Community Advisory Committee

May 14, 2025

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82ND AVE TRANSIT PROJECT

Agenda

- **Welcome, housekeeping** – 10 mins
- **Project budget, scope and cost snapshot** – 30 mins
- **BAT Lane Outreach & Engagement Feedback Findings**– 20 mins
- **BAT Lane Follow-Up (Diversion)** –20 mins

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**

Future meetings: 4th Wednesdays (with some exceptions)

- June 25
- [summer break/ad-hoc or office hours?]
- September 24
- October 22
- November 19 (3rd Wed)

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CAC input on BAT lanes

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Project Scope & Budget

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**

BAT Lanes
Community Engagement

Outreach on BAT lanes

- Web page with survey; in-person open house
  - **Survey re-opens 5/14**
  - Mailing to 1,500 property owners/occupants; canvassed 312 businesses
- Email: 1,500 opens; Facebook and Instagram: 15,000 reached
- Covered by news outlets Bikeportland, KGW
- On-board surveyors: 160+ hours
- New Year in the Park (Glenhaven)
- **1,414 surveys submitted**

- Early May discussion groups:
  - Limited English communities (Spanish, Vietnamese, Chinese, Russian and Somali)
- Business community outreach

Discussion groups

- Russian - (5/8) – Overall support for the “Some BAT” lanes option
- Vietnamese (5/10) – No support for either BAT lanes option, but support for Widening to have more space for all modes of transportation
- Spanish - 5/12 – Overall support for the “More BAT” lanes
- Ukrainian – 5/13 - Overall support for the “Some BAT” lanes option

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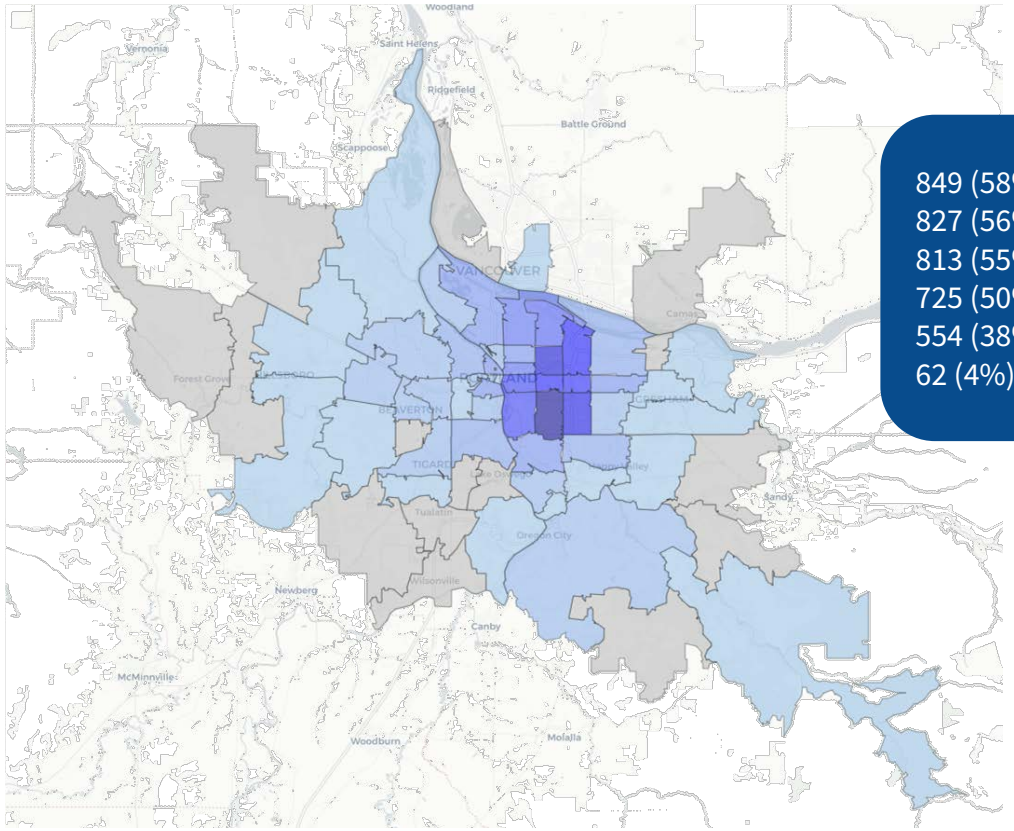
Results | Sample Characteristics



849 (58%) ride Line 72
827 (56%) drive on 82nd
813 (55%) walk on 82nd
725 (50%) live near 82nd (zip code-based)
554 (38%) live within a few blocks
62 (4%) own/manage a business/property

Demographics (N=1,457)	% Respondents
Gender	
Man	53.5
Woman	32.3
Nonbinary or gender non-conforming	4.9
Race	
White	59.0
Hispanic or Latino/a/x	7.8
More than one race	6.9
Asian or Asian American	6.7
Black/African American	4.8
Native American or Alaska Native	1.3
Middle Eastern or North African	0.9
Native Hawaiian or Pacific Islander	0.1
Income	
< $30,000	14.0
$30,000-$49,000	12.8
$50,000-$74,000	12.1
$75,000-$100,000	11.6
> $100,000	30.6
Ability	
Neurodivergent	14.6
Physical disability	7.2
More than one disability	4.4
Vision-related disability	1.4
Hearing-related disability	1.1
Challenges with fine motor skills	0.2
Age	
18-24	9.3
25-34	26.4
35-44	29.4
45-54	17.2
55-64	9.0
65+	6.6

** "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=1,393)	Worth It	Not Worth It	Neutral
More BAT Lanes	**70%** (63% “Definitely Worth It”)	24%	6%
Some BAT Lanes	**58%** (40% “Definitely Worth It”)	25%	16%
Intersection Widening	21%	**69%** (59% “Definitely Not”)	10%

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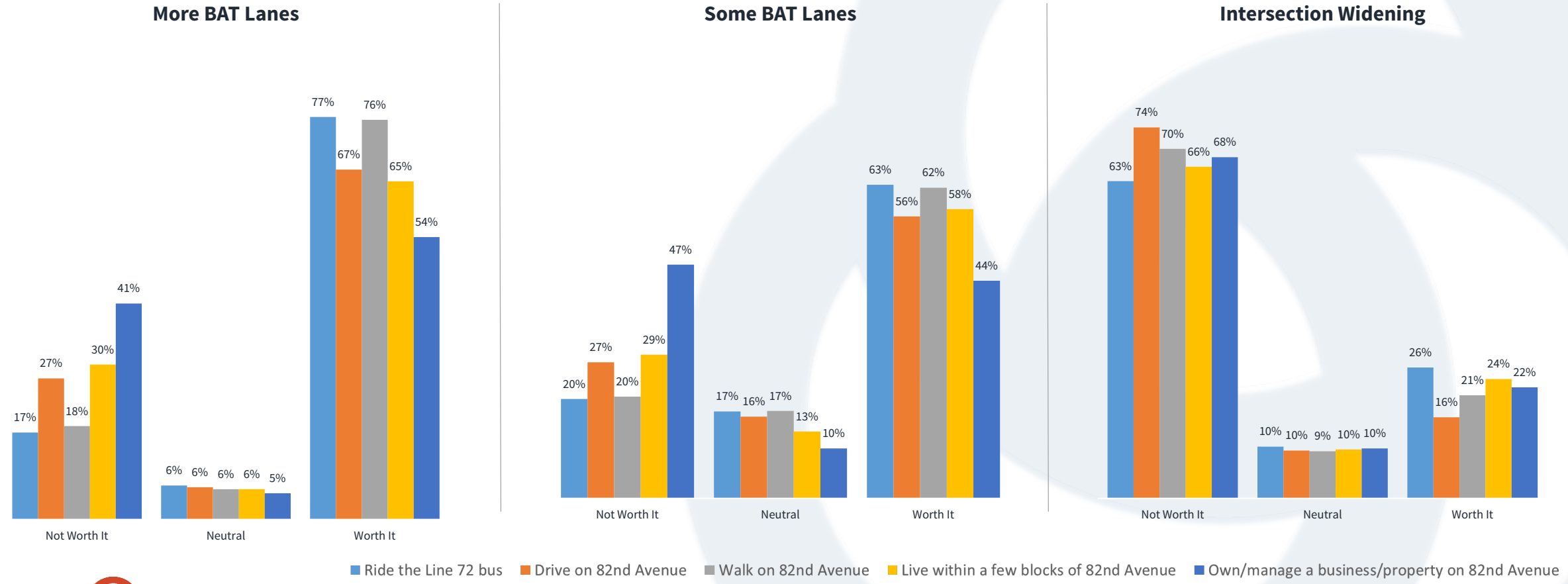
Overall, respondents felt strongly that the intersection widening option was not worth the potential impacts. The BAT lane options were preferred, with greater preference for “More BAT Lanes.”

Note. *Scale was recoded to 1=Definitely Not – 5=Definitely Worth It; Scores above Neutral were collapsed to represent “Worth It” and below Neutral represents “Not Worth It;” Scores of 1 and 5 are noted in parentheses above where most important.*

Considerations by 82nd Avenue Usage



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A significant difference was only observed for those who own/manage a business/property on 82nd Avenue. They were more likely to report BAT lane options as “Not Worth It.” However, most owners/managers still favored “More BAT Lanes” as did all other groups.

Key Takeaways

- **“More BAT Lanes” was most supported** across all respondents
- **“Intersection Widening” was least supported**, with strong opposition due to concerns about cost, pedestrian safety, displacement, car-centric development
- **Respondents with disabilities prioritized accessibility**
- **Business owners were split** on BAT lane options; others shared strong support for preventing negative impacts to local and minority-owned businesses
- **Proximity influenced feedback**, with those closer to 82nd voicing more concern about neighborhood safety, community cohesion; those farther away more skeptical about traffic impacts, cost

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BAT Lanes and Diversion

Additional info

BAT Lanes and Diversion

- Under the Some BAT scenario, about 15% of trips on 82nd Ave will choose other routes
- Under the More BAT scenario, about 20-25% of trips on 82nd Ave will choose other routes
- How much is too much? You can assume traffic varies daily and seasonally by 5-10%. 20% is a noticeable amount of diversion, but not unheard of for similar scale projects

- Where are these other routes?
  - 30% will use I-205
  - 60% will use major city traffic streets
  - 10% will use local streets and neighborhood greenways

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BAT Lanes and Diversion

- Major Streets (with about one car added a minute in the peak times) include:
  - Foster Rd
  - 122nd Ave
  - 92nd Ave
  - 72nd Ave
- The street system, as a grid, is well set up to absorb added trips that occur when a small percentage of people change part of their route
- We are identifying potential local streets that may need traffic calming to deter cut through traffic

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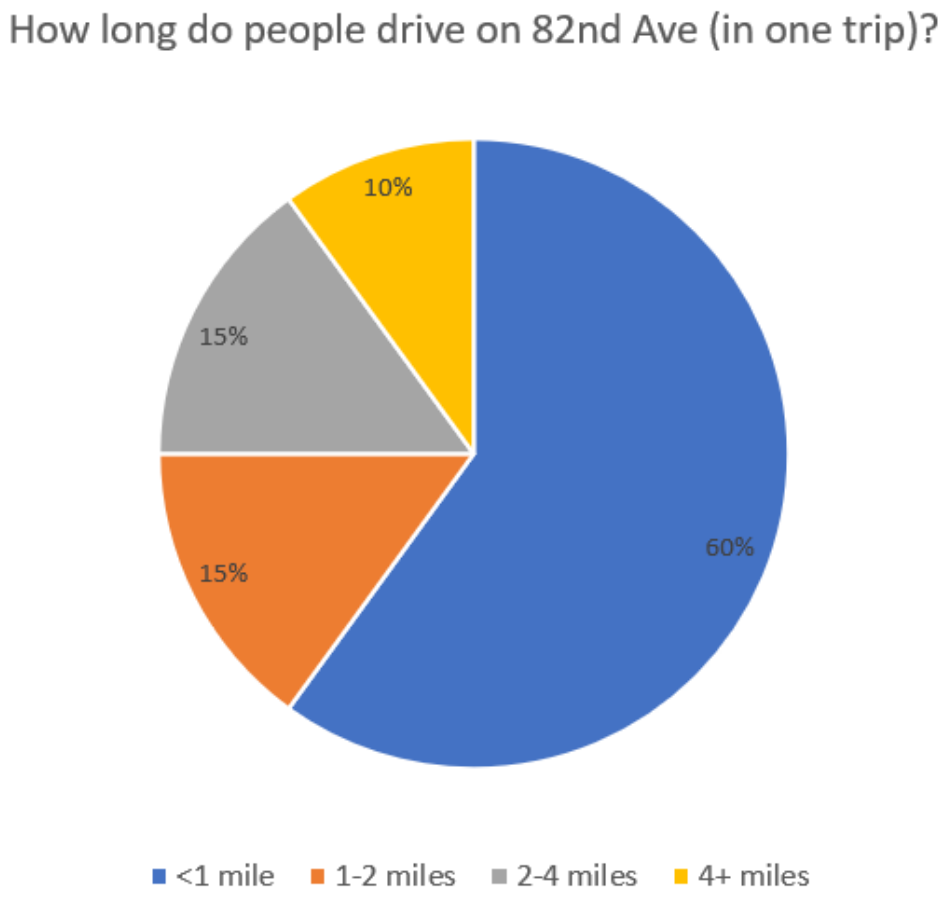
Trip Length and Destinations on 82nd Ave



- The average driver using 82nd Ave spends 1 mile on the corridor, while the average transit trip is 3 miles.
- Under the More BAT scenario, the average trip distance on 82nd Ave will decrease slightly. This is due to longer trips shifting to I-205 and other routes.
- Modeling assumed that drivers would keep their same destinations, but their routes may change to the fastest route, similar to using Google Maps or Waze.

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Round Table Questions & Discussion

What questions do you still have around BAT lanes for this project?

What is important for Policy & Budget Committee to know about BAT lanes?

Other thoughts?