



82nd Avenue Transit Project

2025 Public Outreach and Engagement Summary Report



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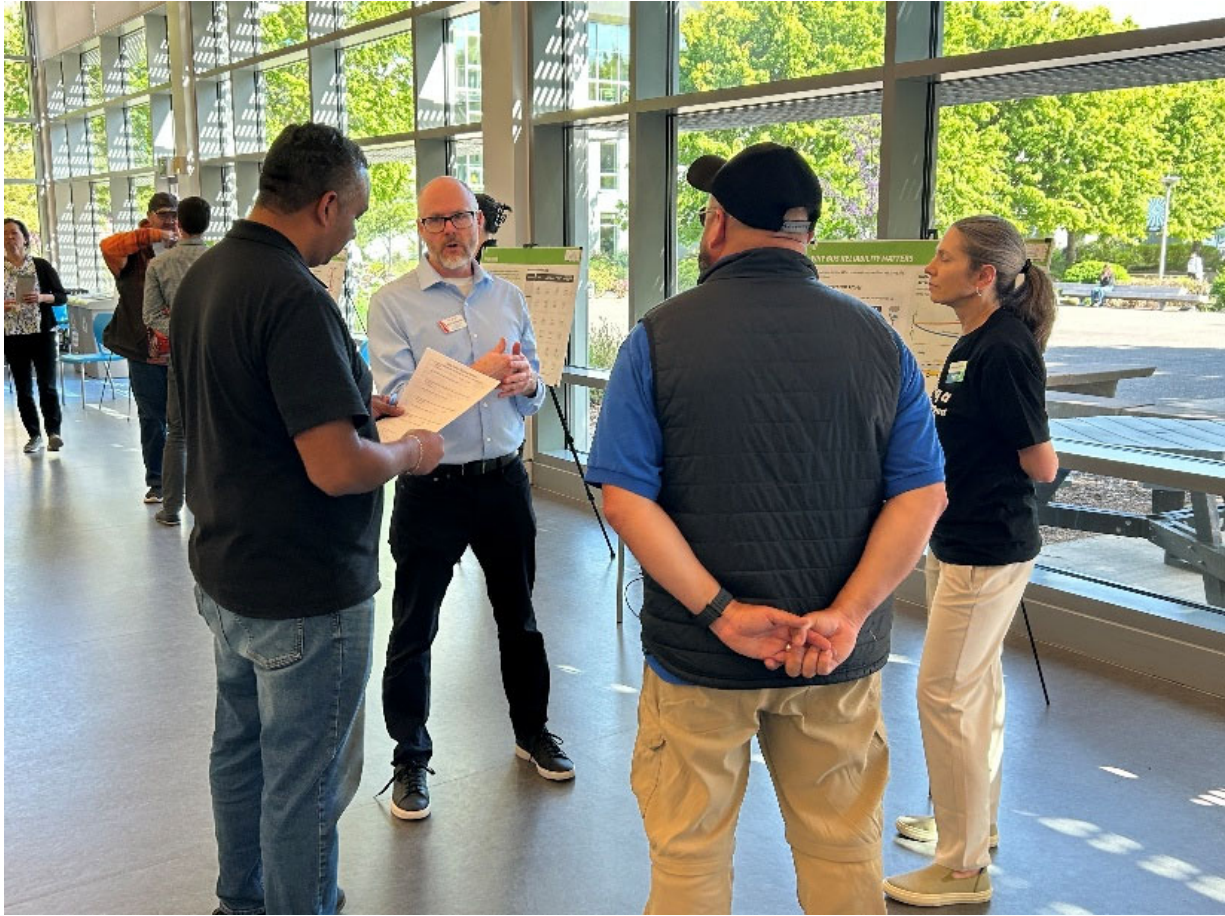
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2025 Public Outreach and Engagement Summary Report Introduction

The 82nd Avenue Transit Project represents one of highest priority investments in TriMet’s transit system. This report summarizes TriMet’s 2025 public engagement efforts, including survey research, open house feedback, Community Advisory Committee (CAC) involvement, Policy and Budget Committee discussions, business and neighborhood outreach, and written comments submitted by community members. The purpose of this report is to provide a clear, transparent, and data-informed summary of community input to support the development of recommendations by the project’s Policy & Budget Committee and ongoing design decisions. This report covers January through early November 2025, and reflects close coordination with project partners: Metro, the Portland Bureau of Transportation (PBOT), Oregon Department of Transportation (ODOT), and Clackamas County.

Project Background

The 82nd Avenue Transit Project will bring better bus service to 82nd Avenue between Clackamas Town Center and the Cully neighborhood, upgrading Line 72 to FX-Frequent Express. Line 72 is the highest-ridership bus line in Oregon, and serves a diverse mix of neighborhoods, small businesses, schools, medical services, job centers, and community destinations.

Following the 2022 jurisdictional transfer of much of 82nd Avenue from ODOT to the City of Portland, PBOT launched the Building a Better 82nd program to address near-term safety and maintenance needs. Also in 2022, Metro launched planning for the 82nd Avenue Transit Project, culminating in a Locally Preferred Alternative (LPA) that identified the mode, route and general station locations for the new FX line.

In 2025, TriMet began leading the transit project's design and public process, building on the LPA. Outreach in 2025 was structured in three phases:

- **January:** Early design concepts and station location feedback
- **April:** Corridor-wide BAT lane and intersection widening tradeoff survey
- **Fall:** 30% design outreach. This included designs for the second phase of PBOT's Building a Better 82nd, which is being designed and constructed concurrently with the transit project.

Each phase layered in more detail, allowing the project team to refine design elements based on community concerns, priorities and needs identified throughout the year.

Public Involvement Approach

TriMet used an inclusive, equity-centered engagement strategy that emphasized early outreach, transparency, and multiple ways to participate. The engagement program included:

- Two canvas efforts: one to alert businesses about the overall transit project and one for the areas identified in a design scenario with “Some BAT lanes.”
- Mailer to owners and occupants within one half mile of 82nd Avenue; other mailings to owners and occupants fronting 82nd Avenue
- In-person open houses
- Online surveys translated into multiple languages
- Focus groups with residents and transit riders with limited English proficiency (Spanish, Russian, Vietnamese, Somali, Chinese and Ukrainian)
- Establishing the project’s Community Advisory Committee and Policy & Budget Committee for regular project briefings and time for public comment
- Targeted business and property owner outreach and interviews
- Neighborhood association briefings along the alignment
- Tabling at community events
- Email updates, web page and web-submitted comment forms
- Social media

Priority populations included transit-dependent riders, communities of color, seniors, people with disabilities, youth, immigrants, low-income households, property owners along the alignment and residents who rely on walking and biking along 82nd Avenue.



Community Advisory Committee (CAC)

TriMet's [82nd Avenue Transit Project CAC](#) is composed of residents, transit riders, business associations and community-based organizations who represent the diversity of corridor users.

The CAC serves as a sounding board, providing:

- Ongoing feedback on design concepts and materials
- Community perspectives on tradeoffs
- Outreach guidance to ensure broad participation
- Input on project priorities and station concepts
- A forum for public comment at key milestones

The CAC met eight times in 2025, providing essential input on BAT lane preferences, pedestrian improvements and design tradeoffs. CAC discussions shaped the direction of 30% design materials and helped surface community priorities around safety and transit reliability.



Policy & Budget Committee (P&B Committee)

The [Policy & Budget Committee](#) advises TriMet on major transit investments, cost considerations, project policy decisions and project feasibility. Its role in the 82nd Avenue Transit Project includes:

- Reviewing design concepts in the context of long-term financial sustainability
- Evaluating tradeoffs across cost, ridership, safety, and equity impacts
- Ensuring alignment with agency budget priorities and partner funding requirements
- Providing policy-level guidance on design scenarios, which is especially important where policy decisions have financial and timeline implications for the project.

In 2025, the P&B Committee reviewed early design concepts, corridor investment needs, survey results, and tradeoff analyses. Members emphasized fiscal responsibility, clear public communication, and balancing business access with community benefits.

Design Phase Status

The 82nd Avenue Transit Project is transitioning from 30% design to 60% design, which includes:

- Defining the extent of BAT lanes included in the project scope
- Refining platform locations and resolving conflicts with the built environment
- Driveway access adjustments to accommodate turn movements
- Streetscape and crossing treatments
- Alignment with the concurrent PBOT major maintenance project

Community input from the CAC and from January, April, and Fall outreach efforts is directly informing adjustments to station platform designs, BAT lane proposals, safety treatments and block-level design solutions.



Outreach and Engagement Activities Overview

By the Numbers (January early November 2025)

January

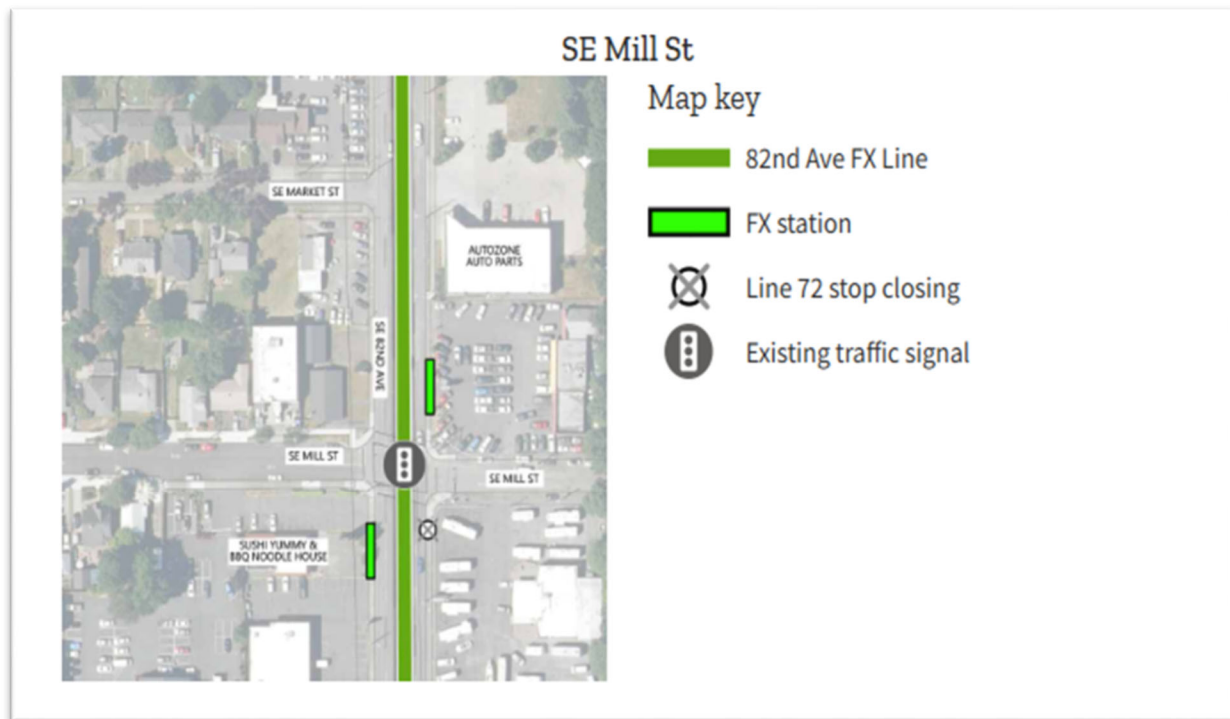
- 30,400 mailers
- 6,520 email recipients
- 268 survey respondents
- 100 in-person open house attendees

April

- 1,540 mailers
- 312 businesses canvassed
- 6,400 email recipients
- 160 hours of survey team on board Line 72
- 1,511 survey respondents
- 60 in-person open house attendees

Fall

- 2,000 mailers
- 312 businesses/residences canvassed
- 69 business and property one-on-one owner interview sessions
- 9 neighborhood association sessions
- 122 written comments
- 45+ comments at CAC meetings



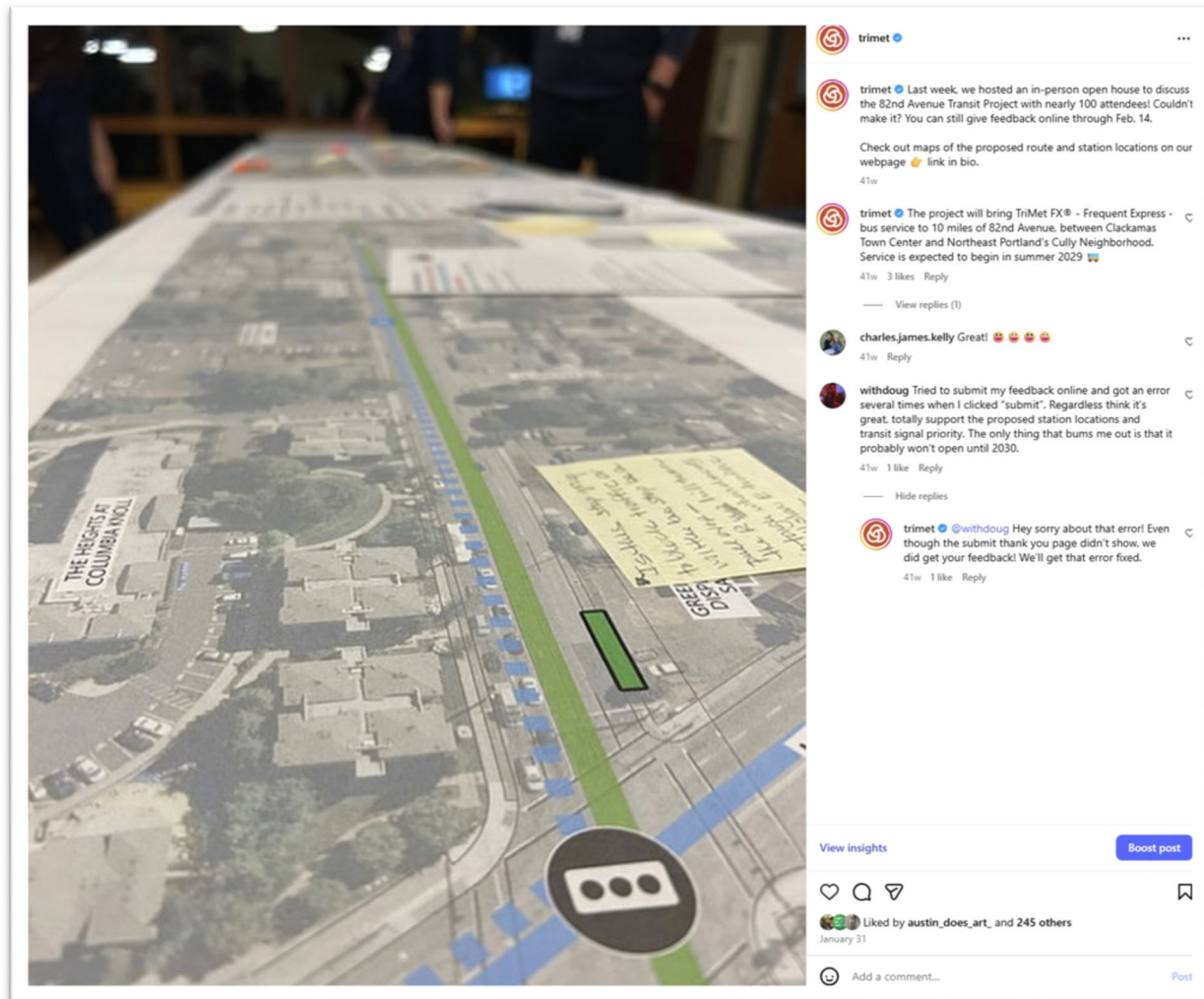
January 2025 Station Location and Early BAT Lane Outreach

In January 2025, after the approval of the Locally Preferred Alternative (LPA), TriMet launched an outreach and engagement period which provided a broad, early understanding on how riders, residents, and corridor users perceive current transit conditions along 82nd Avenue and what they value most in future transit improvements. While feedback was still at an early design stage, participants shared highly consistent priorities that centered on safety, reliability, and the overall experience of walking and accessing transit along the corridor.

The January feedback set the foundation for later phases of engagement by revealing which elements mattered most to the community and which concerns would need continued attention during 2025 design development. These priorities were explored in more depth in 30% design.

Outreach and Promotion

- In-person open house on January 22
- Online comment period January 10 – February 14
- Postcards mailed to properties within one-half mile of corridor
- Social media announcements, email and e-newsletters



Content

The survey and open house were intended to share information and gather feedback about two topics: station platform locations and the interconnected concepts of BAT lanes and intersection widening.

Maps were provided, showing proposed locations for each station platform. These locations were more detailed than the zoomed out dots on the LPA map that represented station pairs. Participants were asked to rate how well these locations worked for them.

Information was provided about the operation of BAT lanes and the role of complementary intersection widening. With this information in mind, participants were asked to rank the importance of factors like transit speed and reliability, pedestrian safety, avoiding impacts to private property and traffic diversion onto nearby streets.

Participation Summary

A total of 268 community members participated in the online survey. Participants represented frequent transit riders, residents, business patrons, seniors, parents, people with disabilities, and people who walk or bike along 82nd Avenue. Respondents submitted:

- 268 priority ratings
- 243 station location ratings
- 171 open-ended comments

Priorities and Corridor Needs

Community members consistently elevated three core priorities:

- safer pedestrian conditions
- more reliable transit
- minimizing long walking distances for people walking and rolling across 82nd Avenue

The image shows a survey form with two main sections. The first section is titled "Station Platform Locations" and asks "How well do the station platform locations work for you?" with a scale from 1 (Poor) to 5 (Excellent) and a "No opinion" option. Below this is a text box for "Other comments about station platform locations?". The second section is titled "When thinking about potential BAT lanes and intersection widening on 82nd Avenue, how important are the following factors to you?" with a scale from 1 (Least important) to 5 (Most important) and a "No opinion" option. This section lists several factors: "Faster, more reliable bus service", "Ensuring traffic flows well", "Avoiding traffic diversion onto nearby streets", "Avoiding longer distances for pedestrians crossing 82nd Ave", "Safe and comfortable pedestrian environment", and "Avoiding private property impacts (buying land to widen the street)". Each factor has a radio button for each scale option. At the bottom of the form is a text box for "Other comments about BAT lanes?" and a green "Submit" button.

Participants confirmed our understanding and emphasized that safety is not simply a design feature but a prerequisite for accessing transit, particularly for seniors, parents traveling with children, and people with disabilities. Many comments described 82nd Avenue as an uncomfortable or high-stress environment, especially at night, during winter months, or at intersections with limited visibility. Respondents highlighted major barriers of poor lighting, sidewalk gaps and long crossing distances that result in difficulty accessing transit stops.

Transit reliability also emerged as a central theme. Participants expressed a strong desire for more predictable travel times and better on-time performance, with many connecting reliability to broader life impacts such as arriving at work consistently and making tight transfers. Several respondents noted that travel times on Line 72 vary dramatically depending on congestion, time of day, and location along the corridor.



Station Location Feedback

More than half of respondents (54%) felt positive about proposed station locations, indicating alignment with community travel patterns. Comments revealed that participants use stations in relation to destinations such as schools, medical providers, grocery stores, and shelters rather than purely by intersection, therefore stations should be positioned where walking feels safest and most direct.

Topics frequently mentioned included:

- Desire for placing stops on the far side of the intersection where the bus will not be waiting after loading; riders felt reducing missed signals and would improve transfer predictability.
- Requests to improve safety around stations located near schools, parks, and youth-serving organizations.
- Need for clearer pedestrian access around stations without obstructions or conflict points with turning vehicles.
- Interest in stronger connections between stations and bike infrastructure, including protected lanes and reduced exposure to turning traffic.

Station Platform Locations

Rate on a scale of 1-5, with 1 being poor and 5 being excellent

How well do the station platform locations work for you?

1 - Poor 2 3 4 5 - Excellent No opinion

Other comments about station platform locations?

Themes from Open-Ended Comments

Participants offered a wide range of comments that were thoughtful, detailed, and closely aligned with the priorities above. The most common themes included:

- **Accessibility and safety:** Numerous comments detailed specific blocks or intersections where walking feels unsafe. People using mobility devices described difficulty navigating long or uneven crossings, while others noted that lighting gaps contribute to nighttime safety concerns.
- **Transfer efficiency:** Many riders spoke about the need for seamless transfers to MAX Green Line, FX2-Division, and connecting bus routes, including concerns about current walk distances between stops.
- **Bike and pedestrian infrastructure:** Participants advocated for protected bike lanes, safer crossings and transit-friendly station design, including improved sidewalks and pedestrian routes.
- **Station amenities:** Comments included needs for shaded seating, better shelters, trash receptacles, lighting, trees, and clear signage.

The 82nd Avenue Transit Project includes transit priority features to keep buses from being stuck in traffic, which could include business and transit lanes (BAT lanes).

Types of transit priority

- » Transit Signal Priority (TSP)
 - Buses and signals communicate to prioritize faster trips for people riding the bus
 - Included in current design
- » Business Access & Transit (BAT) lanes
 - Designate a lane as BAT lane, for buses and right-turning vehicles only
 - Being explored
- » Widen high-delay intersections to accommodate BAT or bus-only lanes
 - Widen 82nd Ave at key high-delay intersections
 - Accommodate BAT or bus-only lane while maintaining existing lanes
 - Being explored



Early BAT Lane Feedback

Feedback on Business Access and Transit (BAT) lanes was mixed but constructive. Respondents supporting BAT lanes commented that they were essential to deliver meaningful speed and reliability improvements, improve the pedestrian environment and align with climate goals. Others raised questions about increased traffic congestion, vehicle access to businesses, and potential impacts to deliveries. Many participants indicated they needed more clarity on how BAT lanes function, how they affect turning movements, and what operational rules would apply.



April 2025 BAT Lane and Widening Outreach

The April survey about the benefits and tradeoffs associated with BAT lanes and intersection widening provided a large and statistically meaningful sample that clarified public preferences for transit priority treatments. The results offered demonstrated strong support for BAT lanes and clear opposition to widening intersections to accommodate them.

Outreach and Promotion

- In-person open house on April 23
- Online comment period April 7-25 and May 14 – June 6
- Mailer to properties fronting 82nd Avenue; canvassing businesses
- Survey team on Line 72 buses
- Focus groups with transit riders with limited English proficiency
- Social media announcements, email and e-newsletters

Option: More BAT Lanes

The "More BAT lanes" scenario converts an existing lane into a BAT lane for about 7 miles in each direction. Compared to the current project design, this scenario would have the following outcomes for the sample trip:

- Improved bus travel time by 3–4 minutes
- More improvements to transit reliability
- Improved safety for pedestrians along BAT lane
- Slower travel time for autos by 3–4 minutes
- Increased traffic diversion: 20–25% of drivers during weekday afternoon peak travel times would choose another route (mostly I-205 or other main roads). Safety improvements could be needed on neighborhood streets impacted by more traffic.
- Cost: At least twice as much as the "Some BAT Lanes" scenario

Option: Some BAT Lanes

The "Some BAT lanes" scenario converts an existing lane into a BAT lane for a total of about 3 miles in each direction. Compared to the current project design, this scenario would have the following outcomes for the sample trip:

- Improved bus travel time by 1–2 minutes
- Some improvements to transit reliability
- Improved safety for pedestrians along the BAT lane
- Slower travel time for cars by 1–2 minutes
- Increased traffic diversion: About 15% of drivers during weekday afternoon peak travel times would choose another route (mostly I-205 or other main roads). Safety improvements could be needed on neighborhood streets impacted by more traffic.
- Cost: lowest cost of the additional tools being studied

Content

The survey and open house were intended to share information and gather feedback about the benefits and tradeoffs associated with the interconnected concepts of BAT lanes and intersection widening.

Information was provided about three concepts:

- “Some BAT lanes,” converting the outside lane to a BAT lane between NE Lombard and Tillamook streets and between SE Foster Road and SE Clatsop Street
- “More BAT lanes,” converting the outside lane to a BAT lane between NE Lombard Street and SE Clatsop Street
- Intersection widening, expanding 82nd Avenue near Powell Boulevard, Holgate Boulevard and Foster Road to accommodate BAT lanes without reducing roadway auto capacity

Participants were asked to rate how much the benefits were worth the tradeoffs in each concept.

Participation Summary

More than 1,500 community members participated. Participants represented people who ride Line 72, walk or drive on 82nd Avenue, live near 82nd Avenue, work in the district and own or manage a business on 82nd Avenue. Respondents submitted:

- 1,511 rankings
- 682 open-ended comments

Quantitative Results

Support for BAT lanes was strong across nearly all subgroups. The “More BAT Lanes” scenario received the highest positive response (69% worth it), with “Some BAT Lanes” receiving moderate but still majority support (58%). “Intersection Widening,” by contrast, was broadly rejected, with nearly seven in ten respondents indicating it was not worth the tradeoff.

The screenshot shows a survey form with the following content:

- Question 1: "Considering outcomes from the 'Some BAT Lanes' scenario, do you think the benefits are worth the impacts?" with radio buttons for 1-Not worth it, 2, 3, 4, 5-Worth it, and No opinion. The '5-Worth it' option is selected.
- Question 2: "Considering outcomes from the 'More BAT Lanes' scenario, do you think the benefits are worth the impacts?" with radio buttons for 1-Not worth it, 2, 3, 4, 5-Worth it, and No opinion. The '5-Worth it' option is selected.
- Question 3: "Considering outcomes from the intersection widening concept, do you think the benefits are worth the impacts?" with radio buttons for 1-Not worth it, 2, 3, 4, 5-Worth it, and No opinion. The '1-Not worth it' option is selected.
- A text input field for "Other comments?".
- A section titled "Do any of the following apply to you?" with checkboxes for:
 - Ride the Line 72 bus
 - Drive on 82nd Avenue
 - Walk on 82nd Avenue
 - Live within a few blocks of 82nd Avenue
 - Own/manage a business/property on 82nd Avenue
- A "Select all that apply" instruction.
- A green "Previous" button.

Participants evaluating “More BAT Lanes” pointed to several benefits:

- Faster, more predictable service on Line 72
- Improved reliability during peak congestion
- Safer and more walkable environment with fewer high-speed lanes
- Alignment with climate, sustainability, and mode shift goals

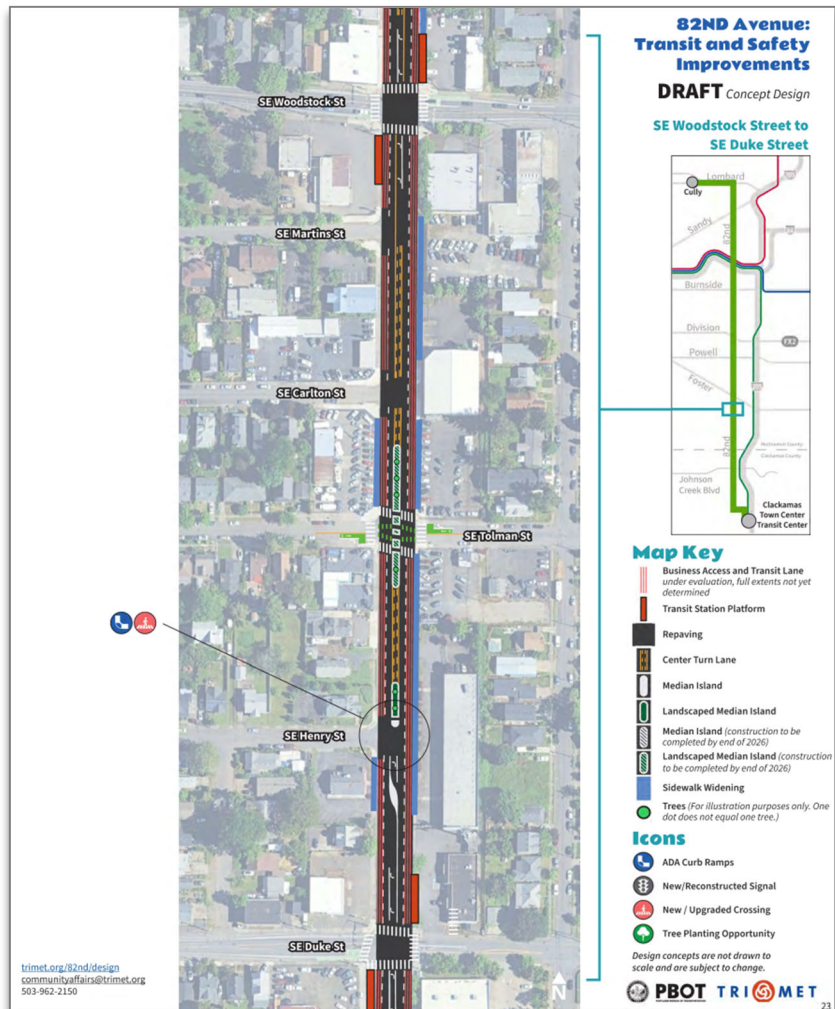
Demographic Differences

Younger adults, people of color, lower-income respondents, and frequent riders of Line 72 voiced the strongest support for the More BAT Lanes scenario. For many, transit reliability was directly tied to economic opportunity, school schedules, and caregiving responsibilities.

Older adults, women and some people with disabilities showed slightly higher preference for “Some BAT Lanes.” The primary reason was concern about BAT lanes increasing neighborhood congestion or affecting circulation for personal vehicles.

Nearly all demographic groups indicated that intersection widening is not worth it. Their most commonly cited concerns about widening included:

- Fear of increased speeding
- Safety risks for people walking and rolling across 82nd
- Property impacts
- Higher project costs without meaningful transit benefit



Business and Property Owner Feedback

The April survey offered the first opportunity to gain insights specifically from people who own or manage businesses and properties along the 82nd Avenue corridor, albeit at a high level. Among these 74 respondents, roughly half were supportive of BAT lanes: 50% felt “More BAT Lanes” were worth it and 41% felt “Some BAT Lanes” were worth it – but, like the broader set of respondents, the majority opposed intersection widening (68% “Not worth it”). Community members shared strong support for preventing potential displacement for local and minority owned businesses in the area. This group voiced concerns and needs regarding:

- Desire for transparency and frequent information about planning and progress
- Short-term construction impacts
- Uncertainty about potential longer-term business impacts



Qualitative Themes

Open-ended responses echoed quantitative results. Overall, the community demonstrated a clear preference for providing transit priority through lane reallocation instead of intersection widening.

Participants highlighted:

- Need for safer crossings with medians, lighting, and reduced speeds
- Importance of aligning station locations with transfer connections
- Desire for shaded, comfortable, and visible stop environments
- Strong interest in seeing the corridor feel more welcoming and less vehicle-dominated
- Need for prioritizing accessibility through smooth sidewalks, shorter distances between stops and safer crossings

Implications for Design

The April results provided compelling evidence to prioritize BAT lanes in the design process. It also highlighted the need to engage more businesses, property owners and neighborhood representatives with concrete, location-specific information.

Fall 2025 30% Design Outreach; CAC & Community Comments

Fall 2025 outreach offered the most in-depth, location-specific feedback of the year, with a focus on businesses, property owners and neighborhood representatives. The information below reflects activities and comments received during August, September, October and early November.

Content

With 30% concept maps available, participants could respond to real, block-level proposals involving driveway access, turn restrictions, station designs, median treatments, and pedestrian improvements.

The Fall public feedback dataset also includes comments provided at CAC meetings, and 122 written comments submitted through email or the project website. These conversations and comments were largely focused on the extent of BAT lanes that people want to see in the project.

Business & Neighborhood Outreach

TriMet conducted targeted outreach with businesses, neighborhood associations, property owners, community-based organizations, and service providers. A combination of email and telephonic outreach, one-on-one meetings, virtual sessions, and detailed design packet reviews resulted in **78 total** participating entities.

Most of the **69 conversations with business and property owners** were jointly staffed by TriMet and PBOT, focusing on specific design elements in the 30% concept maps: medians (PBOT) and platforms and BAT lanes (TriMet). TriMet and PBOT's business outreach plan had an initial focus on historically diverse and large-footprint destinations, both of which make up a significant portion of the businesses.

Other areas of focus were locations where PBOT would be installing medians, and the areas that would have new BAT lanes in both the "Some" and "More" BAT lane scenarios.



The feedback from business and property owners reflected a corridor experiencing substantial change, including overlapping PBOT current construction and long-standing mobility challenges from historic disinvestment in the corridor.

Business and property owner key issues included:

- Uncertainty and concern about visibility of their businesses and congestion caused by BAT lanes leading to diversion. Very few were supportive of BAT lanes adjacent to their site.
- Potential challenges related to median placement:
 - Complicated travel patterns for customers and delivery vehicles
 - Potential operational challenges for vehicles making deliveries with trailers
- Cumulative construction fatigue from PBOT’s Building a Better 82nd projects
- The current challenging economic climate, which has been compounded by construction

Business and property owners frequently requested:

- Adjusting medians at specific locations
- Adding turn pockets and driveway-adjacent median breaks
- Preserving maneuverability for large vehicles
- Removing or limiting BAT lanes in the project scope

Several businesses described being single-driveway, delivery-dependent, or reliant on maneuverability for trailers and repair bays—factors that shaped their feedback on medians, turn patterns and BAT lanes.

Some businesses expressed that the design’s safety benefits were meaningful, but that the tradeoffs for access required additional refinement.

In discussing 30% design concepts with 10 neighborhood groups, safety was among the top interests. Staff met with the following groups:

- Brentwood Darlington Neighborhood Association
- Clackamas County Pedestrian & Bikeway Committee
- Cully Neighborhood Association
- Lents Neighborhood Livability Association
- Montavilla Neighborhood Association
- Mt Scott-Arleta Neighborhood Association
- Mt Tabor Neighborhood Association
- Roseway Neighborhood Association

- Southeast Uplift Neighborhood Coalition
- South Tabor Neighborhood Association

Neighborhood representatives emphasized:

- The need for safer crossings
- Improved lighting and visibility
- Reduction of high-speed driving
- Desire for reliable transit to support community mobility
- Concerns about potential diversion of traffic into neighborhood streets and speeding

Neighborhood concerns focused on:

- Enforcement of turn restrictions
- Construction fatigue
- Clearer communication about expected changes to local circulation patterns
- Concern that BAT lanes would exacerbate existing speeding and cut through traffic on neighborhood streets



Public Comments at CAC Meetings

Organized advocacy efforts generated extensive public testimony at fall public meetings. Across more than 45 comments, with testimony emphasizing strong support for full-length BAT lanes and a growing desire to see major transit investments on 82nd Avenue. Many speakers described personal experiences of delays, safety concerns, and challenging walking environments, arguing that the project presents a unique opportunity to improve daily life for riders and residents. We heard significant enthusiasm for the potential of BAT lanes to transform the corridor and take advantage of this once-in-a-generation opportunity.

Concerns from the business community focused on potential economic impacts of traffic congestion from BAT lanes, driveway access, freight movement, and avoiding additional burdens during construction. Speakers expressed a desire for balanced solutions but underscored the urgency of improving safety on the corridor. Some comments suggested a balanced or phased approach to the BAT lane design, including proof of concept and incremental installation.

Written Comments

TriMet received 122 comments from multiple channels:

- 88 emails to TriMet Board members (73 via form letter generated by advocacy efforts)
- 10 to communityaffairs@trimet.org
- 24 submitted through webpage

Written comments mirrored themes heard in person. A large share of respondents supported BAT lanes, citing safety, climate benefits, and improved travel times. Many comments came from riders, residents of the area or community members concerned about unsafe walking conditions, unreliable bus service, and limited crossing opportunities.

Concerns included congestion, perceived impacts to small businesses, and uncertainty about how BAT lanes would be enforced. Several respondents recommended additional safety elements such as raised crossings, buffered sidewalks, more trees, and clearer lane markings. Others recommended enhanced public outreach, including simple graphics to explain BAT-lane rules.



Cross-Cutting Themes from All Engagement

Across all three outreach and engagement phases, participants consistently emphasized:

- Safety and pedestrian comfort as top priorities
- The need for faster, more reliable bus service
- Desire for intuitive access to local businesses and neighborhoods
- Importance of station placement near essential destinations
- Construction fatigue and need for clear, predictable communication
- Equity and climate benefits associated with transit improvements

Across businesses, neighborhoods, and community-based organizations, participants raised several cross-cutting themes:

Supportive or Cautiously Supportive Participants noted:

- Long-term improvements to safety and predictability
- Benefits of better sidewalks, lighting, and crossings
- Desire for modernized station environments

Neutral or “Wait and See” Participants focused on:

- Need for detailed block-level access diagrams
- Delivery routing and freight needs
- Construction sequencing and mitigation

Concerned or Opposed Participants emphasized:

- Access changes affecting driveways and deliveries
- Congestion concerns caused by lane reallocation
- Cumulative impacts from ongoing PBOT construction
- Navigational complexity for customers

Summary of Findings

Across the full 2025 outreach cycle, community sentiment showed a clear trajectory: early curiosity and broad conceptual feedback in January evolved into more confident, data-rich preferences by April and culminated in highly detailed, location-specific input in the Fall.

In January, participants expressed strong values around safety, shorter crossing distances, and predictable transit service, but their views on BAT lanes and tradeoffs were still forming. Feedback during this phase reflected the fact that community members were responding to largely conceptual designs, with many asking for more detail before expressing definitive opinions.

By April, after reviewing clearer descriptions of corridor-wide tradeoffs, community sentiment became more aligned and decisive. The large survey sample demonstrated strong, measurable support for BAT lanes and widespread rejection of intersection widening. Participants began articulating more nuanced perspectives about how different approaches would affect travel times, neighborhood livability, and long-term safety. This period marked a shift in which many community members moved from general preferences to informed positions rooted in an understanding of corridor-wide tradeoffs.



In the Fall, outreach deepened further as those directly along the alignment and community members responded directly to 30% design drawings. Community sentiment grew more grounded in lived experience and block-by-block realities. Written comments and CAC testimony showed increasing urgency around corridor safety and reliability, balanced with calls for predictable access and frequent, transparent communication about construction plans and impacts. Another theme included desire to transform the corridor into a neighborhood-scale street. Support for BAT lanes remained strong among riders, some neighborhood groups, and safety advocates, but business concerns about access, visibility, and construction impacts became more prominent.

Summary of Findings

Business and property owners raised a distinct set of concerns throughout the outreach process, reflecting both long-standing operational needs and the cumulative strain of ongoing construction along 82nd Avenue. Many emphasized the importance of maintaining clear and predictable driveway access, noting that even small adjustments to medians, lane striping, or turn movements could affect deliveries, customer access, visibility, and overall business viability. Increased congestion from lane reallocation to a BAT lane was mentioned frequently, inferring that congestion increases the likelihood that customers will avoid 82nd Avenue and find new traffic patterns, resulting in a loss of customers. Owners of auto-oriented shops, freight-dependent businesses, and food and beverage establishments expressed worry about how BAT lanes and turn restrictions from medians might redirect customers or complicate daily operations.

Several businesses cited revenue losses during the construction of the PBOT improvements earlier in the year and urged TriMet to avoid compounding these impacts. In open-ended comments, business stakeholders requested detailed block-level diagrams, opportunities to review turning templates, consideration of time-of-day (“peak-time”) BAT lanes, targeted median breaks, clearer signage, and early communication about any construction phasing. This feedback reflects a desire not just for specific designs, but for sustained partnership and ongoing dialogue as design continues to evolve.

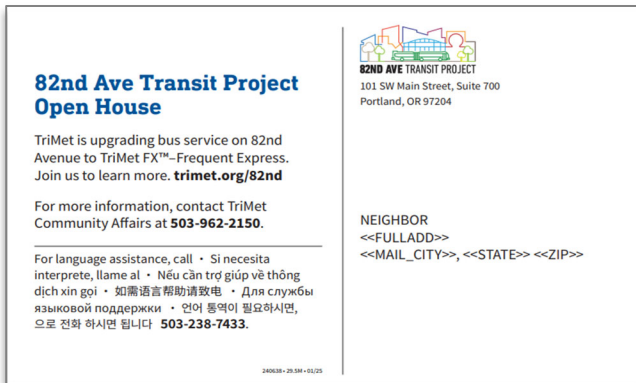


Taken together, the 2025 outreach process reflects an increasingly engaged and informed public, whose feedback has sharpened design priorities and clarified where additional refinement, outreach, and dialogue will be most beneficial as the project advances into the 60% design phase.

Resources and Appendix


More information about the 82nd Avenue Transit Project can be found at the website trimet.org/82nd

Below are images of the mailer used to announce an open house and reach community members. Additional materials from in the project library at trimet.org/82nd/library



Below is an example of the factsheets used in TriMet's outreach efforts.

Potential Changes for Lanes on 82nd Avenue



The 82nd Avenue Transit Project is bringing TriMet FX® – Frequent Express – to 82nd Avenue. The project will complement other investments already underway on 82nd Avenue, including the Portland Bureau of Transportation's *Building a Better 82nd* project, which is already bringing new pedestrian crossings, sidewalks, lighting, trees and other upgrades. The transit project is currently in the design phase, with construction scheduled for 2027 and service beginning in 2029.


The bus currently serving 82nd Avenue, Line 72, has the highest ridership of any route in TriMet's system, with approximately 10,000 daily trips. However, Line 72 also has the most delays due to congestion on 82nd Avenue. FX will replace Line 72 between Clackamas Town Center and the Cully neighborhood. Line 72 will continue to operate between Swan Island and the Parkrose Transit Center, and will share some stops with the new FX line for easy transfers.

FX will bring faster, more reliable bus service.

- Existing stops consolidated into higher quality stations, near safe pedestrian crossings with shelters, lighting, real-time bus arrival information and curb ramps
- Transit signal priority (TSP), where buses and signals communicate to prioritize faster trips for people riding the bus
- Higher curbs and longer buses with all-door boarding to make boarding easier and faster

The project is also considering changes to existing lanes on 82nd Avenue to help buses get around traffic in the City of Portland.

Business access and transit lanes (BAT lanes) are being explored in multiple locations on 82nd Avenue between NE Lombard and SE Clatsop streets. This means designating an existing travel lane as a BAT lane, reserved for buses and right-turning vehicles. Through-traffic would stay in the inner lanes, and business entrances would be accessible from the outer lanes, as they are today.



trimet.org/82nd

82nd Avenue Transit Project route map with station locations

Learn more and share your thoughts

- Visit trimet.org/82nd
- Attend an open house Wednesday, April 23, 4-6:30 p.m. at PCC Southeast Campus (2305 SE 82nd and Division, Portland, OR 97216), Great Hall in Mt Tabor Hall building
- Contact TriMet Community Affairs at **503-962-2150** or communityaffairs@trimet.org

For language assistance call
Si necesita interprete, llame al • Nếu cần trợ giúp về thông dịch xin gọi • 如需语言帮助请致电
Для службы языковой поддержки • 언어 통역이 필요하시면, 으로 전화 하시면 됩니다

503-238-7433

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Diagrams of the two bookend options “Some BAT” and “More BAT” Lanes are available on the website along with the concept maps used to discuss the 30% design and the BAT lane treatment are available at trimet.org/82nd/design

Materials from the project committee meetings can be found at trimet.org/82nd/getinvolved



Engagement Plan

October 2025

Executive Summary

The 82nd Avenue corridor serves as a vital lifeline for diverse communities across Clackamas County and Portland, Oregon. Line 72 has the highest ridership in TriMet's system, connecting people with MAX light rail and over 20 bus routes and serving transit-dependent populations. This engagement plan ensures meaningful participation from riders, businesses, and community members in creating safer, more reliable transit that serves this vibrant corridor for generations to come. This plan builds on the [extensive outreach](#) and engagement efforts of Metro and their leadership in the regional adoption of the locally preferred alternative for the project.



TriMet Community Affairs Team

Paulina Salgado – TriMet Community Affairs Coordinator

Shabina Sharif – TriMet Community Affairs Coordinator

Shoshanah Oppenheim – TriMet Community Affairs and Strategic Partnerships Manager

Jennifer Koozer – TriMet Director of Community Affairs and Engagement

Project Background

82nd Avenue transformed from Oregon's primary north-south highway before Interstate 205 opened in 1983 into today's essential transit and pedestrian corridor. While freight and auto traffic remain significant, the street's role as a community connector has grown exponentially, creating conflicts that endanger lives.

The 2018 Regional Transportation Safety Strategy identified 82nd Avenue as a regional high injury corridor—ranking tenth highest for serious crashes among 181 corridors studied. From 2015-2020, the corridor experienced:

- **2,698 injury crashes** with **15 fatalities**
- **Two-thirds of fatal crashes** involved pedestrians and cyclists
- **One-quarter of serious injury crashes** involved vulnerable road users
- **Disproportionate crashes near transit stops** where people access essential services

For decades the Oregon Department of Transportation was the road authority for 82nd Ave. Recently the section of 82nd within the City of Portland's boundaries has been transferred to the Portland Bureau of Transportation, providing new opportunities to address long deferred traffic and safety issues.

The 82nd Avenue Transit Project would address five major community identified needs in the corridor:

1. **Transit speed and reliability:** need to provide faster and more reliable transit service to improve access to destinations and the ability for people to rely on transit to meet their needs
2. **Constrained corridor:** need to serve the high travel demand in a constrained corridor
3. **Safety:** need to improve safe access to transit and bus stop amenities in a high injury corridor
4. **Transit-dependent communities:** need to provide safe, accessible, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

5. **Climate change:** need to increase transit ridership to help reduce reliance on single-occupant vehicles, vehicle miles traveled, energy consumption and greenhouse gas emissions in our region.

Project Goals

Throughout the project the project team will work to identify opportunities for the community to provide input on critical design elements. The outcome of this work is intended to be a design, construction plan and project that serves the needs of the community now and into the future.

The goals of the community engagement effort are to:

- Inform the community about the project and the transformational opportunities it provides.
- Gather feedback about proposed designs to inform a project that is safe, efficient, accessible.
- Continue to grow and diversify support for the project and transit in general.
- Share useful information about the need and benefits of the project, how to be informed and engaged, what to expect and who to contact for questions or concerns.
- Consult community members and those with expertise about key elements of the project.
- Establish personal relationships with local leaders, businesses, property owners, transit riders and other community members to help inform design, minimize construction impacts and build champions for FX.
- Collaborate with the Cully and Parkrose neighborhoods to review design plans of the new northern terminus, and gather community feedback. Focused engagement is needed because of the new terminus facility in this community.

Core messages

- Reliable and safe transit is central to every world class region.
- Many riders today are entirely transit dependent – safe, faster, more reliable transit means everything. It’s a lifeline.
- The 82nd Avenue is a heavily auto oriented corridor which has transformed over time from the primary north-south highway to an important business district with high demand for transit and infrastructure for pedestrians.
- Line 72 currently has the highest ridership in the state, and the region.

- The community needs faster, more reliable transit on 82nd Avenue to connect riders with work, school, and services. Line 72 currently connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue.
- With the recent changes in road authority, there is now the opportunity to build the safety infrastructure and transit connections the neighboring community and its visitor deserve. This transition provides the unique opportunity to leverage other improvements within the corridor to maximize benefits to all roadway users.
- We can build safer streets to access the businesses that are the center of the 82nd Avenue business district.
- Our region is growing and 82nd Avenue is well positioned to experience smart growth. Vibrant business districts with improved transit means more opportunity for affordable housing, access to good paying jobs and safe infrastructure. Metro has adopted an equitable development strategy to reduce displacement and support the community that lives and works in the corridor.
- This is a once in a generational opportunity to make investments that will last a lifetime, the Oregon Department of Transportation, Clackamas County, Portland's Bureau of Transportation, Metro Regional Government and TriMet are collaborating to address deferred maintenance and safety enhancements, while improving transit travel times.
- Crash data for the six year period from 2015- 2020 showed 2,698 injury crashes occurred in the corridor, 15 of which were fatalities.
- Many crashes are avoidable and smart engineering and better design can save lives and reduce injury. Protecting the most vulnerable users of streets, including people with disabilities, reduces risk for all users.
- Because many pedestrian crashes happen near transit stops, this project is addressing the need for better infrastructure and safer crossings.
- The ridership numbers show that many people rely on transit to visit the 82nd Avenue corridor.

FX will replace Line 72 on 82nd Ave, with:

- Buses with more seating and space (60% more riders) – more comfortable ride, it will attract more choice riders
- Improvements to pedestrian access and lighting is more appealing, safer, pedestrian environment
- Signal priority for faster and more reliable trips
- Bus stations with shelters, seating, lighting – safety and comfort for the rider
- Real-time bus arrival information – people will have the information to plan their trips better

- Improving riders' experience
- Remaining Line 72 will terminate at Parkrose
 - A few AM and PM trips will extend to McDaniel High School, based on school hours

Priority Communities for Outreach and Engagement
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Transit-Dependent Riders: Focus on current Line 72 users and the community located near 82nd Ave, especially those relying on transit for essential trips

Limited English Proficiency (LEP) Communities: Ensure materials and interpreters in top five corridor languages, collaborate with CBO's that serve communities with limited or low English proficiency

Disability Community: Partner with TriMet's Committee on Accessible Transportation for design input

Seniors: Coordinate with Multnomah County, CBO's and senior centers

Youth: Engage through McDaniel High School, other schools and youth-serving organizations

Local Business Owners: Build relationships with individual proprietors and business associations

Property Owners: Proactive outreach to those potentially affected by construction and property owners along the alignment.

Special Outreach Requirements

The 82nd Avenue Transit Project is seeking federal funding, which triggers the requirement for a National Environmental Policy Act (NEPA) review. Metro will lead the NEPA review process in close coordination with TriMet, the lead agency responsible for community engagement efforts along the corridor.

To fulfil NEPA, Section 106, and 4(f) requirements, there will be two NEPA specific engagement activities:

- 1) A property owner questionnaire to the owner of sites identified as high risk in the hazardous materials corridor study where permanent acquisition is planned as part of the Project. After an initial round of 1:1 conversations with the potentially impacted property

owners led by TriMet, Metro will be responsible for mailing questionnaires, receiving and summarizing the responses, and including the information in the final NEPA submission.

2) Public comment historic, cultural and parks resources scheduled for fall 2025, with Metro's final NEPA review submission planned for April 2026. Metro will be responsible for hosting the comment, receiving and summarizing the responses, and including the information in the final NEPA submission.

NEPA timeline will be added as exhibit 2 after it is established.

Community Engagement Role and Responsibilities
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TriMet Community Affairs Team:

The 82nd Avenue Transit Project spans over 10 miles of streets in two jurisdictions and involves three road authorities. All improvements will be delivered concurrently.

The role of the Community Affairs team member, designated to each segment, is to serve as the point of contact for residents, property and business owners, stakeholders, advocates, neighborhood and other community organizations within that segment. The Community Affairs team works closely with the project, design and construction teams to interpret technical issues and review with the community.

Other tasks include:

- staffing the Community Advisory and Policy and Budget Committees ,
- support Project staff when updating the Committee on Accessible Transportation and the Policy And Budget Committee
- briefing regional partners and interested parties
- regularly attending neighborhood meetings to provide project updates
- identifying LEP populations within their segments and provide right engagement materials/tools
- gathering community or stakeholder feedback from neighbors to help design/construction teams:
 - identify design elements that address community concerns
 - leverage/coordinate with other projects (Building a Better 82nd Avenue)
- sharing information from design/construction teams to help community:
 - understand project design and any potential impacts to their/or nearby property

- prepare for and endure construction
- when possible responding to complaints and addressing concerns

Policy and Budget Committee

The purpose of the Policy and Budget Committee is to provide high-level guidance on operational, programmatic and financial questions affecting the project scope and understand project constraints. Staffed by the Community Affairs team they meet regularly and at key milestones providing guidance after receiving public comment and project staff recommendations.

Community Advisory Committee (CAC)

The Community Advisory Committee is (CAC) is charged with: advising TriMet and jurisdictional partners during the design phase of the project; acknowledging and supporting the basic assumptions in the Locally Preferred Alternative (LPA) adopted in 2025; working collaboratively toward maximizing the benefits and minimizing the impacts of the project within budget and regulatory constraints; and providing feedback to decision makers on a wide range of design options, construction challenges and opportunities. The CAC is an important two-way communication link between the project staff and community stakeholders. Staffed by the Community Affairs team they meet regularly and at key milestones, providing feedback to project staff and input to the Policy & Budget Committee.

Committee on Accessible Transportation (CAT)

The primary purpose of TriMet’s Committee on Accessible Transportation (CAT) is to provide TriMet with ongoing input on topics related to accessibility. CAT also provides TriMet staff a communications link to key stakeholder groups representing persons with disabilities and seniors. Specific to this project, the committee’s advisory role covers topics related to transportation accessibility and improvements, applying members’ lived experience and practical familiarity with the Americans with Disabilities Act (ADA) to provide insight on important decisions related to design and services along the project route. Community Affairs and other project staff will provide regular updates and periodically request feedback from this TriMet committee.

<h3>Collaboration with Jurisdictional Partners</h3>
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Collaborating with Partners is key to the success of any regional transit project and 82nd Avenue is no exception. Project partners include Clackamas County, the City of Portland, Metro, Oregon Department of Transportation and the Federal Transit Administration. In addition to participating in the Policy and Budget committee, partner staff work together on project deliverables and collaborate on engagement activities. Importantly, our partners have numerous and strong relationships with the communities served by the transit project.

Examples of collaboration during the design phase include, but are not limited to:

- creating a new TriMet email list that includes interested parties lists imported from Metro and PBOT
- sharing business contacts and introducing Community Affairs staff to businesses and other interested parties
- pairing Community Affairs with PBOT staff for community meetings when possible
- participate in partner’s committees to share project information and updates
- as needed present at Clackamas County sponsored committees, including but not limited to Sunnyside West Mt Scott Community Planning Organization, Clackamas County Coordinating Committee (C4), Public Health Advisory Committee, Pedestrian-Bicycle Advisory Committee, and the Traffic Safety Commission
- as needed present at Multnomah County sponsored committees, including but not limited to Multnomah’s County Public Health Advisory Board, [the](#) Disability Services Advisory Council, and the Aging Services Advisory Council
- as needed present at City of Portland sponsored committees, including the Pedestrian Advisory Committee, the Bicycle Advisory Committee, the Freight Advisory Committee and City Council.
- partner with CBOs to promote project information and materials
- briefing the Joint Policy Advisory Committee on Transportation and Metro Policy Advisory Committee

Strategies and Tools for Communication and Engagement

Develop a clear messaging framework that helps communicate the purpose and need as well as the project benefits.

Develop and launch communication campaigns that work across multiple platforms including digital and in person.

Prepare and update a construction dashboard to keep people apprised as to the status of construction and how to avoid disruptions to their travel schedule.

Develop storytelling and narratives to connect people with the project and to become champions of transit.

Maintain a website that will serve as a landing page for the community to seek out information, project updates

- Update at each milestone during design phase, and at least weekly during construction phase (construction updates)
- Past and future meetings, events materials

Provide briefings and one on one meetings to help individuals and groups learn about the project.

Prepare and distribute publications to the public, some examples include:

- Mailers on specific topics and/or to impacted property owners
- Design concept maps for the 30% design elements for project area
- Revised design concept maps including final elements for project area
- Fact sheets (Available in English, Spanish, Simplified Chinese, Vietnamese and Russian)
 - Project overview
 - Station elements
 - Pedestrian elements
 - How BAT lanes and medians work for people driving
 - Project benefits
 - Timeline

Vital external engagement documents will be translated for individuals, particularly those with limited English proficiency. A document is considered “vital” if the absence of its information could result in consequences for individuals, particularly, those with limited English proficiency. Examples of vital external engagement documents are mailers and notices.

Engagement Process by Design Milestone
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30% Design

Engagement Objectives:

- Continue building a strong community presence
- Identify key issues of concern
- Identify and engage key stakeholders
- Collaborate with Metro to comply with NEPA consultation requirement
- Create 1:1 relationships with business/property owners in each segment
- Grow email distribution list
- Collaborate with design team on establishing priority focus areas for reducing risk
- Consult with community members to identify jurisdictional issues, special interests, and overall design needs at key locations
- Consult with business and property owners about planned improvements and how they can be designed for mutual benefit. This includes sites that may experience:
 - Adjacent to BAT lane

- Adjacent to median/left turn restriction
- Adjacent to station
- Adjacent to construction: sidewalk/curb ramp
- Adjacent to construction: signal/utility/etc
- Driveway relocation or reconstruction adjacent to medians or other design elements
- Driveway closure
- Sign in ROW to be relocated
- Sign on private property to be relocated
- ROW acquisition
- ROW acquisition TCE only
- ROW acquisition – HazMat
- Seek public comment related to identified historic and park resources to satisfy NEPA requirements
- Seek CAC input on established criteria for 60% project scoping decisions and general feedback on staff recommended scope.
- Seek input from Policy and Budget and concurrence on staff recommended scope for 60% design.
- Grow support for transit, specifically high capacity, higher speed transit
- Demonstrate TriMet’s value to the region

Forms of engagement:

	In person	Digital	Printed
30%	1:1 meetings with business/property owners Community meetings with PBOT and property owners regarding design elements. Small group meeting (key businesses) Neighborhood Associations Meetings TriMet Reduced Services Open Houses	Update project website to include: <ul style="list-style-type: none"> ● Concept design maps ● Disclosures and opportunity to comment about potential 106 and 4(f) impacts Updates to our subscribers list, including those interested from past	Mailer with QR code to website Block by block project maps with design elements. NEPA Questionnaire (Phase 1 hazmat) for identified properties

82nd Ave Transit Project Engagement Plan

	Business Associations Policy and Budget Committee Community Advisory Committee (CAC) Schools in the service area, specifically McDaniel High School.	and partner engagement Quarterly update to Portland Parks and/or Portland Public Schools newsletters (for disclosures about potential 4(f) impacts Met newsletter	
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60% Design Milestone

Engagement Objectives:

- Finalize design elements
- Continue building a strong community presence
- Continue building relationships with business/property owners along the corridor
- Identify key issues of concerns
- Continue tactics of 30%

Forms of engagement:

	In person	Digital	Printed
60%	1:1 meetings with business/property owners Small group meeting (key businesses) Neighborhood Associations Meetings Business Associations Open House Policy and Budget Committee Station specific outreach Community Advisory Committee (CAC)	Update project website Updates to our subscribers list On-line open house Quarterly update to TriMet newsletter	Mailer with QR code to website

90% Milestone

Engagement Objectives:

- Prepare business/property owners for construction phase
- Establish and distribute contractors Conduct of Construction
- Education on how Line 72 service will be affected during construction
- Promote 82nd Ave destinations

Forms of engagement:

	In person	Digital	Printed
90%	1:1 meetings with business/property owners Neighborhood Associations Meetings Business Associations Open House Community Advisory Committee (CAC)	Update project website Updates to our subscribers list On-line open house Quarterly update to TriMet newsletter Launch construction dashboard	Mailer with QR code to website Construction mitigation plans Block by block project maps with final design elements

Exhibit 1 82nd Avenue Transit Project Business Outreach Plan

1. Objective

The purpose of this phase of engagement is to gather feedback and input on the suite of design elements proposed by both the transit (TriMet) and safety and roadway improvements (PBOT) projects and to provide localized information about the proposed design near each business or property owner. The outreach will span the entire alignment and will be tailored to the needs of each jurisdiction.

- What are the goals of the outreach?
 - Introduce TriMet and PBOT's team to the business/property owners
 - Communicate the suite of changes proposed within the roadway near each business; learn business/property owners level of support for the improvements; understand reasons behind support or lack of support; ask them if there are things that would make it better for them.
 - Frame our messaging and approach to acknowledge business fatigue from COVID impacts and ongoing construction disruptions.
 - Bring project awareness and collect feedback regarding BAT lanes
 - Create and establish relationships with business owners adjacent to planned platforms, medians and sidewalk improvements
 - Set up best ways to communicate for continuing updates
 - Provide decision makers and project partners with summary and understanding of level of support/lack of support from within the business/property owner community; understand if there are geographic differences along the corridor

2. Target Audience

- Who are we reaching out to?
 - All properties that have frontage adjacent to business access and transit lanes as well as key properties along the alignment without BAT lanes or medians.
 - Businesses and property owners along 82nd adjacent with planned platforms, medians and sidewalk improvements
 - Key businesses along 82nd – Connect with project partners, CAC, business associations, business networks and Councilor Hwang and his staff as resources to connect with other business owners
 1. Jade District
 2. Auto orientated business in the auto district and beyond

3. Other larger business/employers
 - ii. The properties that require NEPA questionnaires hazmat.

3. Outreach Channel

- How will we contact businesses?
- Meetings will be in partnership between PBOT and TriMet
 - One-on-one in meetings- strong preference for in-person, virtual meetings as needed
 - Business Association meetings
 - Mailer that directs to web page
 - Emails with communications and directs to web page
 - As needed- briefings to community organizations

4. Messages

- What are the messages and talking points needed?
 - The community has long prioritized and needs faster more reliable transit on 82nd Avenue to connect riders with work, school, and services. Line 72 currently connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue.
 - Project partners are coordinating closely with the 82nd Avenue Coalition to ensure this transit investment helps those who live and do business in the corridor now, delivering lasting benefits while supporting equitable development.
 - Vibrant business districts with improved transit means more opportunity for affordable housing, access to good paying jobs and safe infrastructure. Safer streets encourages visitors and are desirable for businesses.
 - The project includes several design elements we are interested in sharing information and learning from businesses and property owners what understanding any concerns or they have for the improvements and understand reasons behind support or lack of support.
 - This phase of outreach is focused on capturing this feedback about what would make the design better.
 - Share broad information about the overall project schedule including approximate construction schedule
 - Inform affected business of upcoming questionnaire from Metro

- This is one opportunity for engagement the projects will continue to look at how to phase and invest in district

5. Materials and Resources

- Project fact sheet- TriMet
- Concept maps/diagrams – KPFF + PBOT + TriMet
- Website – TriMet to host, includes maps by segment in multiple languages, comment box
- Mailer with QR code for concept maps, translated.
- NEPA Questionnaire – Metro, TriMet contributes a brief project description about why people are receiving the questionnaire.
- Smartsheet tool to use during meetings to track contacts and responses
- Canvass (TriMet) and Contact Lists (PBOT)

6. Follow-Up Plan

- When and how will we follow up?
 - We will be in contact throughout the project, from design, through construction and revenue service.
 - Next follow-up depends on the site-specific issues and concerns.
 - All will receive follow-up communications when 60% concept maps are available in spring 2026.
 - Properties with potential hazardous material will be provided an opportunity to complete a questionnaire – This is a NEPA requirement

7. Tracking

- How will we track/measure our success?
 - Meaningful conversations and meetings
 - Survey questions, qualitative information
 - Survey should identify category of response
 - Clear documentation of meetings and use the PBOT documentation
 - Business support for project
 - Decision makers have clear understanding of community feedback on design and are provided summary documents as needed.
 - Compliance with NEPA

8. General Deliverables

- One-on-one meetings – September
- Meetings with key business owners – September- October
- Interim and final summaries September and October

- NEPA questionnaire – October
- Report to Policy and Budget Committee November
- Recommendation on scope for 60 % design