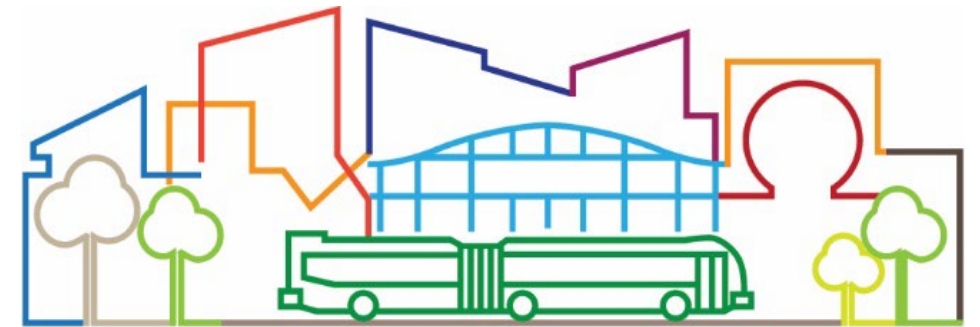


Community Advisory Committee

November 19, 2025



82ND AVE TRANSIT PROJECT

Agenda

- Welcome, Housekeeping
 - Policy and Budget Committee meeting report out
 - 82nd Avenue Development Strategy
 - Public Comment
 - Next Steps
-

Working Together

- Take turns talking
- Stick to the topic
- Be kind and brave
- Create a space for others
- Be open to different perspectives
- Practice active listening
- Notice power dynamics
- Assume good intent, but acknowledge impact
- Non-committee members - public comment & staff discussions

An aerial photograph of a city street, likely in a downtown area. The street is wide with multiple lanes, and a blue bus is visible in the lower right lane. To the left of the bus, a dark car is driving. On the far left, there are several large, low-rise commercial buildings with flat roofs and some rooftop equipment. To the right of the street, there are more modern, multi-story buildings with large windows and balconies. A dense line of green trees runs along the right side of the street. In the background, a hill with more trees is visible under a clear sky. The overall scene is a mix of urban development and greenery.

Policy and Budget Report Out

Project Recommendation and BAT Lanes

- **Creating Space for a larger Policy & Budget conversation around BAT lanes**
 - Understanding Committee members perspectives on BAT Lanes
 - What additional Information is needed
 - How we get there together, and keep the project on track for delivery and federal funding support



Policy & Budget

BAT Lane Guidance and Decision-Making

The Policy and Budget Committee provides high-level guidance to the 82nd Avenue Transit project on key project elements, including the approach to Business Access and Transit (BAT) lanes.

As the project lead, TriMet will make the decision regarding the BAT lane approach based on recommendations/guidance from the Policy and Budget Committee. This decision will be made in close collaboration with the Committee, drawing on its leadership, community representation, regulatory and policy expertise to inform and guide the BAT lane approach for the project.

The final approach will reflect our shared commitment to delivering successful, community-centered transit investments across the region.



Policy & Budget Committee

Proposed Meeting Cadence

Nov 7

- **Policy and Budget Meeting:**
- Goal: *P&B members listening and discussion. BAT lane decision-making. Identify information needed by P&B. Public comment*

Dec 12

- **Policy and Budget Meeting:**
- Goal: *Project update & technical summary. Review of BAT lane considerations/framework. Possible proposed BAT lane scenarios & direction. Discussion & daylighting of any additional questions that need to be answered. Public comment*

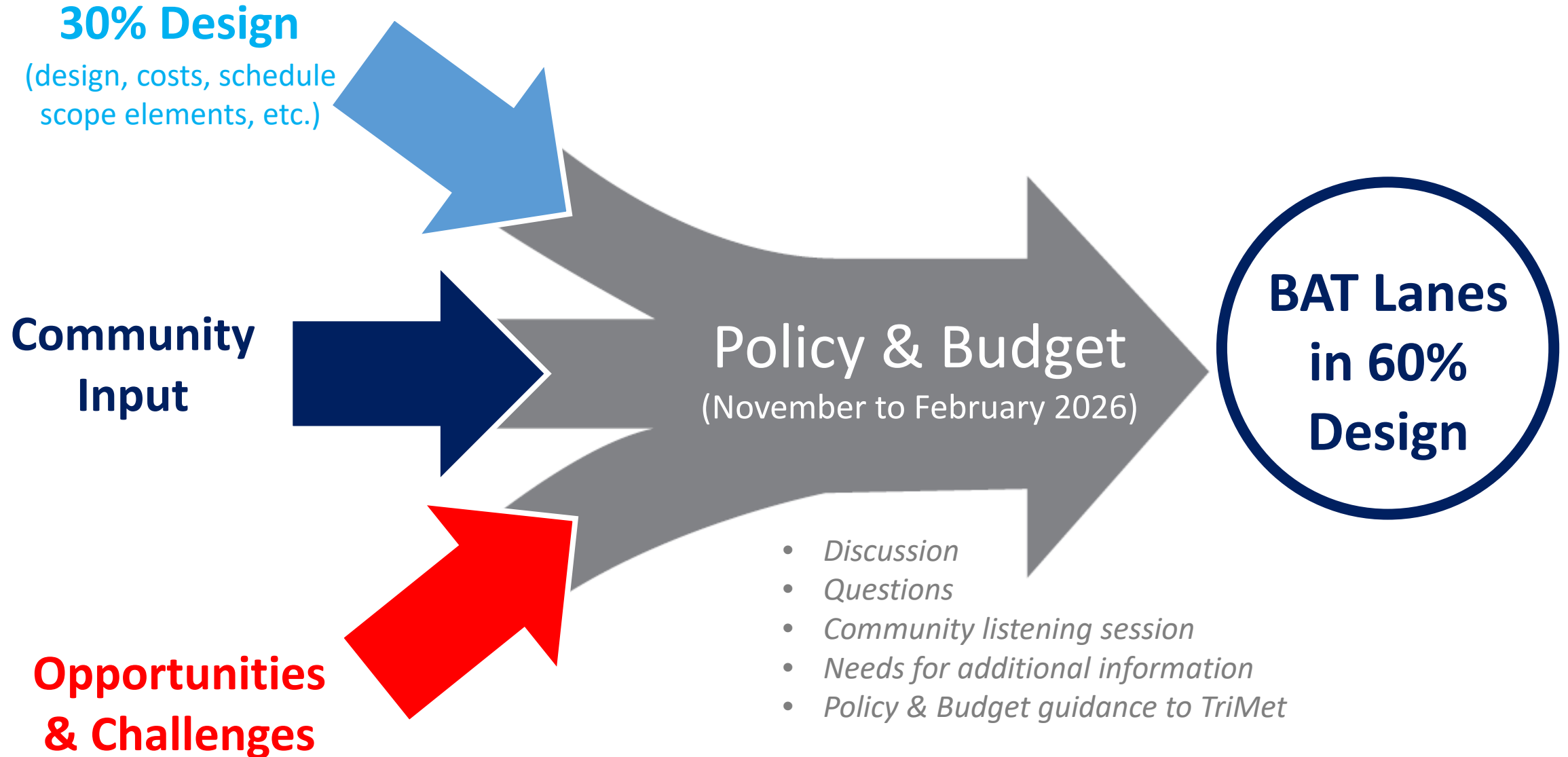
Jan
2026

- **Policy and Budget Meeting:**
- Goal: *BAT lane evaluation framework updates. Address any previous questions. Roundtable discussion and BAT lane recommendation based on Committee guidance. Public comment*

Feb
2026

- **Resolve any outstanding issues if needed**

Policy & Budget Committee: Path Forward on BAT Lane Guidance



Policy & Budget BAT Lane Takeaways

- The committee recognized a wide range of concerns, priorities, and considerations. Members emphasized the importance of hearing all voices and working collaboratively to shape a BAT lane approach that takes these into account
- Feedback highlighted a mix of pursue an ambitious vision while also carefully weighing considerations such as traffic diversion, business needs, and both near- and long-term costs
- The committee requested a clear summary of BAT lane criteria and category definitions to help guide consistent and informed decision-making
- Recognition that roadway authority regulations and requirements will need to be met.
- Ongoing community dialogue and engagement will be critical in decision-making on BAT lane approach

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 large, low-rise buildings with flat roofs, some featuring HVAC units. A yellow sign on one of these buildings reads "PARKING IN REAR". On the right side, there are taller, more modern buildings with large windows and balconies, surrounded by lush green trees. In the background, a line of trees and a distant hill are visible under a clear sky. The overall scene is bright and clear, suggesting a sunny day.

Questions & Discussion

82nd Avenue Development Strategy

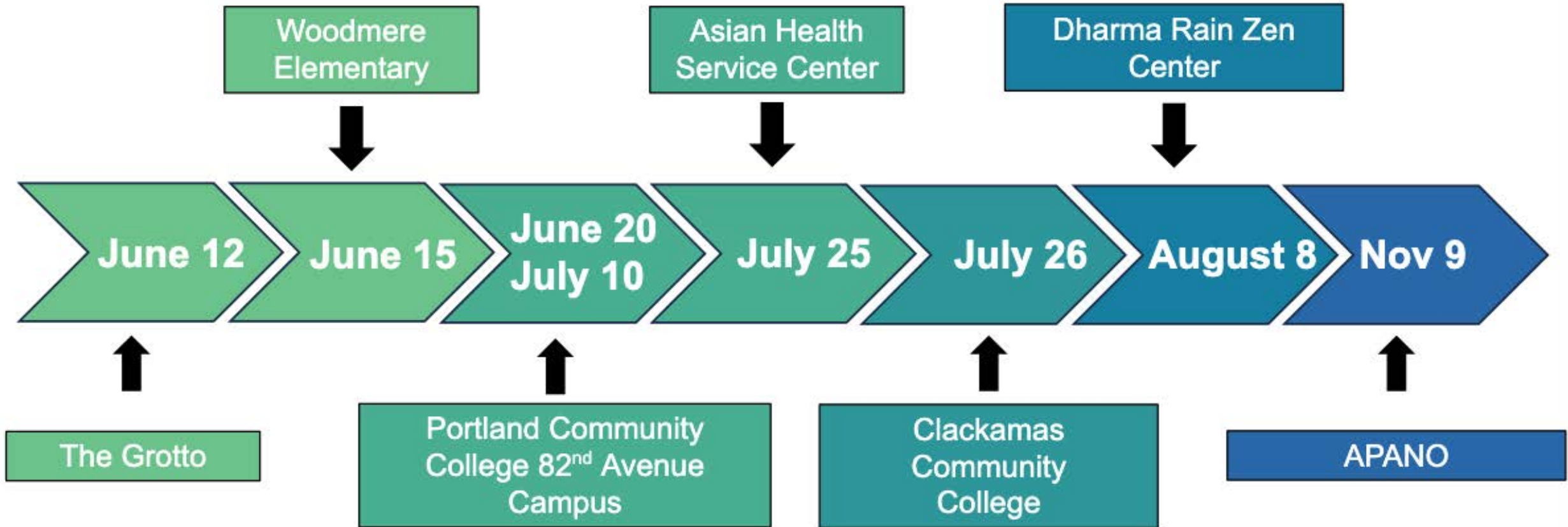


A Lot Was/Is Coming to 82nd Avenue:

- PBOT's Investments: ~\$185M
- Trimet's Transit Project: ~\$340M
- Tax Increment Financing (TIF) ~\$450M

How do we synergize these investments?

2023: Neighborhood-Specific Conversations



Participants

- School Communities
- Neighborhood Associations
- Andando Por Bicicleta Caminando
- Depave
- 82nd Avenue Business Association
- Saints Peter and Paul
- Hacienda CDC
- Black Community of Portland
- Our Just Future
- Bird Alliance
- The Grotto
- Trees for Life
- Rahab's Sisters
- The Wedge
- Friends of Trees
- AYCO
- Innovative Housing Inc
- Bus Rider's Unite
- Our Just Future
- Multnomah University
- Meals on Wheels
- JOIN



Key Themes

- Transform 82nd from a highway to a main street
- Cool the corridor!
- Diverse housing needs
- Support the awesome business small business community
- 82nd should be an ***attraction, not a barrier***
- Increase generational wealth
- More childcare
- Community enrichment, gathering and third spaces needed

Six Categories

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

Business Stabilization Recommendations

- **Small Business Needs Assessment**
- **Short-term Business Stabilization**
 - Pre-construction support
 - Small businesses stabilization during support
- **Long-term Small Business Stabilization**
 - Technical Assistance and Incentives

4. Business Stabilization

The 82nd Avenue corridor is home to hundreds of diverse businesses, many of which are owned and operated by recent immigrants and people of color. According to Prosper Portland's [2023 Neighborhood Corridors Economic and Market Conditions Study](#), targeted investments are essential for activating commercial buildings, attracting new development, and stabilizing existing businesses—key strategies for post-pandemic economic recovery along the corridor. Moreover, upcoming transportation projects are expected to bring both challenges and opportunities. In the short term, construction may disrupt business operations, while in the long term, rising commercial rents and property values could put pressure on existing businesses. These projects will also reshape how people move along the corridor—whether by walking, biking, using public transit, or driving—and could significantly alter the customer base for many businesses.

To support the community through these changes, it is crucial to monitor public perception and provide assistance to businesses that may struggle with higher rents or shifts in their customer base. Strategic outreach efforts should focus on attracting culturally aligned tenants and offering resources to property owners to foster collective action. Additionally, any displacement that occurs along 82nd Avenue will likely alter the customer demographics of the area, making it imperative to develop policies that help existing businesses adapt while also facilitating a smooth transition for those that may need to relocate. As such, we aim to create policies that both bolster existing businesses as they navigate that change while also supporting a healthy transition for businesses who are no longer able to survive along 82nd Avenue.

Strategies	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
4.1 Small Business Needs Assessment	Complete a Needs Assessment for the 82nd Avenue Corridor by December 2025, including: 1. Identify nodes along the corridor where businesses are at greatest risk of displacement or where property owners are most interested in engaging. 2. Conduct business surveys for construction and long-term needs. 3. Assess commercial real estate market dynamics (lease rates, property sales).	• Completed Assessment	• Small Business Stabilization • Small Business Inclusive Growth	City of Portland: BPS, Prosper Portland, & align with PBOT on construction phase business survey engagement to understand longer term needs.	Clackamas County Office of Economic Development, Metro

	4. Create an asset map for business owners, focusing on marginalized populations.				
4.2 Short-term Small Business Stabilization	Pre-construction support: 1. Identify short-term construction impacts from transportation improvements. 2. Analyze potential changes in customer base due to changes in access (BRT, Bike, Pedestrian, etc.). 3. Develop strategies for businesses to address anticipated impacts. Small businesses stabilization during construction: 1. Track local market conditions based on these changes. 2. Implement commercial tenant protections, such as rent or mortgage assistance.	• Number of businesses still in location: Track using business license data and measure churn. • Grants and loans received: Track the number and amount of grants and loans received by local small businesses, with demographic breakdowns. • Count of businesses receiving financial assistance.	• Small Business Stabilization • Small Business Inclusive Growth	TriMet; City of Portland: PBOT, BPS, Prosper Portland ³	Jade District Staff, 82nd Ave Business Association, Venture Portland, North Clackamas Chamber of Commerce, Clackamas County Office of Economic Development
4.3 Long-term Small Business Stabilization	Technical Assistance and Incentives: 1. Focus on physical improvements. 2. Work with landowners and business owners to create lease agreements for rent consistency or other financial support. 3. Assist business owners in purchasing property instead of renting.	• Number/Amount of grants, loans received by local small businesses (potentially break down by demographics) • Count of businesses that received grants	• Small Business Stabilization • Small Business Inclusive Growth	Prosper Portland Small Business Office, 82nd Avenue Business Association, North Clackamas Chamber of Commerce, Venture Portland, Jade District,	Montavilla East Tabor Business Association

³ In corridors like Foster and Halsey/Weidler, Prosper Portland and PBOT have coordinated small business grants with construction schedules to minimize disruption. A similar approach could benefit businesses along 82nd Avenue during upcoming projects.

**How do we make it
happen?**

An aerial photograph of a city street, likely in a suburban or urban area. The street is a multi-lane road with yellow and white lane markings. A blue and white bus is driving in the right lane, and a dark car is in the left lane. On the left side of the street, there are several commercial buildings, including a large white warehouse-like structure with a flat roof and a yellow building. On the right side, there are modern, multi-story buildings with large windows and balconies, surrounded by green trees. In the background, a line of trees and a hill are visible under a clear sky. The text "Questions and Discussion" is overlaid in a large, white, sans-serif font in the center of the image.

Questions and Discussion

Public Comment

An aerial photograph of a city street, likely in a downtown area. The street is wide with multiple lanes, and a blue bus is visible in the lower right lane. To the left of the bus, a dark car is driving. The street is flanked by various buildings, including a large white building on the left and a modern building with a yellow and blue facade on the right. There are many trees and greenery throughout the scene. In the background, a hill with more trees is visible under a clear sky. The text "Public Comment" is overlaid in large white letters across the center of the image.

Staying connected

- **Policy and Budget Committee Meeting**
 - Friday, December 12
- **Next CAC Meeting**
 - Wednesday, January 28
- **Call or email**
 - 503-962-2150
 - communityaffairs@trimet.org

