Policy & Budget Committee

January 16, 2026

82ND AVE TRANSIT PROJECT

Agenda

- Welcome & Project Update
- BAT Evaluation Categories Overview
- ODOT Regulatory Requirements
- BAT Lane Risk Scenarios For Feedback
- Discussion & Preparing for Recommendation
- Public Comment

82ND AVE TRANSIT PROJECT

Baseline Transit Project ("No BAT") Overall Improvements & Benefits

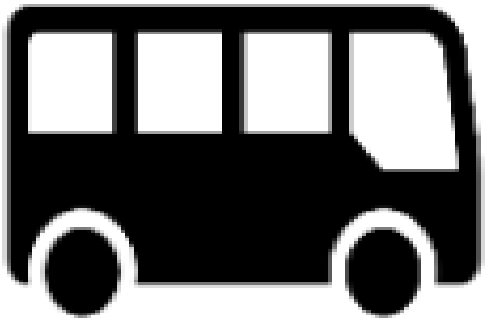
- ✓ Strong overall support of baseline transit project from businesses and community alike
- ✓ Achieves majority of travel time savings
- ✓ Expected to generate strong ridership growth
- ✓ No impact to auto travel time and congestion on 82nd Ave
- ✓ Does not create additional traffic diversion
- ✓ Improves safety with new sidewalks, crossings, curb ramps
- ✓ Lowest risk to project scope, schedule and budget

Transit Project – Safety & Accessibility Improvements

- All stations paired with signalized crossings
  - ~16 new or modified traffic signals
- ~142 ADA-compliant curb ramps
- Lighting at all station platform areas
- Accessible wayfinding
- Near-level platforms at most locations
- CCTV at station platforms
- Business Access and Transit Lanes
  - Restricts through traffic in curb lane
  - Improves comfort for pedestrians
  - Not proposed as a safety solution

BAT Lanes
Evaluation & Considerations

Benefits to Transit



- ✓ “No BAT” provides significant improvements to transit travel time, reliability, and ridership
- ✓ “Some BAT” provides additional travel time savings, better long-term reliability, and higher ridership
- ✓ “More BAT” provides most transit benefit overall

Traffic Congestion on 82nd Ave

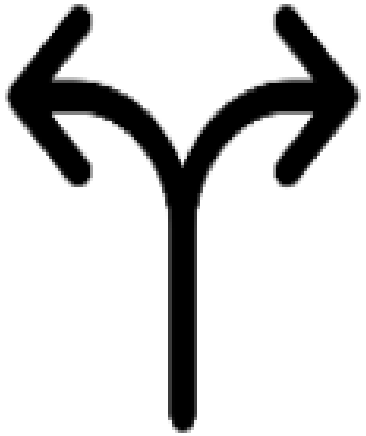
- ✓ BAT lanes are expected to add some diversion and delay to auto travel times, most pronounced during peak hours

- ✓ Peak-hour traffic diversion:
  - "Some BAT" 15%
  - "More BAT" 20%-25%

- ✓ Daily traffic diversion:
  - "Some BAT" 3%
  - "More BAT" 5%

Note: Diversion figures above are based on a projected 2029 opening year. For PBOT roadways, traffic analysis, lane allocation, and resulting diversion assume a 2029 opening year. In accordance with ODOT guidance, traffic and diversion analyses for ODOT-owned facilities assume a 2045 horizon year.

Diversion Effects (Peak Hour)



- ✓ “More BAT’ results in traffic diversion to ODOT facilities, exceeding ODOT standards at two locations, and will require ODOT design exceptions and/or mitigation
- ✓ For all scenarios, diversion to PBOT facilities acceptable with planned improvements
- ✓ Diversion to Clackamas County facilities under review

Note: For PBOT facilities, traffic and diversion analysis studies assume a 2029 opening year. For ODOT facilities, traffic and diversion analyses studies 2045 horizon year in accordance with ODOT guidance.

Pedestrian Access, Comfort and Safety

- ✓ Transit project includes improved sidewalks, curb ramps, and crossings (regardless of BAT lanes)
- ✓ BAT lanes expected to improve pedestrian comfort by allowing less traffic in curb lane

Business Access & Movement Through Corridor

- ✓ Business access unchanged with BAT lanes
- ✓ Fewer people driving on 82nd (peak hour and daily) with “Some BAT” and “More BAT”
- ✓ Overall increase of people throughput (auto + transit) on 82nd Ave with “No BAT”, slightly less throughput with “Some BAT” and “More BAT” expected near-term

Project Delivery, Maintenance and Operational Costs

- ✓ “Some BAT” and “More BAT” create more risks to:
  - Project costs
  - Schedule
  - Maintenance costs
  - Regulatory requirements
- ✓ “Some BAT” and “More BAT” expected to result in better transit operational efficiency
- ✓ BAT lanes not expected to change federal funding competitiveness

ODOT Regulatory Requirements

82nd Avenue Transit Project
Policy & Budget Committee

ODOT Region 1

January 16, 2026

Oregon Department of Transportation

Traffic Operations & Diversion Analysis

- Methodology & ODOT Study Locations
  - Along project corridor
  - Adjacent affected facilities
- Analysis Results & Mitigation

Oregon Department of Transportation

Areas of Concern

- Safety effects of diversion to I-205 off-ramps
  - Queue spillback to mainline
- I-205 through traffic operations
- Impacts to intersecting ODOT facilities (US26/Powell, US30BY/Lombard)
- Impacts to OR213/82nd in Clackamas County

Oregon Department of Transportation

Diversion Study Area

- All interchanges on I-205 between Airport Way and Sunnyside Rd
- I-84 on/off-ramps to and from 82nd Ave near NE Halsey St
- Lombard St between NE 60th Ave and NE 102nd Ave
- Powell Blvd between SE 60th Ave and SE 102nd Ave

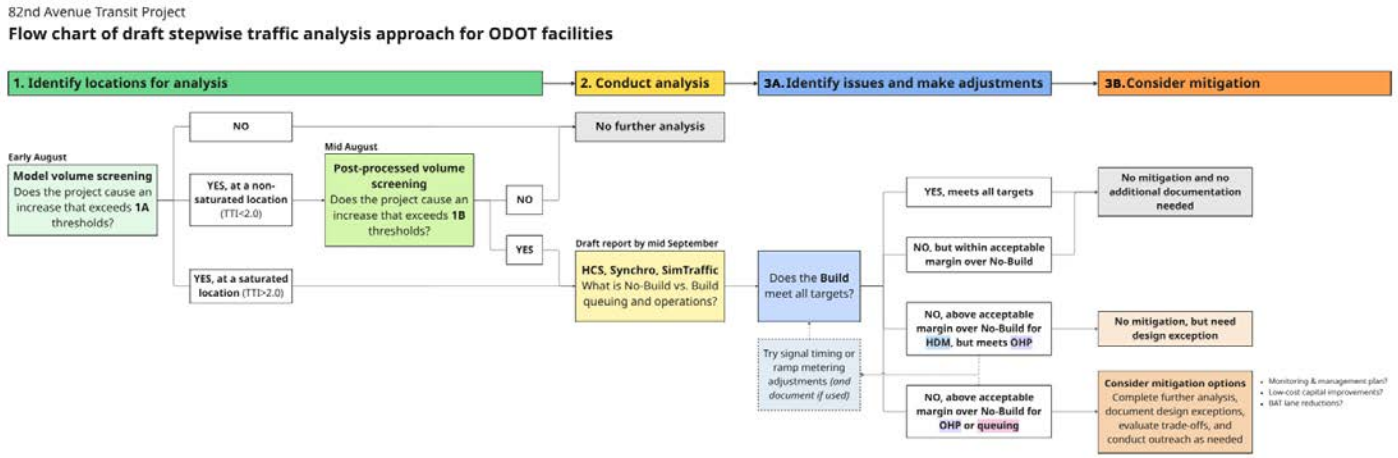
Analysis Methodology for ODOT Facilities

- Analysis for NEPA process
- 2045 analysis year
- PM peak hour
- No Build & Full BAT Lanes only
  - Other BAT lane scenarios not analyzed yet
- Targets from Highway Design Manual
- Used ODOT Analysis Procedures Manual

Diversion Methodology

Screening methodology developed for project

- Initial screening based on agreed upon volume thresholds
- Further screening at triggered locations
- Analysis conducted at screen locations



Oregon Department of Transportation

Analysis Results & Mitigation

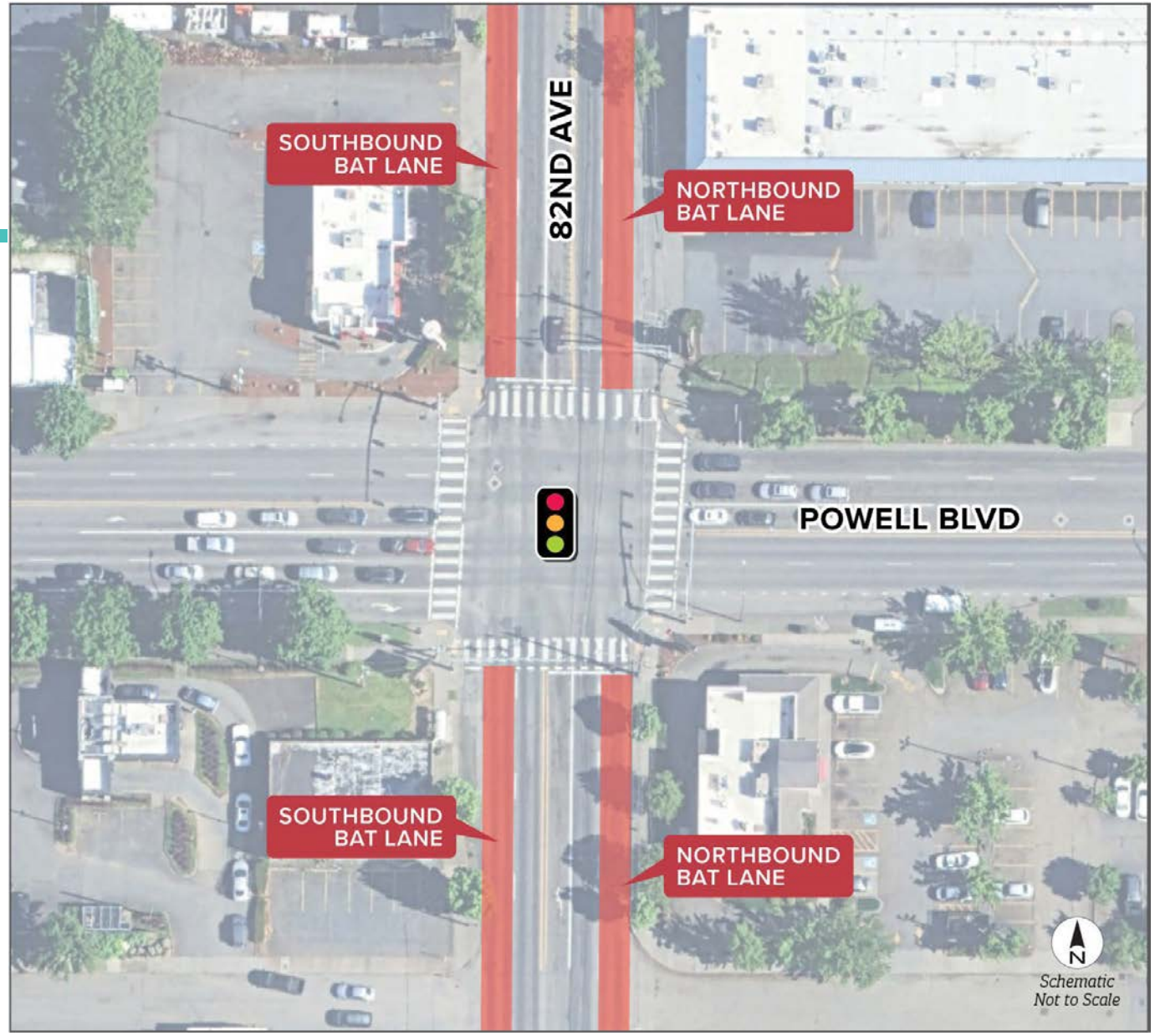
Oregon Department of Transportation

Results

- 5 locations exceed standards and would require mitigation or a design exception from ODOT
  - These intersections would have a volume to capacity (V/C) ratio beyond adopted targets
  - 2 locations of greater concern – full BAT lanes would exacerbate problems further
  - 2 other locations are of concern but do not trigger a mitigation requirement

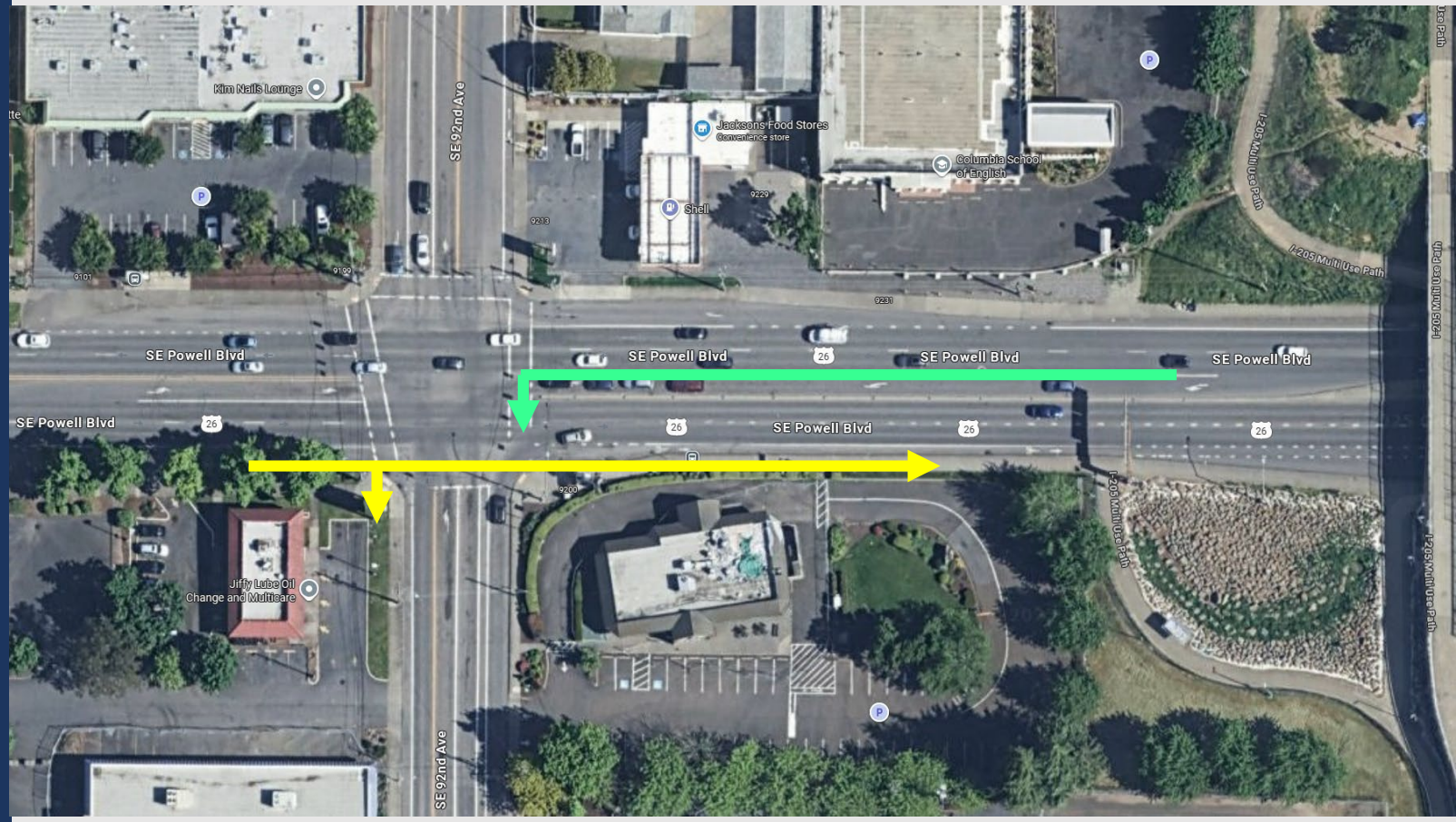
82nd Ave /Powell (US26)

- **V/C Target: 0.85**
- 2045 No Build V/C: 1.03
- 2045 Build V/C: 1.07
- Mitigation Options, one of:
  - No BAT Lanes – 0.91
    - mitigates to less than No Build
  - Widen 82nd – 0.87
    - mitigates to less than No Build
  - Widen 82nd + Add Westbound Right Turn Lane – 0.84
    - mitigates to less than HDM target
  - Design Exception



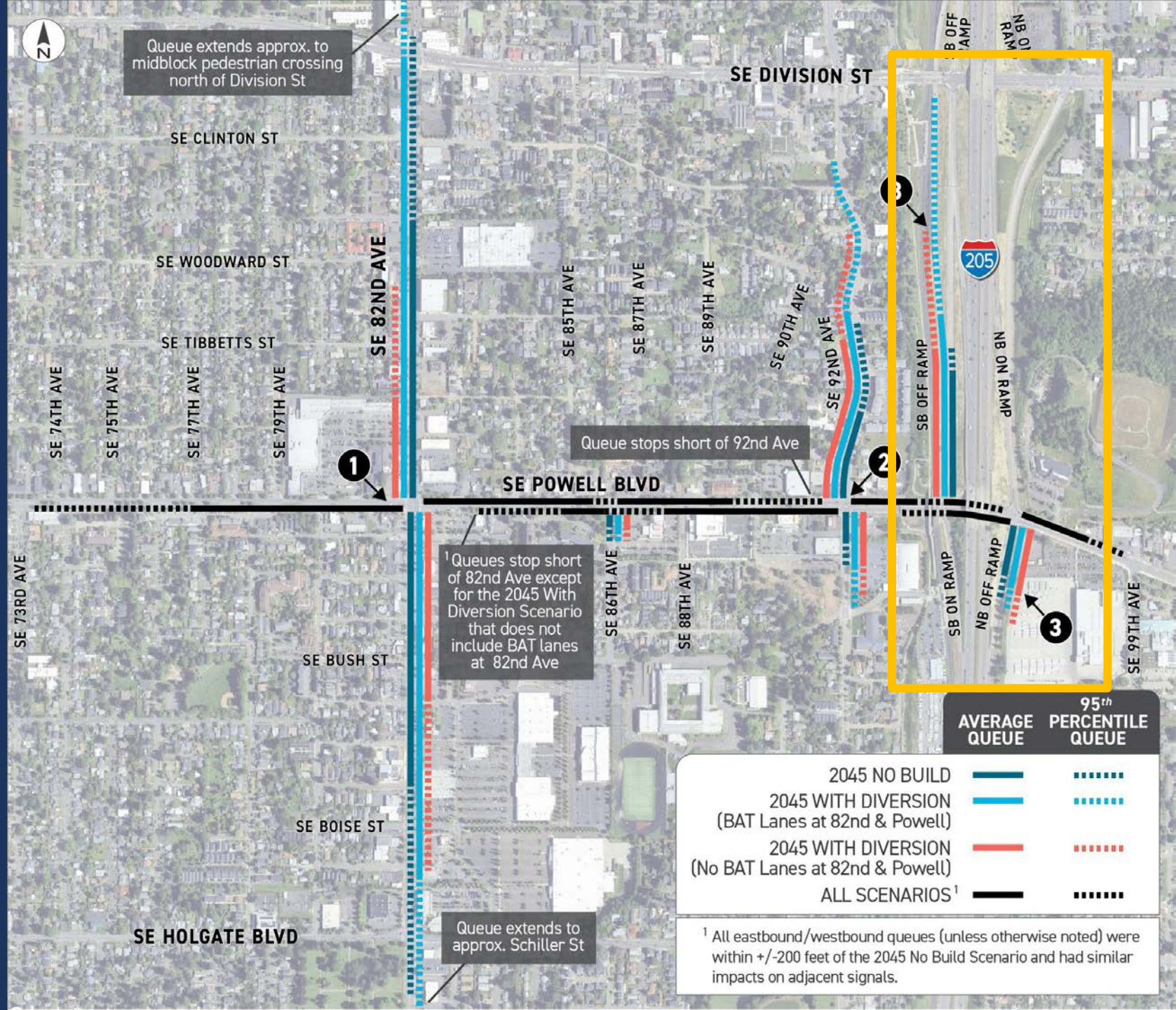
92nd Ave /Powell Bl

- **V/C Target: 0.85**
- No Build V/C: 0.86
- Build V/C: 0.92
- Mitigation Options
  - Convert Eastbound Right Lane to Thru-Right Lane
    or
  - Add a 2nd Westbound Left Lane or
  - Reduce BAT lane extent
    or
  - Design Exception



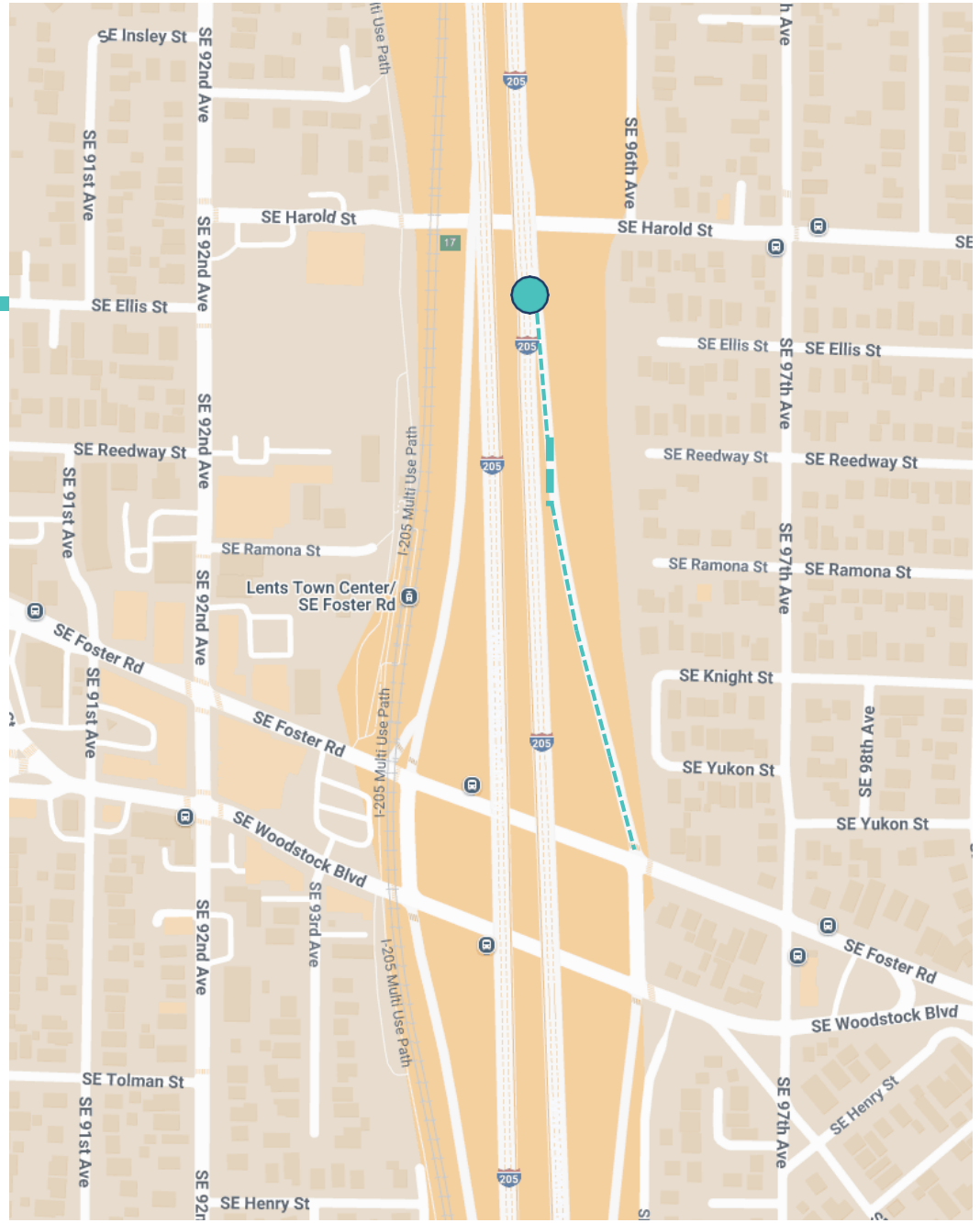
Powell Operations

- ODOT Standard = 95th % Queues [dashed lines]
- NB Ramp minimal queue increase – no issue
- SB Ramp Queue increase of 1,500’
  - Backups as far as Division
  - No BAT at 82nd lowers overall queue by 750’
- N/S long queues on parallel PBOT facilities (82nd and 92nd Aves)
- E/W continued long queues on Powell affecting adjacent intersections



I-205 NB On-Ramp at Foster

- V/C Target: 0.75
- 2045 No Build V/C: 0.82
- 2045 Build V/C: 0.85
- **No mitigation required (≤0.03)**
- Ramp metering for operational needs
- Requires documentation for the HDM target during project review



Mitigation Options

82nd Ave/Lombard St

- Convert Northbound Right Lane to Left-Right Lane or
- No BAT Lanes or
- Design Exception

Cully Bl/Lombard St

- Add Southbound Right lane or
- Design Exception

82nd Ave/Johnson Creek Bl

- Add Westbound Right Lane or
- Add Eastbound Right Lane or
- Add Northbound Thru/ Southbound Thru Lane or
- Design Exception

Locations with Design Changes or HDM Impacts

Intersection	Roadway Design Change	HDM V/C Target	No Build V/C	Build V/C
82nd Ave / Lombard St*	Geometry	0.80	0.83	**0.82**
82nd Ave / 82nd Way	Geometry	0.80	0.66	0.71
Cully Bl / Lombard St	None	0.80	0.84	**0.84**
Killingsworth St / Lombard St	Signal	0.80	0.98/1.17	0.75
82nd Ave / Johnson Creek Bl	None	0.85	0.94	**0.89**

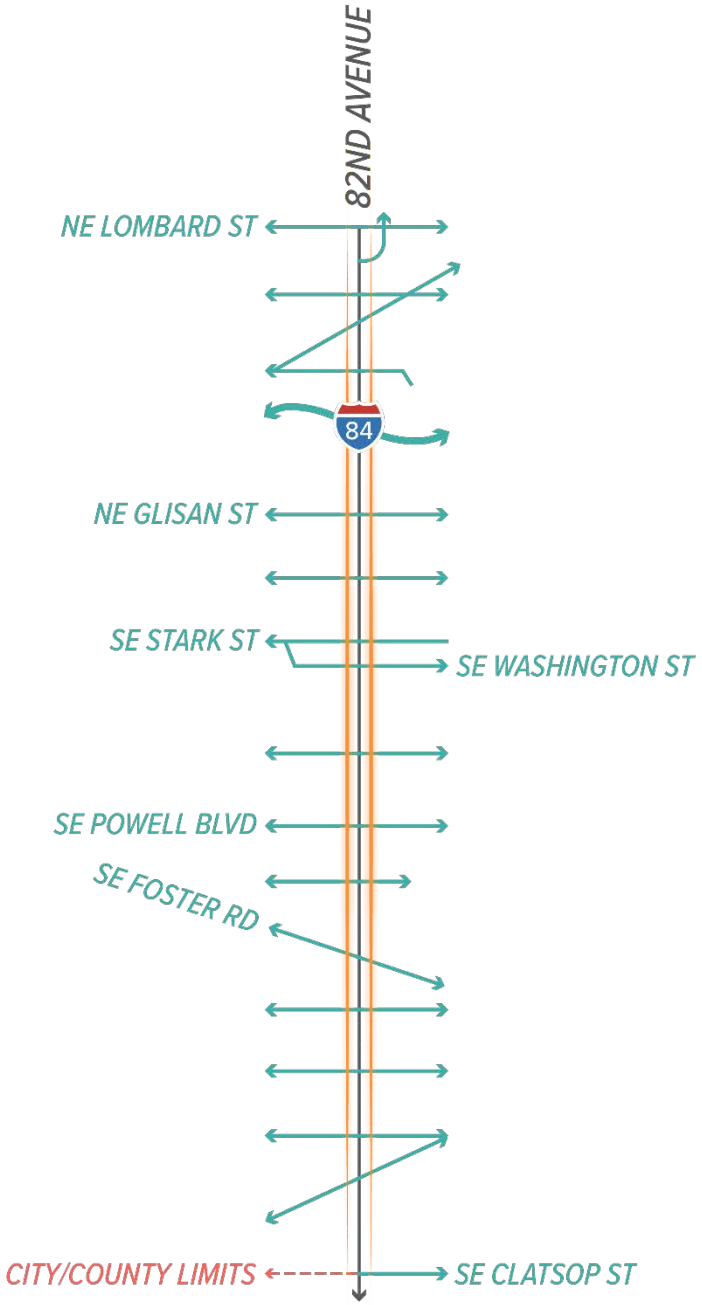
*Preferred configuration. There is another build configuration with 0.81 V/C

Summary

- **82nd Ave at Powell Bl**
  - **Requires mitigation or DE**
- 82nd Ave at Lombard St
  - Requires DE or mitigation
- Cully Bl at Lombard St
  - Requires DE or mitigation
- 82nd Ave at Johnson Creek Bl
  - Requires DE or mitigation
- **SE Powell Blvd at SE 92nd Ave**
  - **Requires mitigation or DE**
- I-205 SB off-ramp to Powell
  - No mitigation or DE required but extensive queues
- I-205 NB on-ramp at SE Foster Rd
  - No mitigation or DE required

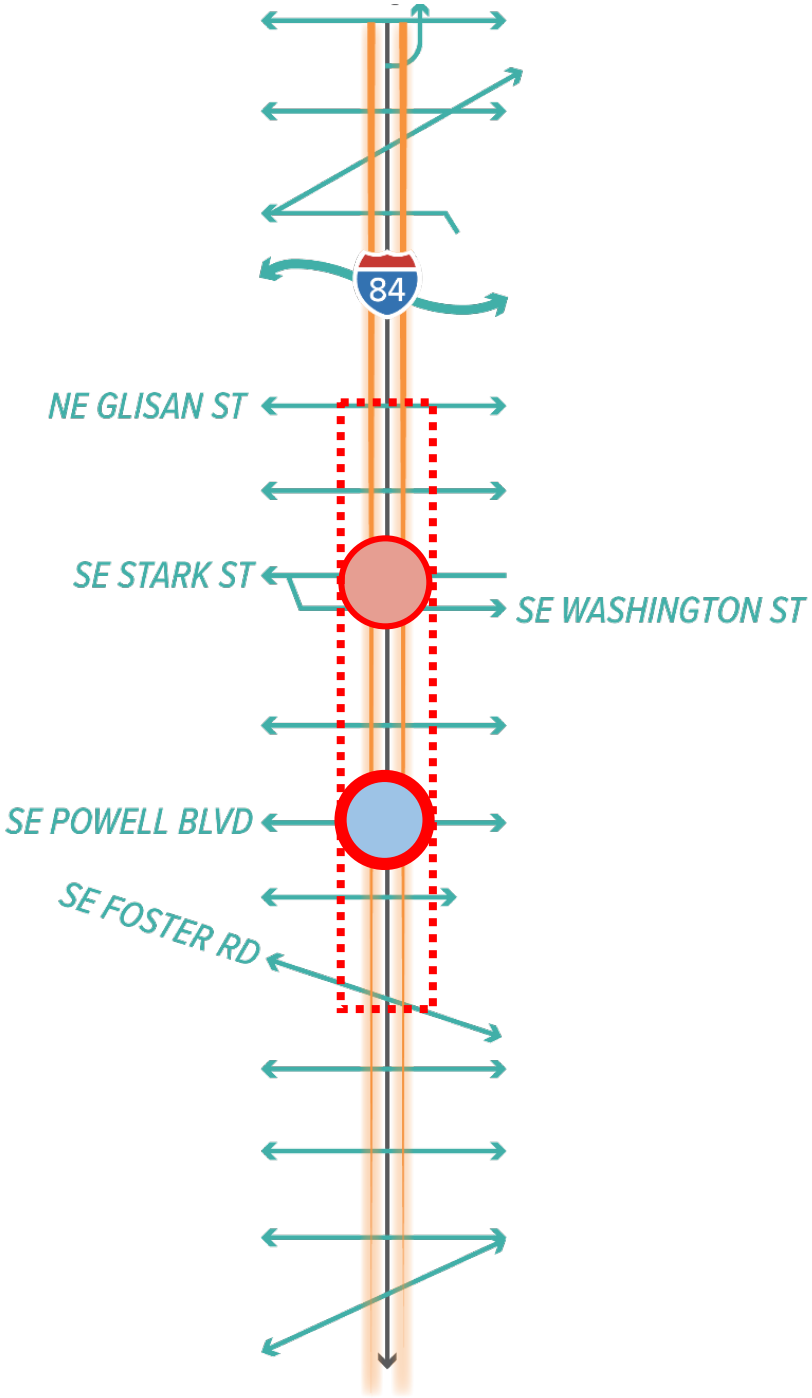
BAT Lane Scenarios
Risks and Options

BAT Lane Refinement & Evaluation Approach



"More BAT"
NE Lombard to SE Clatsop

- Deliver the most BAT lanes while addressing concerns, key risk areas and challenges.
- Communicate the benefits and tradeoffs associated with each key risk area.
- Incorporate P&B feedback to define a realistic target for BAT lanes during 60% design.
- Provide future P&B updates on BAT design progress and outcomes.



Key Risk Areas

SE 82nd/Powell

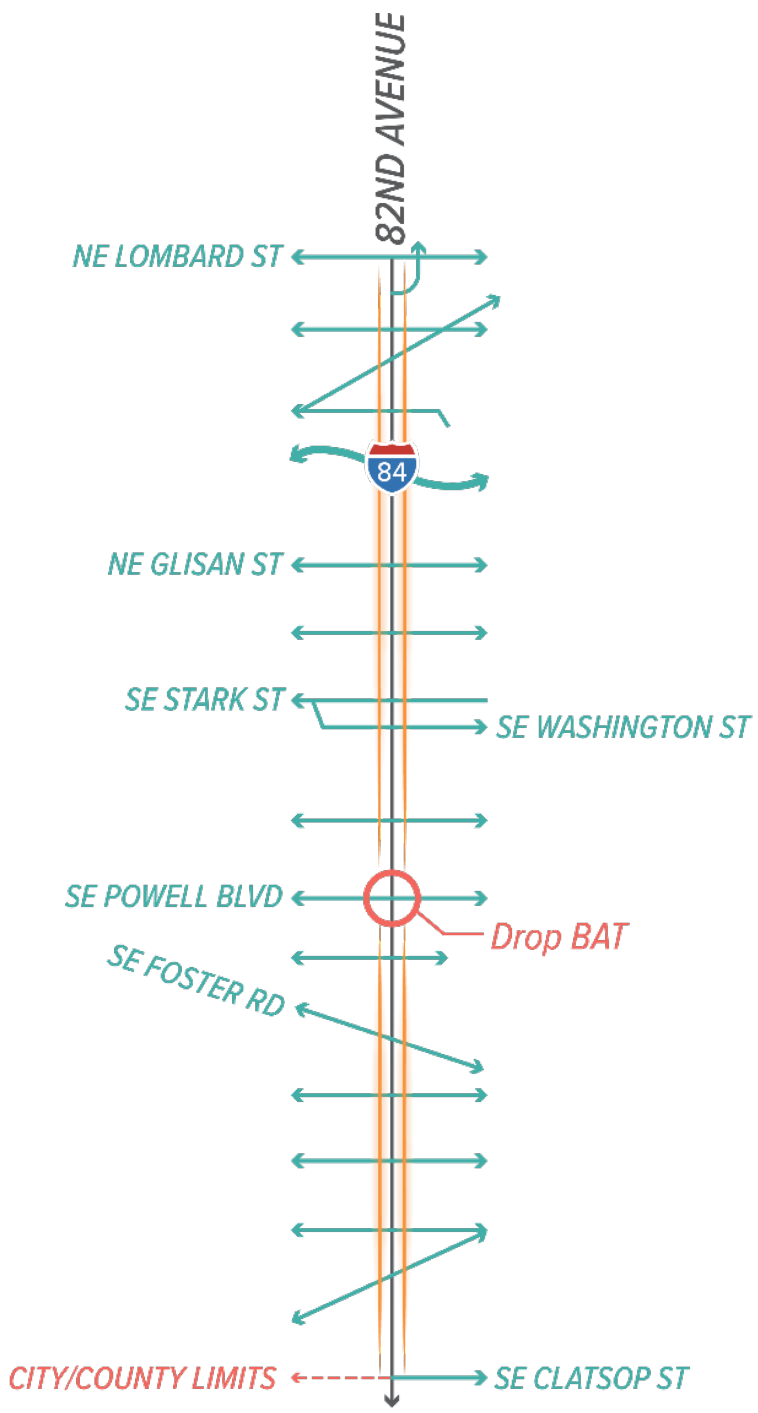
- *High* risk to project associated with traffic diversion and congestion (potential cost pressure associated with intersection widening)

SE Stark & SE Washington

- Cost risk associated with widening to accommodate side-by-side left turn lanes

NE Glisan to SE Foster

- *Moderate* risk to project due to diversion to 92nd/SE Powell (potential cost pressure associated with off-corridor improvements)
- Higher concentration of auto oriented and larger footprint businesses.



82nd/SE Powell

Challenge:

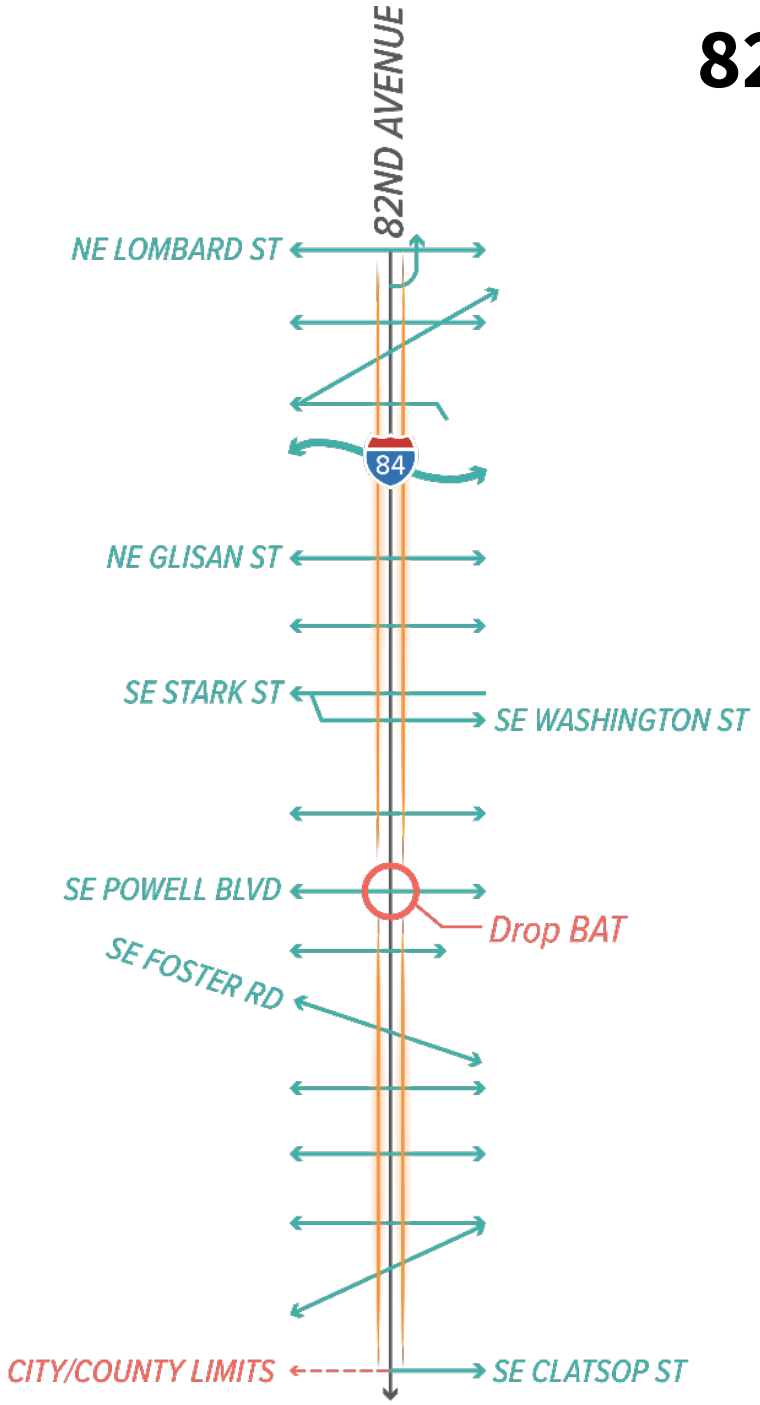
High Risk to project associated with traffic diversion and congestion. May not receive a design exception without widening at Powell.

Options:

1. **Pursue design exception; accepting cost & schedule risks**; if not approved, drop BAT lane at Powell (option 2).
2. **Drop BAT lanes at Powell**, extending minimum of 200’ from intersection in each direction.
3. **Incorporate intersection widening into project** and identify funding to cover ~$15-20M added cost

Estimated Costs based on 30% design. YOE

82nd/SE Powell – Option Benefits & Tradeoffs



1. Pursue design exception

- Project schedule risk (DE process, NEPA, design, funding)
- Likely results in selecting Option 2

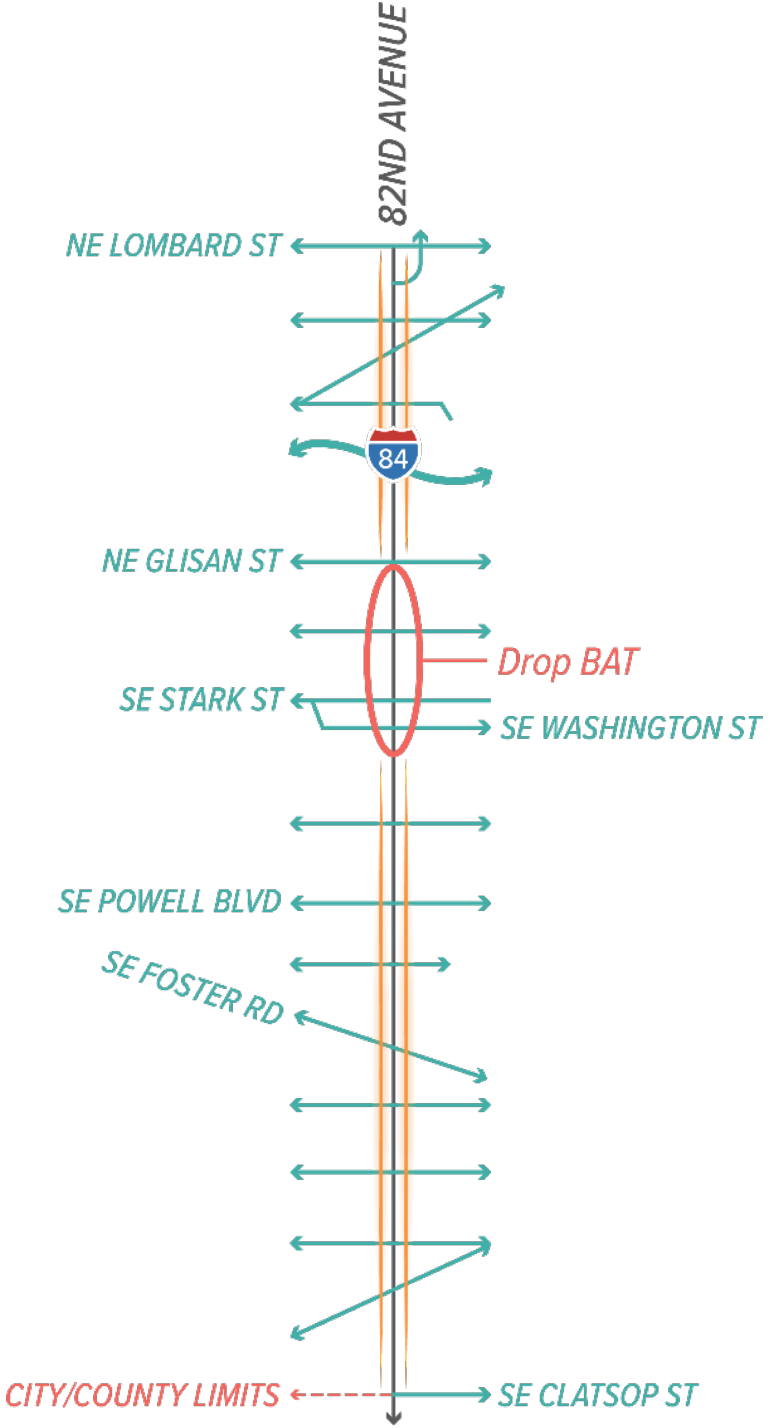
2. Drop BAT lanes at Powell

- Eliminates regulatory and additional cost/schedule risks
- Avoids roadway widening and longer crosswalks
- May address business concerns (traffic diversion)
- Reduces some transit travel time savings and reliability
- **BAT lane cost savings:~$70k. Project funding gap: ~$8.8M**

3. Incorporate intersection widening

- Preserves transit benefits and reduces congestion
- Adds schedule risk (design, NEPA review, and funding)
- Increases cost by approximately $15–20M
- Expands impacts to adjacent properties
- Results in longer crosswalks

Estimated Costs based on 30% design. YOE



SE Stark & SE Washington

Challenge:

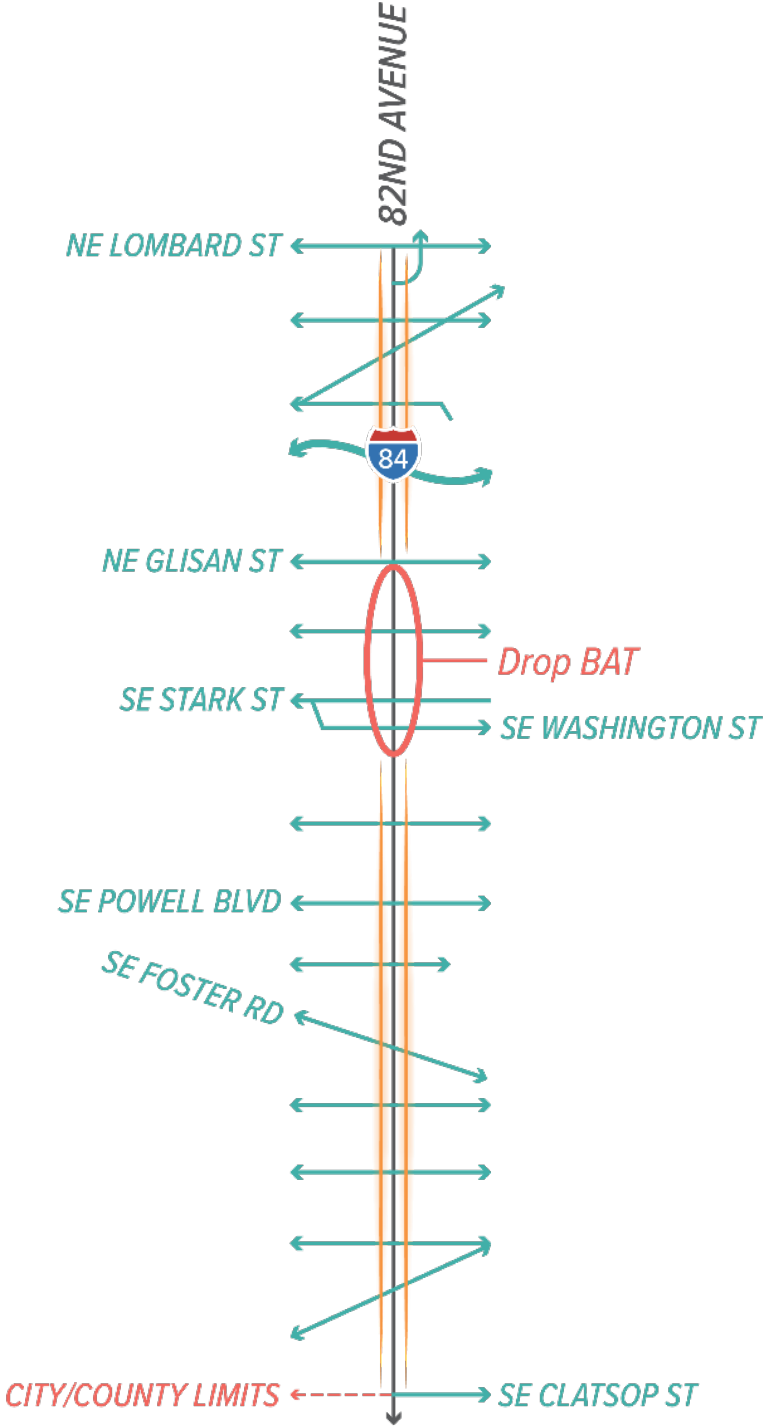
With BAT lane reallocation, need to widen 82nd slightly to provide side-by-side left turn lanes between Stark and Washington. This widening contributes ~$3.7M to the ~$10.8M added capital cost of the "More BAT" concept.

Options:

1. **Drop BAT lanes at Stark/Washington**, likely dropping between Glisan and south of Washington (along ~0.6 of the 7 miles)

2. **Retain BAT lanes and widening at Stark/Washington.**

Estimated Costs based on 30% design. YOE



SE Stark & SE Washington Option Benefits & Tradeoffs

Options:

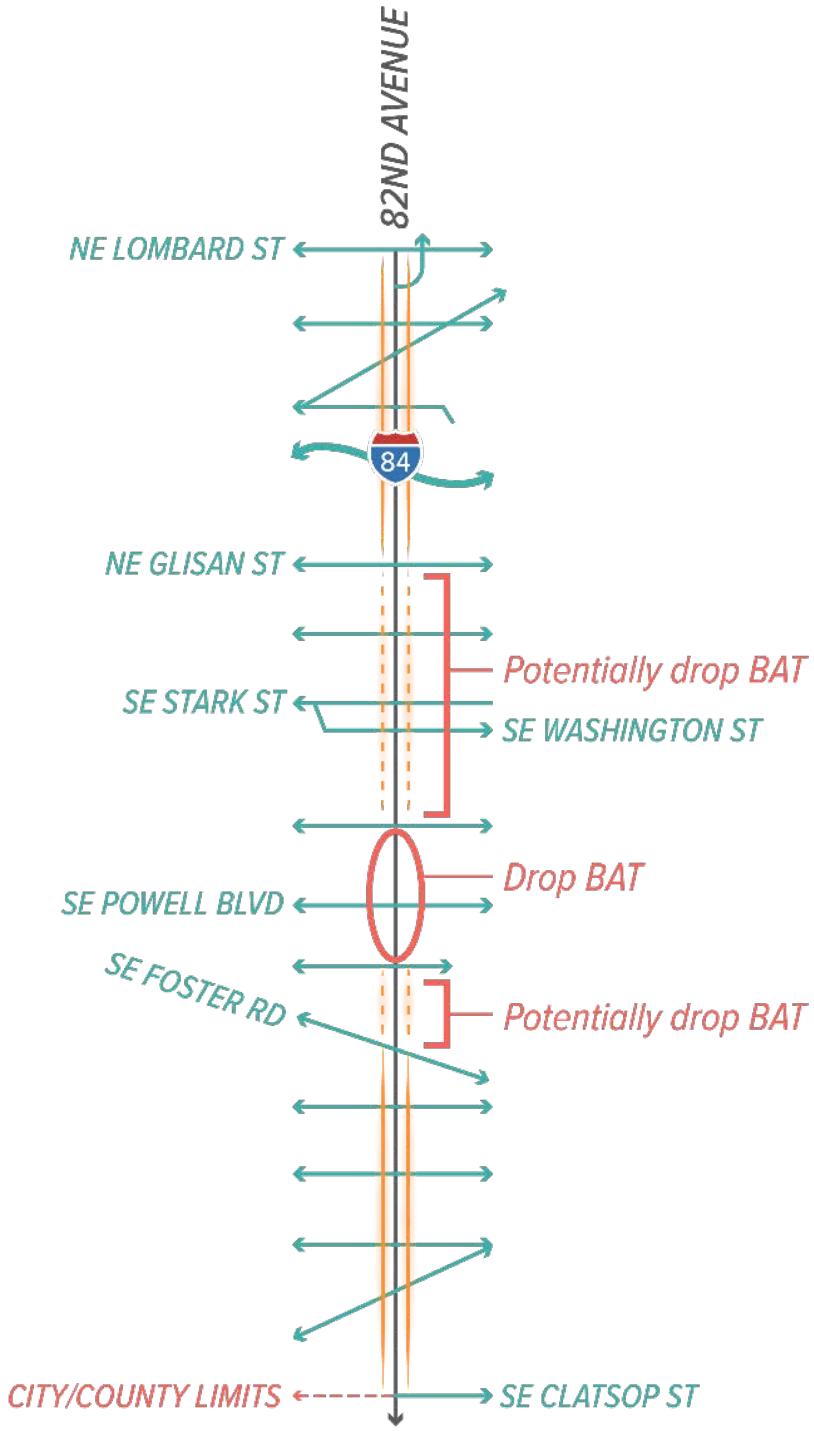
1. Drop BAT lanes at Stark/Washington

- Allows through traffic to bypass occasional left-turn queue spillovers
- Reduces transit travel time and reliability improvements
- Left-turn lanes would remain unlengthened
- **BAT lane Cost Savings: ~$3.7M. Project Funding Gap: ~$5.2 M**

2. Retain BAT lanes and widening at Stark/Washington

- Minimizes left-turn queue spillover into through lanes
- BAT lanes may be removed later in design if need to further reduce the funding gap or if design exception is not approved for diversion effects on ODOT facilities

Estimated Costs based on 30% design. YOE



NE Glisan to SE Foster

(Assumes No BAT at 82nd/Powell)

Challenge:

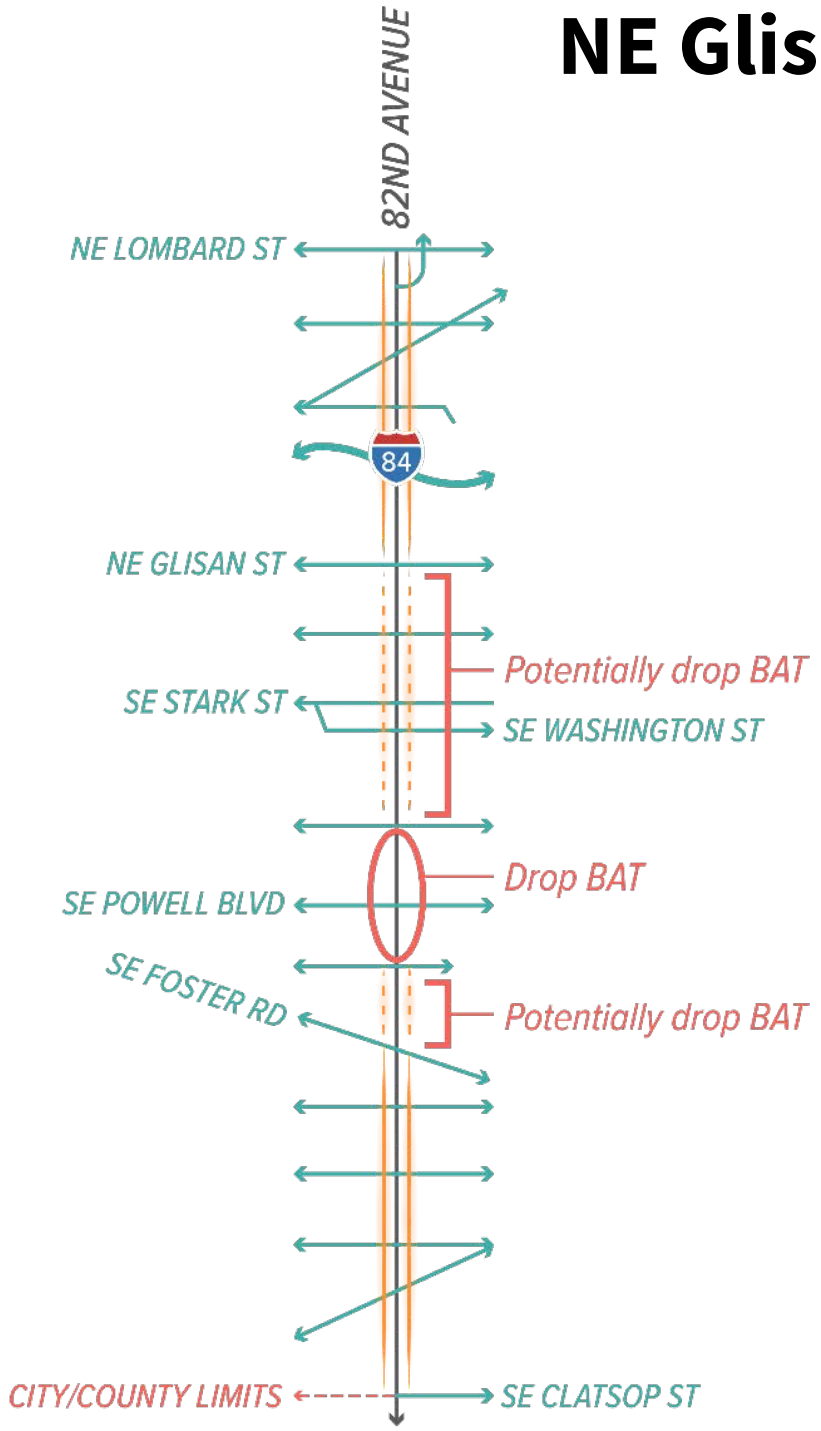
With "More BAT" concept, 92nd/Powell does not meet performance targets in 2045 due to diversion. **Moderate risk to project** due to diversion and congestion. May not receive a design exception without mitigation at 92nd/Powell.

Options:

1. **Pursue design exception**; if not approved, drop BAT lane enough to meet targets (option 2). Some schedule risk with DE process
2. **Drop BAT lanes enough to meet targets**, at least between Division and Holgate, but potentially extending between Glisan and Foster
3. **Add 92nd/Powell Intersection Widening to Project** and identify funding to cover ~$2-6M minimum added cost

Estimated Costs based on 30% design. YOE

NE Glisan to SE Foster – Option Benefits & Tradeoffs



1. Pursue design exception

- Moderate risk ending up with option 2 if not approved
- Potential schedule risk if not approved
- BAT lanes may be removed later if ODOT denies the design exception and/or need to reduce the funding gap.

2. Drop BAT lanes enough to meet targets

- Reduces transit time savings and reliability
- May ease business concerns in auto oriented areas
- Further analysis needed to determine how much of the BAT lanes would need to be dropped to meet targets.
- **BAT lane cost savings: ~$6.4M. Project funding gap: ~$2.5M**

3. Add 92nd/Powell Intersection Widening to Project

- Maintains transit improvements and reduces congestion
- Potential schedule delays due to design, NEPA review, & funding
- Estimated additional cost: minimum of ~$2–6M
- Results in longer crosswalks

Discussion

Policy and Budget Feedback to GM

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

Requesting feedback on the extent of BAT lanes that addresses:

- ✓Regulatory requirements
- ✓Funding gaps/challenges
- ✓Federal funding commitments and readiness eligibility
- ✓Political and policy challenges with specific attention to anti-displacement and supporting businesses in the corridor

82ND AVE TRANSIT PROJECT

P&B Feedback

To help guide a BAT lane recommendation…

Project Trade-offs: How do the shared approaches balance risks, goals, and other factors to create the best possible project? Thoughts on proposed approach by project team?

Policy Guidance: What policy, regulatory, or general guidance can you provide to help inform BAT lane extents within the corridor?

Funding: How should extra funding be handled if the BAT lane concept costs more than project budget?

Additional Input: Is there any more information or feedback you would like to provide to help make a recommendation?

Public Comment

Next meeting:
February 13, 2026
10:00 a.m. – 12:00 p.m.

- Follow-up items
- Updates to BAT lane approach
- Discussion & BAT Lane Recommendation
- Funding Approach & Next Steps
- Public Comment