

Policy & Budget Committee

June 3, 2025



82ND AVE TRANSIT PROJECT

Agenda

- **Project Recap**
- **Business Access and Transit lanes**
 - Overview
 - Scenarios being studied
 - Analysis Takeaways
- **Business Access and Transit lanes – Community Engagement**
- **Questions & Discussion**

82nd Avenue Transit Project

Station Locations



- ~10 mile alignment
- 68 station platforms
- Average 1/3 mile spacing
- Termini:
 - Clackamas Town Center Transit Center
 - Cully “Triangle” (NE Killingsworth/NE Lombard)

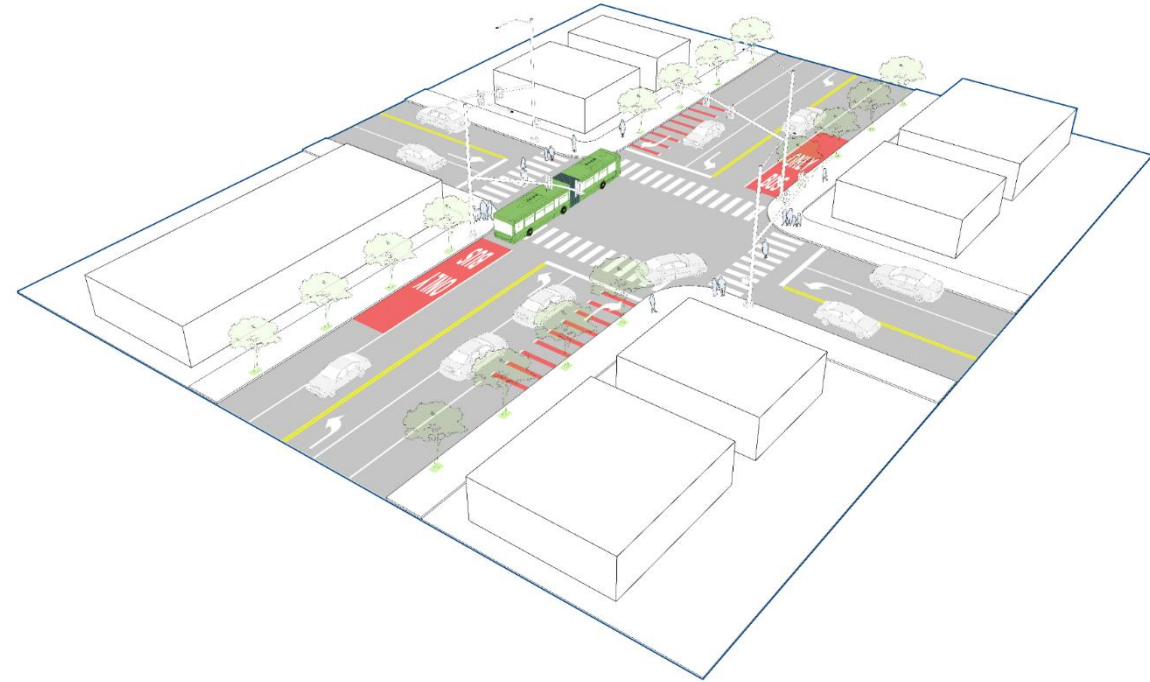
Transit priority tools

- Transit Signal Priority (TSP)
- Stop balancing / consolidation
- In-lane, far-side stops
- Near-level station platforms
- High capacity buses with multiple door boarding at higher curbs
- Business access and transit (BAT) lanes



Business access & transit lanes

- Converts existing curbside lane into BAT lane, reserved for buses and right-turning vehicles, emergency vehicles
- Through auto traffic stays in inner travel lanes
- Business entrances are accessed from curbside lane, like today
- A BAT lane adjacent to the sidewalk puts pedestrians near less traffic
- Evaluation of benefits, costs and impact



Some BAT lanes

- Converts outside lane to BAT lane in north and south ends of Portland segment, totaling about 3 miles
- About 1-3 minutes faster bus trip
- Improved transit reliability
- Improved pedestrian comfort along 6 miles of sidewalk
- About 1-2 minutes slower car trip
- Traffic diversion: about 15% of drivers in BAT lane segments would choose another route



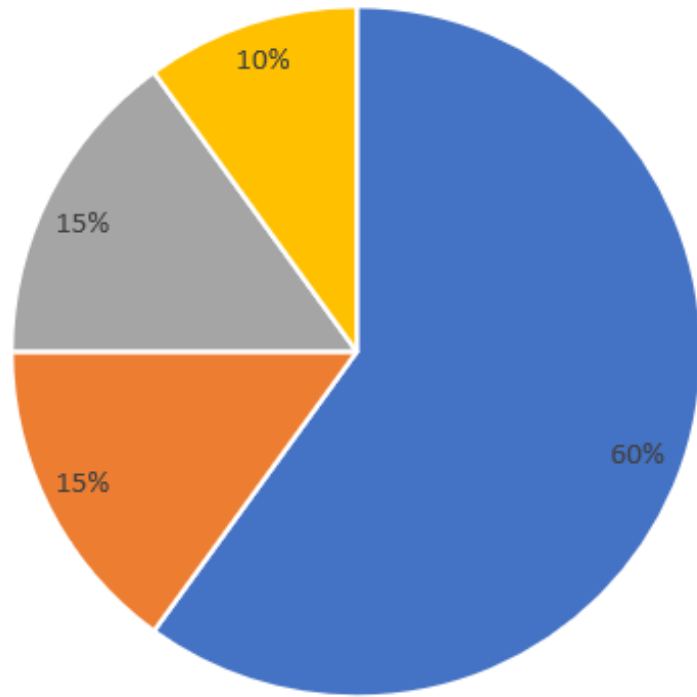
More BAT lanes

- Converts outside lane to BAT lane in all of Portland segment, totaling about 7 miles
- About 3–4 minutes faster bus trip
- More improvements to transit reliability
- Improved pedestrian comfort along 14 miles of sidewalk
- About 3-4 minutes slower car trip
- Traffic diversion: 20–25% of drivers in BAT lane segment would choose another route



Trip Length, Destinations on 82nd Ave

How long do people drive on 82nd Ave (in one trip)?



■ <1 mile ■ 1-2 miles ■ 2-4 miles ■ 4+ miles

- 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.

BAT Lanes & Traffic Diversion

- Under the **Some BAT scenario**, about **15% of trips** on 82nd Ave will choose other routes (This is about 150 cars per direction in peak hour)
- Under the **More BAT scenario**, about **20-25% of trips** on 82nd Ave will choose other routes (This is about 200-250 cars per direction in peak hour)
- On what routes would these trips divert or continue?
 - 30% -- I-205
 - 60% -- major city traffic streets
 - 10% -- local streets and neighborhood greenways

Intersection Widening Study

Project team explored the concept of widening 82nd avenue at three of the most congested intersections:

- SE Powell Boulevard
- SE Holgate Boulevard
- SE Foster Road

Compared to the current project design, this scenario would have the following outcomes for the sample trip:



Improved bus travel time by about **1 minute**



Cost: More than four times as much as the “Some BAT lanes” scenario, resulting in less space for better sidewalks or addressing other safety issues



Faster travel time for autos by about **15 seconds**



Pedestrians would cross up to **7 lanes** on 82nd Avenue at widened intersections



Substantial Property Acquisition: The project would require the purchase of at least three entire properties, and some businesses would have to relocate.

Summary of Benefits and Impacts

| Scenarios | Benefits | Impacts |
|------------------------|---|---|
| Current Project Design | <ul style="list-style-type: none">• 8–10 min faster bus trips• Better transit reliability• Zero-emission buses | <ul style="list-style-type: none">• No lane changes• No added impacts |
| Some BAT Lanes | <ul style="list-style-type: none">• Additional 1–3 min faster bus trips• Improved transit reliability• Improved ped comfort along 3 miles | <ul style="list-style-type: none">• 1–2 min slower car trips• 10-15% traffic diversion |
| More BAT Lanes | <ul style="list-style-type: none">• Additional 3–4 min faster bus trips• Improved transit reliability• Improved ped comfort along 7 miles | <ul style="list-style-type: none">• 3–4 min slower car trips• 20–25% traffic diversion |
| Intersection Widening | <ul style="list-style-type: none">• Keeps all auto lanes• Minimal benefit to transit or car trips | <ul style="list-style-type: none">• Property/business impacts• Longer ped crossings |

BAT lane decision-making

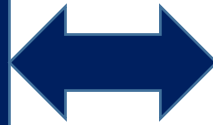
- **Technical analysis**

- Transit trips
- Car trips; diversion
- Pedestrian environment

- **Community input**

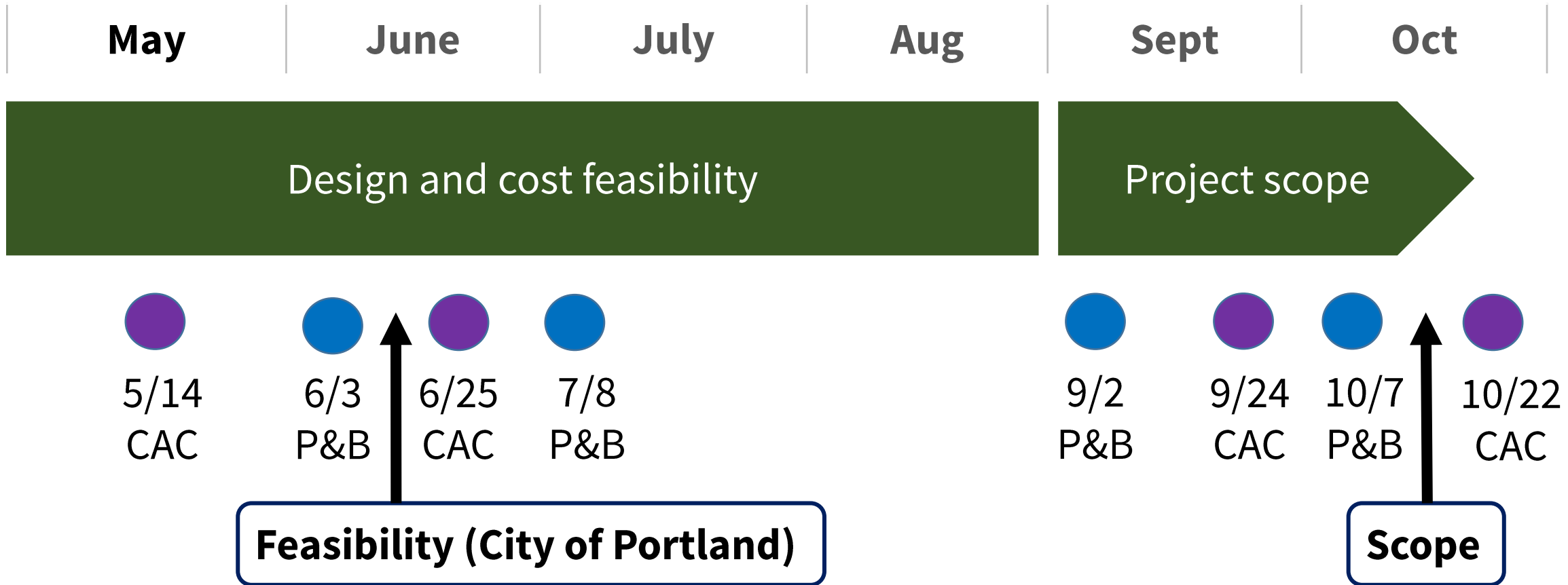
- **Cost**

- **City of Portland feasibility study**

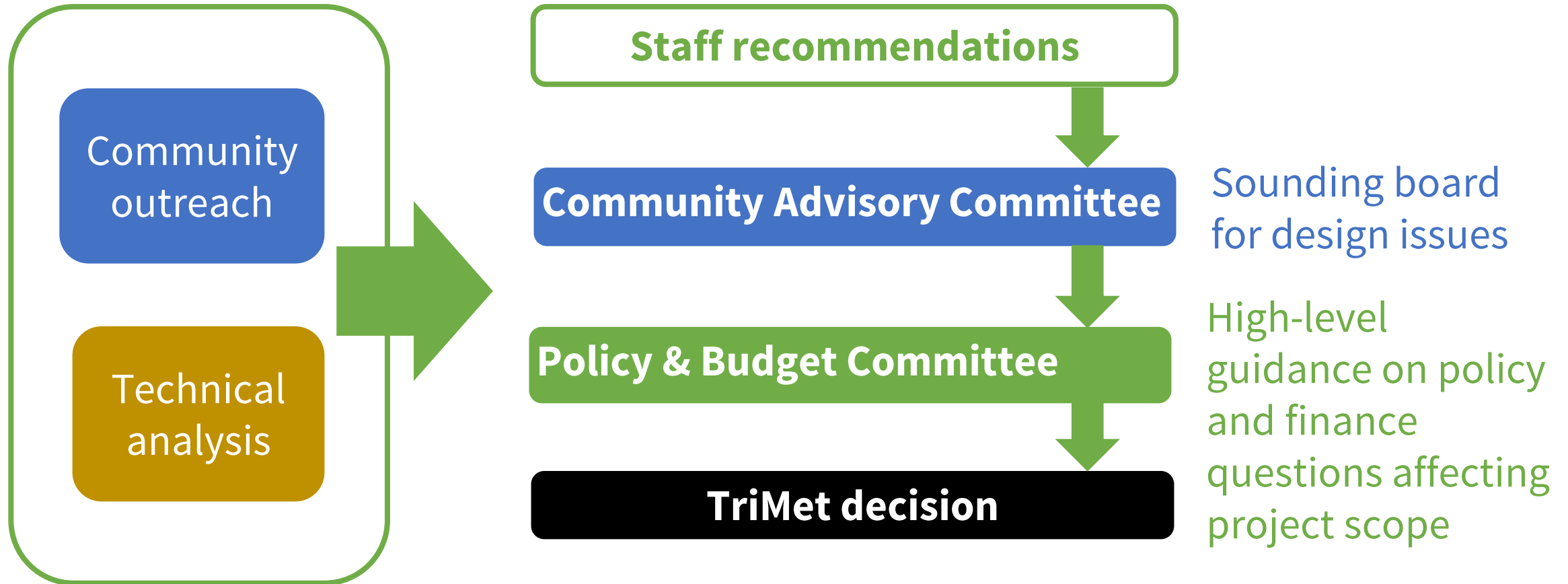


- Partner staff recommendations
- Community Advisory Committee input
- Policy & Budget Committee input

BAT lane decision-making



Scope decisions



Questions & discussion

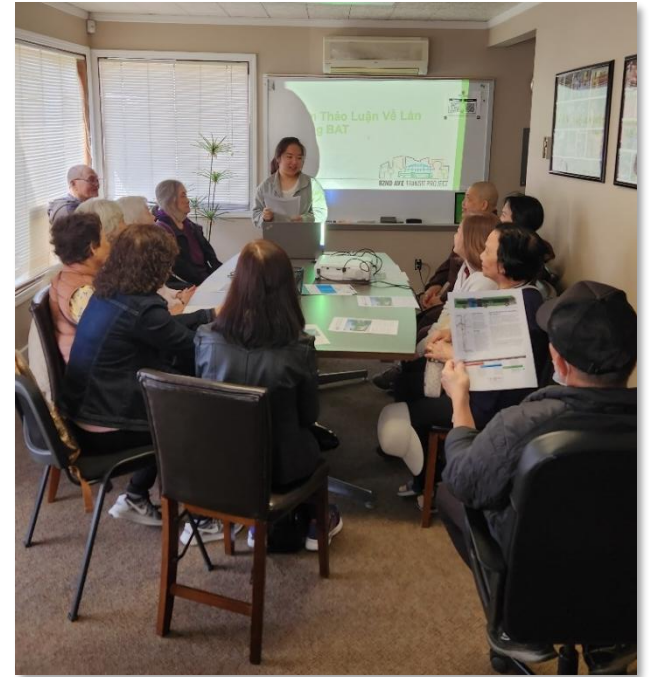
Outreach on BAT lanes

- Web page with survey 4/7 – 4/27; in-person open house 4/23
- 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**
- May discussion groups:
 - Limited English communities (Spanish, Ukrainian, Vietnamese, Chinese, Russian, Somali)
- Survey re-opened 5/14 – 6/6; business outreach
- Tabling at Rahab's Sisters



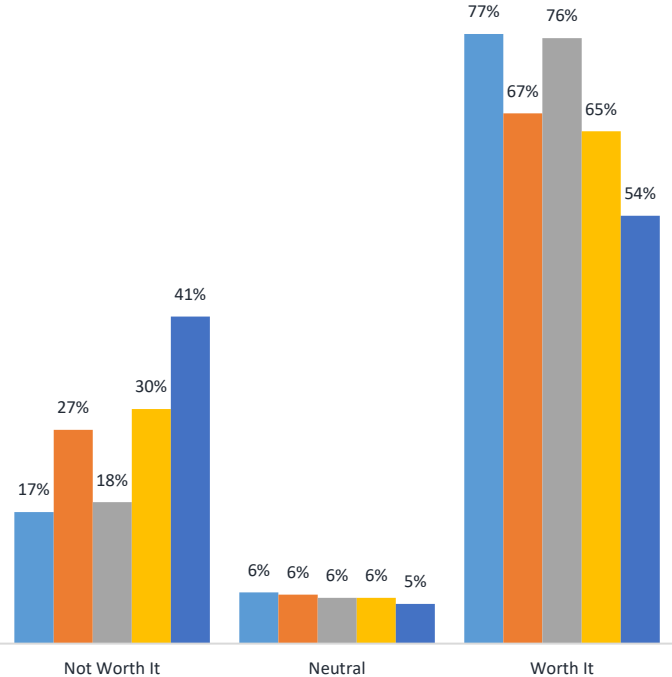
Additional Outreach: Focus groups

- 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
- Chinese – (5/16) - Overall support for the “Some BAT” lanes

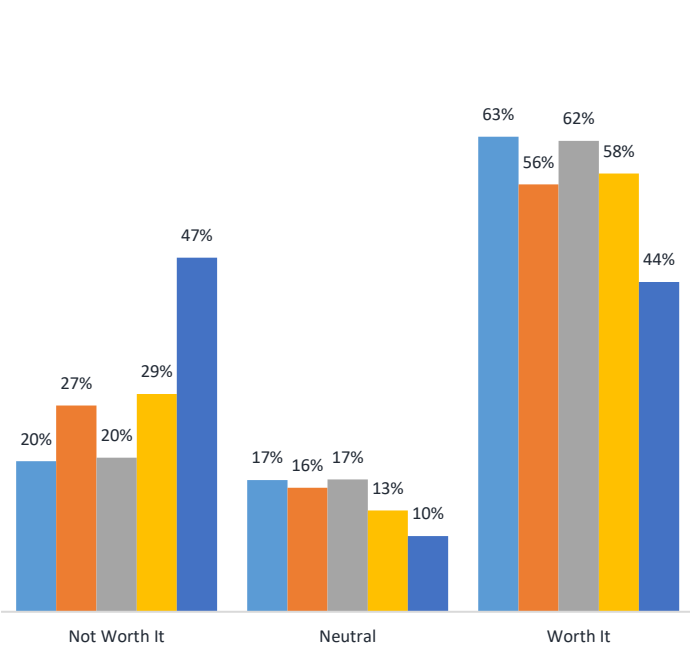


Responses by 82nd Avenue Usage

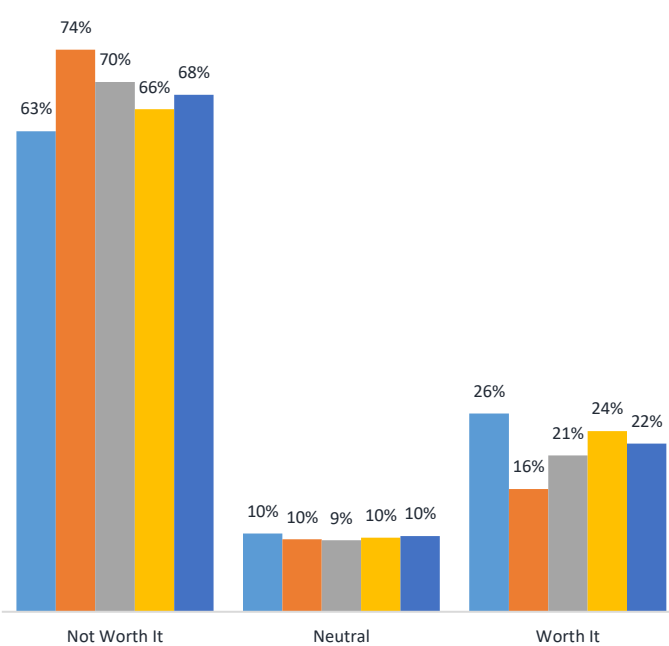
More BAT Lanes



Some BAT Lanes



Intersection Widening



■ Ride the Line 72 bus
 ■ Drive on 82nd Avenue
 ■ Walk on 82nd Avenue
 ■ Live within a few blocks of 82nd Avenue
 ■ Own/manage a business/property on 82nd Avenue

Outreach 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

Questions & discussion

**Next meeting:
Tuesday, July 8, 2025
4 p.m. – 5 p.m.**

**Topic:
Roundtable recommendations
for BAT scenarios**