

82nd Avenue Transit Project LPA Endorsement

TriMet Board Presentation

March 26, 2025



Overall project timeline

2022 | 2023 | 2024 | **2025** | 2026 | 2027 | 2028 | 2029 | 2030

We are here



- ✓ Steering Committee recommends LPA (January 2025)
- **Partners endorse LPA (early 2025)**
- Metro Council endorses LPA (June 2025)

Planning

Design

● Funding committed

Construction



Opening

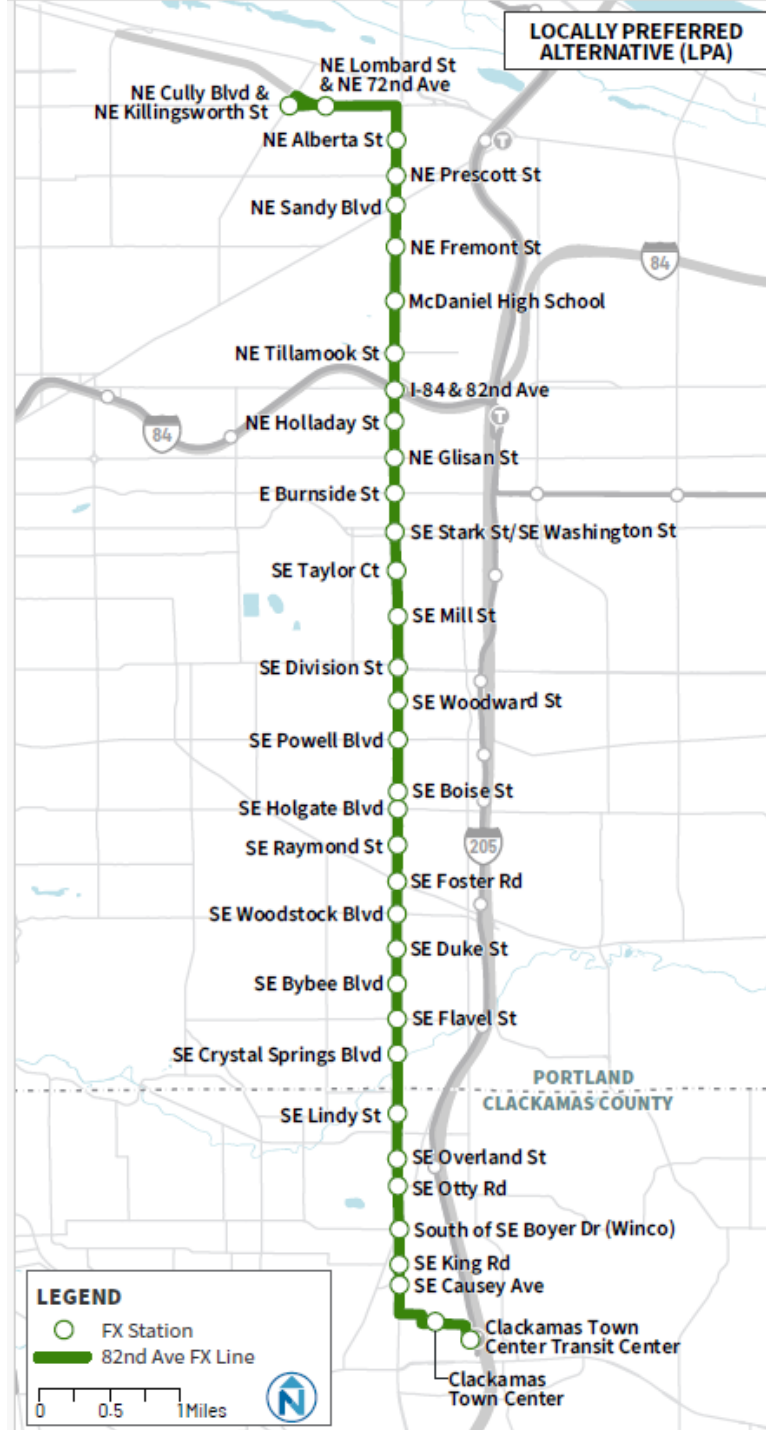
Line 72 today

Line 72 is TriMet's highest ridership bus line

- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Ave
- Since the pandemic, ridership on this route has rebounded more quickly than other routes
- Highest passenger travel delay of all TriMet lines
- Existing bus stops are spaced very close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information



Corridor Map



Community Engagement Priorities Feedback

- Faster, more reliable transit
- Easy transfers and connections
- Interest in bus-only lanes
- Safe, comfortable and accessible pedestrian environment
- Increased capacity for mobility devices on the bus
- Opportunity for neighborhood improvements
(green space, street landscape, public art)
- Community gathering space with a Cully terminus
- All around safety



Engagement spotlight: Cully terminus

- Neighborhood & Community Associations
(Parkrose Neighborhood Association, Sumner Association of Neighbors, Pizza in Luuwit Park, MCPHAB, Discussion with Terry Murphy, Living Cully, CAN Transportation and Land Use Committee)
- Establishment of Cully Terminus Evaluation Group
(NAYA, Habitat For Humanity, McDaniel High School, Hacienda CDC, Cully Association of Neighbors, Sabin CDC, Living Cully, Verde)
- Community Open House (Las Adelitas)



Project investments

- **68** station platform investments (*shelters, seating, real-time information, lighting, etc.*)
- Enhanced crossings - every station location
- Sidewalk, curb ramp and accessibility improvements
- New signals, signal upgrades and improvements to facilitate Next Gen TSP
- Roadway improvements/bus pads at all station areas
- Dedicated lanes for transit (under evaluation)
- 60' articulated bus with all-door boarding and low dwell times



- Upgraded signals for TSP and pedestrian crossings
- ADA curb ramps
- Medians for access management and increased tree canopy



- Extensive repaving
- Increased lighting
- Street trees and sidewalk infill where there are none today



An aerial photograph of a city street, likely in a suburban or urban area. The street is wide with multiple lanes, and a blue bus is visible in the foreground. Buildings of various heights and styles line the street, including a prominent yellow and blue building. Trees and greenery are scattered throughout the scene. The overall tone is bright and clear.

Locally Preferred Alternative

82nd Ave Transit Project Steering Committee

Committee is charged with recommending a **Locally Preferred Alternative** to establish regional consensus on the basic parameters of the 82nd Avenue Transit Project

Agencies:

- Metro
- TriMet
- City of Portland
- ODOT
- Multnomah County
- Clackamas County
- Port of Portland
- Oregon Legislature

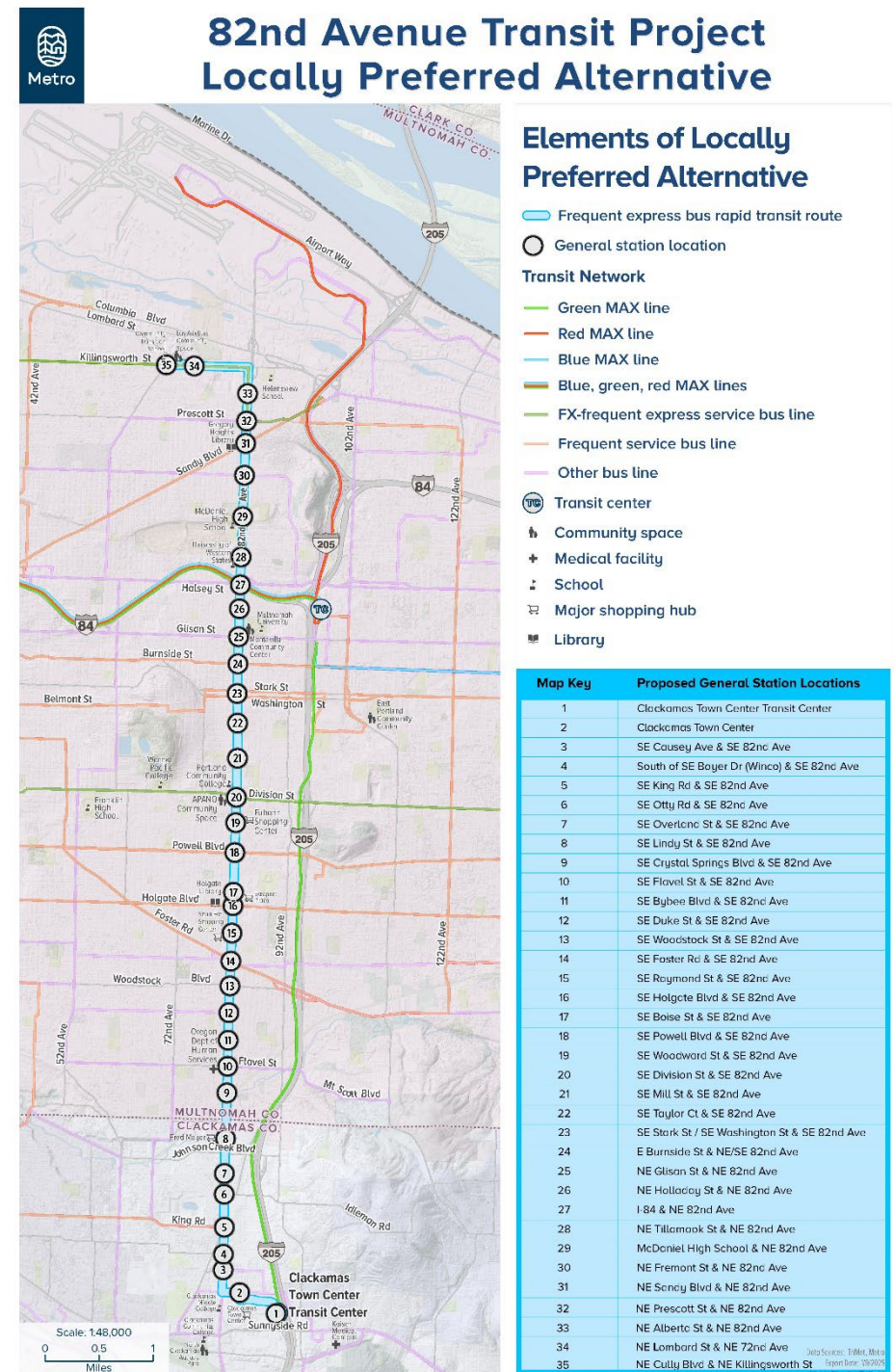
Community-based representatives:

- 82nd Avenue small business owner
- Clackamas Service Center
- Oregon Walks
- Unite Oregon

Locally Preferred Alternative

The Steering Committee selected a recommended LPA 1/16/25:

- **Mode:** Frequent Express (FX) BRT
- **General Station Locations:** ~1/3-mile average station spacing
- **Alignment:** ~10-mile alignment between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area (Cully Triangle).



Draft funding plan

		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
		TriMet	General Fund/Bonds	45,200,000
Construction		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

Next steps for the LPA

Dec

Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

We are here

LPA endorsement by ODOT, Clack Co, Mult Co, Portland, TriMet

Steering Committee recommends LPA

Metro Committees
update

Metro Committees
recommend LPA

Metro Council
endorses LPA

Questions?

