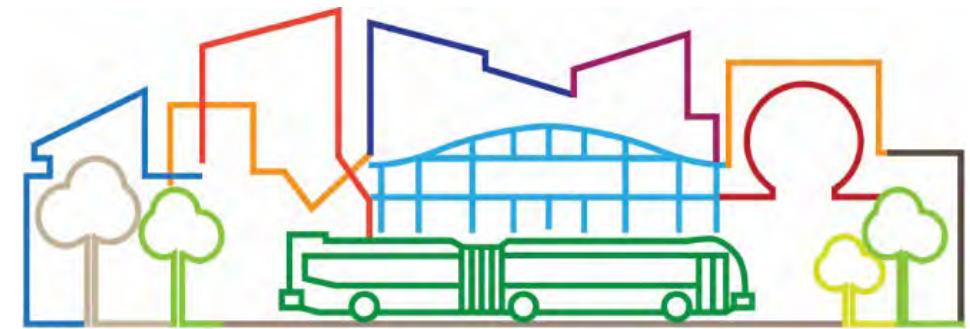


TriMet Board Meeting

January 28, 2026



82ND AVE TRANSIT PROJECT

TriMet Board 82nd Ave Tour

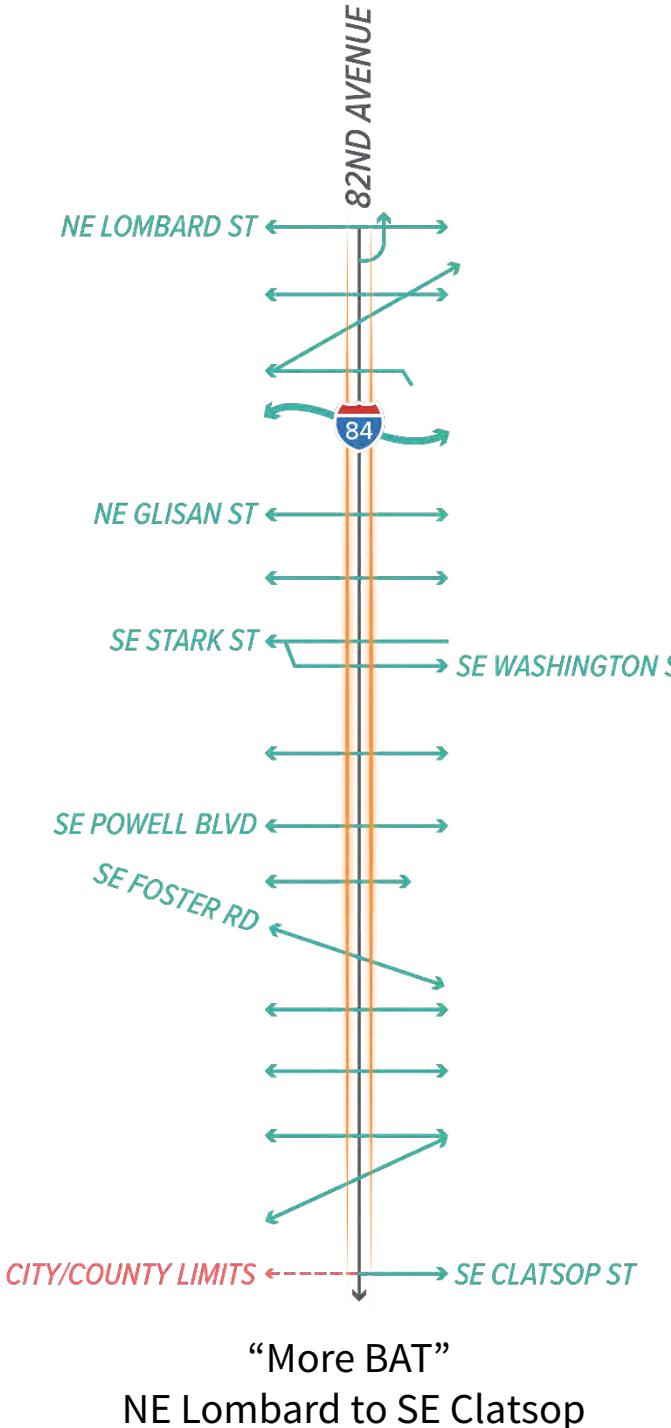


Project Update

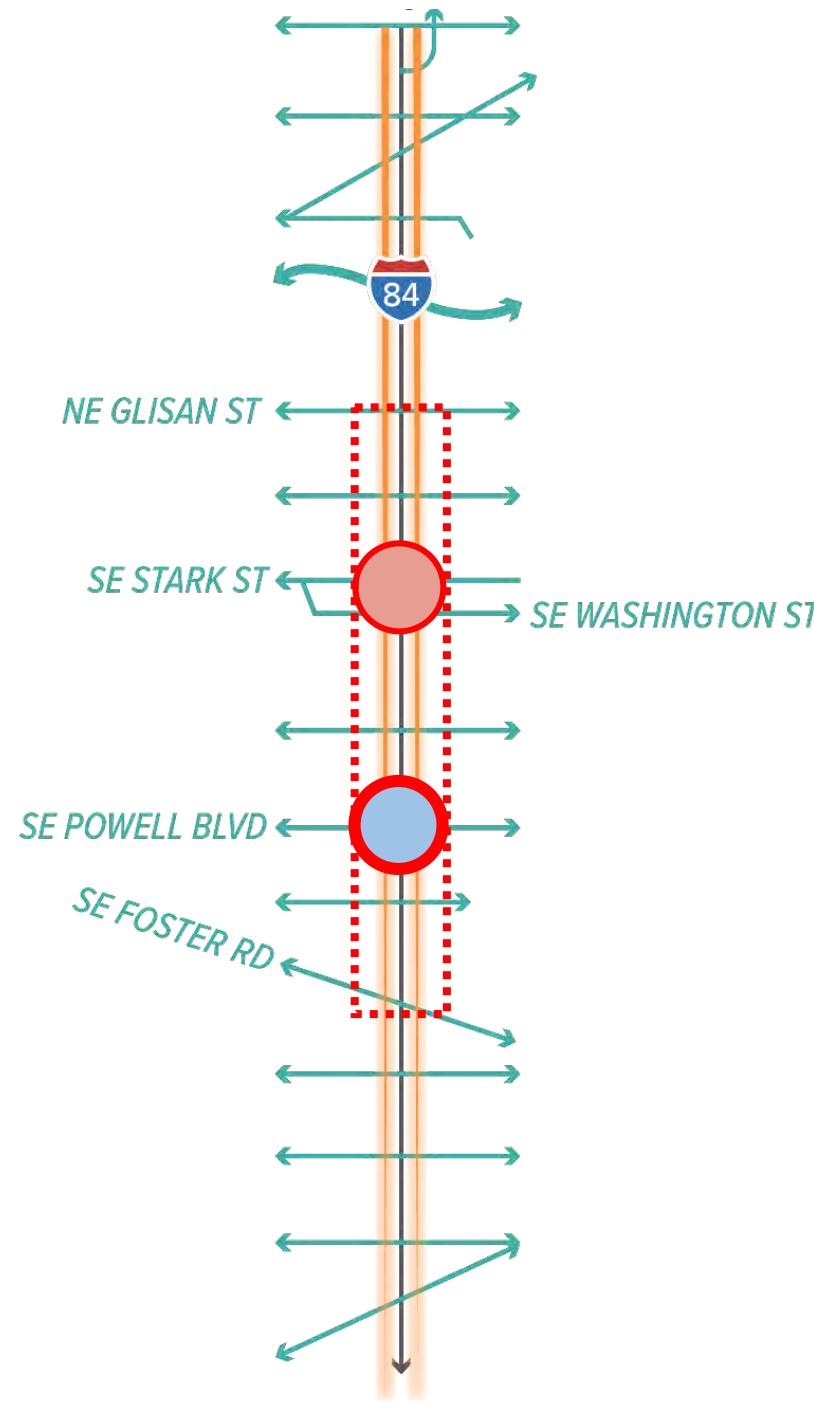
TriMet's approach to project's Business Access, and Transit (BAT) lanes has evolved. Refined approaches and options aim to deliver most BAT lanes while continuing to consider the needs of all 82nd Avenue users along with cost, regulatory, and FTA project readiness

- Project team has been digging deeper into the “More BAT Lanes” option, exploring refinements that address key risk areas and challenges.
- Key findings, including high-level cost and regulatory risk considerations, recently presented at the January 16 meeting.
- A Policy and Budget Committee recommendation on BAT lanes is expected at the February 13th meeting.

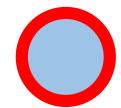
BAT Lane Refinement & Evaluation Approach



- 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



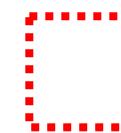
SE 82nd/Powell

- *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

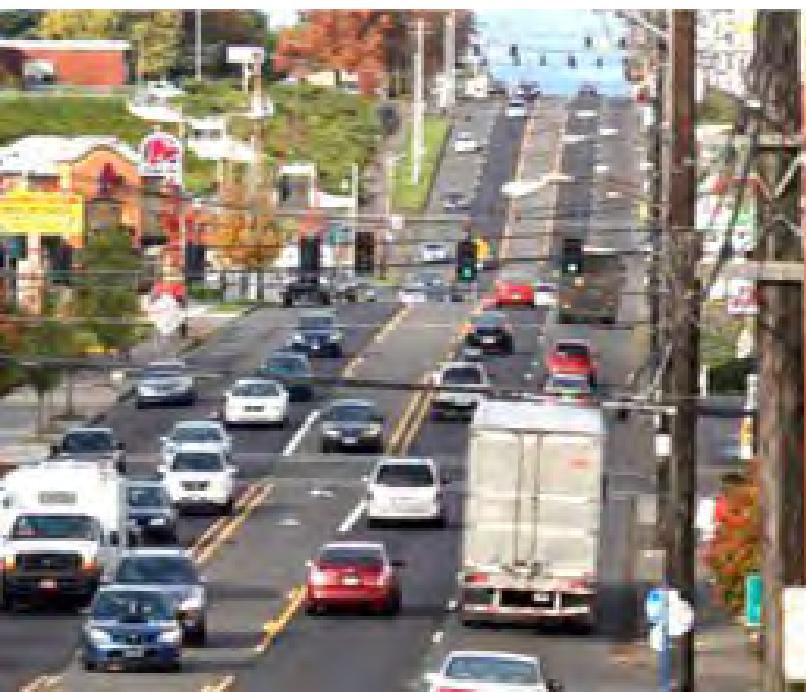
- *Moderate risk to project due to diversion to 92nd/SE Powell (potential cost pressure associated with off-corridor improvements)*
- Higher concentration of auto oriented and larger footprint businesses.

Regulatory Requirements & Potential Design Approach

- Maximize BAT lanes within the current design phase.
- Pursue minor widening between Stark / Washington to facilitate BAT lanes in this segment.
- Seek design exceptions from ODOT for regulatory risk areas.
- Consider reduction of BAT lanes at SE Powell/82nd due to significant regulatory requirements, high project risk and potential intersection performance issues.
- Retain flexibility to apply targeted reduction of BAT lanes (e.g., NE Glisan–Foster) if exceptions are denied, costly widening is required or significant funding gap remains.

City of Portland Corridor Vision Slides

Slides below are from Policy and Budget Presentation



82ND AVE CITY INVESTMENTS

December 2025





82nd Avenue is a Civic Corridor

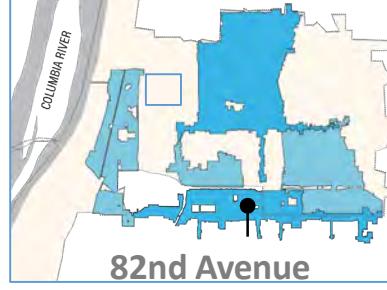
Civic Corridors are the city's busiest, widest, and most prominent streets.

- 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



Implementing the vision

2035 COMPREHENSIVE PLAN



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

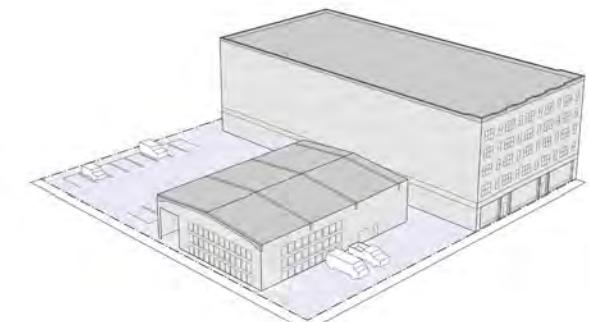
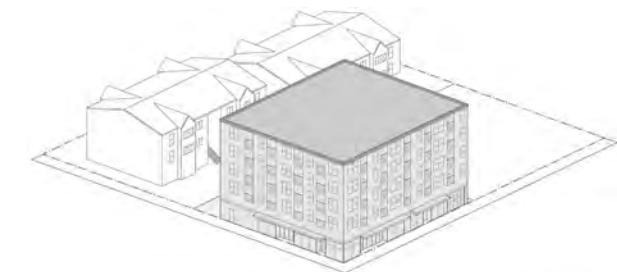
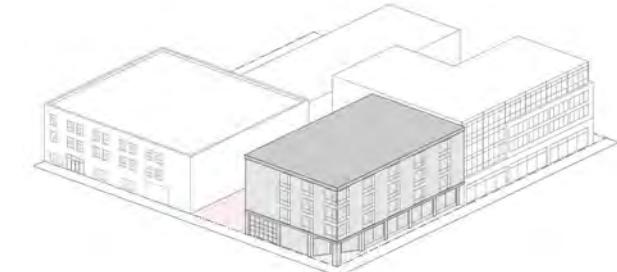
- Mixed-mixed use, mid-rise (four to six story) buildings are allowed on much of the corridor
- Recent development has been in neighborhood centers and along major cross-streets

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



82nd Avenue – Planning Context

Centers/Opportunity Locations

Comp Plan alignment between centers and transit

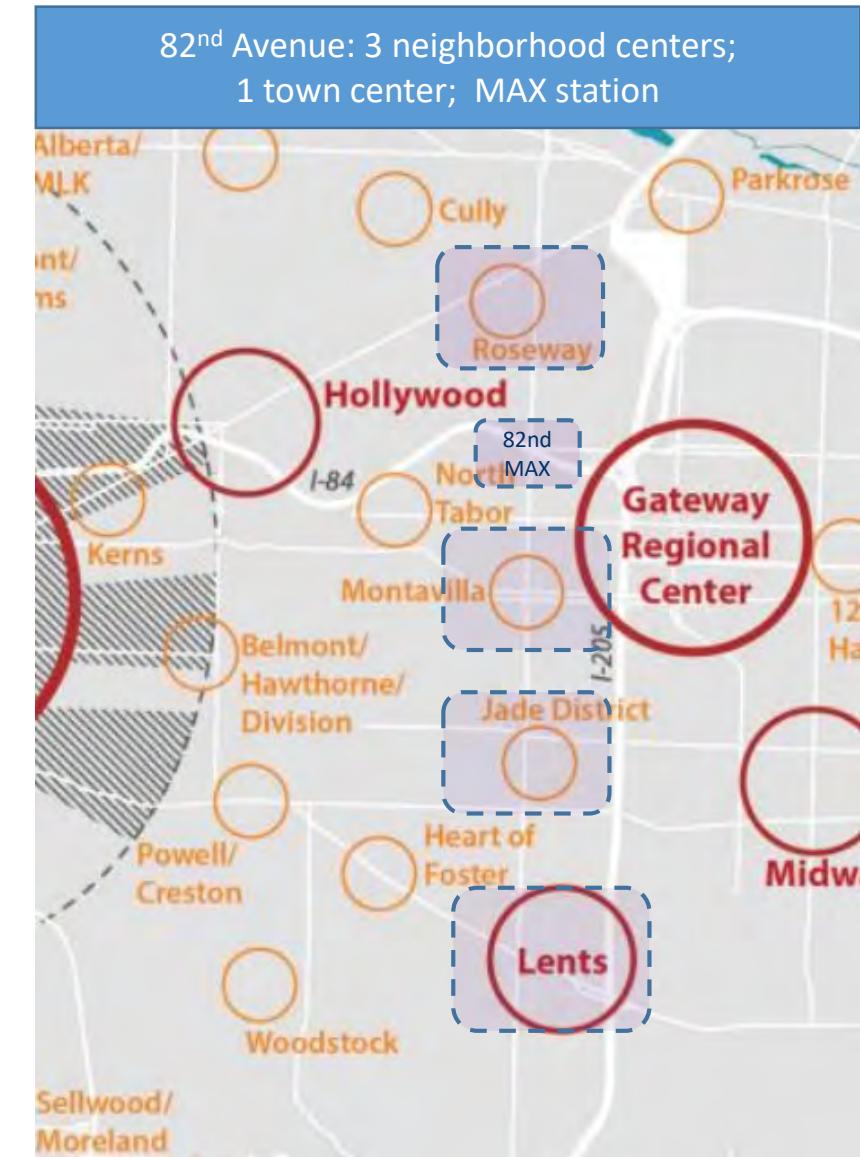
- Roseway - center
- Montavilla - center
- Jade District – center
- Lents – center
- 82nd Ave and Green Line MAX station areas

Alignment with Transit investments

- Supporting housing, and complete neighborhoods near transit with analysis and planning

TIF Support/Community Development Locations

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



82nd Avenue Future Planning Efforts

- **Conduct a corridor-wide housing opportunity analysis**
- **Work with community to develop a conceptual master plan for Eastport Plaza**

Conceptual Master Plan to consider:

- Housing: Integration of housing on the site
- 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



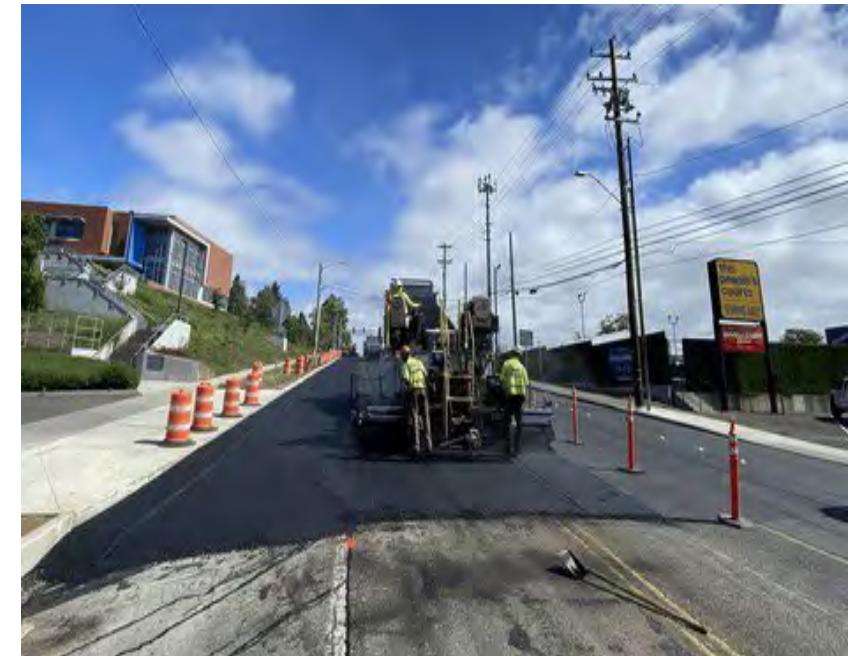
Safety + Maintenance Projects, Phase 1: 2023 - 2026

- 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

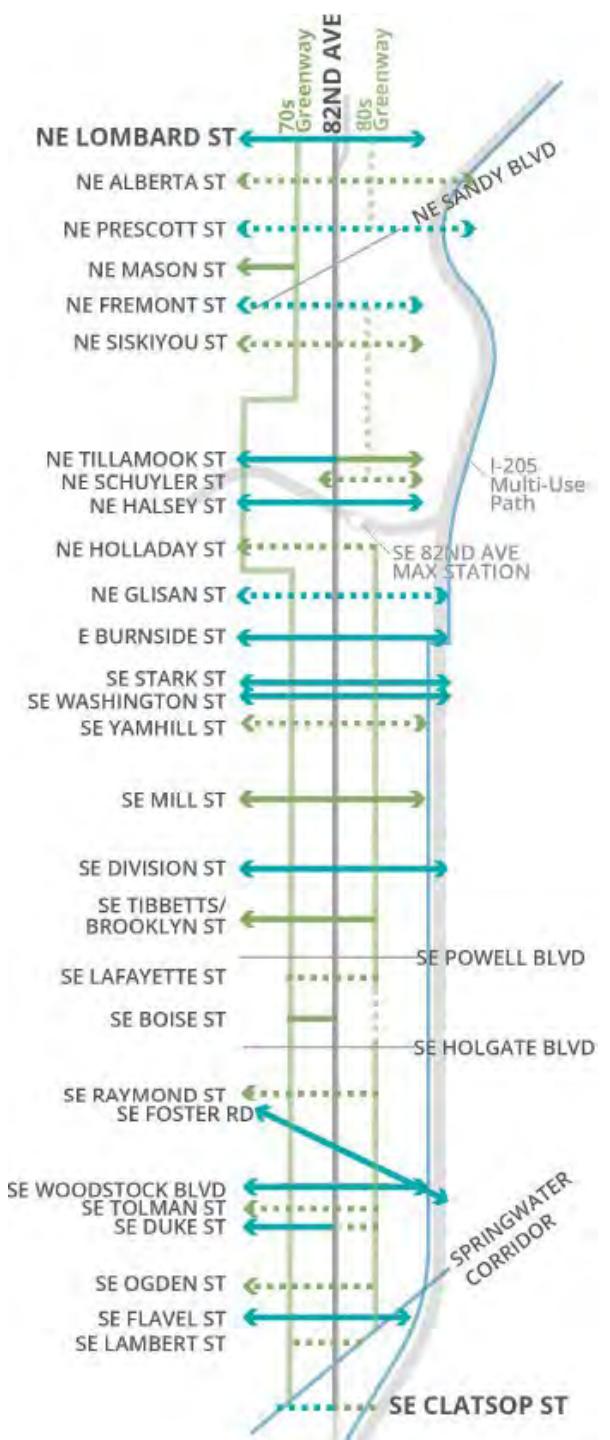
- More trees and sidewalk reconstruction
- 6 new or enhanced traffic signals
- Additional improvements to signal timing
- 5 crossings
- ~4 miles of repaving
- Median treatments to address safety
- More ADA corner ramps



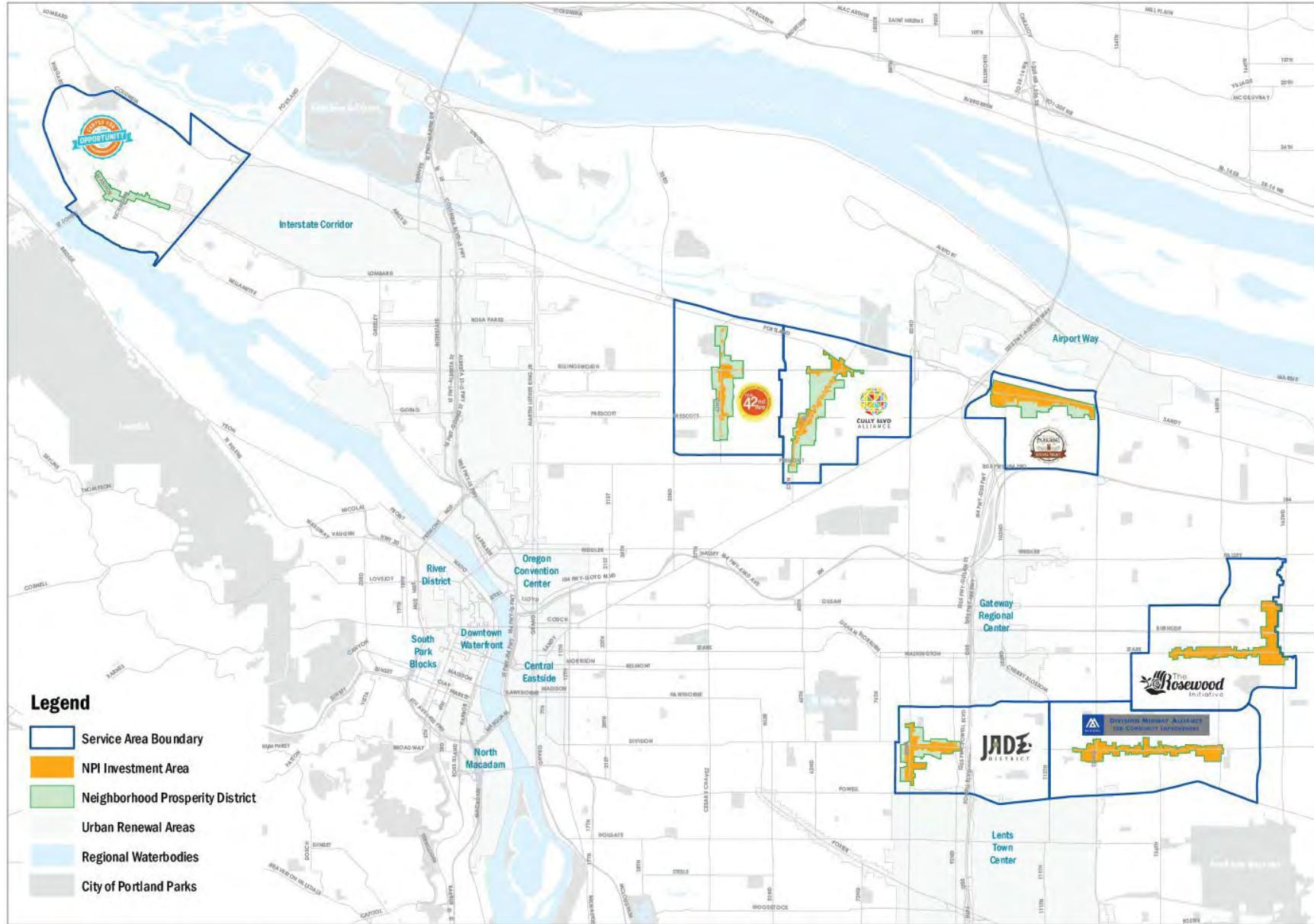
Greenway Projects

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

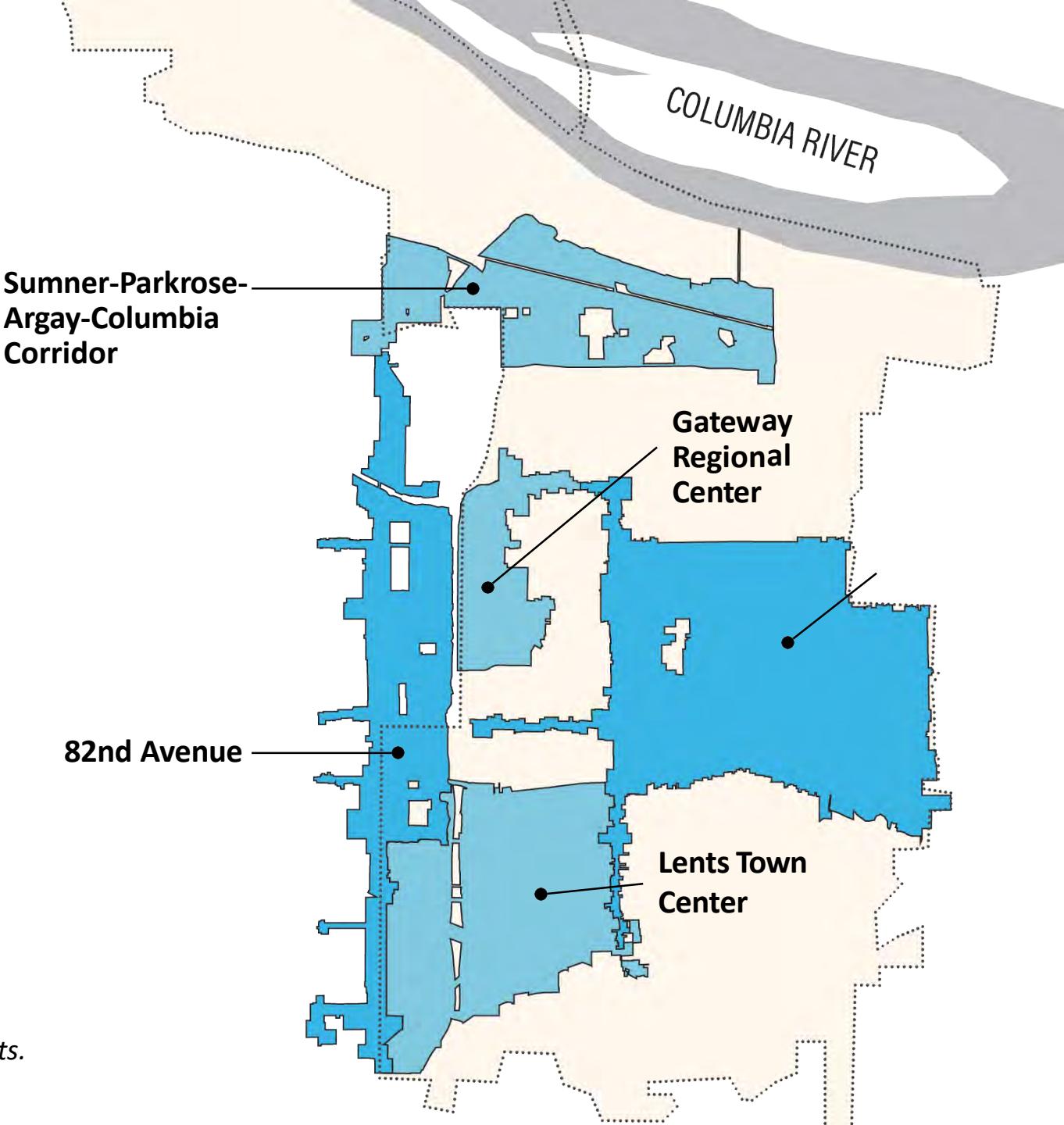
Connections to
Employment

82nd Avenue TIF District

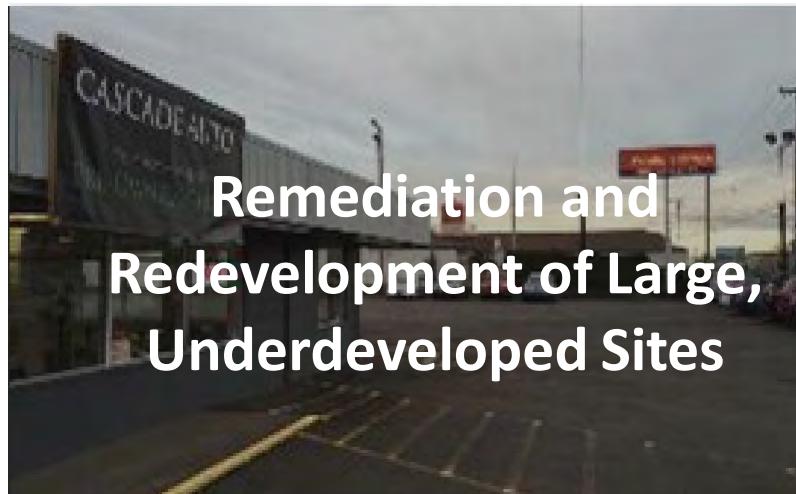
District	Acreage
82 nd Ave Area	1,868

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 Udyicz



Jorge Melendez



Khanh Le



Yamungu Seraya



Aaron Milano



Liz Winchester

82nd Avenue TIF District: Next Steps

CLC Convening

Action Planning

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

Late 2026:

Approval of Action Plans by
Prosper Portland Board & Council

Review of Set Aside Policy for
Council consideration

FCEB, Hydrogen Bus Update

January 2026

Fuel Cell Electric Bus Update

Peer Site Visits



Multi-disciplinary team

- Operations
- Maintenance
- Transportation
- Operational Training
- Strategy & Planning



5 Transit property visits



- Regional Transportation Commission of Southern Nevada (RTC), Las Vegas
- Victorville Transit Authority (VVTA), Victorville CA
- North County Transit District (NCTD), Oceanside CA
- Orange County Transit Authority (OCTA), Santa Ana CA
- Foothill Transit, Pomona CA



Fuel Cell Electric Bus Update

Peer Site Visit Findings and Next Steps



Information Sharing & Lessons Learned

- Training plans
- Operations & Maintenance considerations
- Fleet deployment and back up plans
- Safety plans & considerations
- Future strategies & planning
- Funding sources & challenges



Initial Takeaways

- Plan for increased maintenance and operational costs
- Range and run times better than BEBs
- Still developing technology for North America
- Many of the challenges of BEBs persist
- Safety issues different for lighter-than-air, but viable
- Formal and specialty training needed
- Plan for downtime and mixed fleet deployment
- Integrate lessons learned into bus procurement



Next steps

- Integrate information and lessons learned into TriMet's pilot
- Continue learning from peers and information sharing
- Continue to build out operational implementation plan