



Meeting: 82nd Avenue Transit Project Community Advisory Committee #10
 Date/time: Wednesday, February 25 6:00 p.m. to 7:30 p.m.
 Location: PCC Southeast, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon

Members

Kaylyn Berry	Rahab's Sisters
Jessica Curtis	Clackamas Town Center
Kaitlyn Dey	Clackamas Service Center
Sokho Eath	IRCO
Terry Epperson	82nd Avenue Resident
Ana Gonzalez	Verde
Gabi Hague	Student Leader
Meghan Humphreys	82nd Avenue Resident
Jay Jones	North Clackamas Chamber of Commerce
Gretchen Kolderup	82nd Avenue Resident
Eden Melgar	82nd Avenue Resident
Franklin Ouchida	TriMet Committee on Accessible Transportation
Wendy Zhen	Business Owner

Facilitator

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

Presenters

Melissa Ashbaugh	Metro
Brad Choi	TriMet
Sharon Daleo	PBOT
Paulina Salgado	TriMet

Other staff

Peter Craig	KPFF
Jason Nolin	Metro
Shoshanah Oppenheim	TriMet

Welcome and Introductions

Shabina Shariff welcomed the attendees, provided an overview of the agenda, and discussed the upcoming Public Meetings Law trainings.

An update on the Economic Study was provided by Zachary Lauritzen via email, and was shared with members.



Public Comment

No one came forward to comment.

Policy and Budget Report Out

Brad Choi, Design and Traffic Lead, provided a report out on the February 13 Policy and Budget Committee meeting. TriMet's General Manager, Sam Desue, gave direction to project staff to advance approximately 14 miles of BAT lanes, excluding the intersection of SE 82nd and Powell. The General Manager also noted the need to close the funding gap.

60% Design Update

Brad Choi provided a comprehensive update on the current status of the project. The project is firmly in the design phase, moving toward a 60% design milestone targeted for June.

Discussion

The CAC values each member's individual opinion. In an effort to promote free discussion and collaboration during the meeting and to solicit as much feedback as possible, the notes do not attribute specific comments to specific CAC members. CAC members do not vote or make formal recommendations to TriMet. Views and opinions of the CAC are shared in reports to the Policy & Budget Committee and other audiences.

Question about design of shelter and if design is finalized.

Staff responded the shelters are essentially the same design as the current FX2 shelters and will be in small, medium, and large sizes.

Committee members expressed concerns that the current FX2 shelter design does not provide adequate weather protection, noting that the side panels are too narrow to effectively shield riders from rain. Consistency across the system was emphasized as critical, particularly for riders with low vision. Members noted that the FX2 benches are lower than standard and recommended increasing the height to improve accessibility and comfort.



Additional recommendations included using yellow tactile pavers for improved visibility and standardization, and increasing the size of wheelchair-available signage with a blue color treatment to enhance recognition.

Comment on trash receptacles at transit stops. Interest expressed in adding designs similar to City of Portland cans that include a separate compartment for cans and bottles to support canners and reduce the need to sort through trash.

Staff replied that trash can design is still under discussion, including whether receptacles should be locked or unlocked to balance maintenance, safety, and accessibility concerns.

Comment on the importance of the blue stop pole for riders with low vision and service animals to identify where the bus front door will stop. Suggestion to include consistent signage at platforms to reinforce this feature.
Question on how shelter length and size are determined, noting crowding and limited coverage during rainy conditions.

Staff replied that shelters are designed in small, medium, and large sizes, based on ridership and site-specific factors. Lessons learned from the FX2 Division project are being applied.

Staff explained that where crossings do not currently exist, the project will install new infrastructure including signals, ADA-compliant curb ramps, and pedestrian crossing treatments. These improvements are a significant part of the project scope and budget.

Comment on the need for three mobility device spaces to reduce pass-ups.

Comment supporting near-level boarding and bridge plates to improve boarding speed, safety, and reliability.

Comment to avoid complex automatic securement systems and instead use simpler restraint designs.

Comment on the need for additional space for bikes, e-bikes, and larger items, particularly in the rear of the bus.

Comment supporting high-contrast ADA areas.

Staff acknowledged feedback and noted that vehicle design is still in development, with additional opportunities for input.

NEPA



Melissa Ashbaugh provided an overview of the National Environmental Policy Act (NEPA) process and confirmed the project is pursuing a categorical exclusion, indicating no significant environmental impacts are anticipated.

Discussion

Question on whether environmental justice is included in the process.

Staff replied that due to federal guidance, environmental justice is not included in this NEPA documentation, but related work may occur through local efforts.

Question on whether additional environmental or economic analysis could be conducted.

Staff replied that separate analyses may be possible outside of the NEPA process, particularly at the local level.

Question on NEPA clearance timeline and duration.

Staff replied that clearance typically lasts 3 to 5 years, depending on project conditions.

PBOT Phase 2

Sharon Daleo provided an overview of Portland Bureau of Transportations (PBOT) Phase 2 elements, including ADA curb ramps, paving, access control medians, and sidewalk improvements.

Staff noted ADA improvements are the top priority, with approximately 200 curb ramps included.

Comment on paving scope and budget constraints.

Staff replied that paving costs exceeded initial estimates, resulting in a more targeted approach.

Comment on access control medians and impacts to businesses.

Staff explained that adjustments are being made where possible, but some locations will proceed due to safety concerns based on crash data.

Community Engagement Update



Paulina Salgado provided an update on outreach efforts, including one-on-one meetings with property owners and businesses to review design and discuss potential impacts such as access and operations.

Staff noted ongoing coordination with neighborhood associations, business groups, and committees.

Adjourn