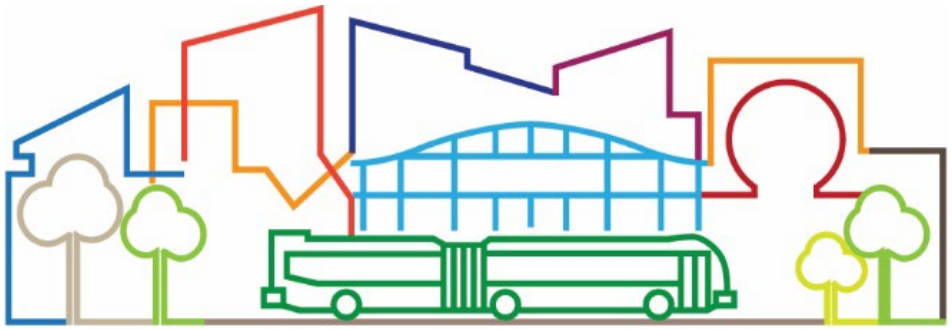
Community Advisory Committee

April 23, 2025

TRIMET



82ND AVE TRANSIT PROJECT

Agenda

- **Welcome, housekeeping**
- **Future topics**
- **BAT lanes: decision-making, outreach, scenarios being studied**
- **Project budget, scope and cost snapshot**

Working Together

- Take turns talking
- Stick to the topic
- Be kind and brave
- Create a space for others
- Be open to different perspectives
- Practice active listening
- Notice power dynamics
- Assume good intent, but acknowledge impact
- Non-committee members - public comment & staff discussions

Housekeeping

- **Notes from last meeting**
- **Meeting calendar**
- **Policy & Budget Report Out**

Future meetings: 4th Wednesdays (with some exceptions)

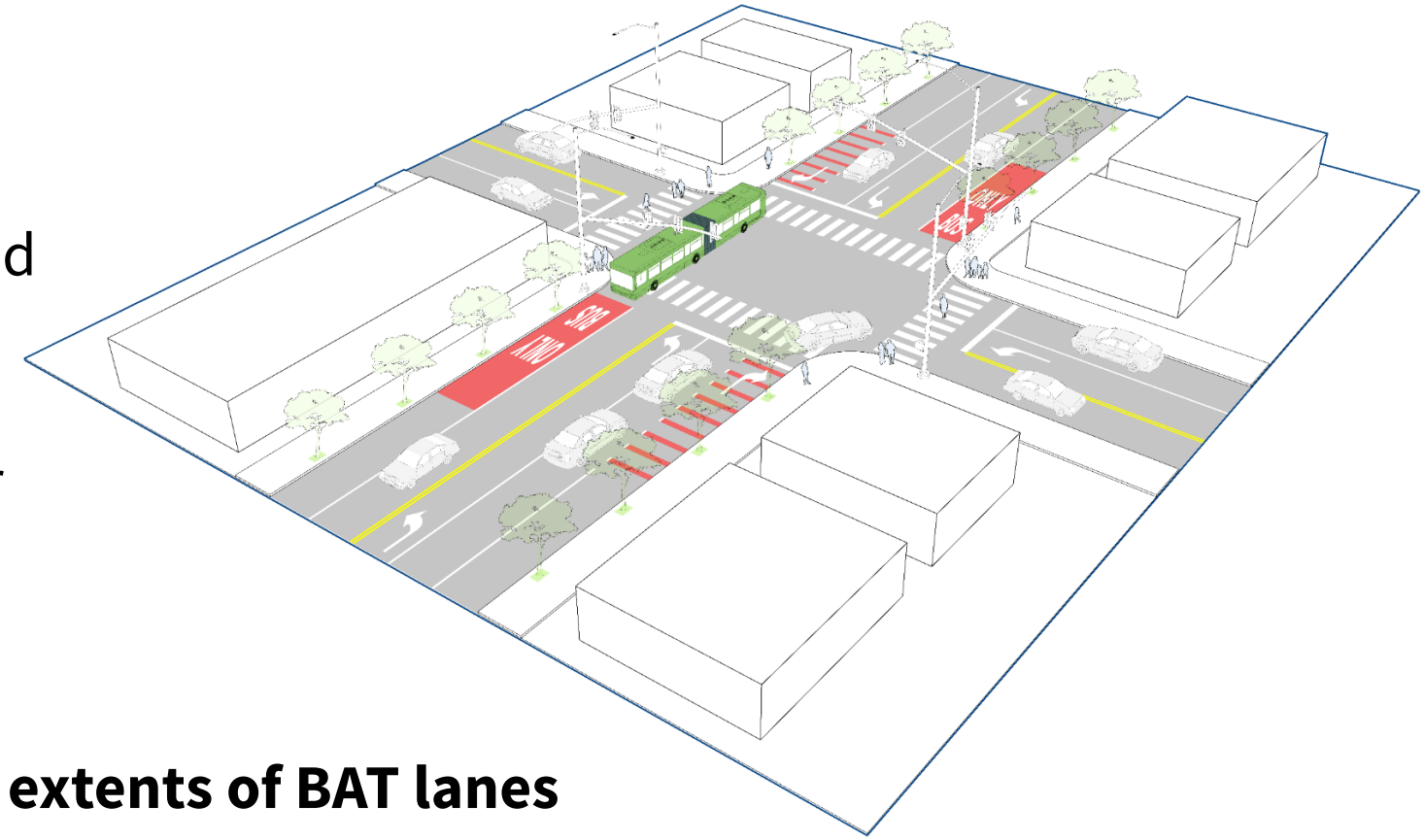
- May 14 (2nd Wed)*
- June 25
- [summer break]
- September 24
- October 22
- November 19 (3rd Wed)

Future topics for discussion

- TIF districts and funding
- Cully Terminus: on-street vs. off-street
- Division Transit Project: lessons learned
- Bus layouts & station design
- Others?

Business access & transit lanes

- Converts existing curbside lane into BAT lane, reserved for buses and right-turning vehicles, emergency vehicles
- Through auto traffic stays in inner travel lanes
- Business entrances are accessed from curbside lane, like today
- A BAT lane adjacent to the sidewalk puts pedestrians near less traffic



- Benefits, impacts, cost
- **Key question for 30% design: extents of BAT lanes**

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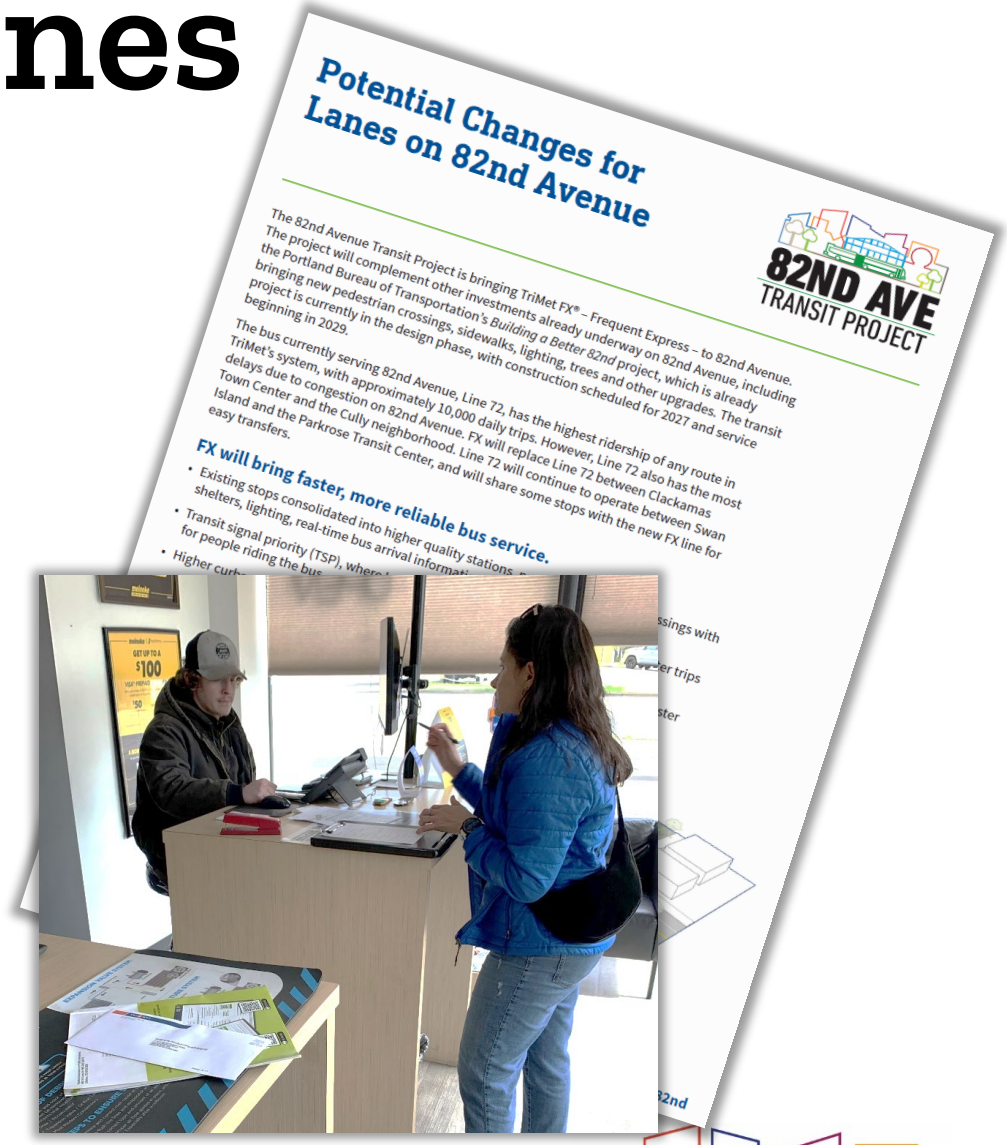
Outreach on BAT lanes

- Web page with survey April 7-25
- In-person open house April 23
- Mailing to 1,500 property owners and occupants
- Canvassing: visited 180+ businesses
- Emails to subscribers: 1,500 opens
- Facebook and Instagram: 15,000 reached
- Covered by local news outlets Bikeportland, KGW
- On-board surveyors: 160+ hours
- Planned for late April/early May: discussion groups with limited English communities (Spanish, Vietnamese, Chinese, Russian, Somali)
- New Year in the Park (Glenhaven) April 26



BAT lane decision-making

- **Technical analysis**
  - Transit trips
  - Car trips; diversion
  - Pedestrian environment
- **Community input**
- **Cost**

Recommendations from:

- Partner staff
- Community Advisory Committee
- Policy & Budget Committee

City of Portland decision about extents of BAT lanes

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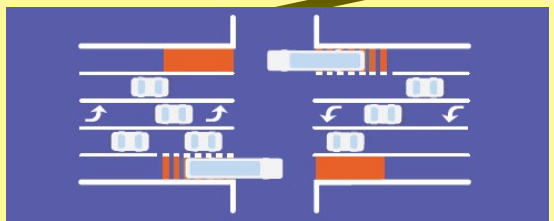
Scenarios being studied

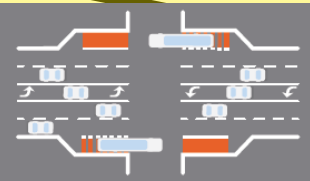
CURRENT PROJECT DESIGN

+

ADDITIONAL TOOLS



CONVERT OUTER LANE TO BAT LANES



WIDEN ROADWAY TO ADD BAT LANES AT KEY INTERSECTIONS

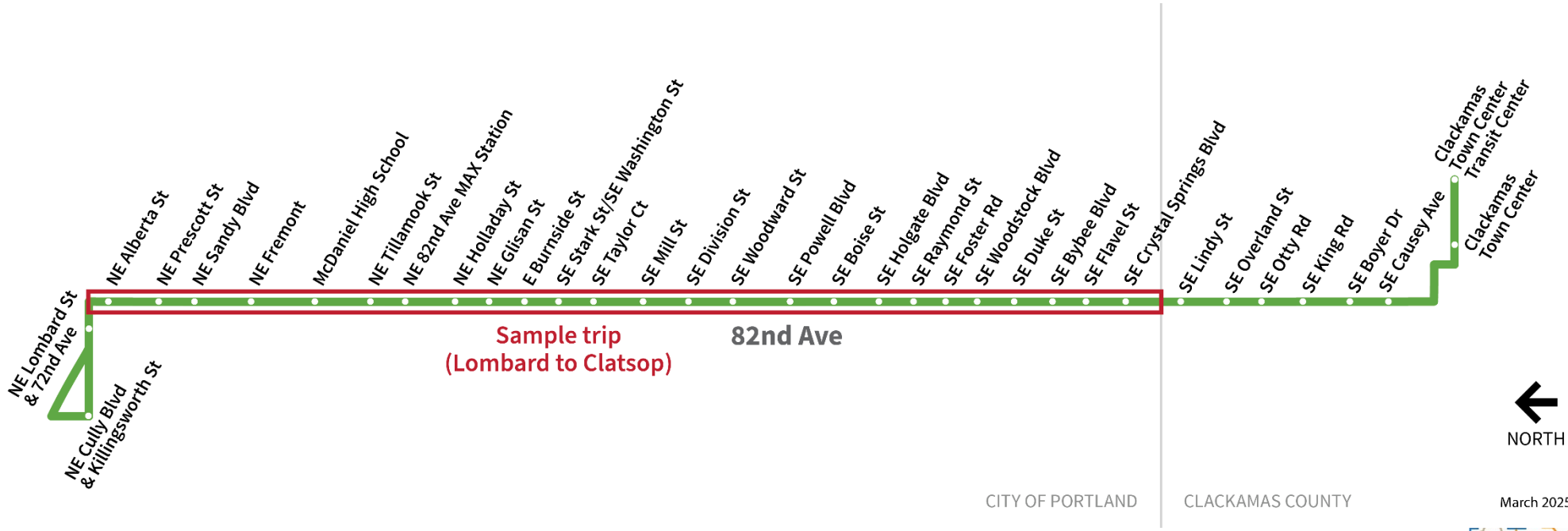
SOME BAT LANES

MORE BAT LANES

How scenarios are studied

- Traffic analysis for opening year (2029)

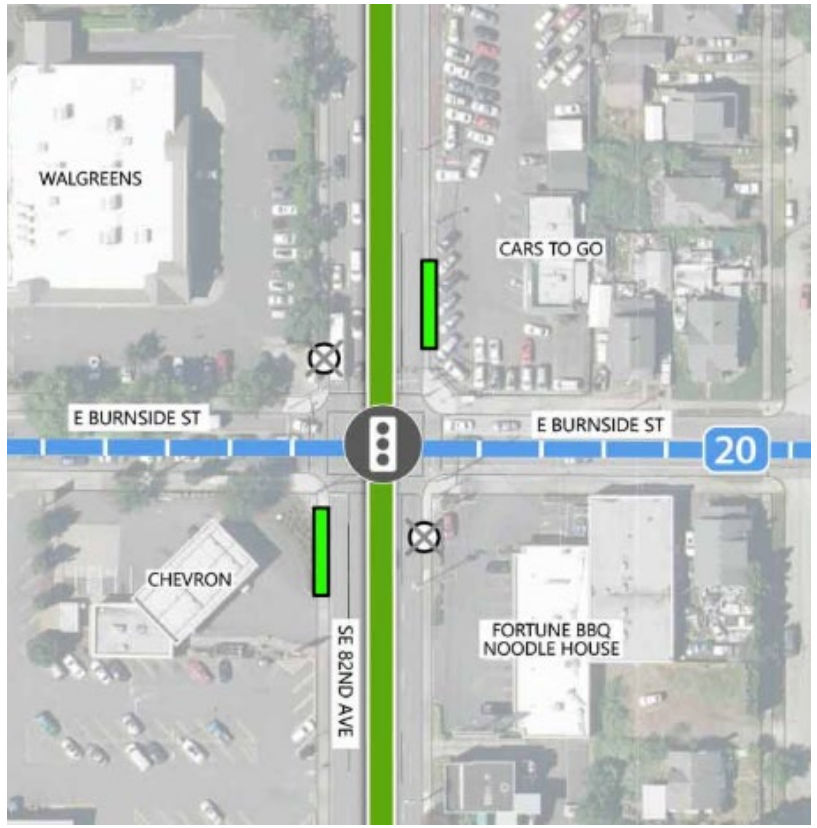
- Measure changes in travel time for a one-way, afternoon rush hour “sample trip” between NE Lombard and SE Clatsop streets (City of Portland)

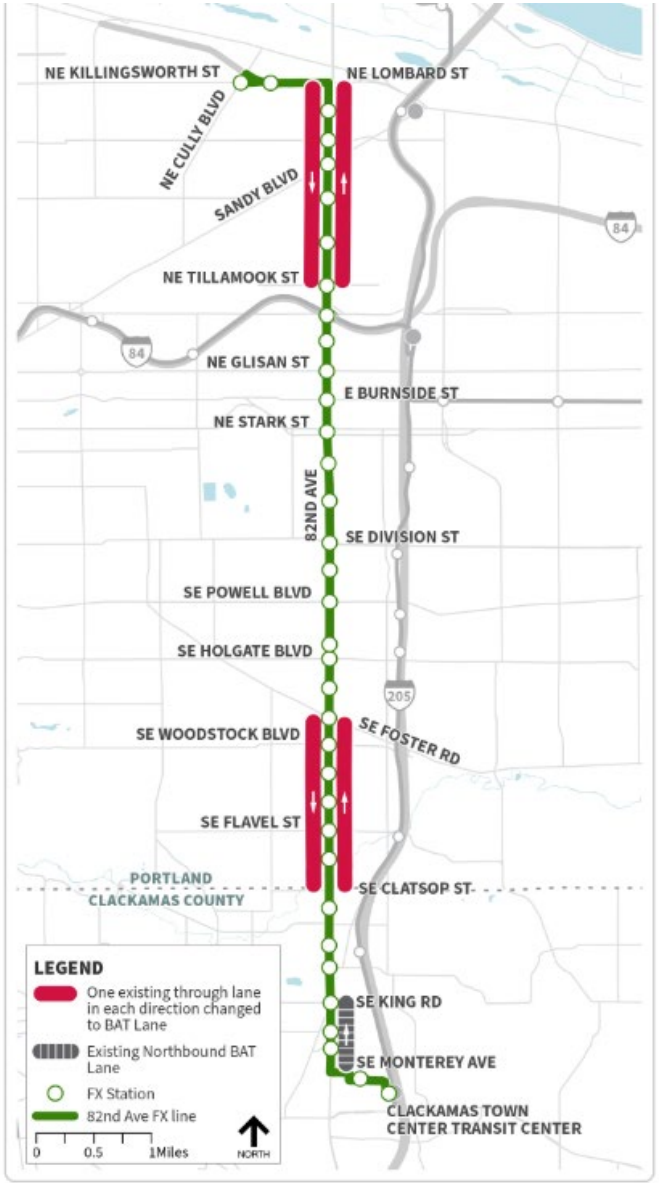


Current project design

- Consolidates today's 123 stops into 68 FX stations
- All-door boarding from higher curb; longer buses
- Transit signal priority
- In-lane, far side stops at most locations

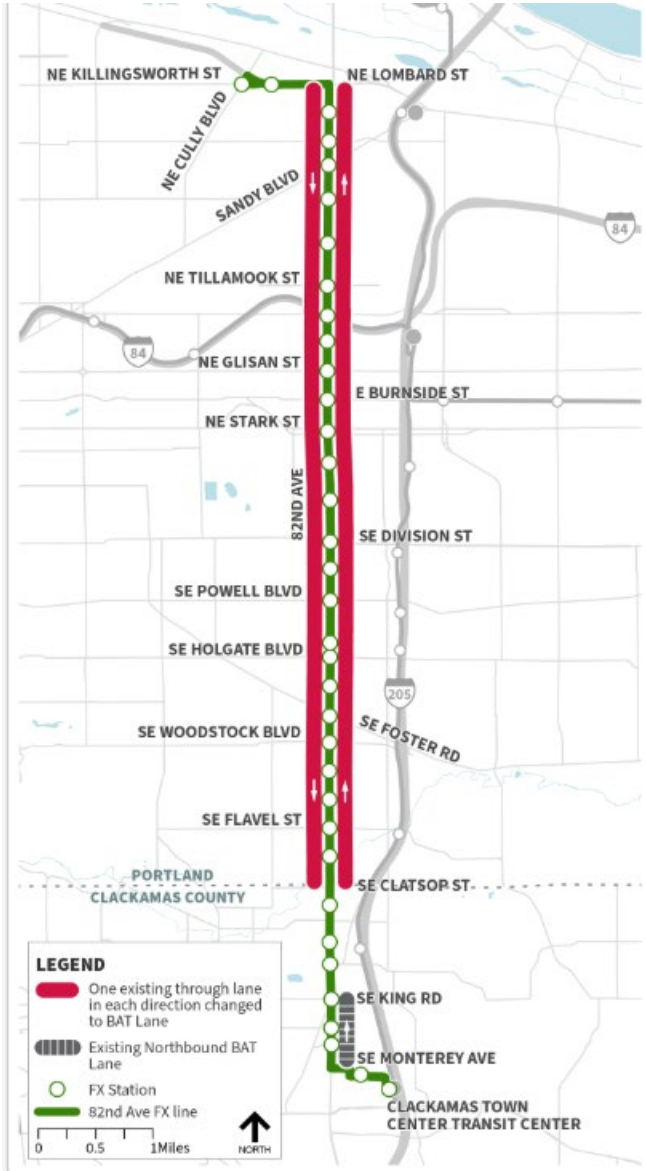
- Sample trip on bus: about 34 minutes:
  8 –10 minutes faster than if no project





Some BAT lanes

- Converts outside lane to BAT lane in north and south ends of Portland segment, totaling about 3 miles
- About 1-3 minutes faster bus trip
- Improved transit reliability
- Improved pedestrian comfort along 6 miles of sidewalk
- About 1-2 minutes slower car trip
- Traffic diversion: about 15% of drivers in BAT lane segments would choose another route



More BAT lanes

- Converts outside lane to BAT lane in all of Portland segment, totaling about 7 miles
- About 3–4 minutes faster bus trip
- More improvements to transit reliability
- Improved pedestrian comfort along 14 miles of sidewalk
- About 3-4 minutes slower car trip
- Traffic diversion: 20–25% of drivers in BAT lane segment would choose another route

Traffic diversion

- Of the drivers choosing another route:
  - About 30-40% to I-205
  - About 50-60% to other main roads
  - Less than 10% to neighborhood streets

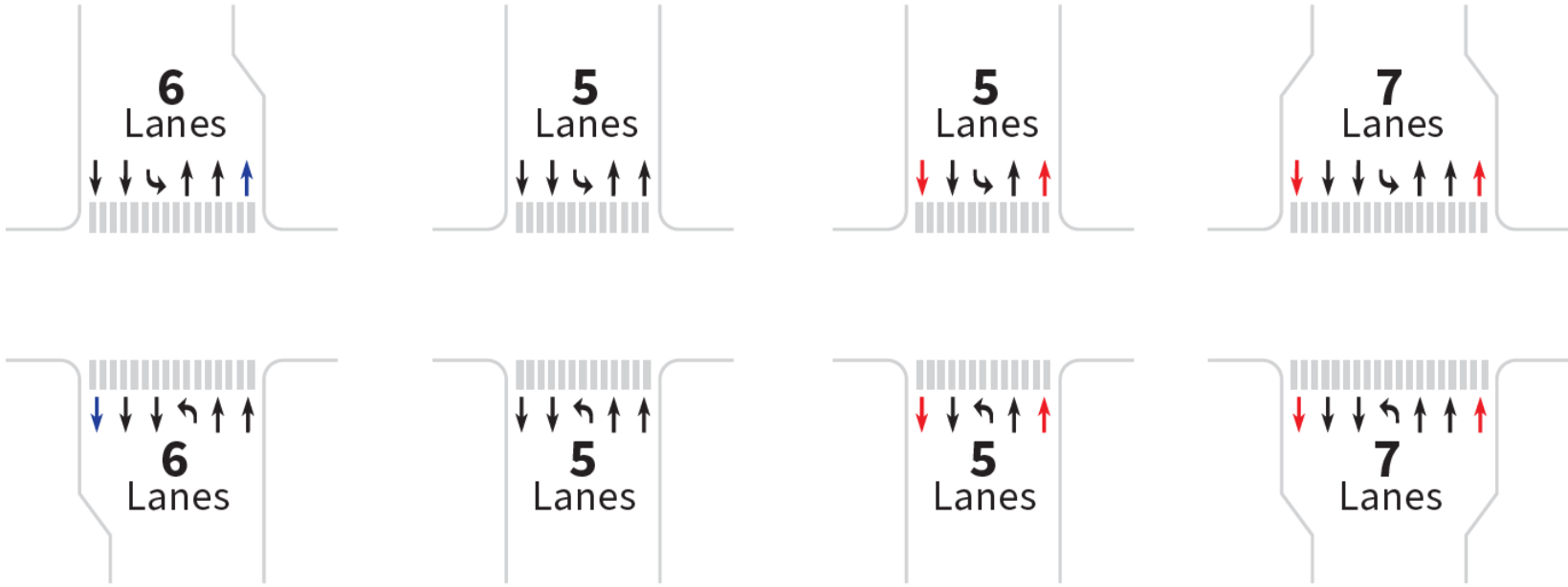
- Safety improvements (diversion mitigation) could be needed on neighborhood streets; scope and cost are being explored

Intersection widening

- Widens 82nd Avenue for a few blocks near three of the most congested intersections to make space for BAT lane while maintaining existing lanes: Powell, Holgate, Foster
- About 1 minute faster bus trip*
- Longer distance for pedestrians crossing 82nd Ave
- About 15 seconds faster car trip*
- Substantial property acquisition:
  - Up and downstream of widened intersections
  - Requires purchase of some entire properties, businesses relocation

**By 2045 (in 2029, traffic congestion not expected to be significant enough for widening affect travel times)*

Pedestrian crossing distances

INTERSECTION	TODAY	CURRENT PROJECT DESIGN	MORE BAT LANES	INTERSECTION WIDENING FOR BAT LANES
SE Powell Blvd				

→ General Purpose Lane → Bus-Only/Business Access & Transit (BAT) Lane → Bus Pullout

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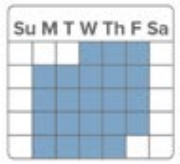
Reliability

1. I plan for extra time traveling.

I take an earlier bus to make sure I arrive on time



15 minutes of extra travel time
x 5 days a week
= 75 minutes of extra time a week

Time that could be better spent on something else

2. It can cost me money.

I'm late for work and could lose my job

I get a late pickup fee at childcare

I'm charged a no-show fee at the doctor

3. It adds stress to my day.

The bus arrives so crowded that I have to wait for the next one

I miss my transfer

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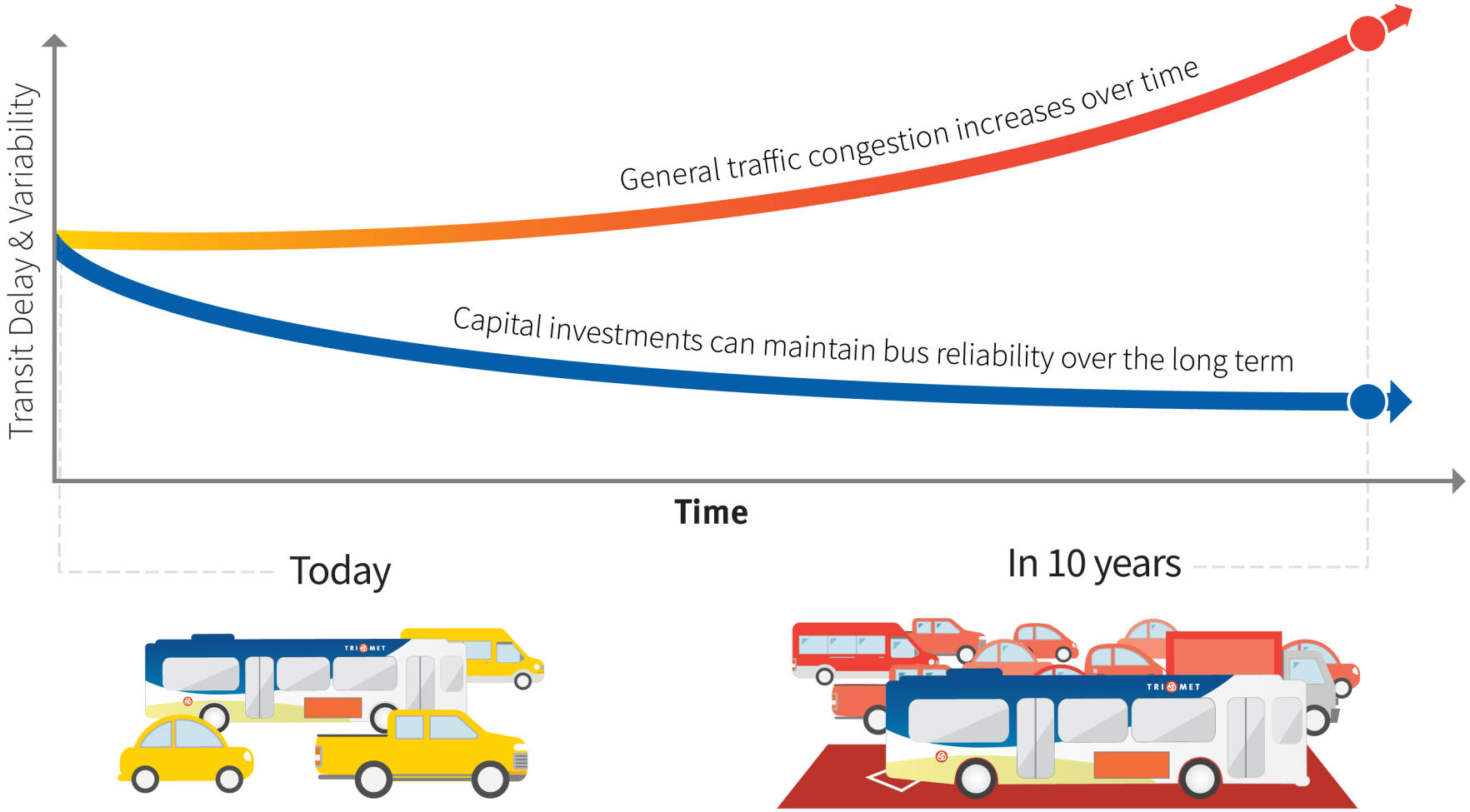
Reliability over time



Questions & discussion

Are the benefits worth the impacts?
What else do you want to know?

Preliminary 30% cost estimate

Scope Element	Estimated amount
On-street elements identified in 15% design (platforms, crossings, sidewalks, curb ramps, TSP, etc.)	$268.7M
15 buses (60-ft fuel cell electric buses)	$36.0M
Concrete bus pads and updated platform depths	$6.1M
Updated signal, sidewalk, and curb ramp improvements	$21.5M
Design placeholders:	
Cully terminus off-street	$9.1M
Some BAT lanes	$8.4M
Updated platform designs in ODOT jurisdiction	$1.6M
TOTAL	**~$351.4M**

**Cost estimate is a snapshot in time; amounts will change as designs are refined*

Current funding assumptions

	Partner	Source	Amount ($)
Project Development	TriMet	General Fund	19,800,000
	Metro	Federal	6,000,000
	City of Portland	Federal	5,000,000
	Area of Persistent Poverty	Federal	630,000
Construction	TriMet	General Fund/Bonds	45,200,000
	FTA	Federal (Low No Bus Grant)	23,800,000
	City of Portland	Federal	16,000,000
	Regional	Federal (RFFA)	30,000,000
	FTA	Federal (CIG)	149,900,000
	City of Portland	Local (PCEF Grant)	48,000,000
	Total		***$344,330, 000**

**Funding amount is estimate only and subject to change until all funding sources secured*

30% design goals

- Refine scope of on-street elements identified in 15% design
- Define additional transit priority treatments
- Increase cost certainty
- **Define scope that aligns with budget**

Questions & discussion