



Meeting: 82nd Avenue Transit Project Community Advisory Committee #7

Date/time: Wednesday, October 22 6:00 p.m. to 7:30 p.m.

Location: PCC Southeast, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon

Members

Jessica Curtis	Clackamas Town 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
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Presenters

Michael Kiser	TriMet
Jesse Stemmler	TriMet

Other staff

Melissa Ashbaugh	Metro
Anthony Buczek	PBOT
Sam Daleo	Parametrix
Sharon Daleo	PBOT
Brad Choi	TriMet
Molly Cooney-Mesker	Metro
Jennifer Koozer	TriMet
Mauricio Leclerc	PBOT
Jason Nolin	Metro
Shoshanah Oppenheim	TriMet
Julia Reed	PBOT
Paul Schmidtke	KPFF
Blair Valle	PBOT



Welcome and Introductions

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

Public Comment

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

Terry Parker provided testimony on BAT lanes and negative impacts on traffic.

Austin Emami provided testimony on impacts to property adjacent to a potential station location.

Jason Kiff, Fischer Jemison, Skyler Cruz, Kyle Hanson, Tabitha Boschetti, Robin Jones, Jordan Crane, John Carr, Al Hagg, Asa Anderson, Jack Hobbs, Emily Guise, Jordan Lewis, Robin Boguslevich, Anthony Resch, Julie Garner, Aron Klein, Jeremy McKay, Aaron Kuehn, and Kent Wu provided testimony on the positive impacts of BAT lanes.

A consolidated summary of public comments appears at the end of these notes.

Staff Recommendation and BAT lanes

Michael Kiser, Interim Director of Major Projects, and Jesse Stemmler, Interim Project Director, provided an update on the staff recommendation on BAT lanes. The recommendation seeks input from the Community Advisory Committee and the Policy and Budget Committee while reviewing all benefits and tradeoffs.

Discussion

Comment on the need to hear from operators. Question raised on how to make the project efficient and safe. Emphasis that this is about community. Discussions are stuck on “more” versus “some” BAT lanes, and the focus needs to be on broader community impacts. Businesses are frustrated and living paycheck to paycheck.

Staff responded the estimate on delay currently is \$22 million per year. There is a risk associated with delay of the project.



Comment on how Policy and Budget Committee is going to be considering how the design and success of the transit project is going to push towards the much larger goals for the corridor.

Comment on strong community support for BAT lanes.

Question on possibility of phasing in BAT lanes throughout the years.

Staff responded it is a possibility but currently don't want to commit to it.

Question on how the "Some BAT lanes" scenario was chosen.

Staff responded continuous BAT lanes is where we see the benefits. There are some high congestion intersections in the north section of the "Some BAT lanes" scenario, by putting BAT lanes there, we see travel time savings.

Question on a metric that is missing and that is how many additional pedestrian fatalities are anticipated under each BAT lane scenario.

Staff followed up there isn't a lot of research on the safety benefits of converting lanes into BAT lanes. There is a lot of research on safety benefits on lane reductions. PBOT has researched its own BAT lanes installations, and there are some benefits, and aren't as beneficial as pedestrian signals, lighting, and medians.

Question on the Stark/Washington widening costs reflected in the \$10.8 million.

Staff responded yes, it is.

Comment on BAT lanes and pedestrian comfort over time saving.

Question on the "Some BAT lanes" scenarios, and why the middle portion wasn't part of the scenario.

Staff followed up with the need for widening at Stark and Washington due to a couplet at those locations. Installing a BAT lane there without widening would lead to high congestion.

Comment on the need to examine data and ensure the project delivers the desired throughput.

Comment on support for more BAT lanes.

Comment noting that engagement results show the "More BAT Lanes" option is favored and brings safety to 82nd Avenue.



Comment that BAT lanes impact the community and The Street Trust will work with various jurisdictions to support implementation.

Comment stating that among the three options, the community supports BAT lanes.

Comment acknowledging budget constraints but stating that at key intersections, some BAT lanes make sense. Suggested that the project benefits businesses and should include enhanced wayfinding signage and improved lighting.

Comment highlighting that more BAT lanes will improve reliability.

Comment that the Policy and Budget Committee needs to hear support for Vision Zero.

Comment noting that since most trips on 82nd Avenue are local trips, more BAT lanes will support a multimodal street. While supporting businesses, members emphasized that people are more likely to patronize businesses if they feel safer.

Comment that additional BAT lanes will make it safer for people to walk, bike, shop, and shift modes. Businesses need to see the benefits of this mode shift.

Comment from committee member received via email: Support for moving toward a multimodal future where pedestrian, bike, and public transportation modes are prioritized. This is critical for safety and for shifting away from single-occupancy vehicles. BAT lanes are a key element for slowing traffic speeds and improving safety and comfort for pedestrians and bus riders along 82nd. A more walkable community is being advocated for both as a resident of the 82nd Avenue corridor and as a representative of Rahab's Sisters, serving a primarily transit-dependent community heavily impacted by traffic violence.

Adjourned



Summary of Public Comments

Most commenters strongly supported expanding BAT lanes, citing improved transit reliability, and faster travel times. Many framed the project as a rare chance to modernize 82nd Avenue and align with Portland's transit and climate goals.

Safety was a major theme, with several noting dangerous conditions for pedestrians and cyclists and viewing BAT lanes and related upgrades as essential for protecting vulnerable users.

Business representatives raised concerns about customer access, referencing survey data showing high car dependency and estimating notable reductions in access with BAT lanes. They called for an economic impact analysis and a more balanced or phased approach.

Opinions on congestion were mixed. Some worried that increased congestion could hurt businesses and visitor experience, while supporters noted that BAT lanes would improve overall corridor function. Construction related single lane conditions were described as both safer and economically challenging, depending on the commenter.

Equity concerns highlighted the corridor's importance to BIPOC and immigrant owned businesses and to transit-dependent workers who often cannot attend public meetings. Several emphasized that non-driving customers contribute economically in ways that are often overlooked.