



Meeting: 82nd Avenue Transit Project Community Advisory Committee #8
Date/time Wednesday, January 28 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
Zachary Lauritzen	Oregon Walks
Eden Melgar	82nd Avenue Resident
Franklin Ouchida	TriMet Committee on Accessible Transportation
Wendy Zhen	Business Owner

Facilitator

Shabina Shariff	TriMet
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Presenters

Brad Choi	TriMet
Jesse Stemmler	TriMet

Other staff

Melissa Ashbaugh	Metro
Peter Craig	KPFF
Sharon Daleo	PBOT
Jennifer Koozer	TriMet
Eve Nilenders	Multnomah County
Shoshanah Oppenheim	TriMet

Welcome and Introductions

Shabina Shariff welcomed attendees, reviewed the agenda, and revisited meeting norms. Staff also noted meetings are now hybrid. New members, Gabi Hague and



Wendy Zhen were welcomed to the committee, followed by introductions of existing committee members.

Policy and Budget Report Out

Brad Choi, Project Manager, and Jesse Stemmler, Interim Project Director, provided an update on topics previously discussed at the Policy and Budget Committee meetings. The committee is expected to provide direction on a BAT lane approach at the next committee meeting on February 13.

Discussion

Question about the timeline and feasibility of pursuing design exceptions.

Staff responded that design exceptions related to 92nd and Powell are anticipated to take approximately 6 to 8 months and would involve coordination with ODOT staff and a technical review process. Staff noted that a design exception at 82nd and Powell could take significantly longer, which would create schedule risks for the project and could conflict with the 60% design timeline. Staff emphasized that early coordination with ODOT is intended to streamline the process, but approvals are not guaranteed.

Question about the effectiveness of segmented BAT lanes compared to continuous BAT lanes.

Staff responded that continuous BAT lanes perform best in terms of travel time and reliability. Prior analysis showed that full BAT lanes across the corridor could reduce peak travel times by approximately 3 to 4 minutes, while a partial scenario (north and south segments only) would reduce travel times by approximately 1 to 2 minutes. Staff noted that reliability improvements are more difficult to quantify but are often a significant benefit of dedicated lanes, and frequent merging in and out of BAT lanes may reduce overall effectiveness.

Question about whether removing or breaking up BAT lanes undermines the project's transit priority goals.

Staff acknowledged that BAT lanes are intended to strengthen transit reliability and priority, particularly in congested areas. The proposed approach aims to maintain as much continuous BAT lane coverage as possible while addressing regulatory and cost constraints.

Question about ODOT mobility standards and reliance on V/C metrics. Committee member expressed concern that ODOT's standards prioritize vehicle throughput rather than moving people and questioned whether the V/C metric reflects long-term corridor goals such as mode shift and safety.



Staff responded that while they understand these concerns, the project must comply with ODOT's adopted Highway Design Manual standards for facilities under ODOT jurisdiction.

Public Comment

Terry Parker and Ken Garrett opposed additional BAT lanes, citing concerns about traffic diversion, increased congestion, emissions, neighborhood safety, and impacts to businesses and short local trips. Jordan Lewis and Colby Heidric spoke in support of pursuing full BAT lanes and design exceptions, emphasizing transit reliability, mode shift, Vision Zero goals, and prioritizing people over vehicles. Michael Liu highlighted support for core transit improvements and thanked partners for advancing an economic impact study, emphasizing the importance of balancing transit benefits with business sustainability.