



Meeting: 82nd Avenue Transit Project Policy and Budget Committee

Date/time Friday, January 16| 10:00 a.m. to 12:00 p.m.

Location: PCC Southeast – Community Hall Annex

Members

Sam Desue	TriMet
Chris Ford	ODOT
Duncan Hwang	Metro Councilor
Art Pearce	City of Portland
Franklin Ouchida	CAC Co-Chair
Diana Helm	Clackamas County Commissioner
Christine Lewis	Metro Councilor

Presenters

Michael Kiser	TriMet
Jesse Stemmler	TriMet
Chris Ford	ODOT

Welcome and Project Updates

Sam Desue called the meeting to order and welcomed the attendees, provided an overview of the agenda. Attendees were also asked to introduce themselves. The General Manager emphasized the committee’s responsibility to enhance safety—particularly near transit stations, and acknowledged a letter from the Portland Metro Chamber and the 82nd Avenue Coalition supporting a multimodal vision for the corridor and calling for careful consideration of business impacts and support strategies.

BAT Evaluation Categories Overview

Jesse Stemmler highlighted that the baseline 82nd Avenue Transit Project already provides major benefits—travel time savings, reliability, ridership growth, and safety improvements. While BAT lanes can boost transit performance, they may divert vehicle traffic, require design exceptions, add costs and complexity, and affect peak-hour flow, though they do not reduce business access. The project’s station improvements will modify overall access patterns, and careful evaluation of BAT lanes’ trade-offs is needed.



ODOT Regulatory Requirements - (Chris Ford- Policy & Development Manager, ODOT Region 1)

ODOT reviewed the regulatory and permitting implications of adding BAT lanes, focusing on traffic diversion and safety under 2045 peak conditions. Most locations, including I-205, show no issues, but full BAT lanes at 82nd Avenue and Powell Boulevard could worsen operations, requiring mitigation, lane reduction, or a design exception. The analysis clarifies where regulatory challenges exist and the trade-offs of pursuing full BAT lanes.

BAT Lane Risks Scenarios for Feedback

Jesse Stemmler reviewed key risk areas and BAT lane alternatives, aiming to maximize BAT lanes while managing costs, regulatory issues, and community impacts. dropping BAT lanes at 82nd & Powell to avoid major widening costs and risks, retaining them at Stark & Washington with flexibility, and keeping them on Glisan-to-Foster (excluding Powell) while continuing to evaluate trade-offs. Committee feedback will guide the preferred BAT lane approach for the next recommendation.

Discussion and Preparing for Recommendation

The committee broadly supported advancing the 82nd Avenue Transit Project, emphasizing the baseline benefits and viewing BAT lanes as a tool for long-term reliability rather than primary safety. Members favored avoiding costly intersection widening—especially at 82nd & Powell—while retaining flexibility to study BAT lanes corridor-wide. The consensus supports a “Goldilocks” approach that maximizes benefits, manages risks, maintains transparency, and guides a February recommendation prioritizing project readiness and feasible BAT lane implementation.

Public Comment

Public testimony strongly supported extensive BAT lanes on 82nd Avenue, emphasizing safety, reliability, equity, and long-term transit and active-transport benefits. Speakers highlighted unsafe conditions, overcrowded buses, and barriers for vulnerable riders, urging design exceptions instead of lane reductions. Business representatives offered conditional support, requesting economic impact analysis and mitigation. Overall, testimony called for prioritizing people over vehicle throughput, avoiding widening, and pursuing a bold, safety-focused vision that balances community and business needs.



Closing Remarks

Sam Desue thanked the committee for their discussion and insights, reminded everyone that the next meeting is scheduled for February 13, and adjourned the meeting.

Adjourned