



Improving transit on 82nd Avenue

Designing great bus service, Clackamas Town Center to Northeast Portland

The 82nd Avenue transit project is underway to plan safer access and improved transit service 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.

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.



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
- 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 this winter. Once the partners agree on the transit project, 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 for an online open house this spring (late April through May) 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 summer.

