

Policy & Budget Committee

December 12, 2025



82ND AVE TRANSIT PROJECT

Agenda

- Welcome & Project Update (5 mins)
- Larger Corridor Vision (20 mins)
- Project Approach & Meetings (5 mins)
- Community Outreach Update (5 mins)
- BAT Evaluation Categories (30 mins)
- Discussion (30 mins)
- Public Comment (25 mins)



An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are older, lower-rise commercial buildings with flat roofs and some rooftop HVAC units. A yellow sign on one of these buildings reads "PARKING IN REAR". In the center, a multi-lane road with yellow lane markings runs towards the background. A dark 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 glass windows and some greenery. In the background, a hill with trees is visible under a clear sky. The text "Larger Corridor Vision" is overlaid in the center of the image.

Larger Corridor Vision

Clackamas County Vision for 82nd Ave Corridor

- Vision for 82nd Ave Corridor has been in place since the late 1990s. Guided by the Clackamas Regional Center Plan and the Fuller Road Station Area Plan
- These plans have shaped the roadway cross-section and support sidewalk, bike lane and transit facilities development over time
- Ongoing investment through the Clackamas Town Center and North Clackamas Revitalization Area Tax Increment Finance (TIF) districts
- TIF investments also support affordable housing, infrastructure improvements and other program to provide stability for homeowners



Development Strategy & PBOT's slides



82ND AVE TRANSIT PROJECT

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. To the left, there are several commercial buildings, including one with a yellow sign that says "PARKING IN REAR". In the background, there are more buildings, trees, and a hillside under a clear sky. The overall scene is bright and clear.

Project Approach & Meetings

Delivering on Aspirations – Managing Project for Success

Both Foundational and Transformational Aspects are Important

- *Ensuring the best outcomes for transit and the overall corridor*

Building Budget Capacity

- *Continued efforts to evaluate project scope and how it is delivered in an efficient and cost effective manner*

Gaining Regional Support and Resources to Achieve More

- *Balancing current limitations with regional support to do more*

Focus on Funding Readiness

- *FTA Project Rating assigned on November 21st*
- *Maintaining Federal funding opportunities (\$150M) through schedule and delivery commitments*

Successful Delivery

- *Managing project factors and risk for successful outcomes*



Proposed Meeting Approach

**December
12**

Vision for 82nd Avenue & BAT Evaluation Approach

- Vision for 82nd Corridor (*City of Portland, 82nd Ave Development Strategy*)
- BAT lane evaluation categories overview
- Review of current BAT “bookend” scenarios

**January
16**

BAT Lane Evaluation Deep-Dive

- Walk through of Evaluation Categories
- Community & business engagement deep dive
- ODOT regulatory requirements report out
- Alternative BAT concept for feedback

**February
13**

BAT Lane Recommendation (60% Design)

- Follow-up items
- Updates to BAT alternative(s)
- Discussion & BAT Lane Recommendation
- Funding Approach & Next Steps

Each meeting includes a space for public comment and discussion.

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 and some industrial equipment. A yellow sign on one of these buildings reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines 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 forested hill is visible under a clear sky. The text "Community Outreach" is overlaid in the center of the image.

Community Outreach

Outreach Update

Prepared and shared a consolidated summary of outreach and engagement January 2025- Mid November 2025.

High level takeaways:

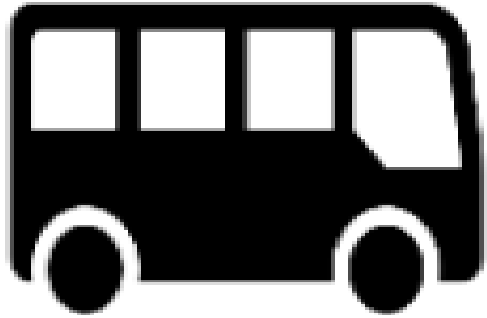
- Comprehensive outreach employing wide range of techniques
- Consistent support for the transit project overall improvements
- High levels of support for BAT lanes, however:
 - Concerns include: congestion, diversion, impact to existing businesses
 - Low levels of support for intersection widening
 - Businesses have expressed concerns related to BAT lanes, citing current economic climate, traffic congestion, and prolonged construction fatigue



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 and some industrial equipment. On the right, there are more modern, multi-story buildings with large windows and balconies. A blue bus is visible on the right side of the road, and a car is in the center. The background shows a line of trees and hills under a clear sky. The text "BAT Lane Evaluation Categories & Considerations" is overlaid in large white letters.

BAT Lane Evaluation Categories & Considerations

Benefits to Transit



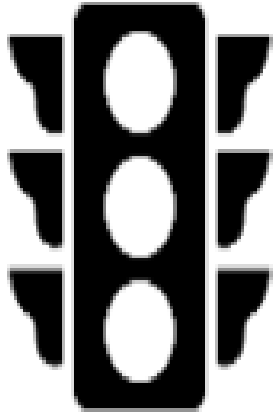
- ✓ Transit Travel Times
- ✓ Transit Reliability
- ✓ Transit Frequency
- ✓ Ridership

Pedestrian Access, Comfort and Safety



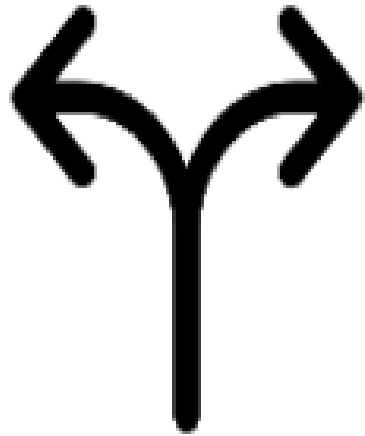
- ✓ Traffic next to sidewalk
- ✓ Other pedestrian safety/comfort improvements (*crossings, curb ramps, sidewalk improvements*)

Traffic Flow & Congestion



- ✓ Intersection delay for autos
- ✓ People moving through the corridor (vehicles & transit)
- ✓ Emergency vehicles access
- ✓ Car travel times

Traffic Volumes On 82nd Ave and Diversion Effects



- ✓ Peak hour traffic volume change (from diversion)
- ✓ Daily traffic volume change (from diversion)
- ✓ Peak hour diversion to ODOT facilities (I-205 & Powell Blvd)
- ✓ Peak hour diversion to other arterial, collector and local streets

Business Access & Movement Through Corridor



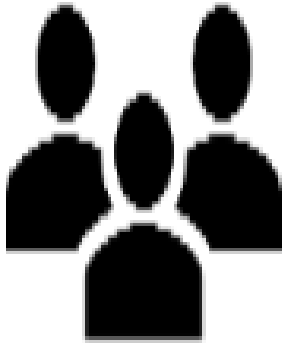
- ✓ Business access from BAT lanes
- ✓ People driving and taking transit through the corridor

Project Delivery and Costs



- ✓ Cost and Budget
- ✓ Schedule
- ✓ Federal Rating & Funding
- ✓ Regulatory Requirements
- ✓ Maintenance Costs

Community and Business Input



- ✓ Community Advisory Committee
- ✓ Community survey (voluntary)
- ✓ Business & property owner engagement
- ✓ Neighborhood association/groups engagement

BAT Lane Scenarios – Bookends for Evaluation

- No BAT
 - “Some” BAT
 - “More” BAT
-
- Developed to explore the full range (“bookends”) of what is possible
 - Conduct necessary traffic and transit performance analysis
 - Evaluate, costs, benefits and tradeoffs for each option
 - Serve as a tool to gather feedback
 - Doesn’t represent necessarily exact approach, but helps inform overall direction

No BAT Lanes

- Roadway treatment looks similar to existing conditions
- Existing northbound BAT lane from SE Monterey to SE King (Clackamas County), approximately a half mile.



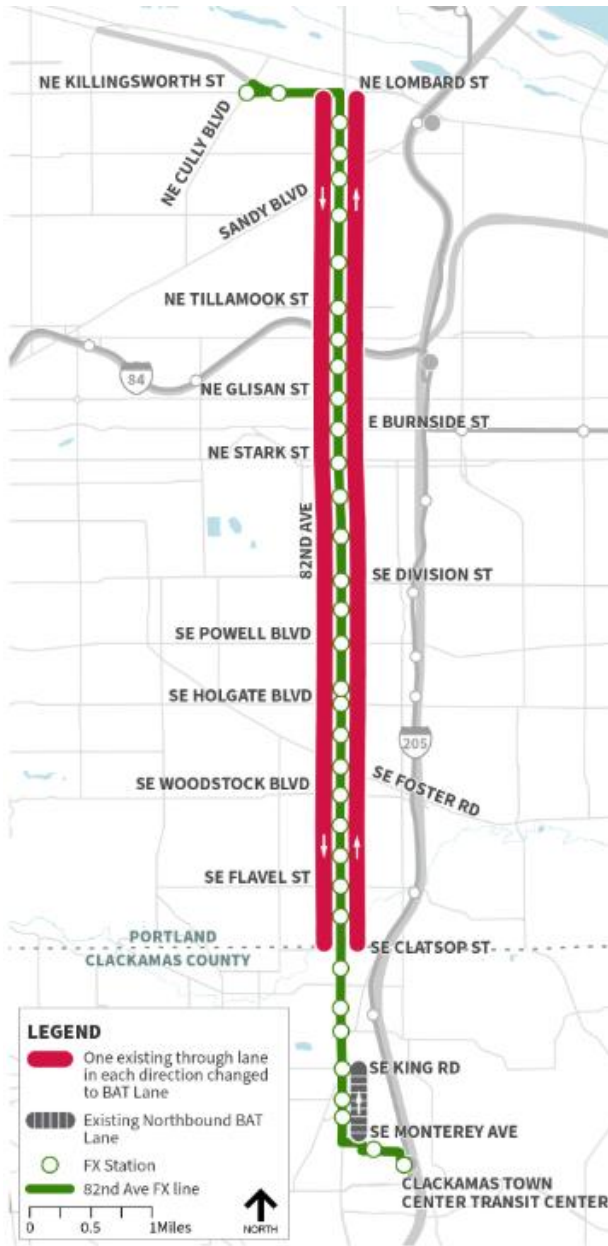
Some BAT lanes

- Converts outside lane to BAT lane in northern and southern segments of Portland, totaling about 3 miles (6 miles both directions)
- Northern segment of BAT lanes (NE Tillamook to NE Lombard)
- Southern segment of BAT lanes (SE Clatsop to SE Woodstock)



More BAT lanes

- Converts outside lane to BAT lane in all of Portland segment, totaling about 7 miles (14 miles both directions)
- Continuous BAT lanes within City or Portland (SE Clatsop to NE Lombard)
- Requires widening at Stark/Washington for traffic operations



P&B Feedback

These are questions that we will continue to build on during December and January

- Are there general questions about the evaluation categories and additional information that you would like to see?
- In addition to the scenarios shared today, do you have any initial input on what alternative BAT approaches could look like?
- Is there any additional information you may need leading up to a recommendation?

Discussion

An aerial photograph of a city street, likely in a suburban or urban area. The street is wide with multiple lanes, and a blue and white bus is visible in the lower right lane. To the left of the bus, a dark car is driving. The street is flanked by various buildings, including a large white building with a flat roof on the left and a modern, multi-story building with a glass facade on the right. There are many trees and greenery throughout the scene. In the background, a hill with more trees is visible under a clear sky. The word "Discussion" is overlaid in large white text in the center of the image.

Public Comment

An aerial photograph of a city street, likely in a suburban or urban area. The street is wide with multiple lanes, including a dedicated bus lane on the right. A blue and yellow bus is traveling in the bus lane. Several cars are visible on the main road. On the left side of the street, there are commercial buildings, including one with a yellow sign that says "PARKING IN REAR". On the right side, there are modern, multi-story 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.

Next meeting:
January 16, 2026
10:00 a.m. – 12:00 p.m.