82ND AVE TRANSIT PROJECT

October 14, 2025

82nd Avenue Transit Project – Staff Recommendation for 60% Design Scope

This recommendation outlines the proposed scope for advancing the 82nd Avenue Transit Project into the 60% design phase. It includes the "Core Transit Scope Elements" and a refined Business Access and Transit (BAT) lane scenario, "Some BAT", for further design development.

The scope was developed in close collaboration with project partners, and informed by community and business feedback, project budget considerations, technical analysis, and recent value engineering work sessions. The proposed scope seeks to strike a balance between the project's transit goals—as defined by the Purpose and Need statement—and transit operational and safety priorities.

Recommended 60% Design Scope

	SCOPE CATEGORY	EST. COST (YOE$)*
Core Transit Scope Elements *(Represents scope critical to transit function in addition to operational and safety priorities)*	Sidewalks, Crossings, ADA Ramps	$47.2 million
	Station Platforms	$145.0 million
	Signals & TSP	$89.5 million
	Buses	$42.8 million
	Northern Terminus - Off-Street Option	$16.0 million
	Foster Slip Lane Closure	$1.4 million
	CORE TRANSIT SCOPE SUBTOTAL	**$341.9 million**
Scope Options	BAT Lanes - "Some BAT" 3-mile Option	$2.8 million
	BAT Lanes - "More BAT" 7-mile Option	$10.8 million
	Northern Terminus - On-Street Option	$13.0 million
	Fiber Resiliency Segment C & C1 (Lombard to Cully Segments)	$1.0 million
	Additional Sidewalk Improvements	Unknown
RECOMMENDED 60% TRANSIT SCOPE TOTAL:		**$344.7 million**
ESTIMATED TOTAL PROJECT BUDGET		$343.8 million

** General cost categories, such as professional services and finance charges, have been proportionally allocated to these scope items. Costs subject to change*

Core Transit Elements Definition

The recommended 60% design "Core Transit Scope Elements" represent critical transit function components and those deemed essential to safety and operational efficiency. The scope and function of each element are described below. With the exception of buses, all

costs also include associated design, engineering, direct and indirect construction, right-of-way acquisition, demolition, utility, structural elements, adjacent paving, escalation and contingency costs.

Sidewalk, Crossings, ADA ramps – Upgraded sidewalks, pedestrian crossings and ADA-compliant curb ramps, at locations adjacent to station platforms. These are critical to provide safety and accessibility to the new transit stations.

Station Platforms – A total of 68 platforms along the 10-mile corridor. Each platform includes weather protection, lighting, signage, benches, trash bins, station marker, electrical and communication cabinets, and security cameras. Station platforms are a key piece of the TriMet Frequent Express (FX) service and experience.

Signals and Transit Signal Priority (TSP) – A total of 17 new, replaced, or modified/upgraded traffic signals along the project corridor to implement TSP. These are critical to improved transit travel speed and reliability.

Buses – 15 hydrogen fuel cell-electric, 60-foot articulated buses.

Northern terminus (Off-street option) – Off-street bus layover at Cully terminus. This option provides a more direct routing through the Cully triangle (Killingsworth/Cully/Lombard). It allows buses to turnaround without needing to traverse the entire Cully triangle and two additional traffic signals. This option provides better transit reliability, operational and service hour efficiency, and reduces the infrastructure burden on NE Killingsworth Street of an on-street option.

Foster Slip Lane Closure – The southbound right-turn slip lane at SE Foster Road is a significant pedestrian safety concern. It is a yield-sign controlled southbound right-turn for vehicles on 82nd Avenue to bypass the traffic signal and maintain speed through an area with a pedestrian crossing. The closure of this slip lane has been identified as a safety priority by PBOT based on crash data. The area for the slip lane closure overlaps with the location of the proposed southbound near side station platform.

BAT Lanes ("Some BAT" 3-mile option) – Three (3) miles of BAT lanes in each direction on 82nd Ave—between NE Lombard and NE Tillamook and between SE Foster and SE Clatsop. BAT lanes improve transit travel time and long-term reliability while expediting business access and right-turns. The other option—the "More BAT" 7-mile option—includes the BAT lane segments in the "Some BAT" 3-mile option as well as road widening at the block between SE Stark and SE Washington to alleviate operational constraints.

Options for Additional Budget (If Available)

Should additional budget capacity becomes available—through value engineering efforts in 60% design or other means—the following scope options are to be considered for potential reintegration into the project. It may be possible to mix and match these options. Clarity about additional budget should be available in late-spring or early-summer of 2026.

- Additional BAT lane extents – Explore and prioritize opportunities to extend BAT lanes within corridor beyond the "Some BAT" 3-mile BAT lane extents described above. Community, business feedback and traffic analysis to inform approach.
- Additional sidewalk improvements – Additional sidewalk that may provide critical access to transit beyond the core project's immediate station area connections. To be coordinated with City's Phase 2 Betterment Project and evaluated to determine areas of highest return for improved access to transit.
- Fiber resiliency – Between NE Lombard and the Cully Terminus, integrate fiber loops to provide redundancy for maintaining service during outages. Follow-up coordination needed to determine exact needs and identify potential efficiencies.

Community & Business Engagement Summary (To Date)

- Broad community support for core transit and safety improvements.
- Concerns from businesses and neighborhood associations around the "More BAT" lanes option (seven miles of BAT lanes in each direction), citing traffic diversion, construction impacts, and auto access.
- Community Advisory Committee and early engagement with community demonstrated strong support for the "More BAT" option while also highlighting considerations related to business, budget constraints, and traffic diversion.

Next Steps

- Share the 60% design recommendation with the Community Advisory Committee and Policy and Budget Committee for feedback.
- Refine the approach based on feedback and proceed with the 60% design launch in November 2025.
- During the 60% design phase, conduct value engineering to identify potential efficiencies and cost-saving opportunities. If additional budget capacity becomes available, consider integrating additional options described above. Maintain flexibility by allowing for adjustments based on evolving budget conditions, and explore

opportunities to mix and match design elements to maximize value within available resources.

- Continue coordination with partners and ongoing community and business engagement.