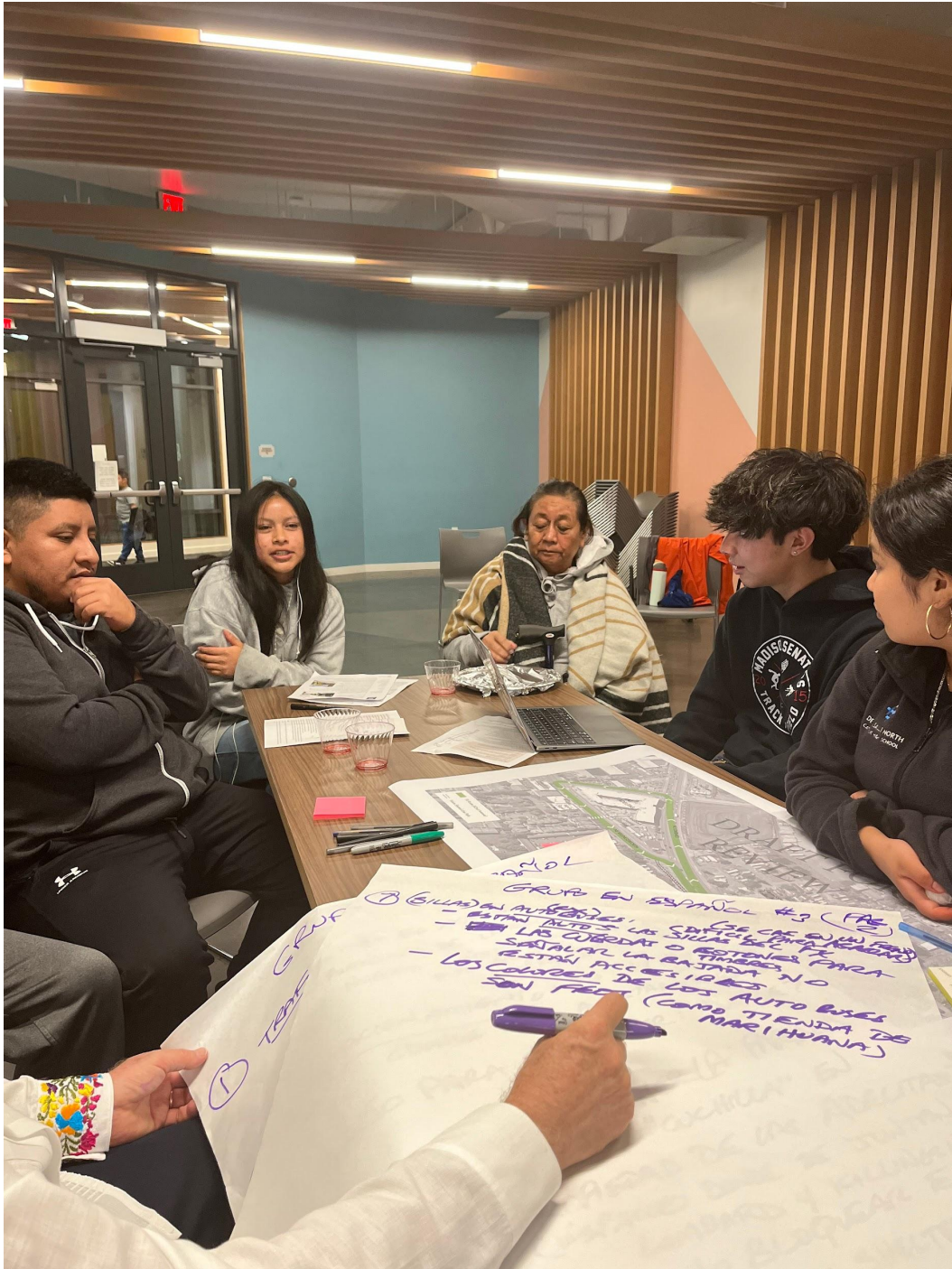
- *Safety/Security:*
 - The addition of cameras at stops and on buses would make riders feel safer on transit, as would some sort of security presence. Some participants report concerns regarding violent people, people using substances, and houseless folks occupying shelters.
 - Many people cross the street where NE Killingsworth merges with NE Lombard (the eastern point of the Cully triangle). Focus group participants noted an interest in adding a marked pedestrian crossing at this location to improve safety.
 - Desire to add a rapid flashing beacon (RRFB) at the existing midblock crossing on NE Killingsworth
- *Pollution:*
 - Concerns with air pollution generated by the asphalt business (Porter W Yett Company) located at the NE corner of Lombard and Cully Blvd. This business produces a lot of toxic smoke into the air and is a detriment to the community. Participants expressed a desire to remove this business from the neighborhood and place the terminus facility at this location.
- *Convenience of having FX in Cully:*
 - Many residents of nearby apartments do not drive: having an FX bus in the neighborhood is seen as a benefit to get people where they need to go quickly and more reliably. High capacity transit is welcomed by larger families traveling together. Parents also said that they feel more comfortable with their children taking public transportation if they don't need to transfer buses to get to school. Riders mentioned that during the school year, buses are overwhelmed by students commuting to and from McDaniel High School, and that sometimes students must wait upwards of an hour for a bus with enough room for them to ride.
- *Preferred locations for Cully terminus:*
 - At the eastern corner of the Cully Triangle, east of Las Adelitas and between Killingsworth and Lombard (currently vacant lot owned by Hacienda CDC)
 - Where NW Affordable Autos (used car dealership) is currently located, across NE Cully Blvd from the Las Adelitas building.
 - Where the asphalt company is located
 - *Note the general theme of wanting the bus terminal to replace less desirable land uses in the community.
- *Other prospective terminus locations:*
 - Cascade Station and the airport are also seen favorably, as they would connect Cully residents to shopping and travel - participants noted that connectivity to these areas are not adequate.
- *Connectivity to MAX and other bus lines:*
 - Because Trimet line 72 is unreliable, some riders describe traveling to other lines for better connectivity to the MAX and other bus lines that offer more reliability and transfers. Many said that consolidating bus stops makes sense for ridership if it means that buses will travel faster with less interruptions.

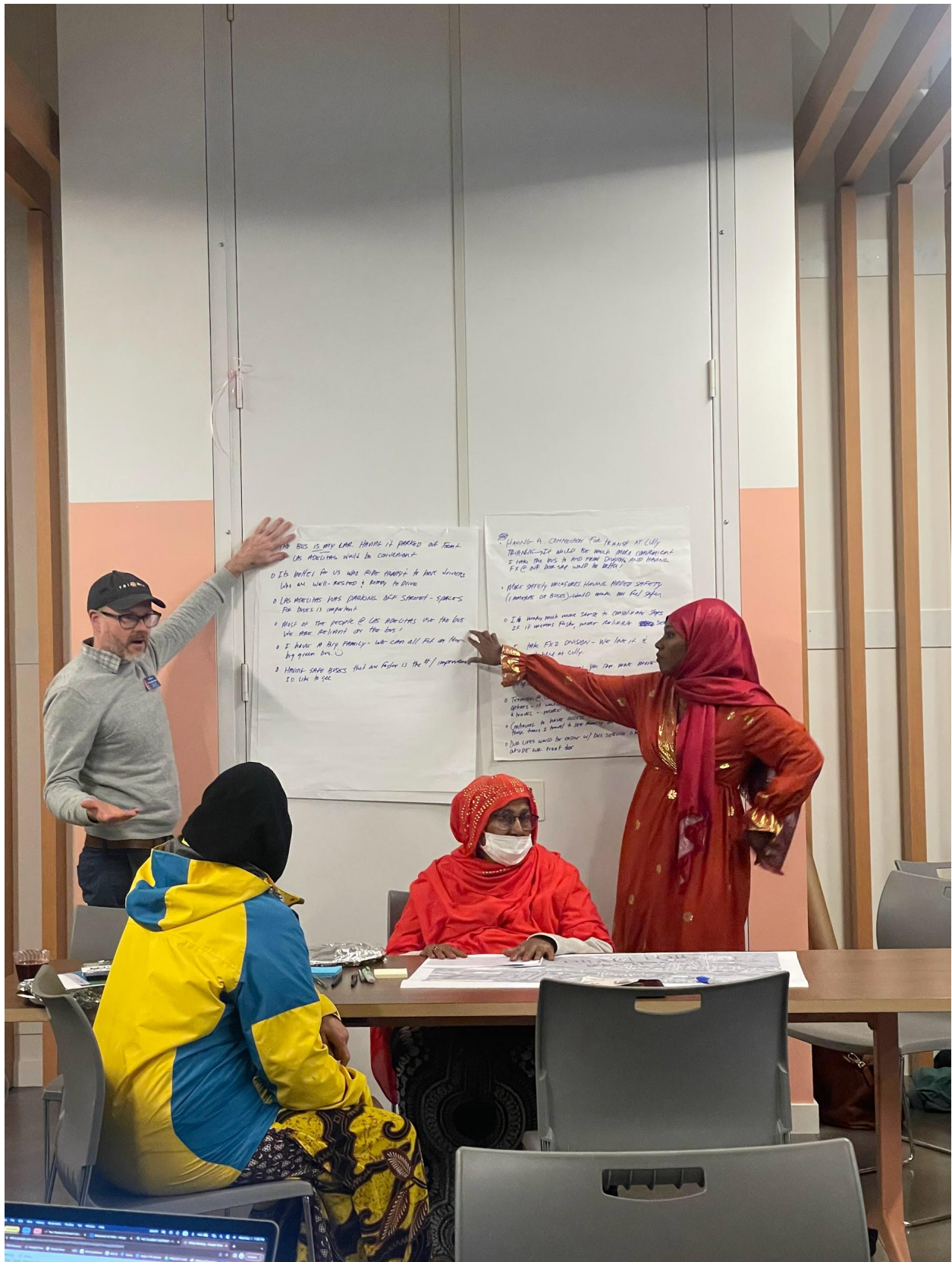
Metro Prospective Terminus Locations - Cully Verde / Latinx Community



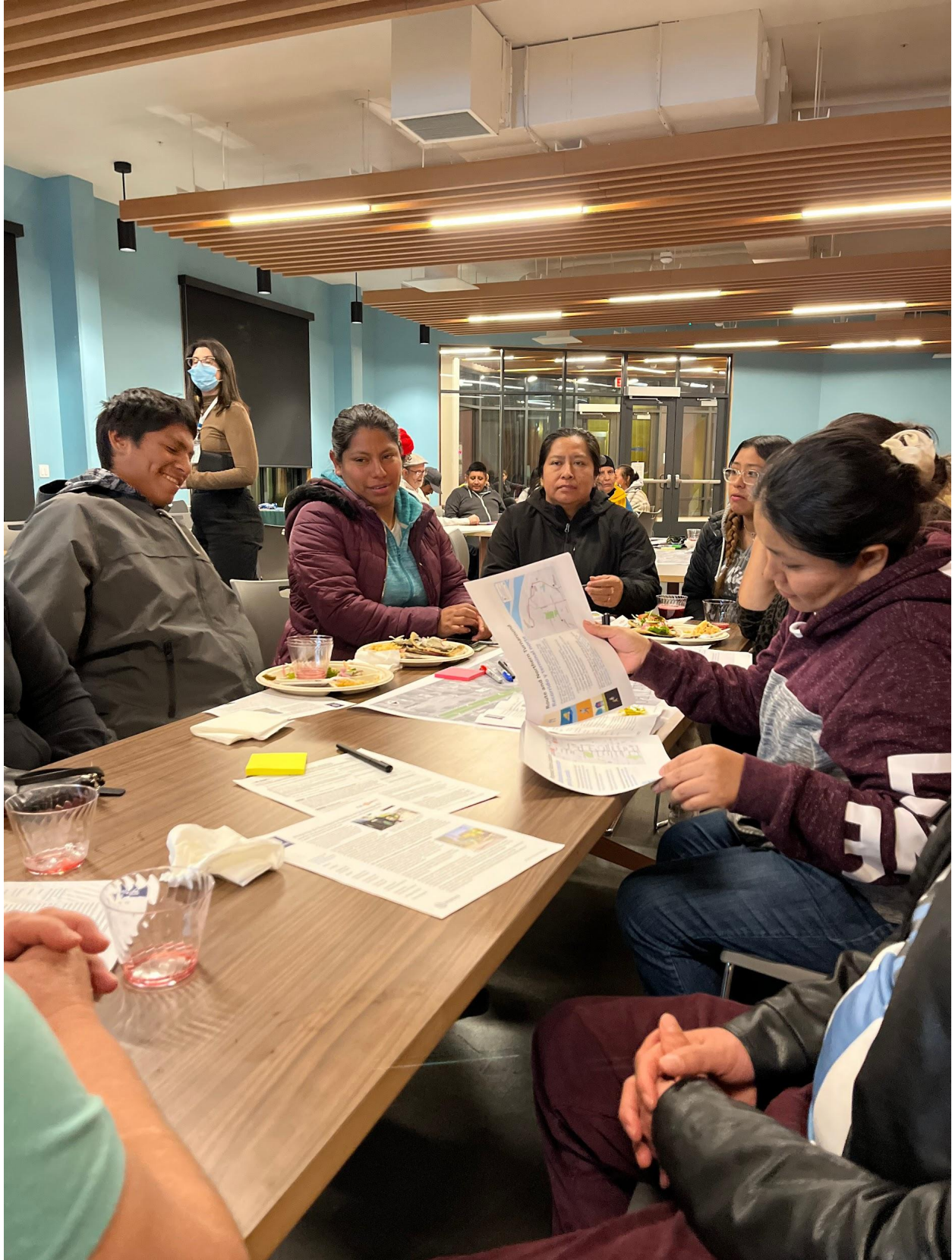
- **Traffic:**
 - Participants noted that the streets surrounding Las Adelitas (NE Killingsworth St., NE Lombard St., and NE Cully Blvd.) already experience a lot of traffic and congestion, and there are concerns that buses will get stuck in traffic and contribute to the existing unreliability of buses.

Photos:

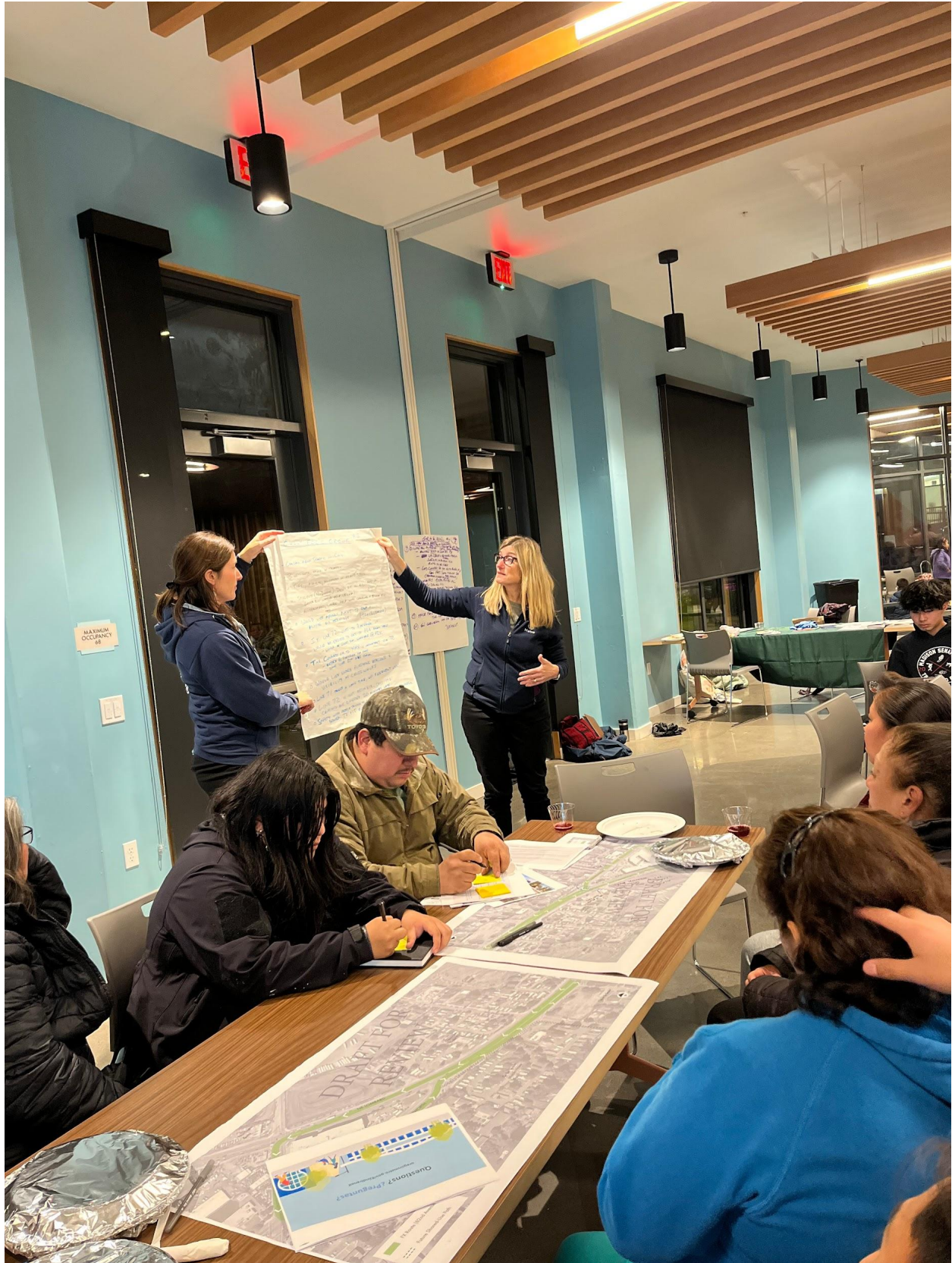






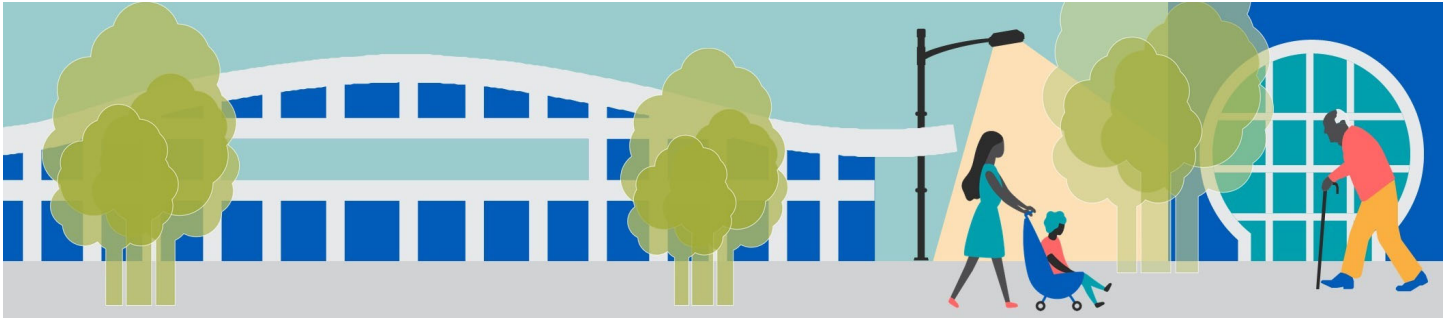






Metro Prospective Terminus Locations - Cully
Verde / Latinx Community





82ND AVENUE TRANSIT PROJECT

PARKROSE COMMUNITY OUTREACH SUMMARY

Prepared for

Metro

TriMet

Prepared by

JLA Public Involvement, Inc.
123 NE 3rd Avenue, Suite 201
Portland, Oregon 97232

Date

12/11/23

English Focus Group

On October 30th, 2023, the 82nd Avenue Transit Project team conducted a focus group at the Parkrose High School library to meet with community members in the Parkrose area to gather input around:

- The northern terminus for future 82nd Avenue FX.
- Feedback around a new Line 72 running from Swan Island to Parkrose Transit Center via Prescott Street.

Project staff provided comment forms and factsheets in Vietnamese, Spanish, and English. Vietnamese and Spanish interpreters were also present. Dinner was also provided. To show the team's appreciation for the community's feedback and participation, attendees had the option to receive a \$25 gift card. There were six attendees in total.

Vietnamese and Spanish Engagement

In addition to the focus group, community engagement liaisons conducted language-specific engagement with Vietnamese and Spanish-speaking community members and business owners in the Parkrose area between November 2nd and November 13th. There were ten attendees in total, five from each community. The community liaisons collected feedback on the proposed changes and community priorities using the translated comment form and factsheets.

These events were meant to:

- Engage community members through targeted, in-person focus groups.
- Raise project awareness of the 82nd Ave Transit Project.
- Provide a high-level overview of northern terminus options, how each option performs, and how they would affect Parkrose residents.
- Present conceptual diagrams, showcasing features that are typically part of a terminus (drop-off, pickup zones, etc.).

SUMMARY OF FEEDBACK

A summary report of the English Focus Group discussion is included in Appendix A. A summary report of language specific outreach is included in Appendix B.

Below are the common themes of feedback collected through the focus group and language-specific outreach.

- Safety is the biggest concern and priority for the Parkrose community. Many expressed interests in learning more about safety plans.
- Community members are supportive of establishing the turning point at Parkrose, largely due to the infrastructure improvements (i.e. lighting, shelter) that this investment could bring.
- The community shared concerns regarding increased traffic delays. Vietnamese and Spanish-speaking communities expressed concerns regarding transit delays, while English-speaking participants shared concerns regarding congestion for drivers.
- The participants shared their desire for a community-led process and stressed the importance of equitable outreach and supporting local businesses.

- The participants expressed excitement and support for increased connectivity but also interest in learning more about how the transit service costs and routes might be impacted.

NOTIFICATION

Several weeks before the event, project staff began conducting outreach through direct calls and emails to invite community organizations, businesses, neighbors, and community members to the focus group. The project team conducted additional outreach to ensure that a wide range of individuals had a chance to provide input, including the following:

- East Portland Chamber of Commerce
- All Hands Raised
- Parkrose Neighborhood Association
- SOLVE
- NAYA
- Historic Parkrose
- The Light of the World (Luz Del Mundo Church)
- Parkrose Community Orchard
- Parkrose Permaculture
- WeShine (Parkrose Community Village)
- Parkrose Community United Church of Christ
- Parkrose Business Associations
- Parkrose Marketplace
- Parkrose School District
- WorkSystems Inc
- Elevate Oregon
- Prosper Portland
- Argay-Parkrose NET

The community liaisons conducted outreach through in-person meetings with Vietnamese and Spanish-speaking community members and business owners in the Parkrose area, as well as using their personal connections to the communities in the area.

APPENDIX A. ENGLISH FOCUS GROUP DISCUSSION

Transit project staff provided a presentation on Line 72 today, the proposed changes, features of TriMet's Frequent Express (FX) bus, and the proposed turn-around locations. Project staff invited attendees to share their questions and concerns regarding the proposed changes, and how these changes would impact the Parkrose community.

Most of the attendees were supportive of using the Parkrose Transit Center as the turn-around point, as it is cheaper, and the investment brings the facilities improvement that the community needs. Questions focused concerns focused on safety, the benefits, and tradeoffs to establishing transit at Parkrose vs. other terminus location options and the impacts on surrounding neighborhoods, concerns with the potentially negative impact on car traffic and congestion, and suggestions and aspirations of the process and outcome.

Below are the themes of the group's discussion.

- Safety is the biggest concern both on the bus and at stations/stops.
 - TriMet is exploring different tools for security, for example, a text-safety-number, security cameras on FX buses, and increasing the security personnel in transit centers and on buses.
 - Improved lighting and increasing tools for security will be beneficial, but lighting is emphasized as a priority.
- Pros/Cons of establishing the turnaround point at Parkrose and its impact on surrounding neighborhoods.
 - Parkrose has an established facility so it would cost less money. It'll benefit from the infrastructural improvements the investment brings, such as lighting and safety.
 - The current transit center feels isolated from the rest of the community and space, this is an opportunity to activate the space and create a deeper connection.
 - Sumner Neighborhood will experience better connections, and the transit investment will be paired with pedestrian and bike improvements.
- Parkrose High School students are frequent users of TriMet services.
- To route the buses through key community hubs, locations, and destinations that have access to places with food or water.
- A community-led process is important.

Comment Cards

Are there any thoughts, questions, or concerns you want to share?

- I'm worried about A/C during the summer.
- If bus lanes happen, please put a time on them. So cars with carpoolers can use the bus lane. Please do not cause more traffic for cars.

What do you think about the proposed changes to Line 72?

- Changes are good. I recommend end at Parkrose Transit Center. Since there is space for bus and shelter for bus *commuters*.
- Please don't cause more traffic for community members.

What would an FX terminus mean to your community/neighborhood? E.g. bus parking, station area, connections, and crossings.

- More traffic.
- Hopefully more crosswalk by the Parkrose Transit Center.
- I would welcome better infrastructure that it would bring: lights, security, crosswalks.

How does transit fit into your values and priorities? Show us on the map: what is important in your community?

- Safety is #1.
- Students who use public transportation and safety!
- Enhance Parkrose Transit Center.

What else should we know?

- Community lead outcomes.
- Please do not take lanes from cars.

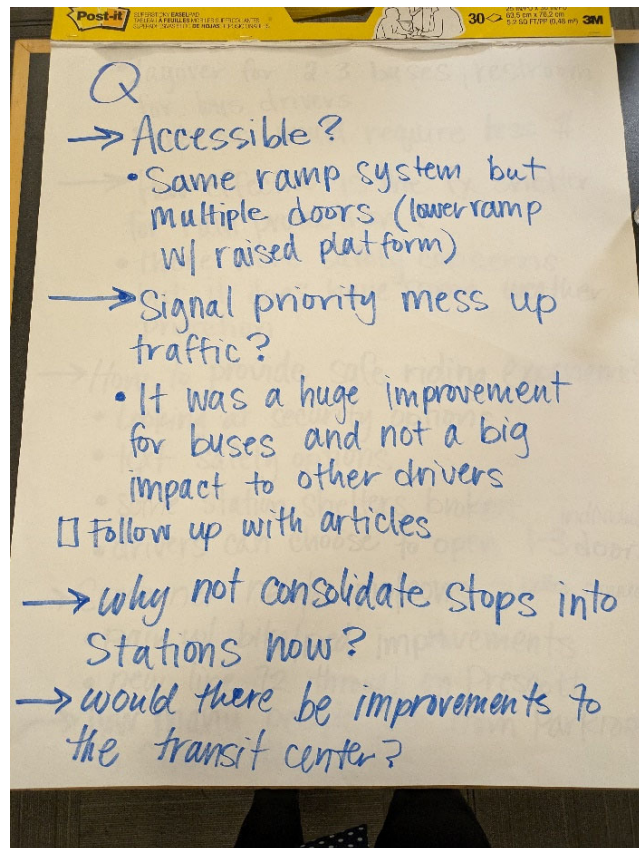
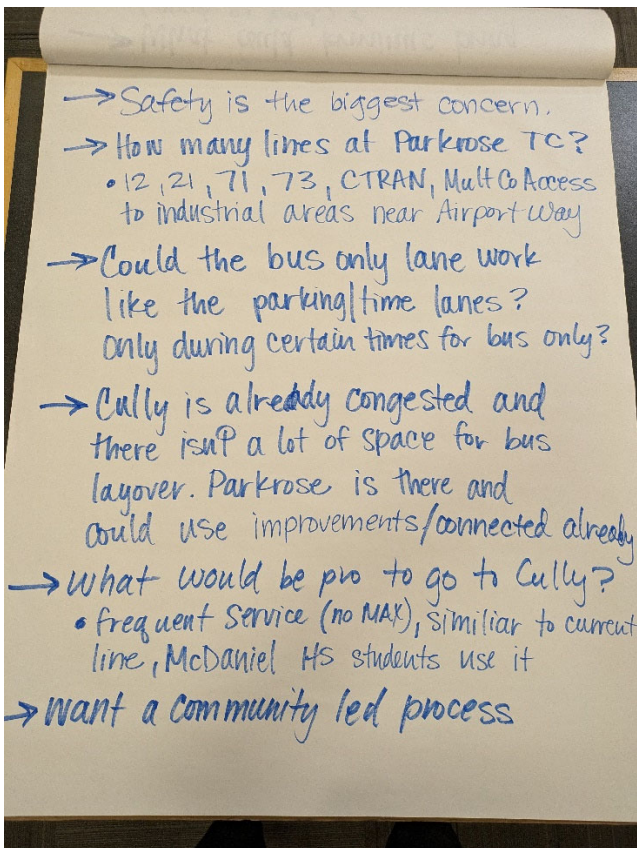
Flipcharts

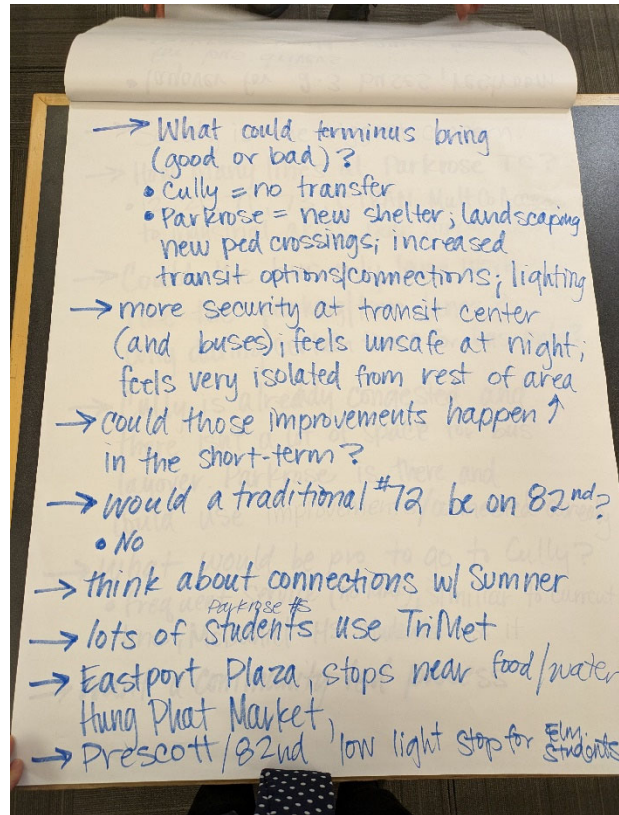
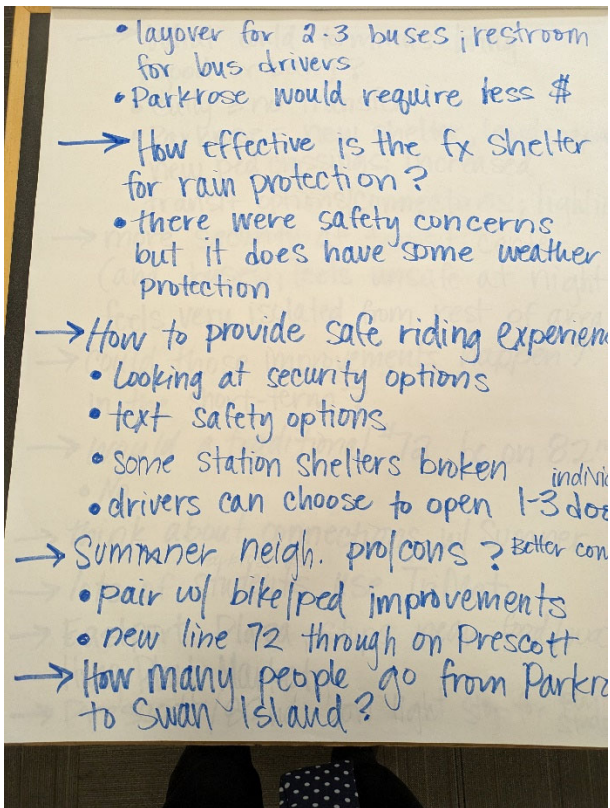
Question

- Accessible?
 - Some ramp system but multiple doors (lower ramp with raised platform).
- Signal priority mess up traffic?
 - It was a huge improvement for buses and not a big impact to other drivers.
- Request: Follow up with articles.
- Why not consolidate stops into stations now?
- Would there be improvements to the transit center?
 - Layover for 2 – 3 buses; restroom for bus drivers.
 - Parkrose would require less money.
- How effective is the FX shelter for rain protection?
 - There were safety concerns but it does have some weather protection.
- How to provide safe riding experience?
 - Looking at security options.
 - Text safety options.
 - Some station shelters broken.
 - Drivers can choose to open 1 – 3 doors individually.
- Sumner Neighborhood pros/cons?
 - Better connection.
 - Pair with pedestrian/biking improvements.
 - New line 72 through on Prescott.
- How many people go from Parkrose to Swan Island?
- What could terminus bring (good or bad)?
 - Cully = no transfer
 - Parkrose = new shelter; landscaping; new pedestrian crossings; increased transit options/connections; lighting.

Parkrose Outreach Summary

- More security at transit center (and buses); feels unsafe at night; feels very isolated from the rest of area.
 - Could those improvements happen in the short-term?
- Would a traditional line 72 be on 82nd Avenue?
 - No.
- Think about connections with Sumner.
- Lots of Parkrose Highschool Students use TriMet
- Eastport Plaza, stops near food/water, Hung Phat Market.
- Prescott/82nd, low light stop for elementary school students.
- Safety is the biggest concern.
- How many lines at Parkrose Transit Center?
 - 12, 21, 71, 73, C-Tran, Multnomah County Access to industrial areas near Airport Way.
- Could the bus-only lane work like the parking/time lanes? Only during certain times for bus only?
- Cully is already congested and there isn't a lot of space for bus layover, Parkrose is there and could use improvements/connected already.
- What would be pro to go to Cully?
 - Frequent Service (no MAX), similar to the current line, McDaniel Highschool Students use it.
- Want a community-led process.





APPENDIX B. VIETNAMESE- AND SPANISH-SPEAKING COMMUNITIES DISCUSSION

What are the top 3 topics you heard the most from your group?

- Participants wanted to know about plans for safety, city plans for the houseless population occupying the area, and ensuring that the services will continue being provided to the locations they are already in, while also making sure the improvements are easily accessed by all community members

What are the top 3 concerns your group felt the strongest?

- Safety, traffic, and commute time/frequency

Are there any thoughts, questions, or concerns you want to share?

- One participant mentioned that they are worried about traffic because there will be a lot of cars in the area. A participant thinks that this project is a good idea because it will help 82nd be a cleaner street and be more improved. Another hopes that this project will maintain 82nd Ave so that it remains as 2 lanes on both sides, rather than reducing them down to 1 lane. Multiple participants think that it is good that the transit project is taking place in the Parkrose area and more specifically on 82nd Ave. Another participant agrees that this project is good, but they would like to know more about the safety plan. One participant had concerns about safety, homeless people, and if the traffic will get worse. A participant mentioned that this project seems that it will allow people to walk more, and that is healthy, but those with disabilities may find that difficult. A couple questions were raised, which were if bus #72 would still be usable, and if there would still be service to Swan Island? Someone else is asking if the cost would be the same and how frequent the transit would be.

What do you think about the proposed changes to Line 72?

- Most participants mentioned that having longer buses and safer, covered shelters would be extremely helpful for the riders and commuters. They think that with these improvements, bus line #72 will be providing better services. They enjoy that it allows more people to access the better and safer services. One participant specifically mentioned that this project would be nice if they still have access to Swan Island and other routes. One participant thinks that Line 72 is one that many people pass through to access other places; these new improvements would help a lot of people. One participant thinks that this is a good project but they were wondering if each stop will be further away? They specifically were concerned about people with disabilities.

What would an FX terminus mean to your community/neighborhood? E.g. bus parking, station area, connections, and crossings.

- A participant mentioned that having a bus station and safety crosswalks are helpful to the community and neighborhood. Adding to that, participants think that having an FX terminus would be convenient and easy to access for the community. One participant mentioned specifically that this terminus would allow them to get to work faster and on time. A participant thinks that the FX terminus at Parkrose will make the area look nicer, and will allow easier access for transportation. One participant believes that the FX terminus would allow traffic to be improved and allow for better crossing for pedestrians and those with disabilities. Multiple participants want to know what the city will do with the homeless people currently in the area. They are also concerned about the safety and if the traffic will get worse in the area. One participant mentioned that having transit connections will help a lot. Multiple participants were wondering about if there will be parking, with one mentioning that parking is another issue that will need to be addressed. One participant also asked about frequency about the connections/buses, and if there will be signs present.

How does transit fit into your values and priorities? Show us on the map: what is important in your community?

- One participant mentioned that their main concerns are safety and real-time arrival. They also noted that the most important thing on the map is safety.
- Multiple participants want to be able to go to the airport and have transportation on 82nd Ave be easier.
- One participant noted that the most important thing to their community is getting to work on time.
- A participant mentioned that these changes to the transit will be very important for those who travel using this line.
- One mentioned that it would be nice if the bus was on time so that they could get to work on time, and that it would be perfect and safer.
- A participant said that this transit is very important since many people cannot afford to purchase a vehicle.
- One commented that all people need access to public transportation.

Questions?

- Will there be traffic jams?
- There are homeless everywhere, why doesn't the city remove all the homeless people before conducting this project?
- Would the TriMet schedule change? Would there still be service every day?
- What plan does TriMet have to support local businesses along 82nd ave once the construction starts? Are there going to be any partnerships with BIPOC/immigrant/refugees agencies for outreach once the plan is finalized?

Parkrose Outreach Summary

- Homeless?
- Please include other comments, statements or observations that are not stated above.
- N/A

82nd Avenue Transit Project:

PDX and Cascade Station Surveys Summary

PDX Employee Survey Summary

34 PDX employees responded to the survey, which was distributed via newsletter to PDX employees and posted to the PDX employee website. The newsletter is opt-in and reaches about 2,000 of the 10,000 total PDX employees. The survey was live January 7–18, 2024.

Seven questions were asked:

1. How many employees are at the PDX location of your workplace on an average day?
 - 16% work at businesses with 0–10 employees.
 - 3% work at businesses with 11–20 employees.
 - 26% work at businesses with 21–100 employees.
 - 55% work at businesses with over 100 employees.
2. How do you primarily commute to work?
 - 75% drive.
 - 31% take the MAX.
 - 13% take the bus.
 - No respondents report walking or cycling.
3. Is parking provided free of charge?
 - 69% report that parking is provided free of charge.
 - Those who pay for parking identify the cost as 35–40 dollars a month.
 - One respondent reports that while there is free parking available, “the parking add[s] an extra 30 min so for my early shifts I would park in short term and pay to make it in time to work.”
4. Does your employer provide any incentives for employees who carpool, ride transit, walk, or bike to work?
 - 75% say no.
 - 25% say yes, in the form of subsidized HOP passes or monthly stipends for those who choose not to drive and park at work.
5. Do you find it difficult to get to work?
 - 69% say no.
 - For the 31% that say yes, the mostly frequently mentioned issue is that transit services do not run early enough in the day. Unpredictability and lateness of the MAX lines and shuttles is the second most frequently listed issue.
6. What are the typical shift hours at your place of work?
 - Out of the 32 respondents who answered the question, four respondents report that shifts at their place of work run 24/7. The earliest shifts of the day start at 12:00 AM, and seven respondents report a shift start time that is before the earliest MAX train is scheduled to arrive at the airport (Appendix A).
7. Is there anything else you’d like to tell the project team?

- Out of the 17 open-ended responses, eight are broadly positive about the improved bus service to the airport because it would save time and improve options for reaching the airport other than the MAX. One says that they “would love additional options for transit to the airport with minimal stops.”
- Four respondents report security concerns on public transit.
- Two respondents highlight the need for increased hours of transit service to the airport. One says: “We need reliable transportation for employees who work until 12am or start at 4am. Having no transit options after 11pm or before 6am does not work for the PDX Airport employees.”
- Two have negative opinions about an FX line to the airport.
- One requests more seats at MAX stops.

Appendix A: Reported Shift Times

Shift Starts	Shift Ends
12:00 AM	5:30 AM
3:00 AM	2:00 AM
3:00 AM	2:00 AM
3:30 AM	12:30 AM
4:00 AM	12:00 AM
4:00 AM	1:00 AM
4:30 AM	2:30 PM
5:00 AM	1:30 PM
5:00 AM	8:00 PM
6:00 AM	6:00 PM
6:50 AM	2:50 PM
7:00 AM	3:00 PM
7:00 AM	6:00 PM
8:00 AM	5:00 PM
8:00 AM	5:30 PM
8:00 AM	5:00 PM
8:00 AM	4:30 PM
9:00 AM	5:00 PM
9:00 AM	5:00 PM
10:00 AM	6:30 PM
3:00 PM	1:00 AM
7:30 PM	6:00 AM
8:00 PM	6:00 AM

PDX Manager Survey Summary

Eleven managers of PDX businesses responded to the survey. The survey was distributed to PDX business managers via email on December 7 and remained open until January 18.

Seven questions were asked:

8. How many employees are at the PDX location of your business on an average day?
 - 46% work at businesses with 0–10 employees.
 - 27% work at businesses with 11–20 employees.
 - 18% work at businesses with 21–100 employees.
 - 9% work at businesses with over 100 employees.
9. How do your employees primarily commute to work? (Multiple options could be chosen.)
 - 82% report that some of their employees drive.
 - 73% report that some employees take the MAX.
 - 64% report that some employees take the bus.
 - 9% report that some employees walk.
10. Is parking provided free of charge?
 - 90% report that parking is provided free of charge.
 - No costs were provided for parking that isn't free.
11. Does your business provide incentives for employees who carpool, ride transit, walk, or bike to work?
 - 55% say no.
 - 45% say yes, in the form of transit passes fully paid for (3 businesses) or subsidized (1 business) by the employer.
12. Do you hear from your employees that getting to and from work is difficult?
 - 27% say no.
 - For the 73% that say yes, the mostly frequently mentioned issue is that transit services do not run early enough in the day or late enough at night. Lateness of the MAX and the difficulty of linking connections between multiple forms of transit is also reported.
13. What are the typical shift hours at your place of work?
 - Due to a survey error, this question was not asked of most survey participants. The single respondent said that shifts at their workplace run from 7 a.m. to 3 p.m. and from 11 a.m. to 7 p.m.
14. Is there anything else you'd like to tell the project team?
 - Two managers say that the airport needs transit service that begins earlier and runs later. One says,
 "The airport is a 24hr operation. Some shifts start at 0300, and others don't end until after midnight. When people need to take TriMet, it hurts our operation. We try not to hire people who don't have cars, but that is not always possible."
 - Another says that additional transit service directly to PDX would save a lot of time and encourage people to use public transit.

Cascade Station Outreach Summary

Fourteen businesses were surveyed in-person at Cascade Station on December 14, 2023. Surveyed businesses represent a variety of industries, including six retail, two restaurants, three hotels, and three warehouses.

Four questions were asked:

1. How do employees get to work?
 - Twelve businesses reported that employees use a combination of driving and transit to reach their workplace, with transit ridership ranging from an estimated 15% to 50%.
 - Only two businesses say that all the employees drive.
2. Is there free parking for employees?
 - All businesses had free parking.
 - Many businesses have a policy that employees are not allowed to park in the rows closest to the store.
3. Are there any incentives or reimbursements for taking transit, carpooling, or cycling to work?
 - Most businesses have no incentives. Three (all major retail) have reimbursements for transit passes. One warehouse is interested in providing incentives for transit and cycling, but neither mode is feasible enough to warrant the incentives.
4. Are there any challenges getting to work?
 - The MAX is sometimes unreliable, leading to employees being late for shifts.
 - The MAX doesn't run early enough for earliest shifts at warehouses and night shifts at hotels.
 - The closure of the MAX Red Line over the summer left few transit options for employees.
5. Other comments
 - Four businesses reported that between some or most of their employees live in Vancouver. This question was not asked of all businesses, so the number is likely higher.

82nd Avenue Transit Project - Portland International Airport business survey

Introduction

Public agencies are working together to improve safe access and transit travel time on 82nd Avenue, from Portland to Clackamas Town Center.

We want to hear your feedback on your employee's transportation needs. Please complete this brief survey to help us better understand employee travel behavior, typical shift hours and demand for transit.

This survey should take about 10 minutes. There are two pages of questions after this one. Thank you for your time!

What is the name of the business where you work?

What is your role or title?

82nd Avenue Transit Project - Portland International Airport business survey

Employee commutes

First, please tell us a little about your employees' commutes to work.

How many employees are at the PDX location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-20
- ☐ 21-100
- ☐ More than 100

How do your employees primarily commute to work?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Is parking provided free of charge for your employees?

- ☐ Yes
- ☐ No
- ☐ Partially
- ☐ If employees pay for parking, how much does it cost?

Does your business provide any incentives for employees who carpool, ride transit, bike, or walk to work?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

Do you hear from your employees that getting to and from work is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

What are the typical shift hours at your business?

82nd Avenue Transit Project - Portland International Airport business survey

Additional comments and follow up

Is there anything else you would like to tell the project team? Or do you have any questions about what a future Frequent Express bus service on 82nd Avenue could mean for your employees?

If you have questions or are available for a follow-up call with the project team, please provide your contact information. (Optional)

Name	
Company	
Email Address	
Phone Number	



82nd Avenue Transit Project - Cascade Station business survey

Introduction

Public agencies are working together to improve safe access and transit travel time on 82nd Avenue, from Portland to Clackamas Town Center.

We want to hear your feedback on your employee and customer transportation needs. Please complete this brief survey to help us better understand employee and customer travel behavior, typical shift hours and demand for transit.

This survey should take about 10 minutes. There are three pages of questions after this one. Thank you for your time!

What is the name of the business where you work?

What is your role or title?



82nd Avenue Transit Project - Cascade Station business survey

Employee commutes

First, please tell us a little about your employees' commutes to work.

How many employees are at the Cascade Station location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-20
- ☐ 21-100
- ☐ More than 100

How do your employees primarily commute to work?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Is parking provided free of charge for your employees?

- ☐ Yes
- ☐ No
- ☐ Partially
- ☐ If employees pay for parking, how much does it cost?

Does your business provide any incentives for employees who carpool, ride transit, bike, or walk to work?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

Do you hear from your employees that getting to and from work is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

What are the typical shift hours at your business?



82nd Avenue Transit Project - Cascade Station business survey

Customer travel

Next, please tell us a little about how your customers get to your business.

How many customers are at the Cascade Station location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-50
- ☐ 51-100
- ☐ More than 100

How do your customers primarily travel to Cascade Station?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Do you hear from your customers that getting to your business is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.



82nd Avenue Transit Project - Cascade Station business survey

Additional comments and follow up

Is there anything else you would like to tell the project team? Or do you have any questions about what a future Frequent Express bus service on 82nd Avenue could mean for your business?

If you have questions or are available for a follow-up call with the project team, please provide your contact information. (Optional)

Name

Company

Email Address

Phone Number



82nd Avenue Transit Project

Designing great bus service, Clackamas Town Center to Northeast Portland

Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping, and community services.

Big improvements are coming to 82nd Avenue. Over the next three years, the Portland Bureau of Transportation's Building a Better 82nd project will construct critical safety and maintenance repairs, including more street lighting, new and upgraded crossings, smoother pavement, improved curbs ramps and upgraded traffic signals. A larger Civic Corridor Investment Strategy – focused on seven miles from Northeast Killingsworth Street to Southeast Clatsop Street – will prioritize longer-term improvements.

The Oregon Department of Transportation is also planning key improvements along 82nd Avenue, south of Portland in Clackamas County.

FX: Upgrade and replacement for Line 72 on 82nd Avenue

Along with these investments, partners from Clackamas County to Portland are working together to explore a transit investment that would replace the existing Line 72 bus on 82nd Avenue with TriMet FX™ – the agency's new Frequent Express service.

FX will bring faster, more reliable transit service with new stations along 82nd Avenue, making it easier, safer and more comfortable for people to get around.

The bus currently serving 82nd Avenue – TriMet's Line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the MAX Orange or Yellow or lines, it shares the road with automobiles, freight and local deliveries.

The current buses are often crowded and get stuck in traffic. Many of the stops are spaced too closely for efficiency, and they lack amenities like shelters, lighting and digital displays featuring real-time arrival information.



FX service on Division Street. Partners are working to bring FX to 82nd Avenue along with other improvements.



82nd Avenue Transit Project Steering Committee

- Metro
- TriMet
- City of Portland
- ODOT
- Multnomah County
- Clackamas County
- Port of Portland
- 82nd Avenue Business Alliance
- Clackamas Resource Center
- Oregon Walks
- Oregon State Legislature
- Unite Oregon

Why FX™ for 82nd Avenue?

- Safer ways for people to get to the bus with better crosswalks, sidewalks, and street lighting.
- More seating and space with longer buses (room for 60% more riders) and easier loading for wheelchairs and strollers.
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.

Planning process

Metro and TriMet are leading the planning process for the 82nd Avenue FX service. Upgrading to FX would require federal funding for full design and construction. This first step to qualify for federal grants is for partners to determine a route and general station locations.

Partners are exploring potential station locations between Clackamas Town Center and a yet-to-be determined turnaround point north of Sandy Boulevard.

This could also mean changes to the part of Line 72 that currently serves Killingsworth Street and other destinations to the west. Riders whose trips include both the 82nd and Killingsworth portions of today's Line 72 would need to transfer between the new FX line and bus service for Killingsworth.

The Killingsworth line would have at least the same level of service as today. Future public discussions will help decide how best to serve and provide good connections for riders.

The project's steering committee – made up of elected officials, agency leaders and community representatives – is expected to select the route, station areas and northern turnaround point in the spring of 2024. If supported by all partners, Metro and TriMet will then apply for federal funding to continue design and community engagement.

Construction could begin as early as 2028, and FX service could start running on 82nd Avenue as early as 2030.

What do you think?

Visit oregonmetro.gov/82ndtransit to learn more about FX service and give your thoughts on potential station locations.

Partners are analyzing data about current and future ridership and will bring that information and potential options for the northern turnaround to the community to ask for input this fall.

