

**Subject:** November Board: LUTC Recommendation to Advocate for More BAT Lanes on 82nd Avenue Transit Project  
**Date:** Wednesday, October 22, 2025 at 2:28:17 PM Pacific Daylight Time  
**From:** Matchu Williams <matchu@seuplift.org>  
**To:** Nanci Champlin <Nanci@seuplift.org>, SE Uplift Board Chair <boardchair@seuplift.org>  
**Attachments:** bat-lane.jpg

To: Southeast Uplift Board of Directors  
From: Matchu Williams, SE Uplift Neighborhood Planning Program Manager on Behalf the Land Use & Transportation Committee  
Date: October 22, 2024  
Re: 82nd Avenue Transit Project Recommendation from Land Use & Transportation Committee

The Land Use & Transportation Committee (“Committee”) recommends that **Southeast Uplift advocate for the implementation of full [“More”] BAT (Business Access and Transit) lanes on 82nd Avenue.”**

This memorandum on a recommendation from the Committee to the Board of Directors originates from Monday, October 20th, with approximately 40 people in attendance (online and in-person).

Following a presentation and robust discussion on the 82nd Avenue Transit Project, the **Committee passed a motion recommending that Southeast Uplift Advocate for "the Implementation of full BAT Lanes on 82nd Avenue."**

The motion was made by the Foster-Powell Neighborhood Association representative and seconded by the Buckman Community Association representative. Two abstentions were noted due to declared conflicts of loyalty to respective neighborhood associations without any “nays” recorded. The **vote carried without opposition.**

The 82nd Ave Transit Project scope includes improvements to transit travel time on the highest daily ridership route in the region with nearly 10,000 daily trips. However, the bus line also has the most delays of any bus line. [Business Access and Transit \(BAT\) lanes](#), where the existing curbside travel lane would be converted into a BAT lane reserved for buses and right-turning vehicles, is being reviewed currently with two lane configuration scenarios being considered (i.e. “Some BAT Lanes” vs “More BAT Lanes”). The Committee briefing estimate is that transit travel times up and down the corridor can be improved by 8-10 minutes under the More BAT Lanes scenario.



Figure 1: Business access and transit lanes (BAT lanes image courtesy of TriMet)

The Board of Directors is requested to consider this recommendation at its November meeting. TriMet's Policy & Budget Committee is scheduled to decide on the project design on November 7th in the morning, and the Board of Directors' position is of interest to the agency.

Important Procedural Correction Note: It was erroneously communicated to the Committee that abstentions arising from a conflict of loyalty were counted as "no" votes. After consulting with the Executive Director, it was noted that this was incorrect and that the motion was carried forward. This communication will be shared with the Board prior to consideration.

For project design and details, please visit the 82nd Avenue Transit Project website ([TriMet.org/82nd](http://TriMet.org/82nd)).

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