



Meeting: 82nd Avenue Transit Project Community Advisory Committee #8
Date/time Wednesday, November 19 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
Kaitlyn Dey	Clackamas Service Center
Sokho Eath	IRCO
Terry Epperson	82nd Avenue Resident
Meghan Humphreys	82nd Avenue Resident
Jay Jones	North Clackamas Chamber of Commerce
Gretchen Kolderup	82nd Avenue Resident
Zachary Lauritzen	Oregon Walks
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

Zachary Lauritzen	Oregon Walks
Jesse Stemmler	TriMet

Other staff

Melissa Ashbaugh	Metro
Peter Craig	KPFF
Sharon Daleo	PBOT
Eve Nilenders	Multnomah County
Shoshanah Oppenheim	TriMet
Julia Reed	PBOT
Paulina Salgado	TriMet
Bruce Smith	TriMet

Welcome and Introductions

Shabina Shariff welcomed the attendees, provided an overview of the agenda, future meeting times and group norms. Clarification was also provided on the 2,000 businesses mentioned at the November 7 Policy and Budget Committee meeting. The



number refers to the total amount of businesses from Portland International Airport to Clackamas County in 2025

Chair Selection

Franklin Ouchida was named Chair. Franklin will represent the Community Advisory Committee on the Policy and Budget Committee.

Hybrid Meeting Discussion

An online meeting option was proposed for members of the public to enhance accessibility. This option would allow members of the public to listen to meetings and provide public comment remotely. Members of the committee are required to attend in person.

Policy and Budget Report Out

Jesse Stemmler, Interim Project Director, provided an update on topics previously discussed at the Policy and Budget Committee meetings. The committee will extend its decision on a BAT lane recommendation to February 2026

Discussion

Question on identifying additional resources and scope adjustments.

Staff responded that, within the project's current budget capacity, potential cost savings would come from reducing the size of the power and communications cabinet. This would require coordination with PGE to ensure their requirements are met. Additional value engineering opportunities are also being explored.

Question on value engineering report and if it is available to the committee. Suggestion is to share same materials with CAC as Policy and Budget.

Staff commented the value engineering report has not yet been finalized. Staff noted the team can walk through project details in more depth with the CAC and will work to share materials that are also provided to the Policy and Budget Committee.

Question on why roadway widening is proposed at Washington and Stark.

Staff responded that Washington and Stark is necessary due to the one-way couplet (Washington/Stark) traffic flow. Dual left turns are needed in both the northbound and southbound directions for the intersection to function with BAT lanes.



82nd Avenue Development Strategy

Zachary Lauritzen, Executive Director of Oregon Walks, gave an overview of the formation of the 82nd Avenue Coalition following the jurisdictional transfer of 82nd Avenue, its partner organizations, six community priorities, and the long-term investment vision for the corridor.

Question on what funding for short-term relocation for businesses looks like.

Staff commented that Prosper Portland administers rehabilitation and renovation programs. However, no funding has been identified within the PBOT portion of the project to support short-term relocation. Staff also shared that promotional campaigns can be discussed as a potential way to support affected businesses.

Clarification on how much TIF dollars will be used for housing.

Question on what stood out during listening sessions.

Staff emphasized the vision of 82nd Avenue as a transit-rich, housing-rich main street, and its long-term transformation. Staff noted that this feedback is a key reason for advocating for additional BAT lanes, to support long-time community members and ensure the corridor is accessible and transit-focused for those who have lived and worked there for decades.

Public Comment

Michael Liu provided testimony in support of core transit improvements such as modernized stations, stop consolidation, and enhanced crosswalks, but opposes additional BAT lanes due to diversion and customer loss concerns.

Jagger Cyphers provided testimony and raised concerns that BAT lanes could result in 20–50% business revenue losses, leading to job losses and negative neighborhood traffic impacts.