



Meeting: 82nd Avenue Transit Project Community Advisory Committee #2
Date/time Wednesday, March 19, 2025| 6:00 p.m. to 7:30 p.m.
Location: PCC Southeast, Community Hall Annex, 2305 SE 82nd Ave, Portland, Oregon

Members

Jorge Sanchez Bautista	Student Leader
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
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
Valeria McWilliams	82nd Avenue Resident
Eden Melgar	82nd Avenue Resident
Franklin Ouchida	TriMet Committee on Accessible Transportation

Facilitator

Shabina Shariff	TriMet
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Presenters

Jesse Stemmler	TriMet
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Other staff

Peter Craig	KPFF
Anthony De Simone	Clackamas County
Michael Kiser	TriMet
Jennifer Koozer	TriMet
Jason Nolin	Metro
Julia Reed	City of Portland
Paulina Salgado	TriMet
Dameion Samuelson	TriMet



Welcome and Introductions

Shabina Shariff called the meeting to order and welcomed the attendees, provided an overview of the agenda, went over future meeting times, and reviewed group norms.

Public Comment

Kathryn Woods provided testimony about the need for better sidewalks on and near 82nd Avenue.

Project Timeline and Committee Role (Jesse Stemmler, TriMet – Principal Project Manager)

Jesse Stemmler gave an overview of what project elements have already been defined, will be defined later and the role of the Community Advisory Committee.

Discussion

Question about how often will there be buses at McDaniel High School bell times. Staff confirmed Line 72 currently runs every 15 minutes and FX is expected every 10 minutes. The frequency of these “trippers” hasn’t been decided yet. That will happen closer to the start of FX service.

Question about service to Marshall High School when it is occupied by students from other schools being under renovation. Staff commented that can be explored when we're closer to beginning FX service.

Comment regarding station locations. The consolidated stops increases walking distance. Walking along 82nd is not pleasant and this needs to be something we think about as we move forward with the project.

Question about what determines the on/off street Cully terminus?

Staff commented we need to continue conversations at Hacienda CDC. There are a lot of design details to work through and understand the implications. The off-street option is a higher cost, but that's not the only determining factor.

Question regarding if this is part of the 82nd Avenue Tax Increment Financing (TIF) district?

A committee member commented 82nd Avenue is in the TIF district and they were part of the TIF committee. The transit project is not being funded by TIF.



Question about what issues arose on the Division project that we want to avoid on 82nd Avenue Transit Project? A report on lessons learned from the Division Transit Project would be appreciated.

Staff agreed that takeaways from Division would be a good topic for a future meeting.

Comment on better understanding of federal funding for the project.
Staff proposed discussing funding at a subsequent meeting.

Transit Priority Tools and BAT Lanes (Jesse Stemmler, TriMet – Principal Project Manager)

Jesse Stemmler gave an overview of the transit priority tools to help make trips faster and more reliable.

Discussion

Question about where there are BAT lanes on FX2-Division. Staff replied the largest segment is from 112th to 122nd east bound.

Question about if BAT lanes require right of way acquisition. Staff replied it depends. Typically, no -- outside lanes are converted to BAT lanes.

Question on why not make everything BAT lane? Staff commented there are trade-offs. BAT lanes create congestion for others.

Questions on whether TriMet has analyzed how many people would use transit if it's faster, nicer to wait at the stop, safer.

Staff replied we don't currently have that data but that benefit is important to understand.

Question on how can we sign or stripe so drivers understand they can use the turn lane to access business driveways? Suggestion to stop the red paint at driveways.

Discussion on drivers speeding down 82nd Avenue to avoid the highway. People who are used to speeding down the corridor will complain about BAT lanes slowing traffic. How will TriMet think about whose feedback is important? Residents? Commuters?

Staff replied that the project will look at the feedback from all groups. We will bring the feedback to CAC and will look to you as a sounding board.

Comment on signs on existing BAT lane on SE Hawthorne that say "right lane bus only, right turns permitted." It's confusing and a lot to take in.



Question about whether TriMet looked at traffic and diversion yet? Staff replied yes, we are looking at it and will share that information when it's ready.

Question on what the driver compliance is for BAT lanes. Staff commented they'd look to bring more information from the Division Transit Project.

Question on if temporary BAT lanes could be considered. A suggestion would be to implement temporary BAT lanes through rush hour or the busiest times of the day.

Staff replied that could be confusing for drivers and 82nd Avenue is not a commuter corridor, it's heavily used all day.

Comment on how two BAT lanes would interact at two bus intersections.

Staff commented the stops would be placed far side to take advantage of the BAT lanes and transit signal priority -- TSP would prioritize bus flow.

Question if the BAT lanes decision would be made by PBOT. Staff replied yes it but it is not a decision made in a silo – partners are all working together to understand the tradeoffs.

Question of whether BAT lanes in Portland will have two lanes of car traffic like in Clackamas? Staff replied they would not. At most locations where BAT lanes are proposed in Portland, there would be one through and one BAT lane.

Comment about the wider distance to cross 82nd Avenue being unsafe for pedestrians. Can the median space be used instead? Staff commented it's been looked into and there isn't enough space.

Question about widening 82nd Avenue at Holgate. There's a cemetery there. Staff replied only the east side would be widened to avoid the cemetery.

Comment that it may be wrong to assume that a lot less car traffic means less business -- making it easier to walk can bring more people to businesses.

Comment about importance of business access. Fubonn is a regional draw for example and it is important for people to get there. The different perspectives of this group are appreciated.

Discussion on TIF districts. Prosper Portland is driving the 82nd Avenue TIF and the project's values should be aligned with TIF.

TIF won't generate significant funds by 2029. The first five year cycle will not be the same folks making decisions when it really starts to happen. Though, cross-collaboration is helpful. They're actively recruiting for each district.



April Open House

Shabina Shariff shared information about outreach planned in April to get community input on BAT lanes.

Discussion

Question on what email to send suggestions to: communityaffairs@trimet.org

Community Advisory Committee Chair selection

Members elected Valeria McWilliams as Chair and Franklin Ouchida as Co-Chair.

Adjourned.