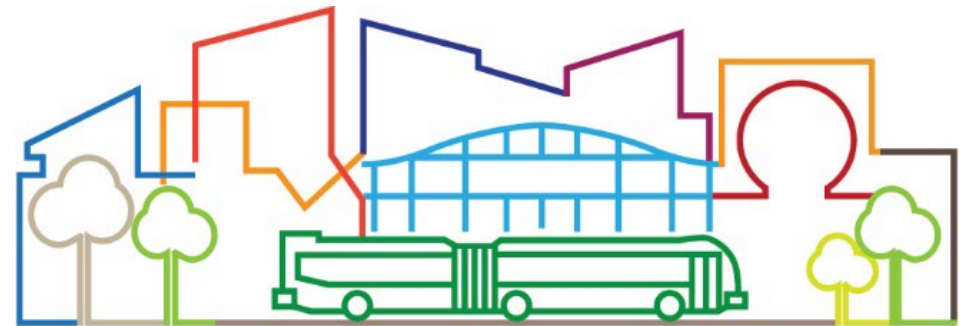


# Community Advisory Committee

June 25, 2025



**82ND AVE TRANSIT PROJECT**

# Agenda

- Welcome, housekeeping, public comment
- 82nd Ave future vision: TIF districts and land use changes
- Report Out from Policy & Budget Committee
- BAT lanes
  - Decision-making
  - Follow-up questions & outreach
  - Roundtable
- Summer Engagement & Coordination

# 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; public comment

- **Notes from last meeting**
- **Future meetings**
  - September 24
  - October 22
  - November 19
- **Public comment**


An aerial photograph of a city street, likely in a downtown 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 interspersed among the buildings. The overall scene is bright and clear, suggesting a sunny day. The text "TIF Districts and Land Use Vision" is overlaid in large white letters across the center of the image.

# TIF Districts and Land Use Vision



# Vision for the Future of 82<sup>nd</sup> Avenue



An aerial photograph of a city street, likely in Portland, Oregon. The street is wide with multiple lanes and a central median. On the left side, there are several large, low-rise commercial buildings with flat roofs. One building has a yellow sign that says "PARKING IN REAR". On the right side, there are taller, modern buildings with large windows and balconies. A blue bus is driving on the right side of the street. In the background, there are trees and hills under a clear sky. The text "Prosper Portland TIF Districts" is overlaid in the center of the image in a large, white, sans-serif font.

# Prosper Portland TIF Districts

# East Portland Proposed Districts

*City Council  
Resolution:*

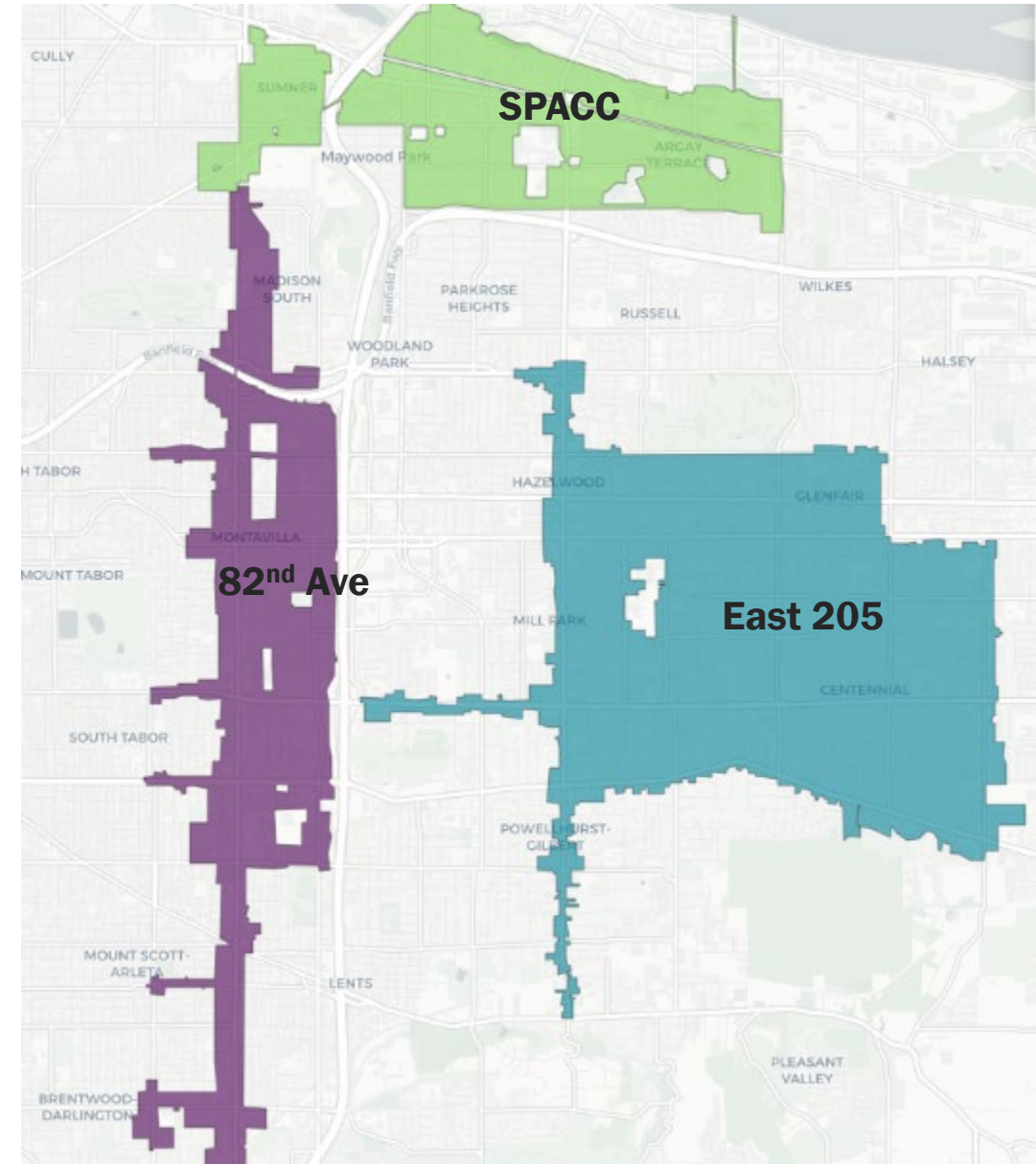
**\$6B**

Max East  
Portland AV

**7,500**

Max East  
Portland Acreage

District	AV	Acreage
SPACC	\$1.12B	1,578
82 <sup>nd</sup> Ave Area	\$1.72B	1,868
East 205	\$2.85B	3,730
<b>Total</b>	<b>\$5.69B</b>	<b>7,176</b>
<i>Below/(above) target</i>	<i>\$310M</i>	<i>324 acres</i>





# East Portland District Investment Priorities

	82 <sup>nd</sup> Avenue	E205	SPACC
<b>Economic &amp; Urban Development</b>			
<ul style="list-style-type: none"> <li>Commercial Property Acquisition, Development &amp; Renovation (includes land banking, small business support and workforce housing)</li> <li>Arts, Culture and Signage</li> <li>Recreational Improvements</li> </ul>	\$170M (40%)	\$323M (45%)	\$129M (45%)
<b>Infrastructure</b>			
<ul style="list-style-type: none"> <li>Street and utilities improvements</li> <li>Connectivity and accessibility</li> <li>Public parks &amp; open spaces</li> <li>Public recreation investments</li> </ul>	\$64M (15%)	\$72M (10%)	\$29M (10%)
<b>Affordable Housing</b>			
<ul style="list-style-type: none"> <li>Single family home repair &amp; homeownership</li> <li>Multifamily rental, inc. rehab and preservation</li> <li>Land acquisition</li> <li>Houselessness related capital expenditures</li> <li>Affordable infill/middle density housing</li> <li>Manufactured dwelling parks</li> </ul>	\$191M (45%)	\$323M (45%)	\$129M (45%)
<b>SUBTOTAL*</b>	<b>\$425M</b>	<b>\$718M</b>	<b>\$287M</b>

\* Total resources for capital investments net of admin and financing costs.



# 82nd Ave: What are people excited about?

Prioritize  
Homeownership  
& Home Repair  
Programs Early



Multi-modal  
Connections that  
Build on 82<sup>nd</sup> Ave.  
Infrastructure and  
Transit Investments



More Neighborhood-serving  
Retail and Services; 24-hour  
vibrancy along 82<sup>nd</sup> Ave



Remediation and Redevelopment  
of Large, Underdeveloped Sites

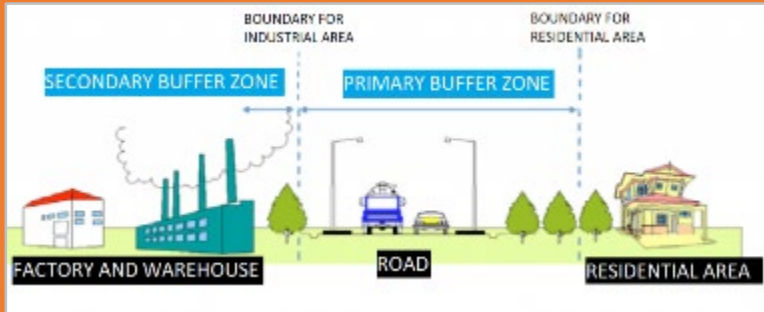


Tree Canopy and landscaping  
to Reduce Heat Island Effects



# SPACC: What are people excited about?

Buffers between industrial and residential land; mutually beneficial development



Recreational improvements to publicly accessible open spaces, including the Columbia Slough



Affordable retail shops for families and spaces for youth to hang out after school



Workforce training center(s) and spaces to learn additional skills and acquire certifications

# Next Steps

## 2024 Approvals

### October 23:

- ✓ City Council Hearing

### October 30:

- City Council Second Reading of TIF District Ordinances
- Vote on Implementation Resolution

## 2024 - 25 Budgeting

### November 2024-May 2025:

- Budget Development

### July 1, 2025:

- TIF district resources start

## 2024 - 2026 Implementation

### Spring/Summer 2025:

- Convene Committees for EPDX and Central City

### Fall 2025/Winter 2026:

- Action Plan development

### Winter/Spring 2026:

- Review of Set Aside Policy for City Council consideration
- Approval of Action Plans by Prosper Portland Board & City Council
- Include any necessary geographic district amendments

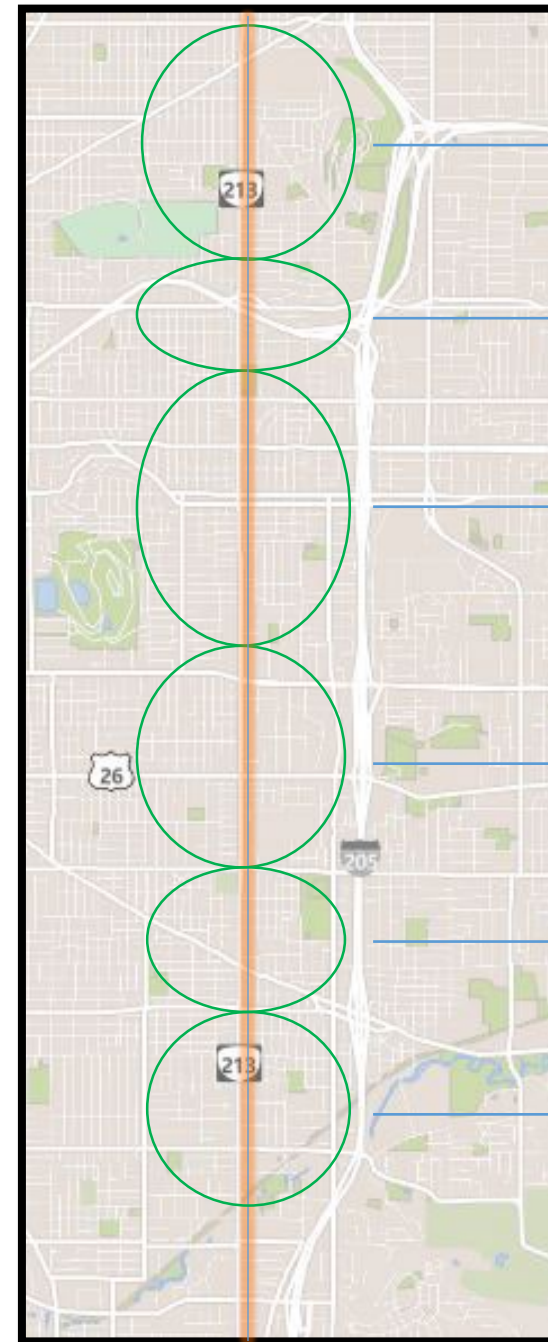
An aerial photograph of a city street, likely in Vancouver, Canada. The street is lined with various buildings, including a prominent yellow and blue building with a 'BMO Banking Center' sign. A blue bus is driving on the street, and a car is visible in the distance. The background shows a dense forest of trees and a hazy sky. The entire image has a green tint.

# Bureau of Planning and Sustainability Land Use

- **82<sup>nd</sup> Avenue Centers**

- 82<sup>nd</sup> Avenue is home to five Comprehensive Plan centers and a light rail station

- ✓ Roseway-Madison South Neighborhood Center
- ✓ 82<sup>nd</sup> Avenue MAX Station
- ✓ Montavilla Neighborhood Center
- ✓ Jade District Neighborhood Center
- ✓ Lents Town Center
- ✓ Brentwood-Darlington Neighborhood Center



Roseway-Madison South

82<sup>nd</sup> Avenue MAX Station

Montavilla

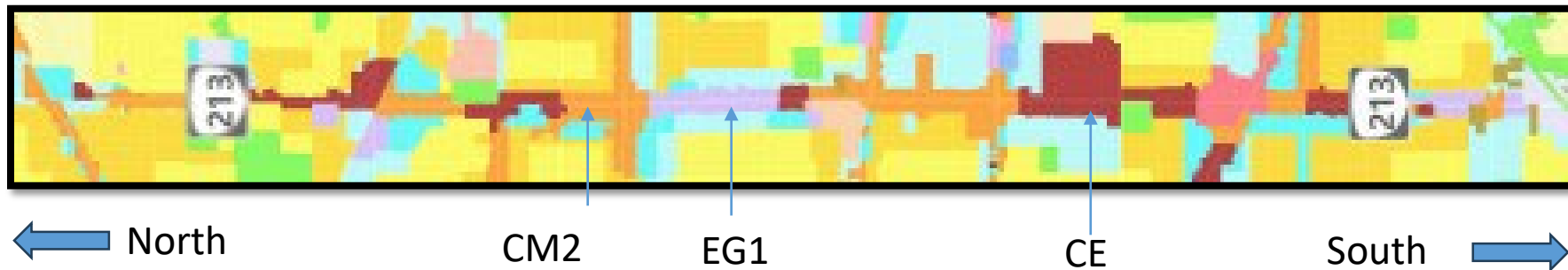
Jade District

Lents

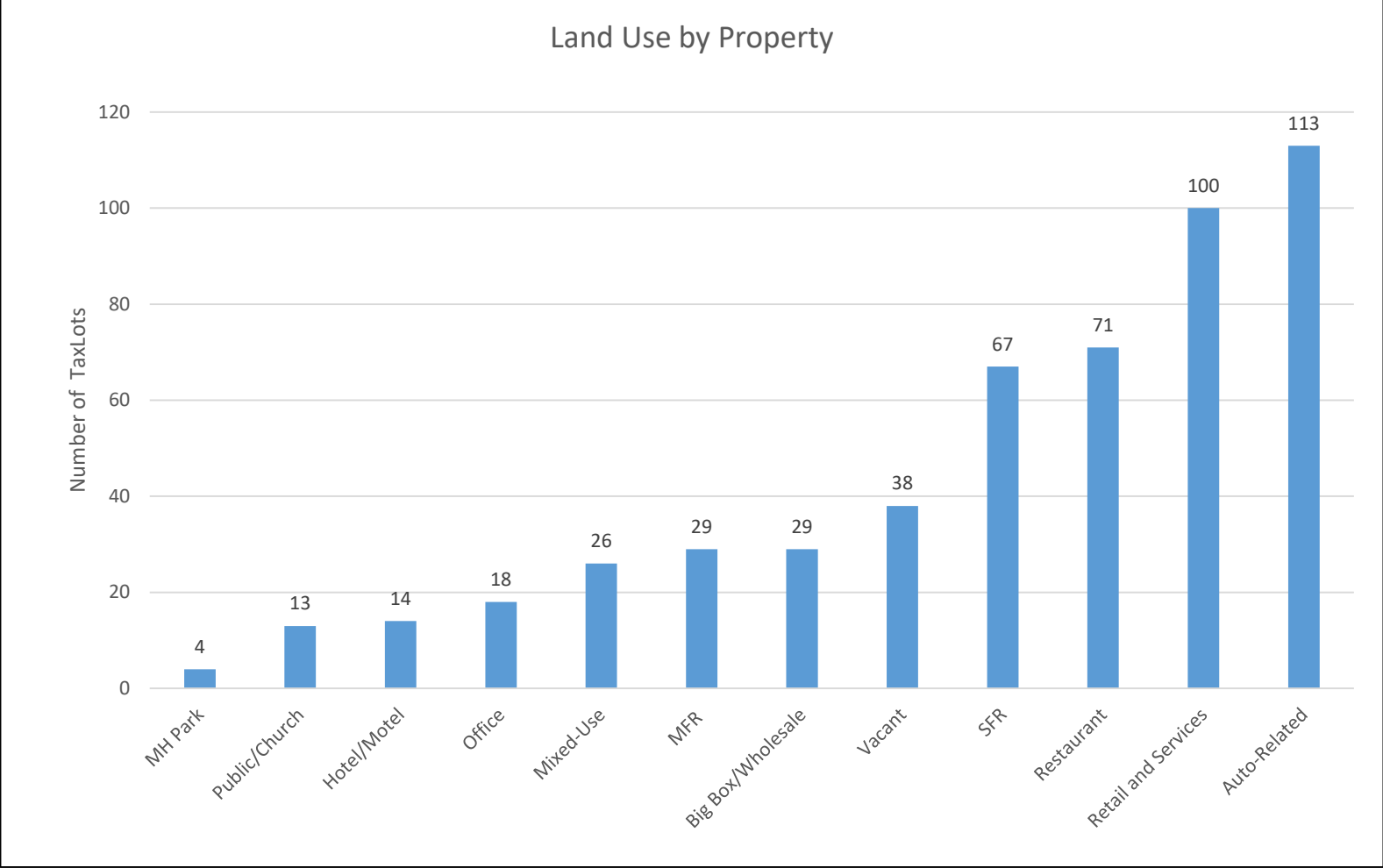
Brentwood-Darlington

# 82<sup>nd</sup> Avenue Zoning Overview

- ✓ Zoning along the corridor is governed by the 2035 Comprehensive Plan. There are five Comprehensive Plan Centers along the 82<sup>nd</sup> Avenue Corridor.
- ✓ Zoning along the 82<sup>nd</sup> Avenue Corridor is primarily a combination of mixed-use (CM2), CE (Commercial Employment), and General Employment (EG1). These uses are typically more commercial, including stretches of auto-oriented uses.
- ✓ Zoning within a half mile either side of the 82<sup>nd</sup> Avenue Corridor is primarily single dwelling (R5 and R2.5), with stretches of CM2 on the East-West Corridors.



# 82<sup>nd</sup> Avenue Corridor Land Uses



Data Via Multnomah County Assessor, includes properties with frontage on 82<sup>nd</sup> Avenue



## 82<sup>nd</sup> Avenue Land use Overview

- ✓ Land uses along the corridor are primarily in the retail services category with a wide range of auto, restaurant, and other commercial uses.
- ✓ Future development along the corridor is guided by the Comprehensive Plan and zoning designations. New development is often market-dependent.
- ✓ While there are no ongoing area planning-specific efforts along 82<sup>nd</sup> Avenue, there is potential for future planning that is more localized and site-specific.
- ✓ BPS also plays a supporting role in the ongoing economic development, transportation, and transit improvement efforts from Prosper Portland, PBOT, and Metro.

An aerial photograph of a city street, likely in Clackamas County, Oregon. The street runs north-south, with a blue bus and a car visible. On the left, there are several large, low-rise buildings with flat roofs. On the right, there are taller, modern buildings with large windows and balconies. The background shows a dense forest of trees and a hazy sky. The text "Clackamas County North Clackamas Revitalization Area" is overlaid in white, bold, sans-serif font across the center of the image.

# Clackamas County North Clackamas Revitalization Area

# NCRA Urban Renewal District

Created: 2006

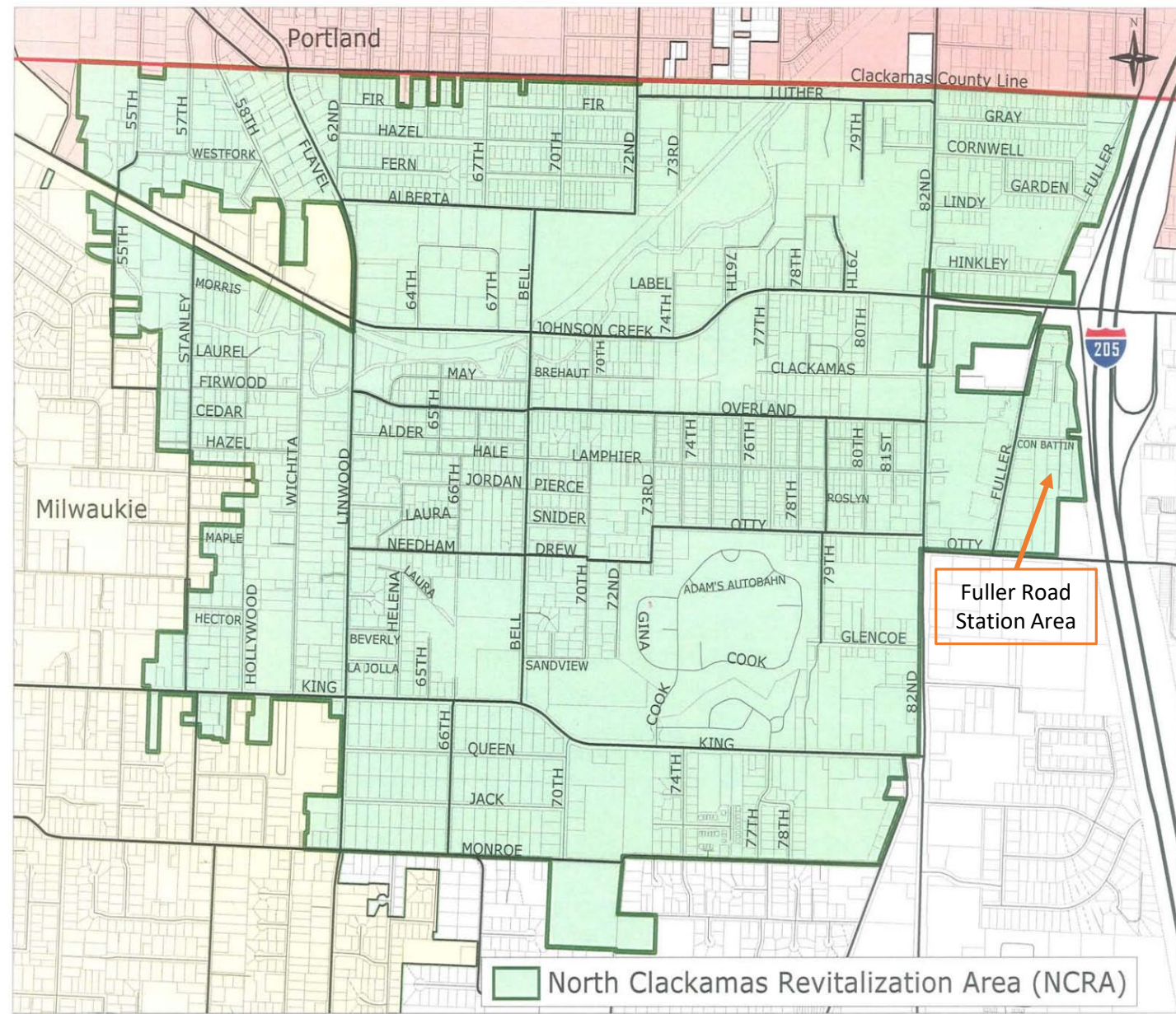
Maximum Indebtedness: \$87 Million

## Objectives:

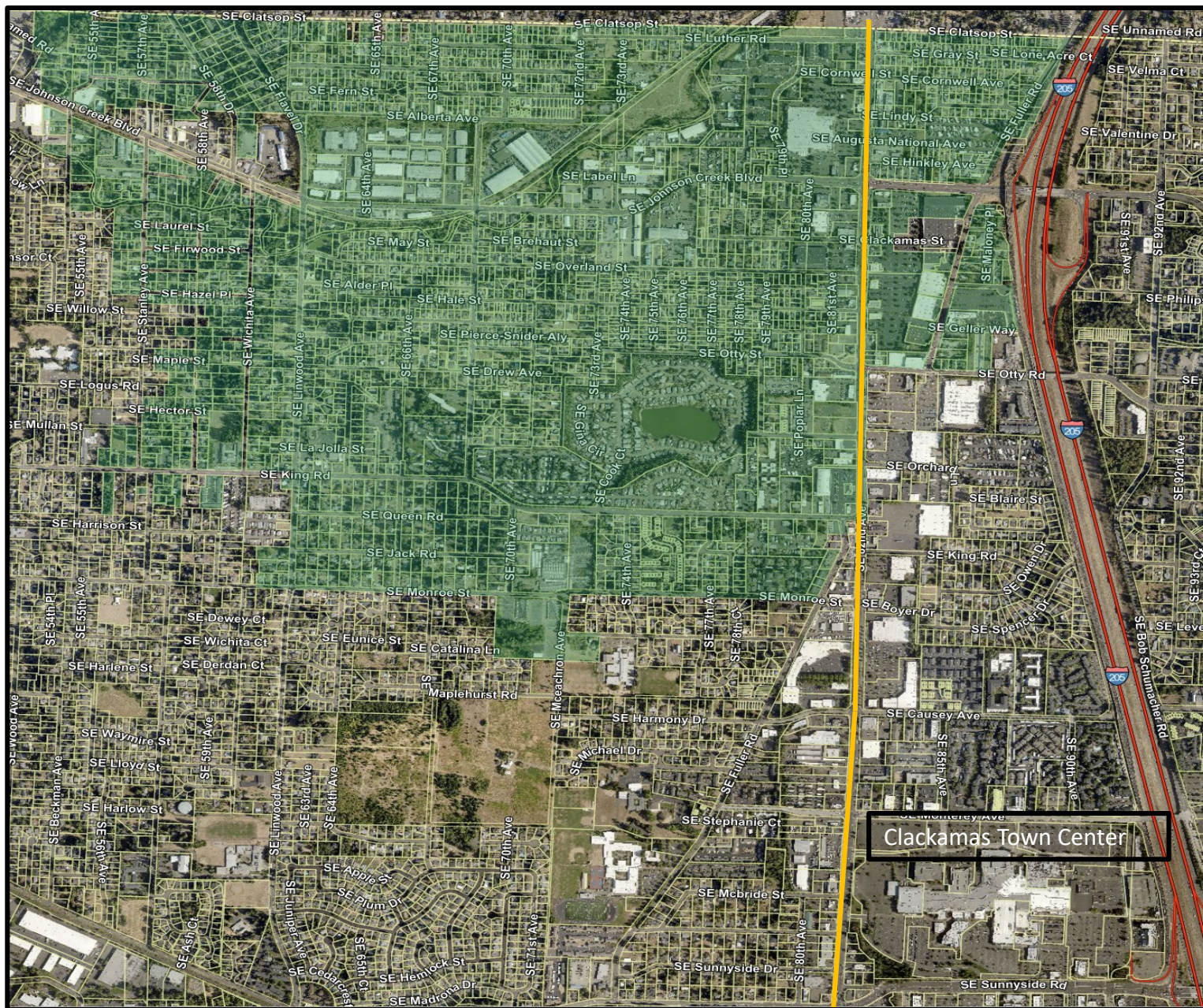
- Provision of parks and open spaces
- Public utility improvements
- Pedestrian, Bicycle and Transit Improvements
- Development of underutilized property
- Preservation & rehabilitation of existing housing/development of new housing

## Major Projects Completed:

- Sanitary sewer service to entire district
- SE Bell Avenue
- SE Linwood Avenue
- SE Monroe Street (under construction)
- SE Otty realignment at SE 82<sup>nd</sup>
- “D” Street – Fuller Road Station Area



# SE 82<sup>nd</sup> Avenue Corridor & Vicinity





# SE 82<sup>nd</sup> Corridor Long-term Planning

## Transportation System Plan update (under way)

-Pedestrian and Bikeway Plan updates (Walk Bike Clackamas Plan)

- ❖ SE Johnson Creek Blvd- resurfacing and pedestrian and ADA upgrades
- ❖ SE 79<sup>th</sup> & JCB traffic signal and median installation, ped improvements
- ❖ Transit signal priority (TSP) and signal detection upgrades throughout corridor  
(\*\*Otty & Fuller)
  - SE Cornwell Avenue- ped/bike/ADA improvements, connect to I-205 multi-use path

## Travel Options Action Plan project

- ✓ Plan for TDM Programming
- ✓ Reduce VMT & traffic congestion
- ✓ Improve public health and increase travel options
- ✓ Identify and fill project and policy gaps

# Future Investments/TIF Support

## Past Projects

- ❖ Clackamas Regional Center Mobility Improvements Plan
- ❖ SE Otty Street realignment at SE 82<sup>nd</sup>
- ❖ SE Boyer Drive extension at SE 82<sup>nd</sup>
- ❖ SE Monterey Avenue improvements

## Potential Future Improvements

- ❖ SE Alberta/SE 72<sup>nd</sup>/SE Luther corridor
  - Ped/bike connections- Springwater Corridor- SE 82<sup>nd</sup>- I-205 multi-use path- Fuller Road station
  - Possible realignment of SE Luther intersection with SE Clatsop Street
- ❖ SE Overland Street- ped/bike/ADA improvements up to SE 82<sup>nd</sup>
- ❖ SE Fuller Road- ped/bike/ADA improvements, enhancement of connections to SE 82<sup>nd</sup>, I-205 multi-use path and Fuller Road Station area



An aerial photograph of a city street, likely in Vancouver, British Columbia. The street is lined with modern buildings, including a prominent yellow and blue building with a 'BMO Banking Center' sign. A blue bus is driving on the right side of the road, and a car is visible in the center. The background shows a dense forest of trees and a hazy sky. The text 'Policy & Budget Committee Report' is overlaid in large white letters across the center of the image.

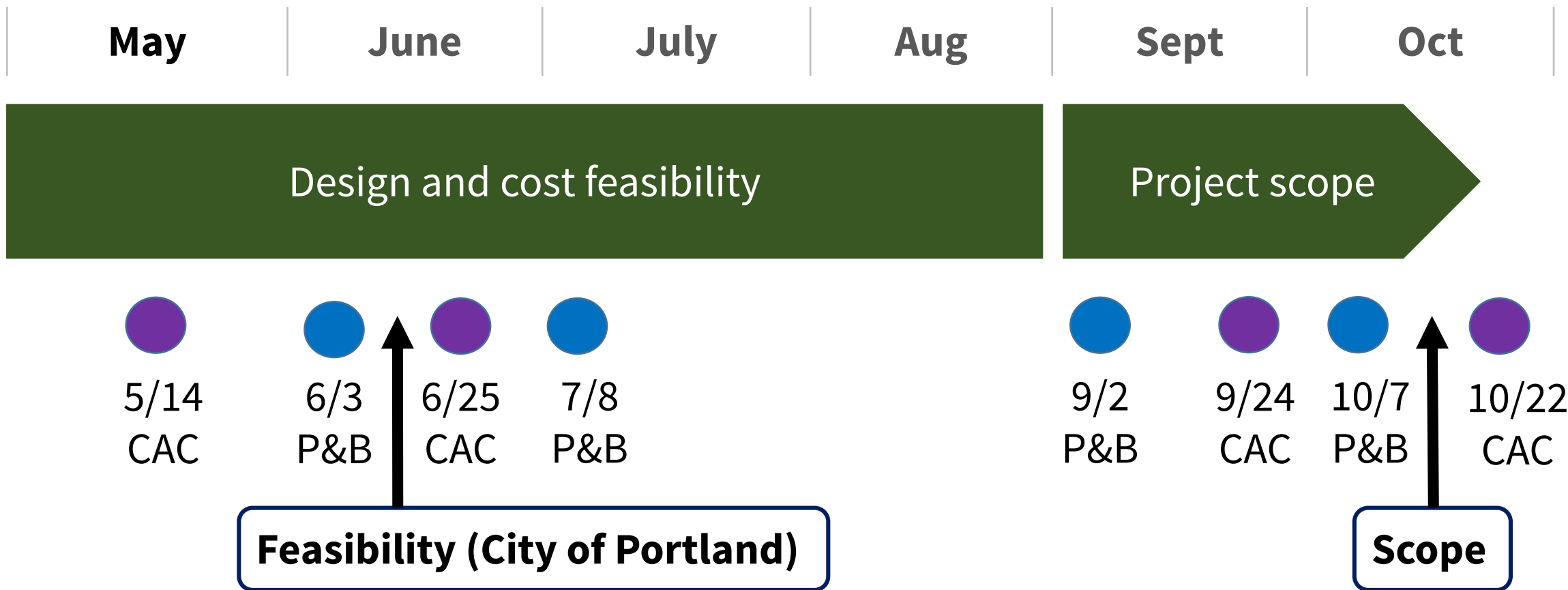
# Policy & Budget Committee Report

# BAT lanes

An aerial photograph of a city street, likely in Vancouver, showing a dedicated bus lane (BAT lane) in the center. A blue bus is traveling in the right lane of the bus lane, while a silver car is in the left lane. The street is flanked by various buildings, including a BMO Banking Center on the right and a yellow building on the left. A utility pole with power lines is visible on the left side of the street. The background shows a dense forest and hills under a clear sky.



# BAT lane decision-making



# Preliminary 30% cost estimate

Scope Element	Estimated amount
<b>On-street elements identified in 15% design</b> (platforms, crossings, sidewalks, curb ramps, TSP, etc.)	<b>\$268.7M</b>
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
<b>TOTAL</b>	<b>~\$351.4M</b>

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

# Preliminary 30% cost estimate

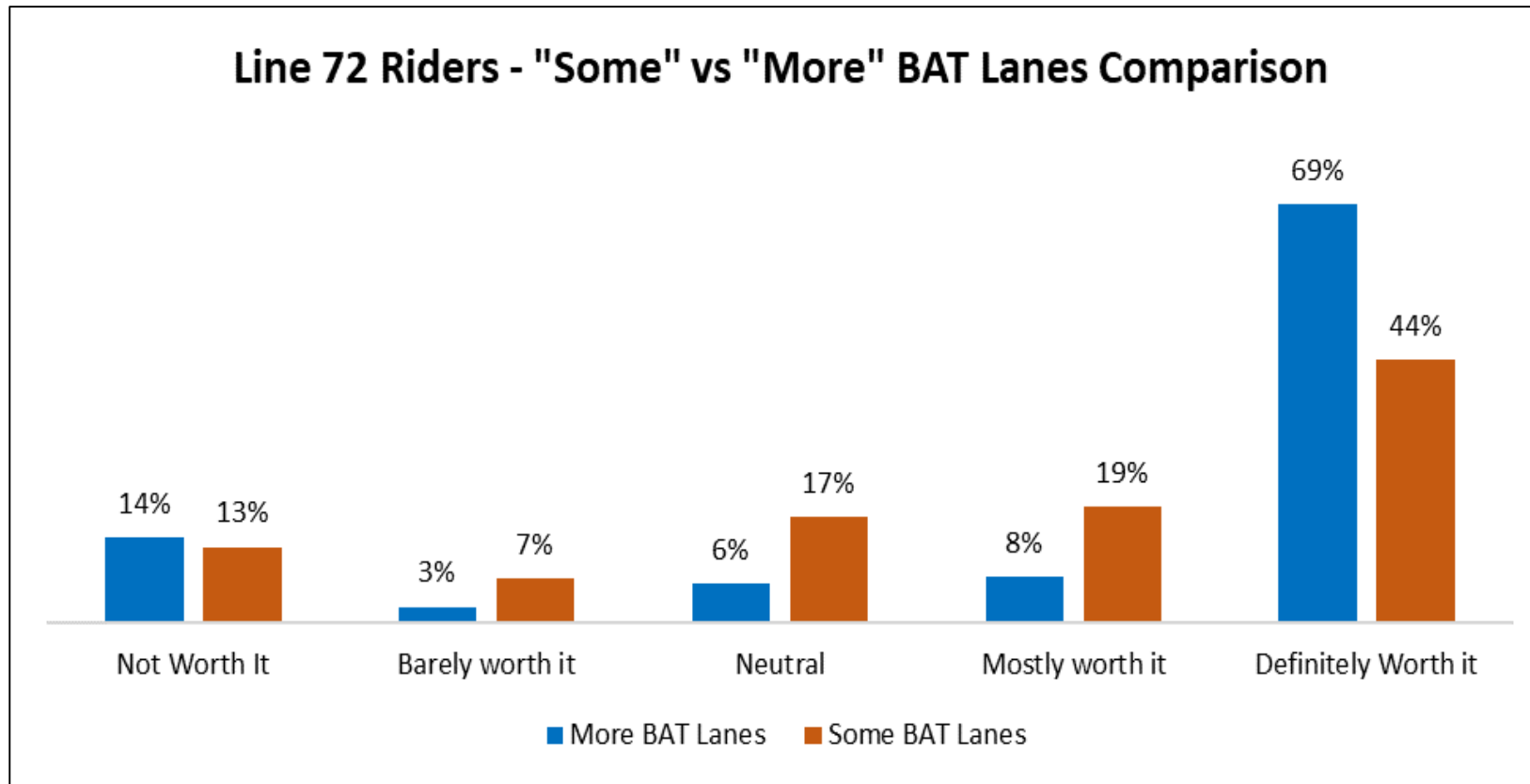
Scope Element	Estimated amount
<p data-bbox="96 368 1207 425"><b>On-street elements identified in 15% design</b></p> <ul data-bbox="96 468 1783 1178" style="list-style-type: none"><li data-bbox="96 468 1640 525">• 68 station platforms with weather protection and amenities</li><li data-bbox="96 578 1217 635">• ADA-compliant curb ramps at station areas</li><li data-bbox="96 688 1783 745">• Sidewalk improvements between platforms and nearest crossings</li><li data-bbox="96 798 1684 855">• New or improved pedestrian crossings at stations (as needed)</li><li data-bbox="96 908 1352 965">• Select traffic signal and associated TSP upgrades</li><li data-bbox="96 1018 1505 1075">• Utility adjustments and relocations at station locations</li><li data-bbox="96 1128 1416 1185">• Right-of-way (ROW) acquisition at station locations</li></ul>	<p data-bbox="2076 368 2308 425">\$268.7M</p>

An aerial photograph of a city street, likely in Vancouver, Canada, showing a mix of residential and commercial buildings, trees, and a bus. The image is overlaid with a semi-transparent green filter. The text is centered and reads: 

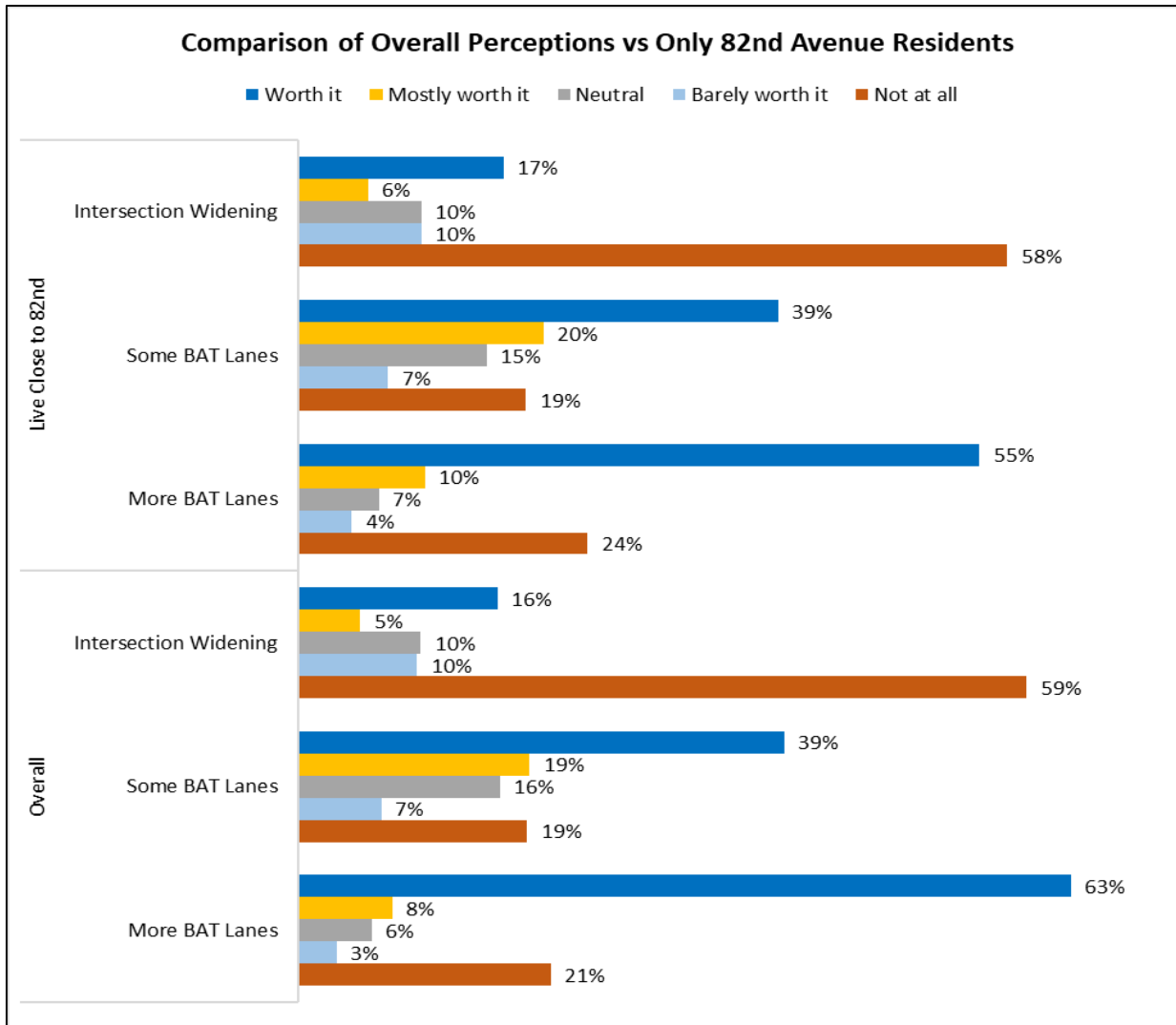
# BAT lane feedback : questions from May meeting

# Questions about survey

Were respondents who said they ride Line 72 more likely to support the “More BAT Lanes” scenario than the “Some BAT Lanes” scenario?



# Questions about survey



**How do all responses compare to those of respondents who live close to 82nd Avenue (dark blue areas on map)?**

# Questions about survey

Demographics	82nd OVERALL Community Respondents	82nd Avenue Residents (American Community Survey [Census] 2023)	Line 72 Demographics (TriMet Attitudes & Awareness Survey 2024)
Man	53.5%	49.8%	50.9%
Woman	32.3%	50.2%	40.5%
Prefer not to answer	9.0%	NA	NA
<u>Nonbinary</u> or gender non-conforming	4.9%	NA	8.7%
Gender(s) not listed here	0.3%	NA	NA
<b>Race</b>			
White	59.0%	64.1%	53.8%
Prefer not to answer	12.7%	NA	NA
Hispanic or Latino/a/x	7.8%	11.6%	6.5%
More than One Race	6.9%	6.6%	0.7%
Asian or Asian American	6.7%	8.2%	6.9%
Black or African American	4.8%	7.8%	5.5%
Native American or Alaska Native	1.3%	0.6%	1.8%
Middle Eastern or North African	0.9%	NA	NA
Native Hawaiian or Pacific Islander	0.1%	0.4%	0.4%

**How do the demographics and incomes of the survey respondents compare:**

- **To 82nd Avenue residents?**
- **To Line 72 riders?**

An aerial photograph of a city street, likely in Vancouver, Canada, showing a mix of commercial and residential buildings, trees, and a bus. The image has a green tint. The text is overlaid in the center.

# BAT lanes: May/June outreach and feedback



# May/June outreach activities

- Survey re-opened May 14- June 6
- Discussion group with Somali speakers
- Tabling
  - Green Lents Tool Library
  - Rahab's Sisters
- 82nd Ave Business Association
- Emails, phone calls to businesses canvassed in spring



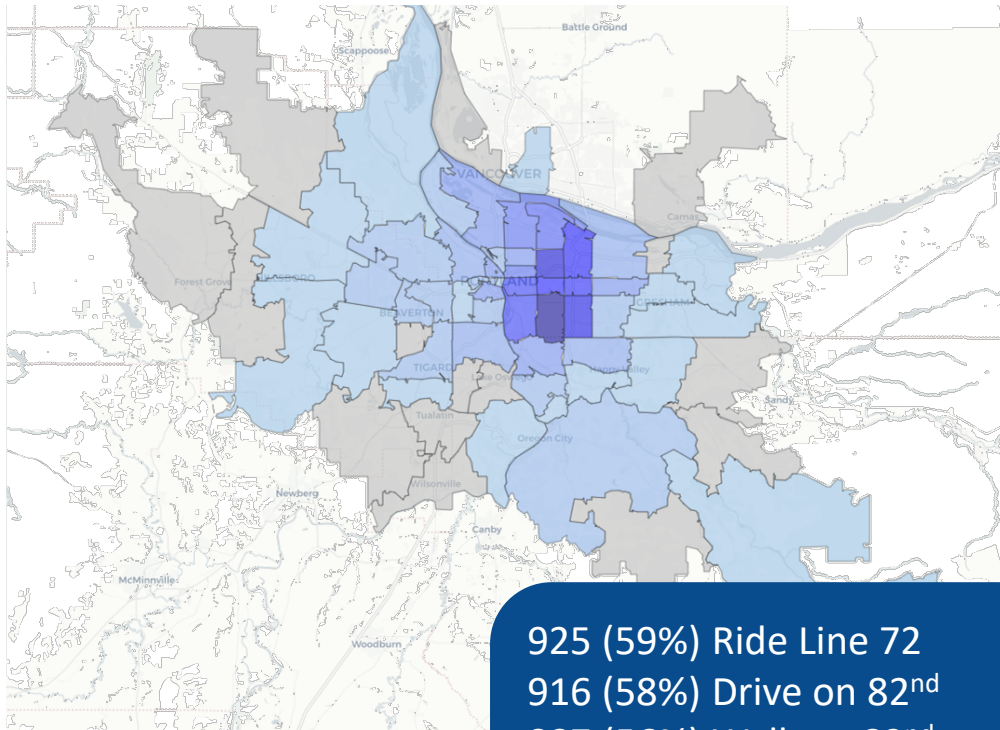
# Outreach Methods

- Emailed TriMet newsletter announcements
- TriMet social media event and promotional posts
- Local business outreach (**312 canvassed**)
- Onboard surveying on 82<sup>nd</sup> fixed routes
- Website: [trimet.org/82<sup>nd</sup>/lanedesign](https://trimet.org/82nd/lanedesign)
- **Data Collection:**
  - Online Open House (4/7-6/10; **1,201 surveys**)
  - Onboard Survey (4/18-4/26; **337 surveys**)
  - In-person Open House (3/23/2025; **60 attendees**)
  - Comment cards/social media (**43 comments**)
- **Data Analysis (N=1,581):**
  - Qualitative data were analyzed for key themes and recommendations (**682 responses**)
  - Quantitative data were analyzed for frequency of responses by priority (**1,511 responses**)



# Results | Sample Characteristics

## Concentration of Responses by Zip Code



925 (59%) Ride Line 72  
 916 (58%) Drive on 82<sup>nd</sup>  
 887 (56%) Walk on 82<sup>nd</sup>  
 801 (51%) Live near 82<sup>nd</sup> (zip code-based)  
 611 (39%) Live within a few blocks  
 76 (5%) Own/manage a business/property

Demographics	#	%
<b>Gender</b>		
Man	759	52%
Woman	508	35%
Nonbinary or non-conforming	68	5%
<b>Race</b>		
American Indian or Alaska Native	18	1%
Asian or Asian American	105	7%
Black or African American	78	5%
Hispanic or Latino/a/x	105	7%
Middle Eastern or North African	12	1%
Native Hawaiian or Pacific Islander	1	0%
White	839	57%
More than one race	108	7%
<b>Income</b>		
< \$30,000	230	16%
\$30,000-\$49,000	178	12%
\$50,000-\$74,000	166	11%
\$75,000-\$100,000	166	11%
> \$100,000	433	30%
<b>Ability</b>		
Challenges with Fine Motor Skills	3	0%
Hearing-related Disability	19	1%
More than one Disability	59	4%
Neurodivergence	204	14%
None of the above	862	59%
Physical Disability	113	8%
Vision-related Disability	19	1%
<b>Age</b>		
18-24	126	9%
25-34	370	25%
35-44	424	29%
45-54	263	18%
55-64	143	10%
65+	119	8%

\* "Prefer not to answer" and "None" responses were factored into %s but excluded from this table

# Overall | Are the benefits worth the impacts?

Option (N=1,511)	Worth It	Not Worth It	Neutral
<b>More BAT Lanes</b>	<b>69%</b> (61% “Definitely Worth It”)	25% (22% “Definitely Not”)	6%
<b>Some BAT Lanes</b>	<b>58%</b> (40% “Definitely Worth It”)	26% (19% “Definitely Not”)	16%
<b>Intersection Widening</b>	23% (17% “Definitely Worth It”)	<b>68%</b> (58% “Definitely Not”)	10%

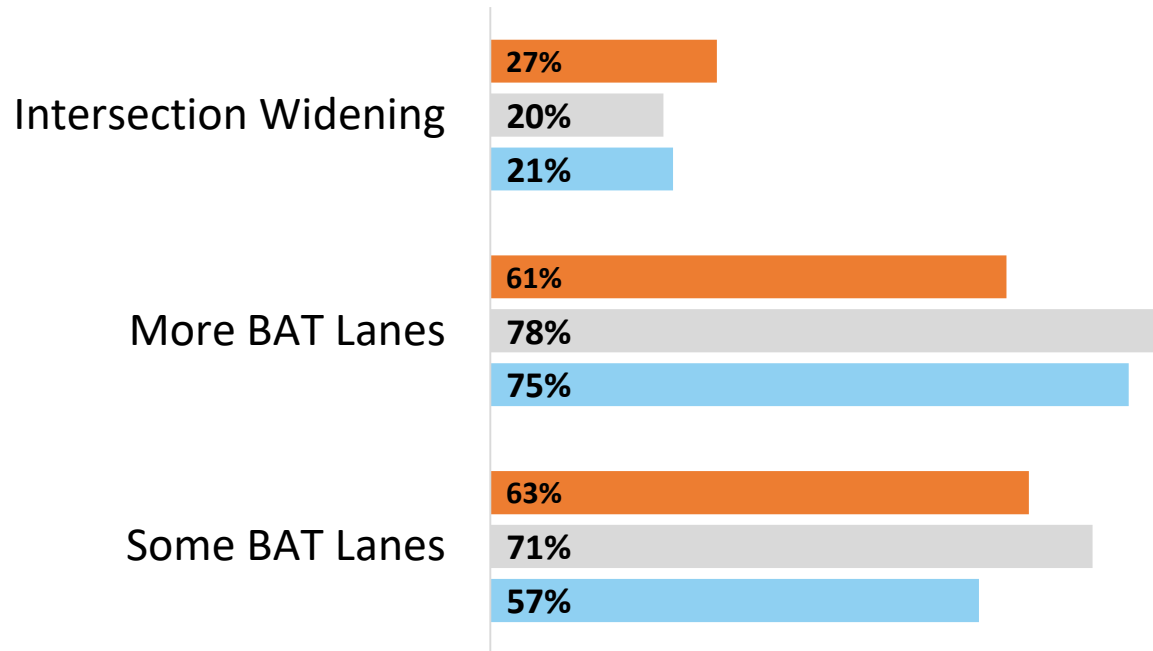
# Business | Are the benefits worth the impacts?

Option (N=74)	Worth It	Not Worth It	Neutral
<b>More BAT Lanes</b>	<b>50%</b> (41% “Definitely Worth It”)	45% (44% “Definitely Not”)	4%
<b>Some BAT Lanes</b>	41% (30% “Definitely Worth It”)	<b>50%</b> (41% “Definitely Not”)	9%
<b>Intersection Widening</b>	24% (20% “Definitely Worth It”)	<b>68%</b> (68% “Definitely Not”)	8%

# Considerations by Gender

% of "Worth It" Responses by Option and Gender

■ Woman ■ Nonbinary or gender non-conforming ■ Man



Women: slightly more in favor of the “Some BAT Lanes” than “More BAT Lanes”

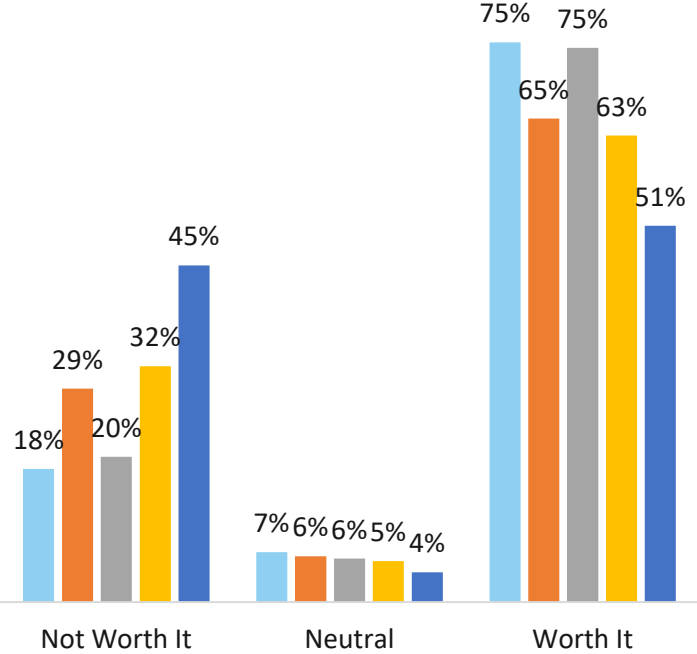
Men and non-binary respondents: more favored “More BAT Lanes”

Open ended comments:

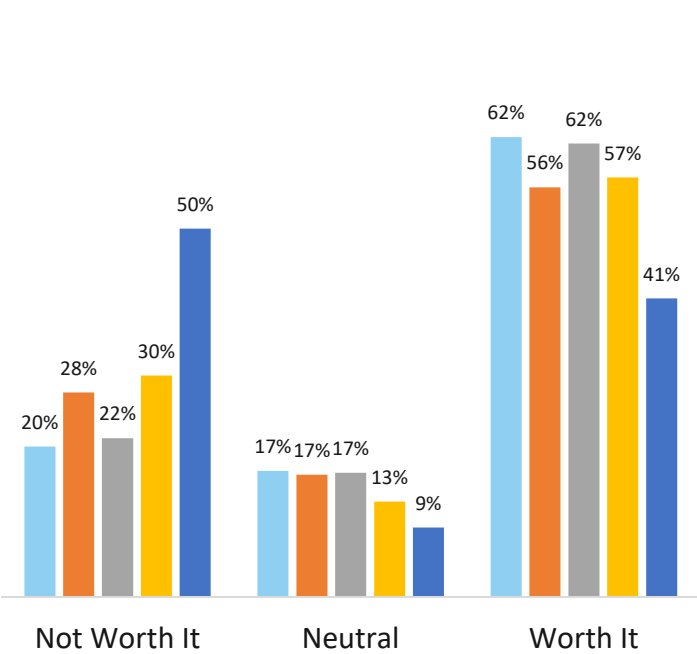
- Men: urban planning ideals, system-wide transformation, prioritizing transit, shifting away from “car culture”
- Women: personal and public safety, homelessness, mental health, public drug use

# Considerations by Usage

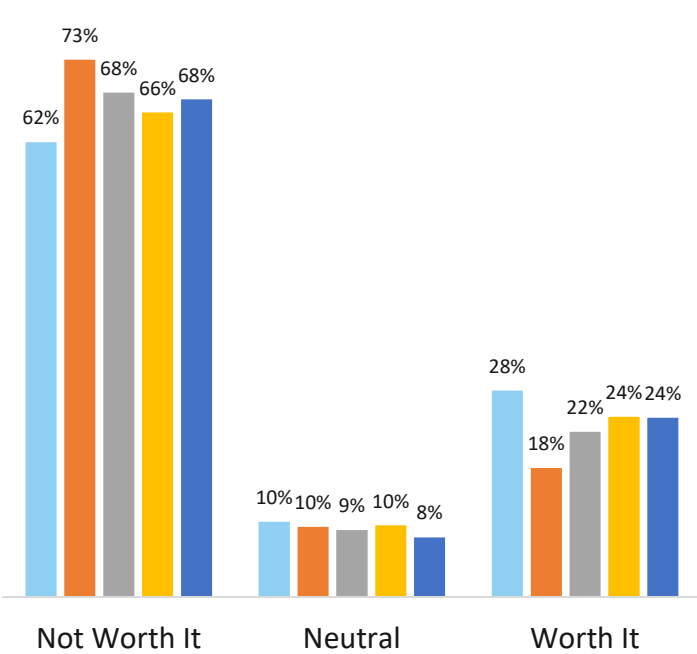
### More BAT Lanes



### Some BAT Lanes



### Intersection Widening



■ Ride the Line 72 bus    
 ■ Drive on 82nd Avenue    
 ■ Walk on 82nd Avenue    
 ■ Live within a few blocks    
 ■ Own/manage a business/property

# Key Takeaways

- **“More BAT Lanes”** was the most widely supported option across demographics, ZIP codes, and usage types. It was viewed as a bold, long-term investment that supports equity, walkability, climate goals, and transit reliability
- **“Intersection Widening”** was the least supported option, with strong opposition due to concerns about cost, pedestrian safety, displacement, and car-centric development
- **“Some BAT Lanes”** received mixed reactions as it was seen as a compromise that lacks clarity and consistency, with limited impact



# Key Takeaways

- **Demographic differences emerged:** Men favored system-wide transformation, while women emphasized public safety and community relevance. Younger participants leaned toward mode shift and sustainability, while older adults voiced more skepticism and concerns about access and parking
- **Respondents with disabilities prioritized accessibility,** especially smoother sidewalks, shorter distances between stops, and safer crossings
- **Business owners were split** on BAT lane options but also opposed intersection widening; community members shared strong support for preventing any unanticipated negative impacts or potential displacement for local and minority-owned businesses in the area. Most concerns across all options were for short-term construction impacts.
- **Proximity influenced feedback** showed those closer to 82nd voicing more concern about neighborhood safety and community cohesion, while those farther away were more skeptical of impacts to traffic flow and cost

# Round Table

What do you think the project should do with BAT Lanes?

# Staying connected

- **Invite us to your meetings and events**
- **Call or email**
  - 503-962-2150
  - [communityaffairs@trimet.org](mailto:communityaffairs@trimet.org)
- **Summer field trip to Cully terminus area**