



Meeting: 82nd Avenue Transit Project Community Advisory Committee #6
Date/time: Wednesday, September 24 6:00 p.m. to 7:30 p.m.
Location: PCC Southeast, Student Commons (SCOM), Room 234, 2305 SE 82nd Ave, Portland, Oregon

Members

Kaylyn Berry	Rahab's Sisters
Kaitlyn Dey	Clackamas Service Center
Sokho Eath	IRCO
Terry Epperson	82nd Avenue Resident
Ana Gonzalez	Verde
Meghan Humphreys	82nd Avenue Resident
Jay Jones	North Clackamas Chamber of Commerce
Gretchen Kolderup	82nd Avenue Resident
Zachary Lauritzen	Oregon Walks
Jacob Loeb	82nd Avenue Business Association
Eden Melgar	82nd Avenue Resident
Thomas Ngo	The Street Trust
Franklin Ouchida	TriMet Committee on Accessible Transportation

Facilitator

Shabina Shariff	TriMet
-----------------	--------

Presenters

Shoshanah Oppenheim	TriMet
Jesse Stemmler	TriMet

Other staff

Sam Daleo	KPFF
Sharon Daleo	PBOT
Jason Nolin	Metro

Welcome and Introductions

Shabina Shariff welcomed the attendees, provided an overview of the agenda, future meeting times and group norms.

Public Comment

Michael Liu provided testimony on BAT lanes and negative impacts to businesses.



Jordan Del Valle Tonoian, Xavier Stickler, Kyle Hanson provided testimony on the positive impacts of BAT lanes.

Community Engagement

Community Affairs and Strategic Relationships Manager, Shoshanah Oppenheim, gave a briefing on the engagement conducted thus far as well as a look ahead of engagement efforts for fall.

Project Update

Project Director, Jesse Stemmler, provided an update on the project, including the current timeline, scoping principles, and project budget.

Discussion

Question on Foster slip lane and fiber resiliency being tied to each other. Staff replied there can be some confusion. They are not tied together. They are additional options.

Comment on widening at Stark and Washington. It seems they are expensive and a low return option in general. Clarification is needed. Is intersection widening necessary at these locations?

Staff replied intersection widening is necessary if BAT lanes are installed at these locations. It is not a building displacement type of widening. It is still widening at both sides.

Follow up question on whether that would be taking a portion of parking lots. Staff replied yes, widening would require purchase of some parking in that area.

Question on value engineering study report and request for staff to share it with committee members.

Staff responded yes, we can provide that.

Comment on letter sent to 82nd Avenue Steering Committee Co-Chairs. Additional topic of great interest to constituents of Steering Committee members was roadway allocations



Concern expressed about when the BAT lanes decision will be made, and the window to discuss lane allocation has been getting smaller.

Comment on lack of awareness on how BAT lanes work. A suggestion was made to have an awareness campaign.

Question on Cully terminus and if the off-street option were to go forward instead of on-street, would there be investment from Hacienda CDC? Would that potentially increase project budget and demonstrate community support and buy-in?

Staff replied that would be a discussion with Hacienda CDC.

Comment on letter from Washman. The letter includes statements that don't align with the current information. Committee members want BAT lanes and want people to feel like they are informed and heard.

Question on who is making the decision and when it is being made.

Staff replied TriMet will lead a discussion with partners on a recommendation that takes into account federal requirements, aligns project scope with the identified budget, community feedback, and aligns with the project purpose and need. The recommendation will be developed by project staff from TriMet, lead engineers from PBOT, and other partners. Staff will make a recommendation and bring it to the Policy and Budget Committee on November 7.

Comment on community feedback received. Many young people supported BAT lanes. It stood out that outreach has focused more on businesses, and the voice of the broader community feels underrepresented.

Comment on how feedback is weighted. Question raised whether business owners voices are considered more than Line 72 riders.

Comment on Clackamas Chamber losing 70 members who could not make payroll. Support expressed for the "Some BAT Lanes" option, as it allows funding for necessary improvements. Suggestion made that the budget should be itemized more clearly.

Comment that Oregon is the 49th worst state to run a business. Businesses are leaving the state due to financial strain.

Comment on economic tradeoffs. A deeper look into BAT lanes and the economic tradeoffs could help the public understand their necessity. There should be a way to quantify potential benefits.



Comment on political dynamics. Concern expressed that general political opposition could stop the project.

Comment on survey design. It was not clear whether “Some BAT Lanes” were part of “More BAT Lanes” or an alternative.

Comment on City Council’s commitment to Vision Zero. Vision Zero should be integrated into the BAT lanes discussion.

Comment on budget constraints. Observation that the budget does not appear sufficient to fund all desired elements.

Question on what qualifies as an independent review and what happens if the federal government pulls out.

Staff responded that an independent review, per FTA guidance, involves experts not working directly on the project who can provide a fresh perspective and identify potential efficiencies. TriMet worked with independent consultants to identify those reviewers. In terms of the project landscape without federal funding, there is a strong commitment from partners to continue improving 82nd Avenue. However, it may require a locally funded approach, shifting the project from full bus rapid transit to more general bus improvements.

Comment on businesses losing money. It is not just happening on 82nd Avenue but across Oregon, and transit projects should not be blamed for all business losses.

Comment in response. Businesses are indeed losing money, and a transit project could make it worse due to construction impacts.

Comment on The Street Trust’s support for more BAT lanes. There is a need for public education on how to use BAT lanes, particularly through social media.

Adjourned