

Portland Democratic Socialists of America
ECOSOCIALIST WORKING GROUP

Bus and Turn Lanes on 82nd Avenue

82nd Avenue began as a rural road on the outskirts of a smaller Portland. Rising costs in the center drove low income residents and Portlanders of color to congregate around 82nd, forming a vibrant community. Today, 82nd is a vital corridor for many Portlanders. The 72 bus line has the highest ridership of any in the state. But, for all its importance, delays plague bus service and pedestrians risk dangerous intersections and shoddy sidewalks, jeopardizing lives and livelihoods.

How it started

In November 2021, leaders transferred 82nd Avenue from the state (who had neglected it) to the city of Portland for infrastructure & safety improvements such as improved bus shelters, new buses, and special signals to reduce delays. Despite the project costing over \$350 million, this initial plan included no provision for dedicated bus lanes.

DSA's Involvement

Ecosocialists within PDX DSA held a rally and provided testimony demanding Trimet include bus lanes in the planned renovation of 82nd avenue. In part thanks to this pressure, Trimet explored the possibility of including **Bus and Turn lanes (BAT lanes)** in the new 82nd avenue which would improve bus service while maintaining easy access for businesses. This proved popular with the community.

BAT Lanes: Proposed Design Approach

- Maximize BAT lanes to the to greatest extent possible
- Include minor widening between Stark and Washington
- Reduce BAT lanes in vicinity of Powell due to high regulatory risk, cost, and potential need to widen
- Seek ODOT design exceptions where necessary
- Further reduction of BAT lanes between NE Glisan–Foster if exceptions are denied, widening is required (excluding Stark & Washington), or a significant funding gap remains
- BAT lane reduction triggered by ODOT regulations will be determined through an ODOT technical process in direct response to regulatory requirements

How it's going

In response, the Portland Metro Chamber reared its head and started to lobby against BAT lanes. DSA ecosocialists mobilized a well attended rally and maintained consistent pressure on Trimet decision makers. The community turned out strongly in favor of BAT lanes in February of 2026 and Trimet officially recommended the lanes for most of the corridor. But the fight continues. We need to remain activated to ensure they are fully funded and to avoid the inclusion of hydrogen buses.

