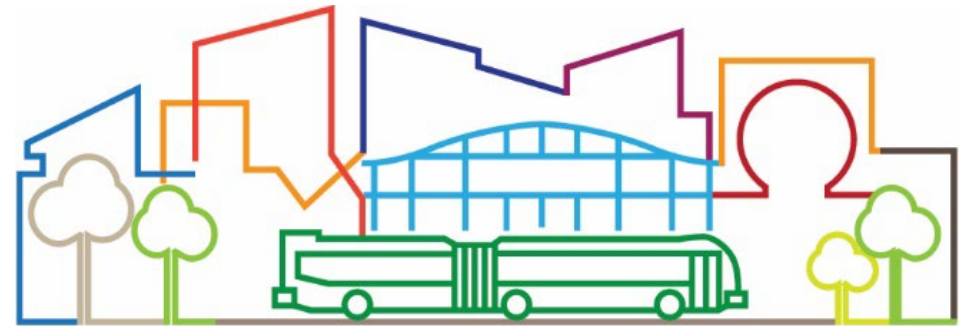


TriMet Board Briefing on 82nd Ave Transit Project

October 22, 2025



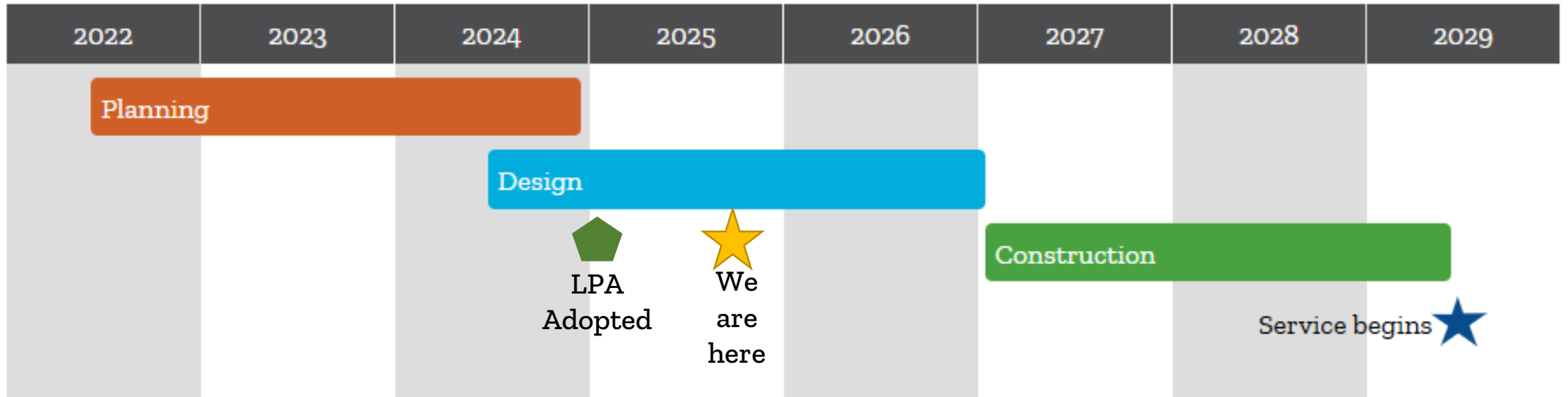
82ND AVE TRANSIT PROJECT

Staff Recommendation & BAT Lanes

- Recommendation is a starting point for discussion related to BAT lanes (not a conclusion or decision)
- Recommendation for BAT lanes were emphasized in context of budget. May have inadvertently suggested a conclusion or decision
- Need input from Community Advisory Committee and Policy and Budget
- Goal is to provide a space to have the conversation
- Important to walk through all the benefits and tradeoffs

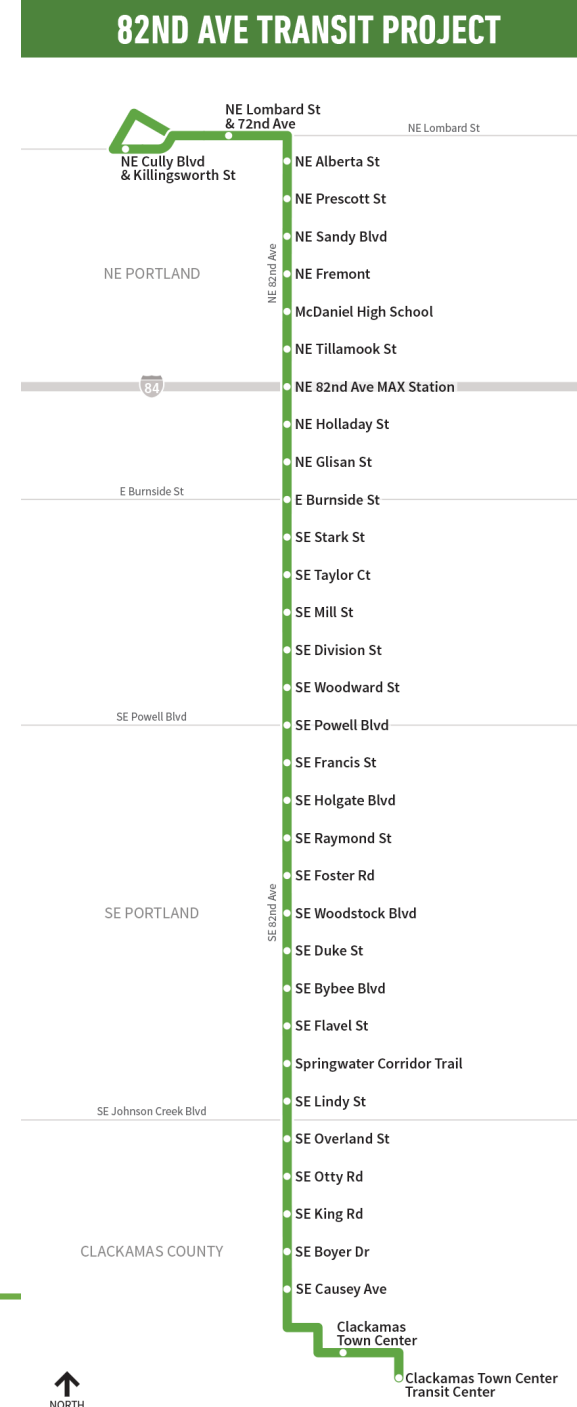
Project Schedule

Estimated timeline



LPA Overview

- Locally Preferred Alternative defined:
 - General station locations
 - Mode (Bus Rapid Transit)
 - Route (Clackamas Town Center to Cully)
 - High level funding plan



Core Transit Project Before BAT Lanes

Bus Trips will be 8-10 minutes faster and more reliable travel times

- Stop balancing
- In-lane stops
- Transit Signal Priority
- Longer, high capacity buses with near level boarding at three doors

Modern well lit stations with amenities

- Real time information
- Safer crossing and increased access to stations
- Improved sidewalks and connections to stations



Project Policy & Management Structure

Policy and Budget Committee - The Policy and Budget Committee serves to provide high-level guidance to the Project as needed, meeting on a quarterly basis. This committee will consist of leaders from TriMet, Metro, the City of Portland, Clackamas County, the Oregon Dept. of Transportation, and select members of the Community Advisory Committee.

Project Management Group (PMG). The PMG shall be responsible for addressing policy and advising TriMet on the direction of the Project. It will assist in the resolution of issues related to the design of the Project within the City/County and will recommend and forward any unresolved issues, or issues of regional significance, to the Policy and Budget Committee for consideration. The PMG consists of representatives from TriMet, City of Portland, Clackamas County, ODOT, and Metro.

Project Partners Group (PPG) – The PPG is composed of project staff leads for each of the jurisdictional partners, and serves to coordinate and facilitate a broad range of decisions at the technical and design staff level. This group provides project assistance and accountability in delivering this regional project. Issues that cannot be resolved by this group due to political or financial challenges are forwarded to the PMG. The PPG consists of representatives from TriMet, Metro, the, the City of Portland, Clackamas County, and the Oregon Dept. of Transportation.

BAT Lane Decision-Making Factors

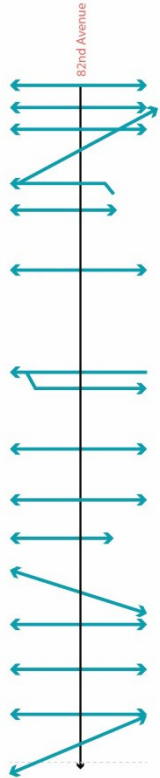
BAT lanes are an important tool that builds on a strong core transit project. BAT lanes further enhance performance as the corridor becomes more congested.

Traffic & Diversion – Evaluation of current and projected traffic patterns, including potential traffic diversion into the surrounding neighborhoods.

Cost & Budget – Assessment of financial feasibility in context of other fundamental transit elements

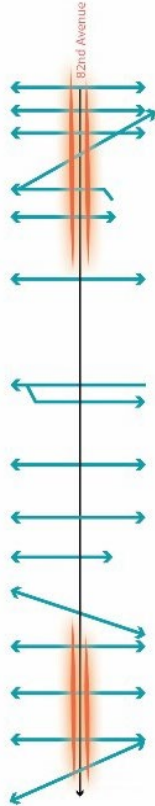
Community & Business Feedback – Input from residents, stakeholders, and local businesses

No BAT Lanes



- Buses would be **8-10 minutes faster than current condition**
- Transit signal priority
- Improved transit reliability
- Improved sidewalk connections
- Safer crossings and increased access to transit
- High capacity low emission buses

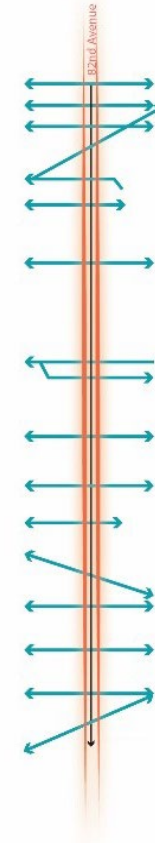
Some BAT Lanes



- Buses would be **1-2 minutes faster over core transit project**
- Improved transit reliability
- Improved comfort for pedestrians along BAT lane
- **1-2 minutes** slower for autos
- **15% more traffic** may use other streets
- **~ \$2.8 million over core transit project**

Tillamook to Lombard,
Foster to Clatsop

More BAT Lanes



- Buses would be **3-4 minutes faster over core transit project**
- Improved transit reliability
- Improved comfort for pedestrians along BAT lane
- **3-4 minutes** slower for autos
- **20-25% more traffic** may use other streets
- **~ \$10.8 million over core transit project**

Lombard to Clatsop

Project Schedule

Estimated timeline

