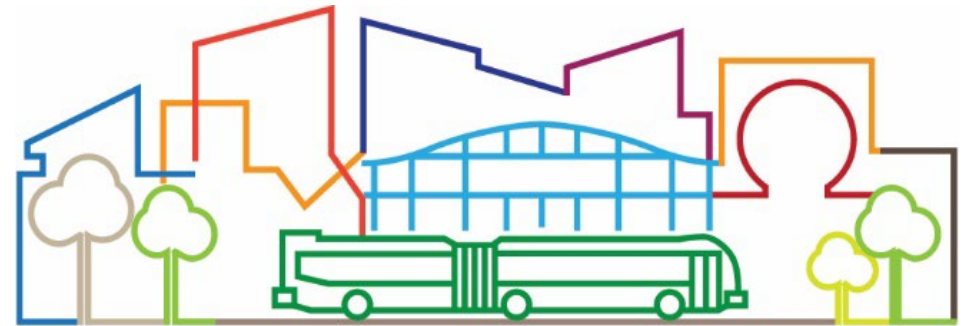


Community Advisory Committee

October 22, 2025



82ND AVE TRANSIT PROJECT

Agenda

- Welcome, Housekeeping, Public Comment
- Staff Recommendation and BAT Lanes
- Round Table and Questions
- Next Steps

Working Together

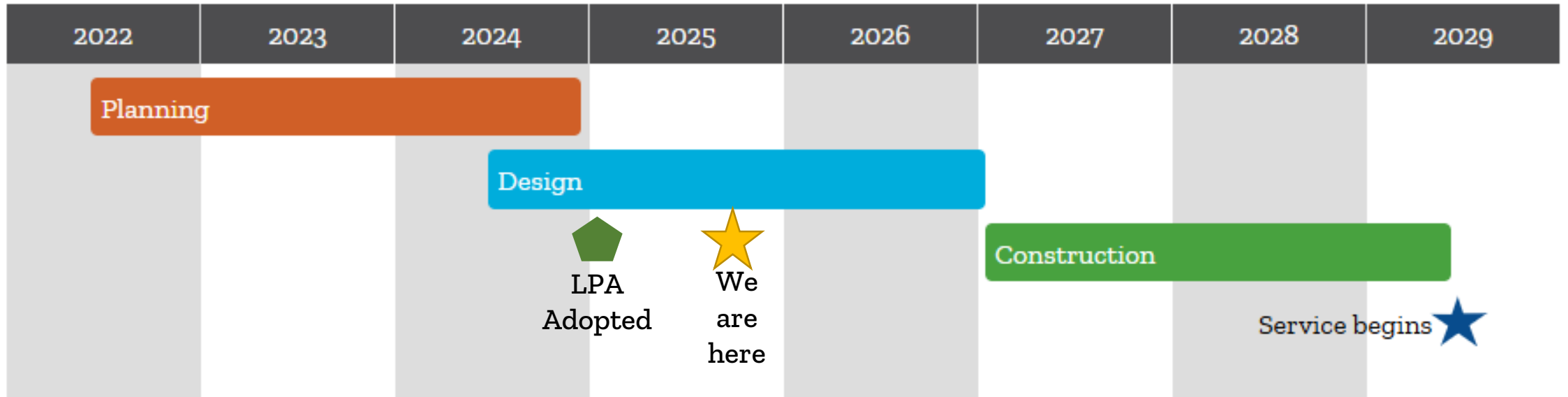
- Take turns talking
- Stick to the topic
- Be kind and brave
- Create a space for others
- Be open to different perspectives
- Practice active listening
- Notice power dynamics
- Assume good intent, but acknowledge impact
- Non-committee members - public comment & staff discussions

Staff Recommendation & BAT Lanes

- Recommendation is a starting point for discussion related to BAT lanes (not a conclusion or decision)
- Recommendation for BAT lanes were emphasized in context of budget. May have inadvertently suggested a conclusion or decision
- Need input from Community Advisory Committee and Policy and Budget
- Goal is to provide a space to have the conversation
- Important to walk through all the benefits and tradeoffs

Project Schedule

Estimated timeline



Core Transit Project Before BAT Lanes

Bus Trips will be 8-10 minutes faster and more reliable travel times

- Stop balancing
- In-lane stops
- Transit Signal Priority
- Longer, high capacity buses with near level boarding at three doors

Modern well lit stations with amenities

- Real time information
- Safer crossing and increased access to stations
- Improved sidewalks and connections to stations



BAT Lane Decision-Making Factors

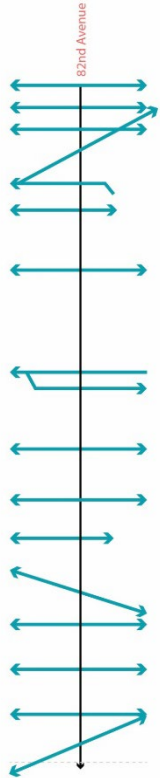
BAT lanes are an important tool that builds on a strong core transit project. BAT lanes further enhance performance and long term reliability as the corridor becomes more congested.

Traffic & Diversion – Evaluation of current and projected traffic patterns, including potential traffic diversion into the surrounding neighborhoods.

Cost & Budget – Assessment of financial feasibility in context of other fundamental transit elements

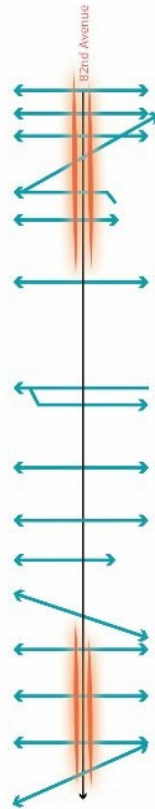
Community & Business Feedback – Input from residents, stakeholders, and local businesses

No BAT Lanes



- Buses would be **8-10 minutes faster than current condition**
- Transit signal priority
- Improved transit reliability
- Improved sidewalk connections
- Safer crossings and increased access to transit
- High capacity low emission buses

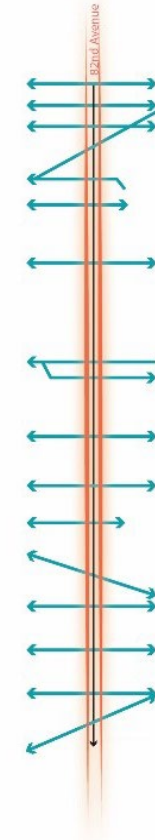
Some BAT Lanes



- Buses would be **1-2 minutes faster over core transit project**
- Improved transit reliability
- Improved comfort for pedestrians along BAT lane
- **1-2 minutes** slower for autos
- **15% more traffic** may use other streets
- **~ \$2.8 million over core transit project**

Tillamook to Lombard,
Foster to Clatsop

More BAT Lanes



- Buses would be **3-4 minutes faster over core transit project**
- Improved transit reliability
- Improved comfort for pedestrians along BAT lane
- **3-4 minutes** slower for autos
- **20-25% more traffic** may use other streets
- **~ \$10.8 million over core transit project**

Lombard to Clatsop

Round Table and Questions:

Now what questions do you still have about BAT Lanes?

What do you think is important for a discussion about trade offs about BAT lanes?

What do you want the Policy and Budget Committee to know about including BAT lanes in the project?

Staying connected

- **Policy and Budget Committee Meeting**
 - Friday, November 7
- **Next CAC Meeting**
 - Wednesday, November 19
- **Call or email**
 - 503-962-2150
 - communityaffairs@trimet.org

