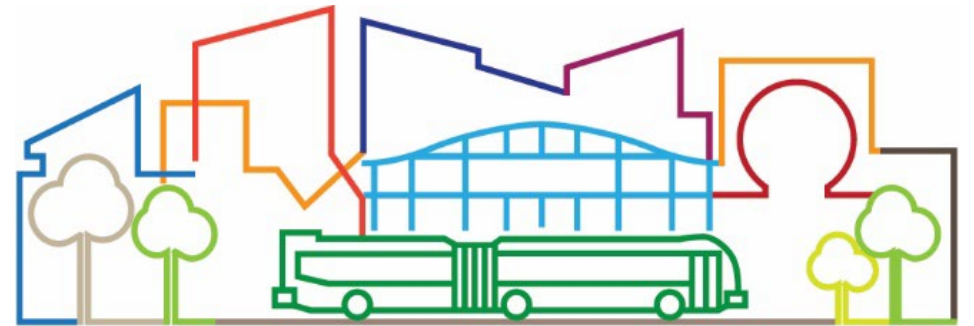


Community Advisory Committee

January 28, 2026



82ND AVE TRANSIT PROJECT

Agenda

- Welcome, Housekeeping (Notes, PAC, Public Official Training)
- Welcome New Members, Ongoing Recruitment
- Policy and Budget Committee Meeting Report Out
- Public Comment

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

Crockpot vs Instant Pot

- We want to acknowledge that not everyone processes at the same pace. Some are able to respond immediately and others need a bit more time to think before speaking.
- If you have an immediate thought, please feel free to share! If you need to think on this some more and reach out at a later time, that's alright too!

Housekeeping

- Notes
- Public Advisory Committee
- Public Official Training
- New Setup



Introductions

- Name
- Pronouns
- Affiliation/Connection to Corridor



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 lower right lane. On the left side of the street, there are several buildings, including a large white one with a flat roof and a yellow sign that says "PARKING IN REAR". On the right side, there are modern buildings with large windows and balconies. The background shows a line of trees and a hill under a clear sky. The overall image has a greenish tint.

Policy and Budget Report Out

Policy & Budget Shared Materials

- Community Engagement Report
- BAT Lane Evaluation Matrix
- 82nd Avenue Draft Economic Impacts Review
- Portland Metro Chamber and 82nd Avenue Coalition Letter

Policy & Budget Takeaways

- Support conducting an economic analysis, outside the transit project scope, to evaluate the project holistically and inform strategies to support businesses during construction.
- Safety and accessibility is a high priority for the project.
- Acknowledge federal processes and timelines, and the need to demonstrate readiness for federal funding.
- Recognize that regulatory, cost, schedule, business, and community impacts all factor into determining BAT lane extents.
- Continue to provide project updates throughout the 60% design phase.

Baseline Transit Project (“No BAT”)

Overall Improvements & Benefits

- Strong overall support of baseline transit project from businesses and community alike
- Achieves majority of travel time savings
- Expected to generate strong ridership growth
- No impact to auto travel time and congestion on 82nd Ave
- Does not create additional traffic diversion
- Improves safety with new sidewalks, crossings, curb ramps
- Lowest risk to project scope, schedule and budget



Transit Project – Safety & Accessibility Improvements

- All stations paired with signalized crossings
 - ~16 new or modified traffic signals
- ~142 ADA-compliant curb ramps
- Lighting at all station platform areas
- Accessible wayfinding
- Near-level platforms at most locations
- CCTV at station platforms
- Business Access and Transit Lanes
 - Restricts through traffic in curb lane
 - Improves comfort for pedestrians
 - Not proposed as a safety solution



An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are several low-rise commercial buildings with flat roofs and some rooftop HVAC units. A yellow sign on one building reads "PARKING IN REAR". In the center, a multi-lane road with yellow lane markings runs towards the horizon. A blue bus is visible in the lower right lane, and a dark car is in the middle lane. On the right side of the road, there are modern, multi-story buildings with large windows and some greenery. In the background, a dense forest of evergreen trees covers a hillside under a clear sky. The overall scene depicts a typical urban environment with a blend of older and newer architecture.






BAT Lane Scenarios Risks and Options

Regulatory Requirements Summary

- Project must meet permitting agency standards and requirements
- City of Portland
 - 82nd Ave in City of Portland, NE Killingsworth St
- ODOT facilities
 - 82nd Ave (OR213) in Clackamas Co, Powell (US26), Lombard (US30BY)
- Clackamas County
 - Clackamas Town Center, SE Monterey Ave, 82nd Ave in Clackamas County (outside of ROW)

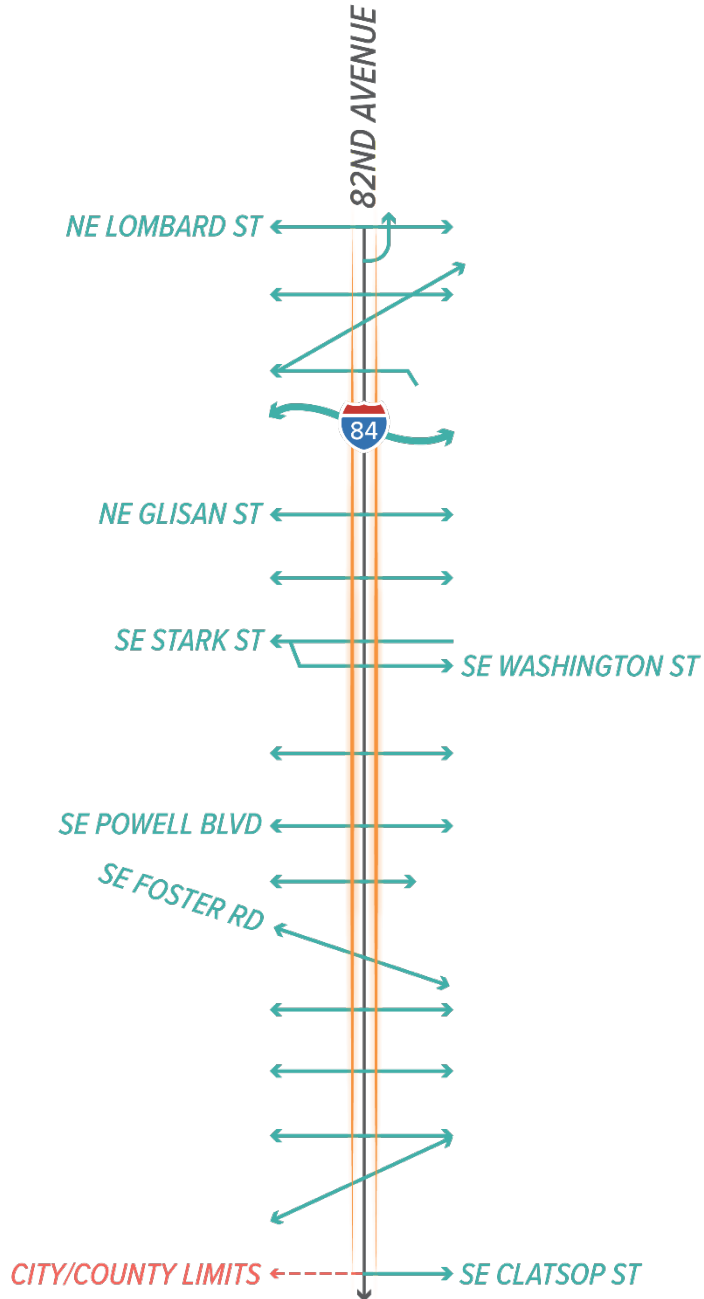
ODOT Regulatory Requirements

Locations requiring ODOT Design Exception, mitigation or reduction of BAT lanes:

-  **SE 82nd Ave at Powell Blvd** (greater concern associated with meeting ODOT standards)
-  **SE Powell Blvd at SE 92nd Ave** (greater concern associated with meeting ODOT standards)
-  Cully Blvd at Lombard St
-  NE 82nd Ave at Lombard St
-  82nd Ave at Johnson Creek Blvd



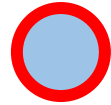
BAT Lane Refinement & Evaluation Approach



- Deliver the most BAT lanes while addressing concerns, key risk areas and challenges.
- Communicate the benefits and tradeoffs associated with each key risk area.
- Incorporate P&B feedback to define a realistic target for BAT lanes during 60% design.
- Provide future P&B updates on BAT design progress and outcomes.

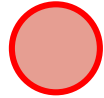
“More BAT”
NE Lombard to SE Clatsop

Key Risk Areas



SE 82nd/Powell

- *High* risk to project associated with traffic diversion and congestion (potential cost pressure associated with intersection widening)



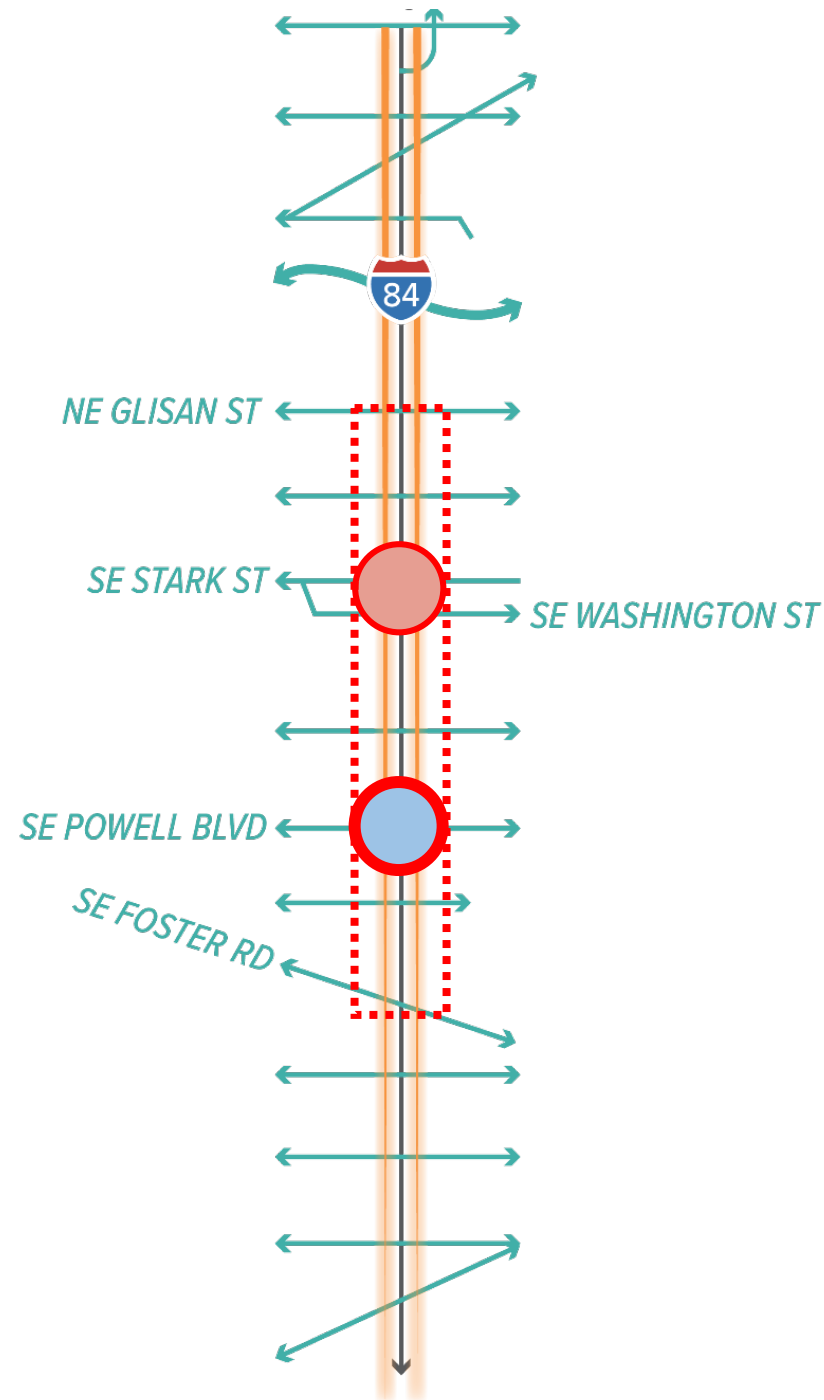
SE Stark & SE Washington

- Cost risk associated with slight widening to accommodate side-by-side left turn lanes



NE Glisan to SE Foster

- *Moderate* risk to project due to diversion to 92nd/SE Powell (potential cost pressure associated with off-corridor improvements)



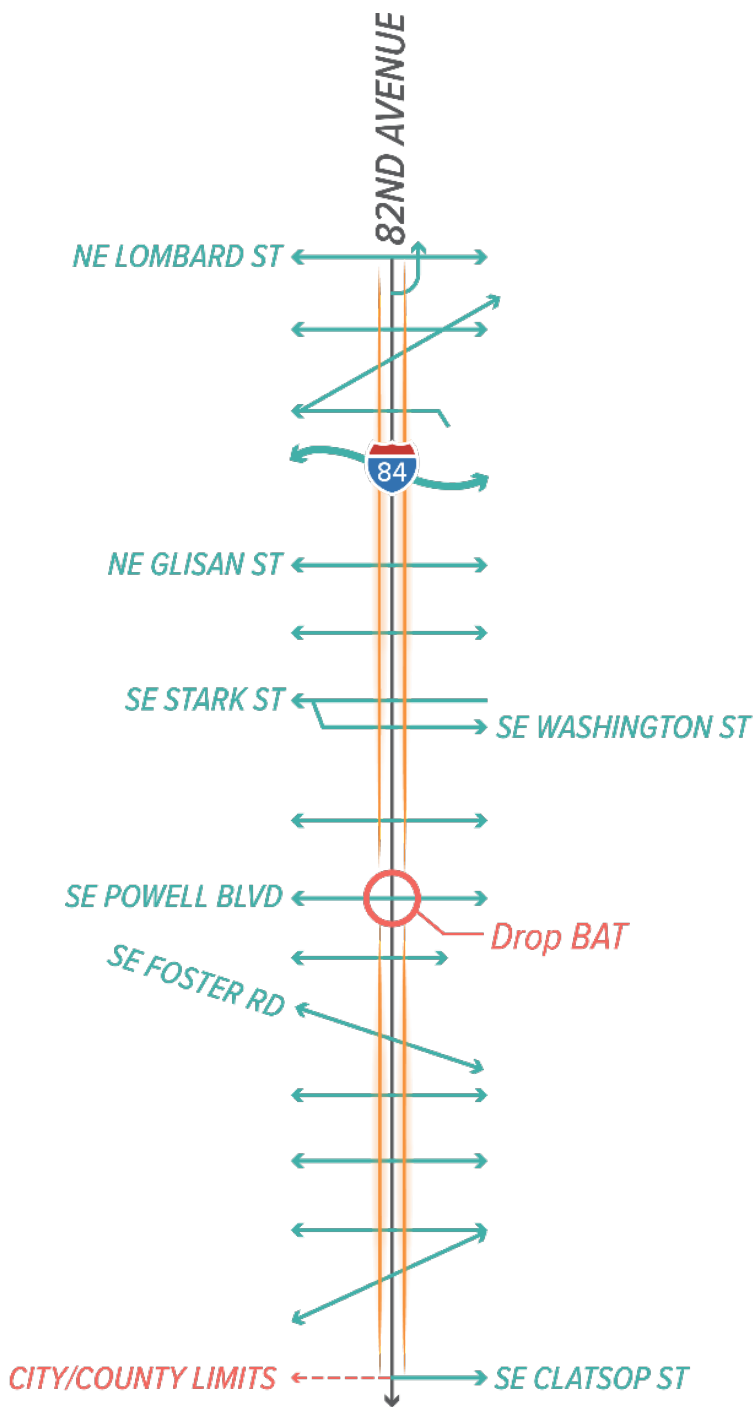
82nd/SE Powell

Challenge:

High Risk to project associated with traffic diversion and congestion. May not receive a design exception without widening at Powell.

Options:

- 1. Pursue design exception; accepting cost & schedule risks**
 - If not approved, drop BAT lane at 82nd/Powell (option 2).
- 2. Drop BAT lanes at Powell**, extending a minimum of 200' from intersection in each direction.
- 3. Incorporate intersection widening into project** and identify funding to cover ~\$15-20M added cost.



Estimated Costs based on 30% design. YOE

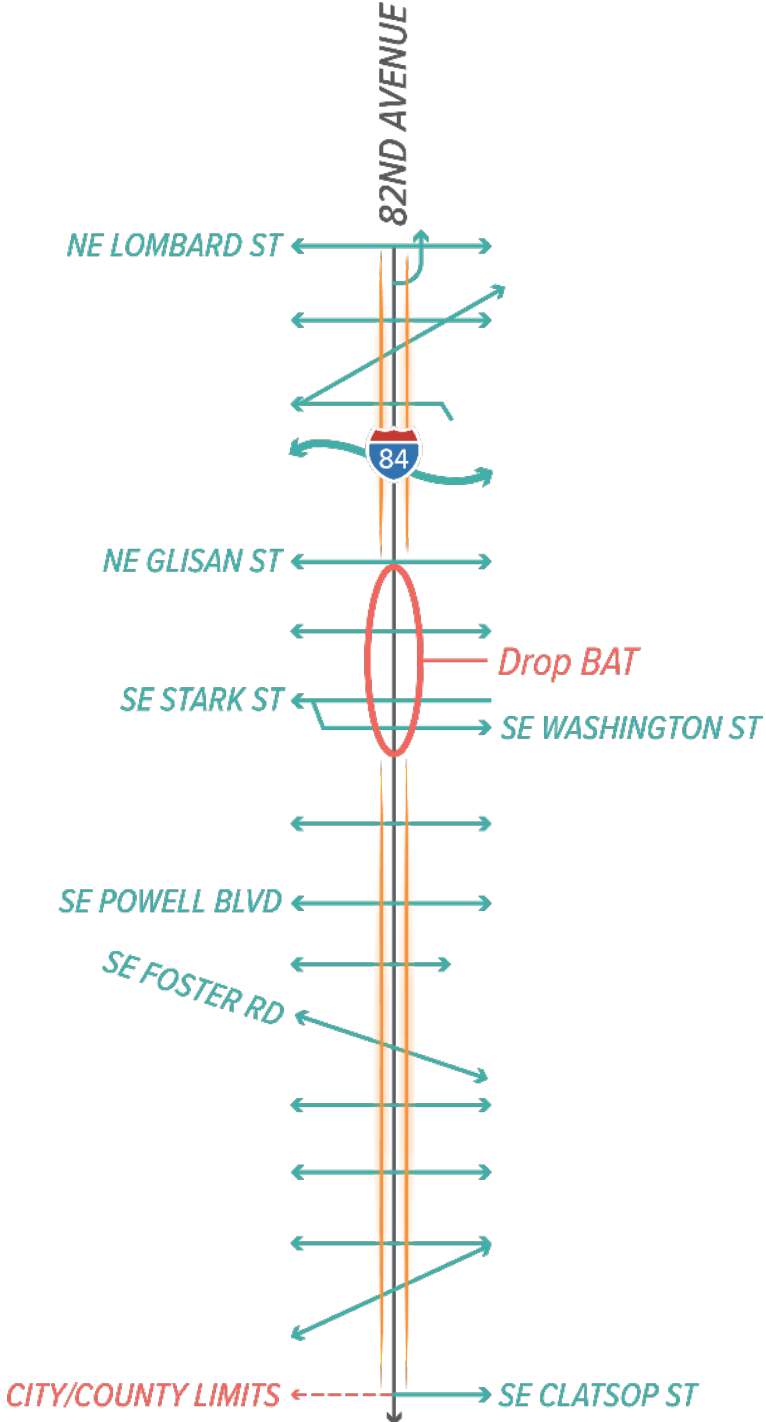
SE Stark & SE Washington

Challenge:

With “More BAT” concept, need to slightly widen 82nd to provide side-by-side left turn lanes between Stark and Washington to accommodate left turn queues. This widening contributes ~\$3.7M to the ~\$10.8M added capital cost of the “More BAT” concept.

Options:

1. **Drop BAT lanes at Stark/Washington**, likely dropping between Glisan and south of Washington (~0.6 mile of the 7 miles)
2. **Retain BAT lanes and widening at Stark/Washington.**



Estimated Costs based on 30% design. YOE

NE Glisan to SE Foster

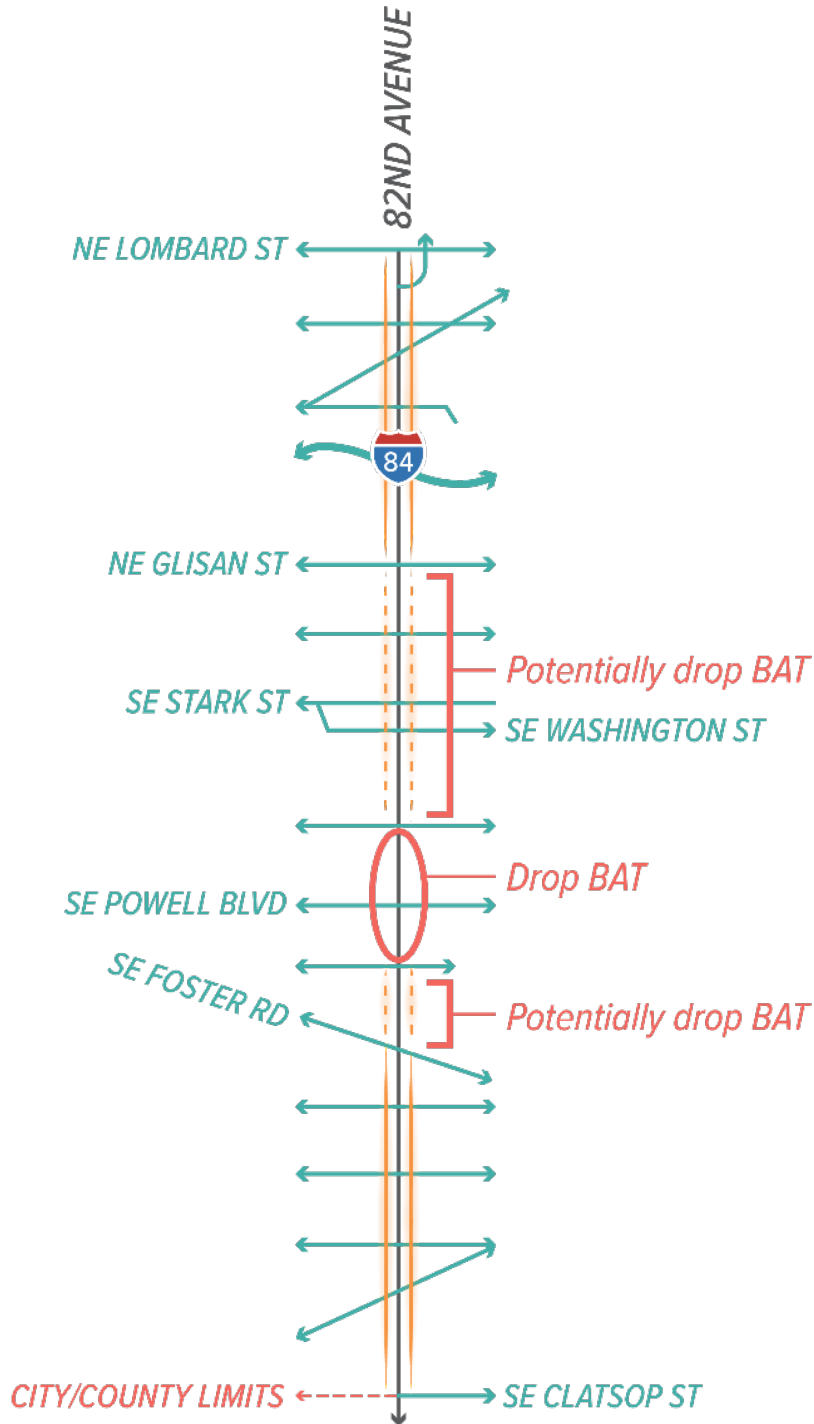
(Assumes No BAT at 82nd/Powell)

Challenge:

With “More BAT” concept, 92nd/Powell does not meet performance targets in 2045 due to diversion. **Moderate risk to project** due to diversion and congestion. May not receive a design exception without mitigation at 92nd/Powell.

Options:

1. **Pursue design exception;** If not approved, drop BAT lane enough to meet targets (option 2).
2. **Drop BAT lanes enough to meet targets,** at least between Division and Holgate, but potentially extending between Glisan and Foster
3. **Add 92nd/Powell Intersection Widening to Project** and identify funding to cover ~\$2-6M minimum added cost



Estimated Costs based on 30% design. YOE

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

BAT Next Steps

BAT Lane Regulatory Considerations

- Key regulatory risk areas – 82nd /Powell and 92nd/Powell
- Schedule and cost implications related to regulatory risk areas
- Traffic congestion and potential widening mitigation requirements
- Project budget, schedule and path to demonstrating project readiness for federal funding
- Design approach to maximize BAT lane extents while addressing key risks.

**What do you think is important
for Policy & Budget to consider
in their BAT lane
recommendation?**

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are older, lower-rise buildings with flat roofs. On the right, there are more modern, multi-story buildings with large windows and balconies. A blue bus is driving on the right side of the road, and a car is in the center. The street is lined with trees, and a hill is visible in the background. The text "Questions and Discussion" is overlaid in the center in a large, white, sans-serif font.

Questions and Discussion

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are several low-rise commercial buildings with flat roofs and air conditioning units. A yellow sign on one building reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines runs towards the horizon. A blue car is driving in the left lane, and a blue and yellow bus is in the right lane. On the right side of the road, there are modern, multi-story buildings with large windows and balconies. A sign on one of these buildings reads "DMO Parking Center". The background shows a dense forest of evergreen trees and a hilly landscape under a clear sky. The overall image has a greenish tint.

Public Comment

Upcoming Topics

- Value Engineering & Constructability (Areas of Focus during 60% design)
- Workforce Development
- Stations and Station Area Design
- Bus Procurement and Layout Update

Staying Connected

- **Policy and Budget Committee Meeting**
Friday, February 13
- **Next CAC Meeting**
Wednesday, February 25
- **Call or email**
503-962-2150
communityaffairs@trimet.org