

Policy & Budget Committee

December 12, 2025



82ND AVE TRANSIT PROJECT

Policy and Budget Recommendation to GM

Partners have committed to pursue \$150,000,000 in federal Small Starts funding for the 82nd Avenue Transit Project with the expectation of opening revenue service Summer 2029.

Requesting that Policy and Budget Committee to develop a recommendation on the extent of BAT lanes pursued in the design and construction of the transit project that addresses:

- Regulatory requirements
- The finance strategy
- Federal funding commitments and readiness eligibility
- Political and policy challenges with specific attention to anti-displacement and supporting businesses in the corridor



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 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 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 text "Larger Corridor Vision" is overlaid in the center of the image in a large, white, sans-serif font.

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



82nd Avenue Coalition

December, 2025



Transit rich.

Climate resilient.

The **housing** backbone of east Portland.

82nd Avenue Development Strategy

1. Workforce Development
2. Climate Resiliency
3. Childcare Access
4. Business Support and Stabilization
5. Housing
6. Community Development



82ND AVE CITY INVESTMENTS

December 2025



82nd Avenue is a Civic Corridor

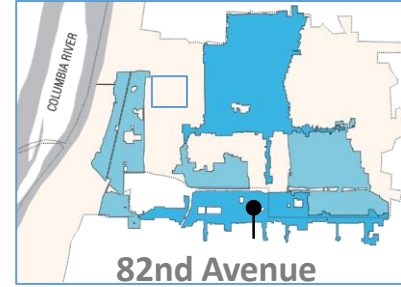
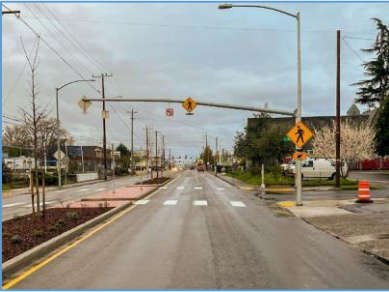
Civic Corridors are the city's busiest, widest, and most prominent streets.

- Transit-supportive densities of housing, commerce, and employment.
- Development up to mid-rise in scale
- Abundant trees and high-quality landscaping
- Safe for all types of transportation



THE BUREAU OF **PLANNING
& SUSTAINABILITY**

Implementing the vision



Implement
Comp Plan

Safety and
Maintenance
Phase 1
2023-2026

82nd Avenue
Transit
Project
2027-2029

Safety and
Maintenance
Phase 2
2027-2029

Greenway
Projects
TBD

TIF District:
82nd Avenue

Portland Comprehensive Plan Implementation

Comprehensive Plan Land Use Map and Zoning Map designations

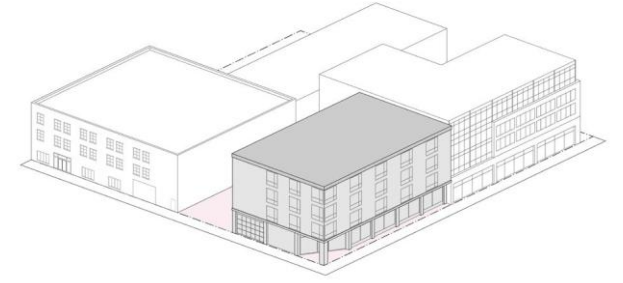
- Mixed-mixed use, mid-rise (four to six story) buildings are allowed on much of the corridor
- Recent development has been in neighborhood centers and along major cross-streets

Some pockets of EG employment zones exist

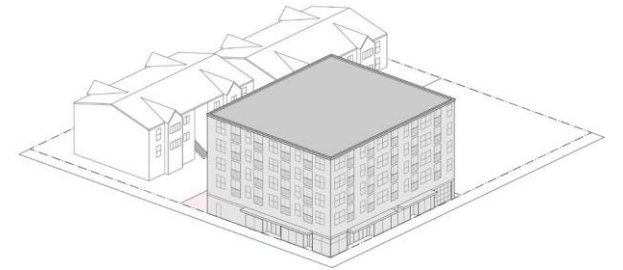
- Housing is not permitted in EG zones
- Commercial uses are limited

Older Retail Shopping Centers

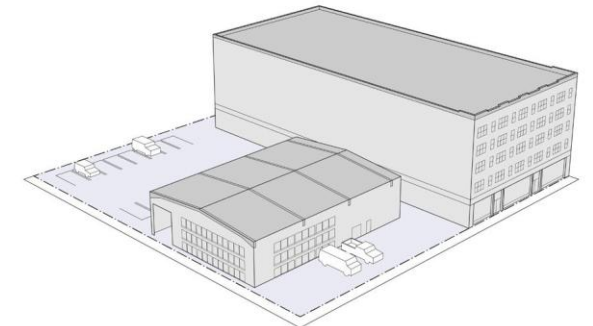
- Leverage site redevelopment as an opportunity to advance city goals



CE



CM2 Bonus



82nd Avenue – BPS Potential Action Areas

Centers/Opportunity Locations

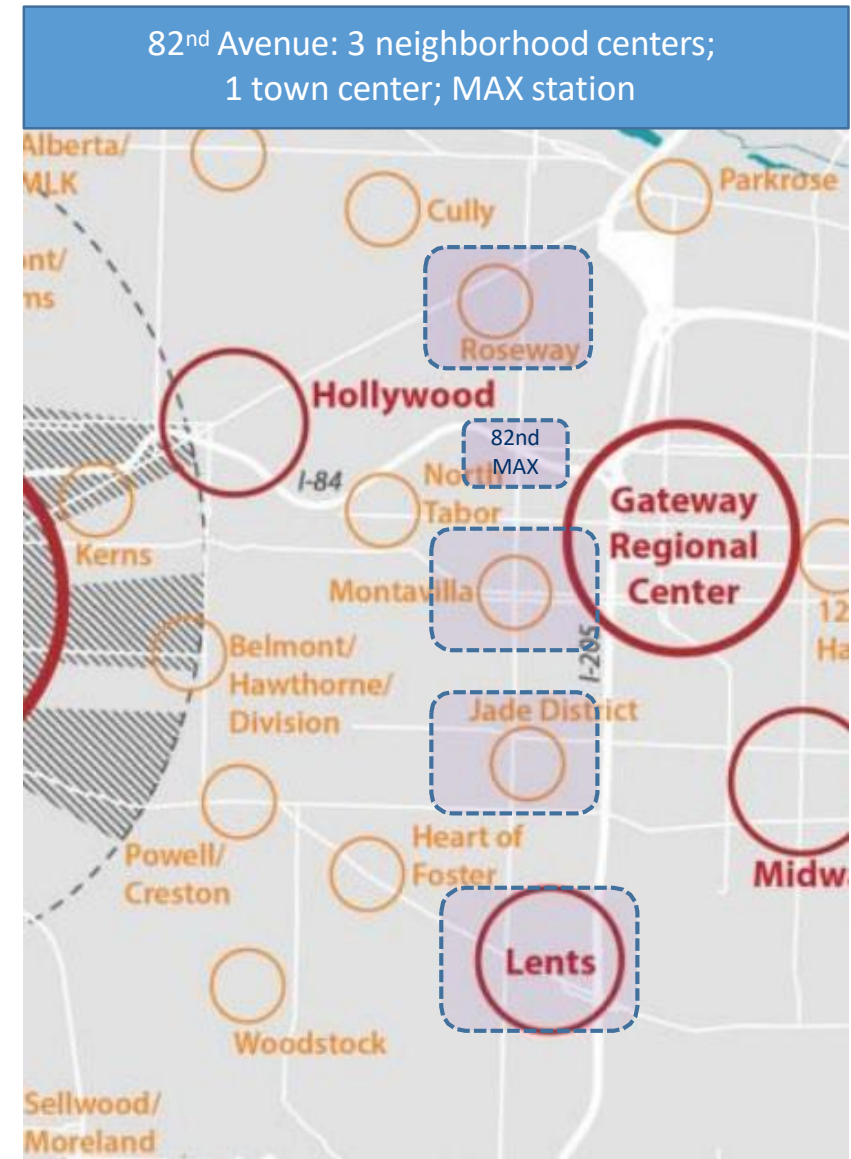
- Refinement of the zoning around centers and transit
 - Roseway - center
 - Montavilla - center
 - Jade District –center
 - Lents –center
 - 82nd Ave and Green Line MAX station areas

Transit/Transportation Locations

- Work with PBOT and TriMet around aligning the zoning with the transit stops and transportation investments.

TIF Support/Community Development Locations

- Coordinate with Prosper and the community on economic and community development work to ensure zoning supports the TIFF Action Plans



82nd Ave Housing Opportunities Analysis + Eastport Plaza Concept Master Plan

Conduct a corridor-wide housing opportunity analysis in conjunction with the development of a community driven conceptual master plan for Eastport Plaza

- Housing: Conduct a housing opportunity analysis along 82nd Ave to ensure the planning is data informed.
- Economic Development: Develop a strategy to retain and support new and existing small businesses
- Climate Resiliency: Identify design approaches that support a model “cooling corridor” concept
- Anti-displacement: Explore tools to grow local earning power and reduce vulnerability to market-driven displacement
- Implementation: Phased development plan for Eastport Plaza with proposed infrastructure investments and public and private financing strategies



Safety + Maintenance Projects, Phase 1: 2023 - 2026

- Street lighting updates
- 240+ trees
- 29 intersections w/improved signal timing
- 8 new or rebuilt traffic signals
- 14 crossings
- 2+ miles of repaving
- Median treatments to address safety
- 200+ ADA corner ramps
- 6 speed/safety cameras



Safety + Maintenance Projects, Phase 2: 2027 - 2029

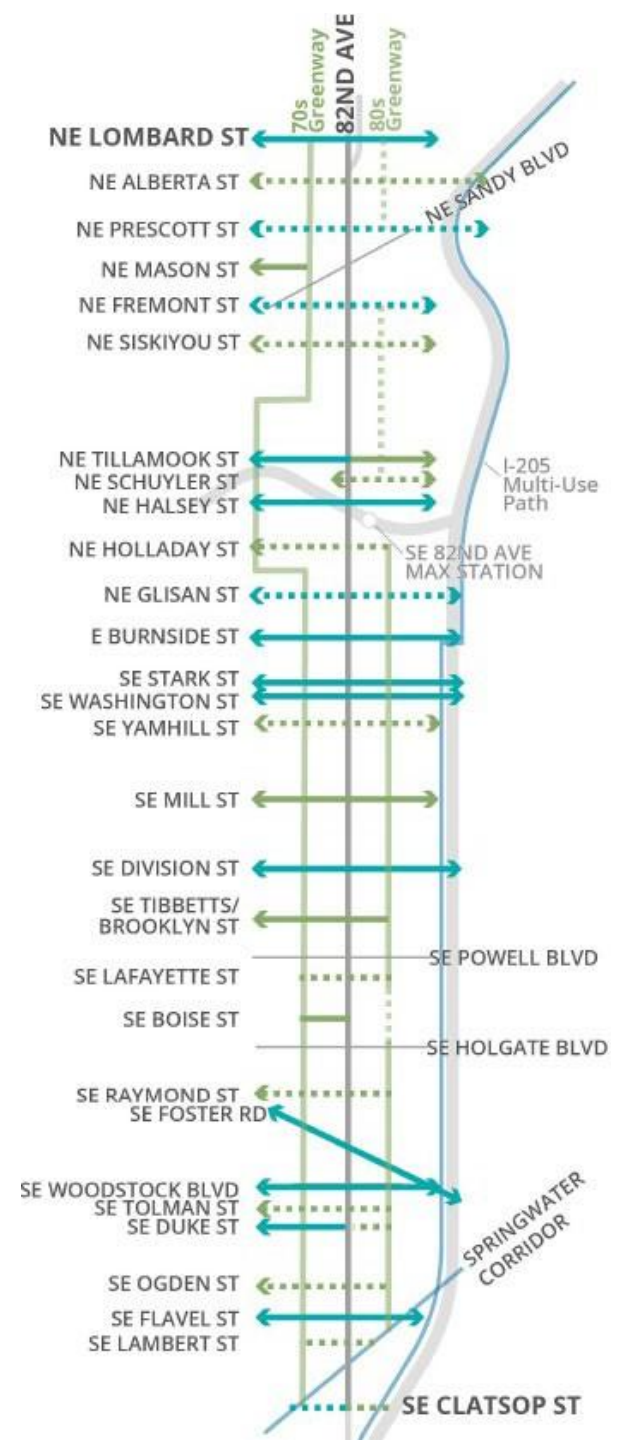
- More trees and sidewalk **reconstruction**
- 6 new or enhanced traffic signals
- **Additional improvements** to signal timing
- 5 crossings
- ~4 miles of repaving
- Median treatments **to address safety**
- More **ADA** corner ramps



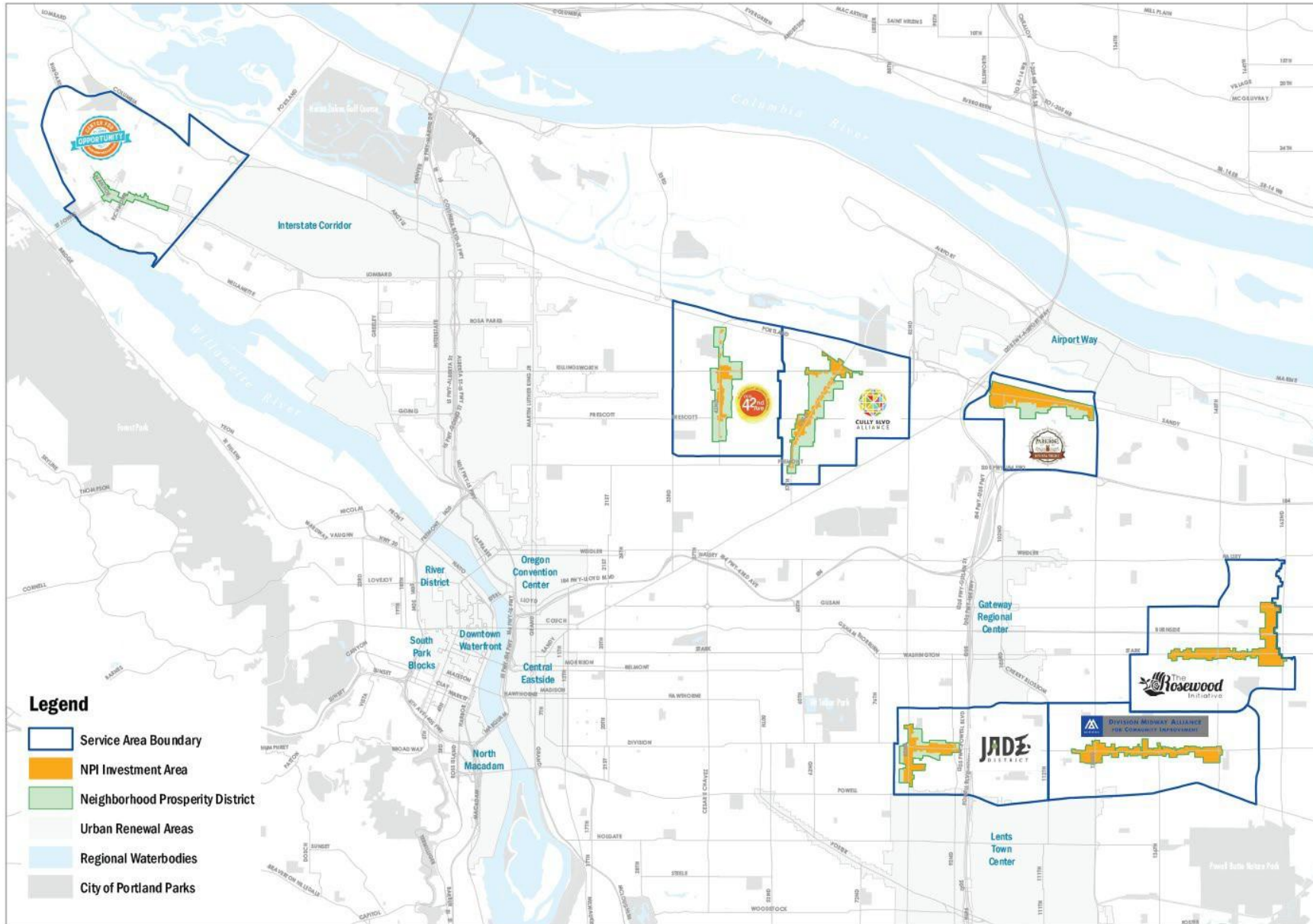
Greenway Projects

Parallel Bike Network

- North-south parallel neighborhood greenways **within a quarter-mile or less of 82nd Avenue**
- Safe bicycle treatments crossing **82nd Avenue** every half-mile or less



Jade District Neighborhood Prosperity Network



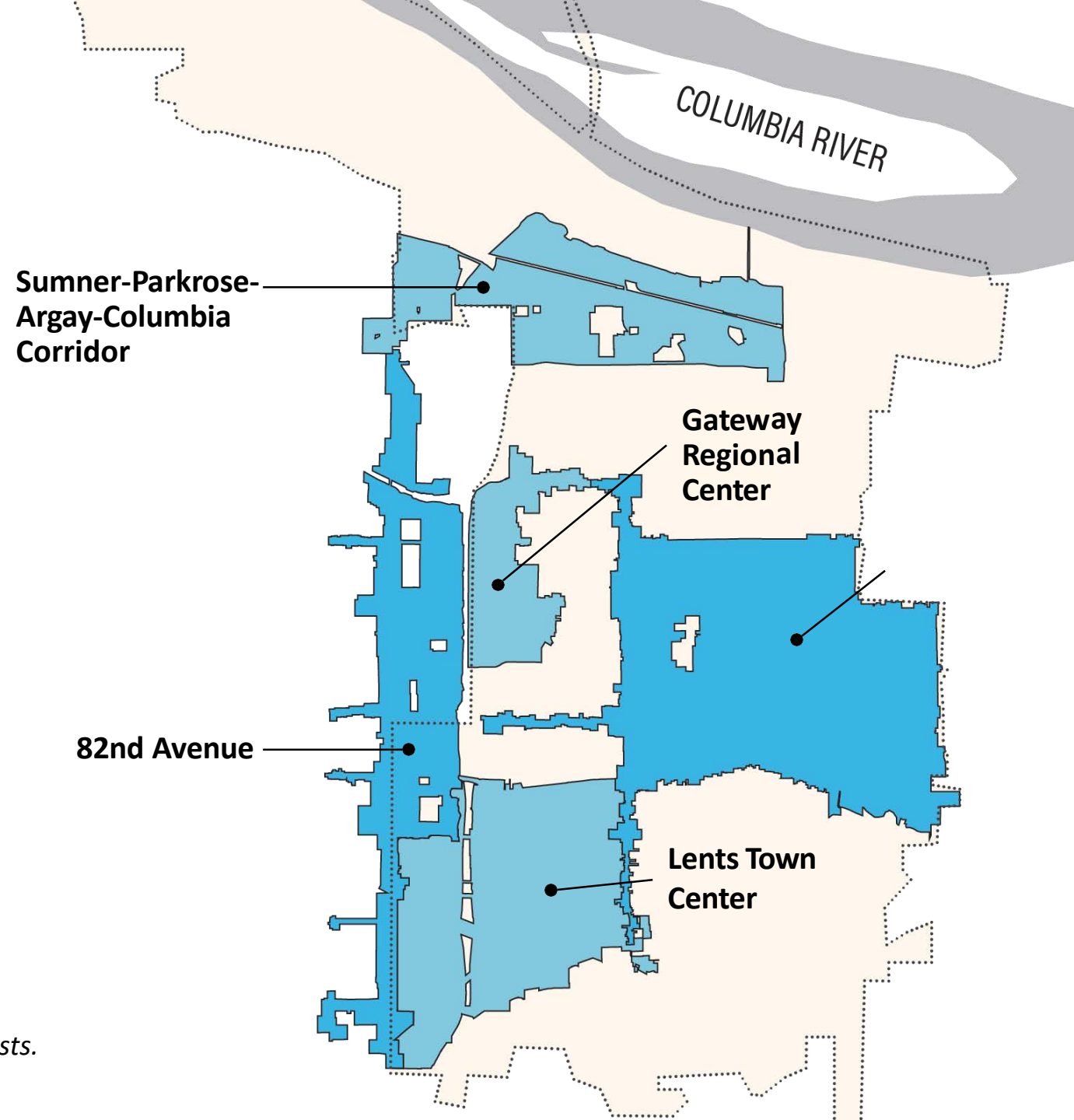
Community Building
Business Development
District Programming
Community-Led
Property Development
Connections to
Employment

82nd Avenue TIF District

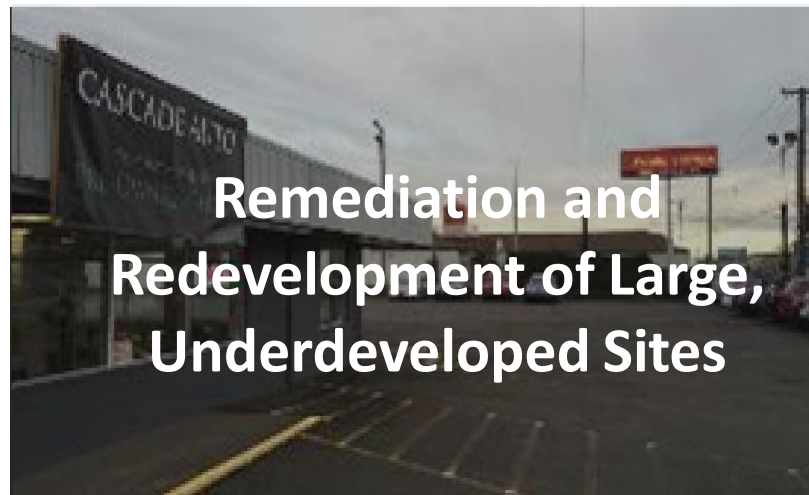
District	Acreage
82 nd Ave Area	1,868

82 nd Avenue TIF Plan	30 Yr Resources
Economic & Urban Development <ul style="list-style-type: none"> Commercial Property Acquisition, Development & Renovation Arts, Culture and Signage Recreational Improvements 	\$170M (40%)
Infrastructure	\$64M (15%)
Affordable Housing <ul style="list-style-type: none"> Single family home repair & homeownership Multifamily rental Land acquisition Houselessness related capital expenditures Manufactured dwelling parks 	\$191M (45%)
TOTAL*	\$425M

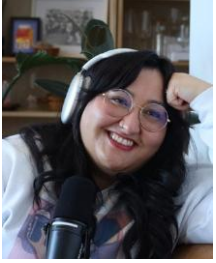
* Total resources for capital investments net of admin and financing costs.



82nd Ave TIF District: What are people excited about?



82nd Ave TIF District: Community Leadership Committee



Erika Abdelatif



Erin Maxey



Jacob Loeb



Joshua
Pangelinan



Michael Ong Liu



Pamela Hodge



Theo Hathaway
Saner



Stephen Udyecz



Jorge Melendez



Khanh Le



Yamungu Seraya



Aaron Milano



Liz Winchester

82nd Avenue TIF District: Next Steps

CLC Convening

December 2025 – January 2026:

All East Portland CLCs Kickoff:

Relationship Building and
Orientation

January – February 2026:

Commence Action Planning work with
each CLC in each East Portland district

Action Planning

Late 2026:

Approval of Action Plans by
Prosper Portland Board & Council

Review of Set Aside Policy for
Council consideration

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 more 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.

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 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 bus is visible in the lower right, and a car is in the middle of the road. On the right side of the road, there are modern, multi-story buildings with large windows and balconies, surrounded by lush green trees. In the background, a forested hill is visible under a clear sky. The text "Community Outreach" is overlaid in the center in a large, white, sans-serif font.

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 white, bold, sans-serif font across the center of the image.

BAT Lane Evaluation Categories & Considerations

Benefits to Transit



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

Pedestrian Access, Comfort and Safety



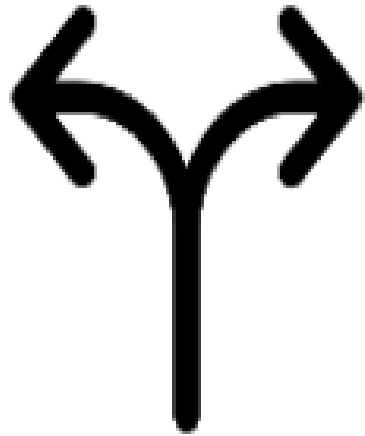
- ✓ Traffic next to sidewalk
- ✓ Other pedestrian safety/comfort improvements (*crossings, curb ramps, sidewalk improvements*)

Traffic Flow & Congestion



- ✓ Intersection delay for autos
- ✓ 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



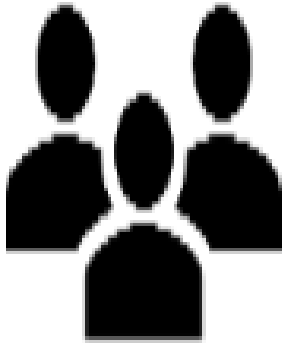
- ✓ Business access from BAT lanes
- ✓ Daily people driving moving through the corridor (auto and transit)
- ✓ Peak hour people driving through corridor (auto)
- ✓ Daily people driving through corridor (auto)

Project Delivery and Costs



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

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

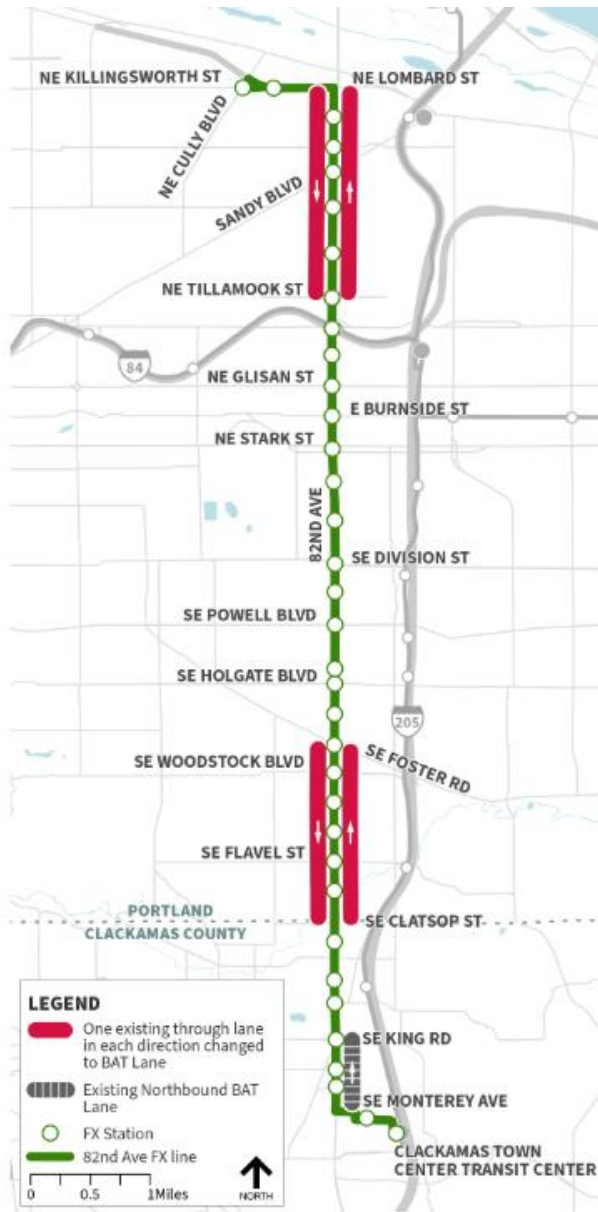
No BAT Lanes

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



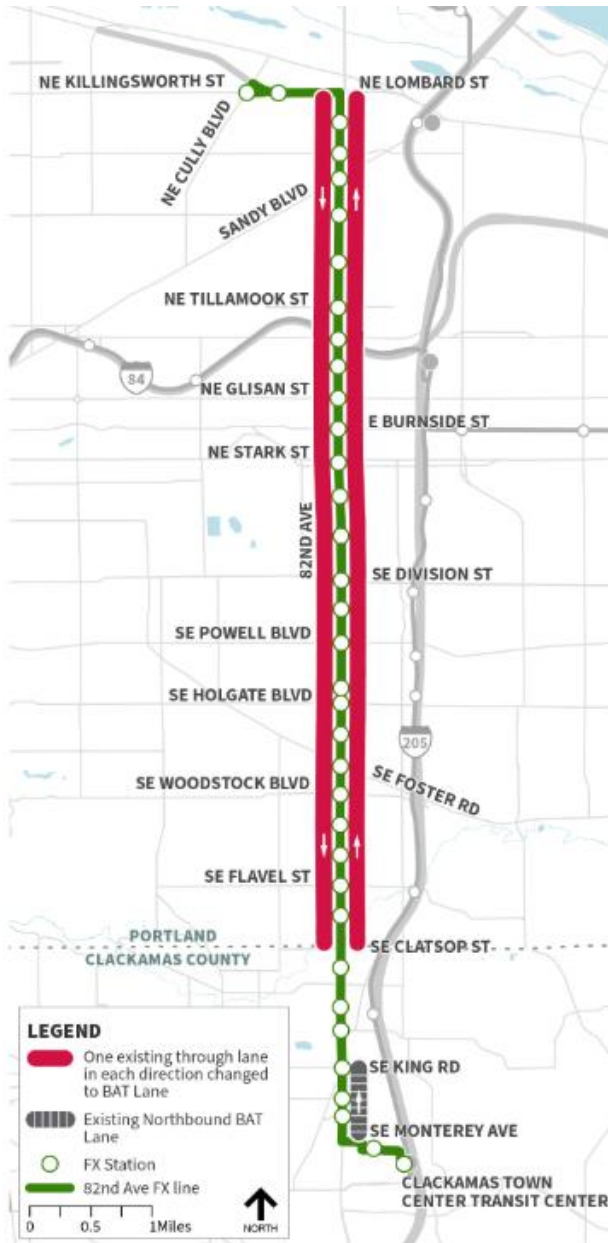
Some BAT lanes

- 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 right lane. Several cars are also on the road. On the left side, 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. In the background, there are trees and hills under a clear sky. The word "Discussion" is overlaid in large white letters across 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, and a blue bus is visible in the lower right lane. Several cars are also on the road. On the left side, 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 text "Public Comment" is overlaid in large, white, sans-serif font across the center of the image.

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