

December 8th, 2025

To: TriMet Policy and Budget Committee

Re: 82nd avenue transit improvement project impacts on businesses

TriMet General Manager Sam Desue Jr. and members of the Policy and Budget Committee,

We write as a united coalition of small businesses that have been the heart and sould of 82nd avenue – one of Portland's most important transportation corridors – for decades. We are grateful to have the full support of the Portland Metro Chamber (The Chamber). The Chamber is greater Portland's Chamber of Commerce and represents the largest, most diverse network of businesses in the region, representing more than 2,200 members, from 27 counties, 13 states and virtually every industry sector. More than 80% of our members are small businesses. The Chamber advocates for business at all levels of government to support commerce, community health and the region's overall prosperity.

We write to communicate three critical messages to you:

- We are deeply worried about the future of our businesses and our livelihoods.
- We ask you to authentically hear how concerned we are instead of telling us we don't understand.
- We ask that you conduct a transparent and thorough analysis to ensure that the decision regarding BAT Lanes will help - not harm - the existing businesses, most of which are BIPOC and/or family owned.

We stand with the business leaders who served on the Project Steering Committee that approved the Local Preferred Alternative for the Bus Rapid Transit system, which strikes just the right balance between all users of this critical corridor, including significant improvements to TriMet bus lines. The framework of the LPA has led to the Core Transit Project, which includes enhanced bus stations that will better support riders and businesses, consolidates bus stops in line with TriMet metrics, deploys new, climate friendly busses with increased capacity, and prioritizes signals for buses. The plan also includes transformative enhancements to crosswalks that improve safety with selected terminus locations on the north and south ends of 82nd Ave.

These improvements meet the standards of the Federal Transit Administration and ensure that the projects will qualify for federal funding. These changes will improve the reliability of transit by approximately 12 minutes during peak times based on the 20% of travel time savings, according to TriMet analysis.



As business owners on 82nd avenue, our deep concern is the significant increase in traffic congestion that would result from installing BAT lanes, particularly the most extreme option of one dedicated transit lane. TriMet data clearly shows that this option will significantly increase traffic congestion, delivering just 11.5 hours of total savings in bus delays per day while imposing 1,000+ hours of new delay on other 82nd Avenue users. In other words, converting two of the four travel lanes on 82nd Ave into bus-only lanes would dedicate half of the corridor's capacity to fewer than 200 busses a day, which is less than 1% of the total traffic – while significantly constraining access for more than 21,000 daily vehicles. This unacceptable increase in vehicle congestion, considered against the projected marginal improvements in bus transit times over the Core Transit Project, makes this proposal wholly unjustified. This would also be the most expensive option at a time when TriMet has announced approximately \$300m in service cuts due to declining revenue, which will continue in the near to medium term.

As business owners, we are deeply worried about the loss of safe and effective access to businesses and the potential catastrophic loss to a major mode of transportation to the corridor during critical business hours. We agree that improvements to transit could lead to an increase in customers of some businesses (but not all) who choose to use this mode, but there is no existing analysis that justifies the damage of increased car congestion to existing customers' transportation choices. Customer surveys conducted by businesses on the street have found that over 90% of current customers arrive by car. Finally, we are concerned that the proposal includes untenable bus stop locations that block driveways, prevent safe and effective access to business destinations, and cause unsafe visual obstructions to vehicles exiting business driveways.

We believe the enhancements already approved with the Core Transit Project make this a transformative project that achieves Tri-Met's reasonable goals. With the full backing of the Portland Metro Chamber, we request that a business impact and retention analysis be completed prior to any decisions about the installation of BAT lanes and the locations of stop platforms. We further request that TriMet's findings be included as an essential consideration in any decisions about installing BAT lanes and platforms that can interfere with business access.

We are also collectively opposed to any modification to the Core Transit Project that will put federal funding at risk. The federal Transit Administration will not award the project federal funding if it scores poorly on congestion relief and adverse effects on existing businesses. This is no time to be driven by ideological rigidity given the current economic and political climate.

Lastly, we request that TriMet conduct a review of your project planning and analyses processes. Our perspective is that overcommitments were made and businesses have been positioned as scapegoats to activist organizations who struggle to see multiple perspectives and regularly vilify opponents. Small businesses should not be subjected to online harassment for simply asking for collaboration with TriMet, PBOT, and the



community. This is the most important transportation project in a generation on the most important roadway to our businesses. It should not be controversial to request assurance that this project will benefit, rather than harm, businesses, just as it will benefit all users of 82nd avenue.

Our hope is that we can work together positively with genuine respect for all perspectives, allow technical analysis and design work to be conducted free from outside political pressures, and facilitate a process that leads to balanced decisions.

Thank you for your time and consideration.

cc: TriMet Board of Directors

City of Portland Mayor Keith Wilson

City of Portland Chief Administrative Officer Michael Jordan

City of Portland Council President Elana Pirtle-Guiney

Portland City Council

Businesses and Owners

Fubonn Shopping Center Portland Metro Chamber

Michael Liu, Managing Member Andrew Hoan, President & CEO

Chuck Wise Motors MRW Rentals LLC

Chuck Wise Matt W.

Fubonn Supermarket Wise Rentals LLC Jenny Liu, Member Sadona or Matt

Best Baguette Lovely Tire and Wheel

Jamie Trieu John or Ryan

Pho Kim Pacific Cosmetic, Inc

Kim Lam, Owner Tiffany Kim



Tfp LLC Atlas Motors State Farm Insurance Agency

Mike Lewis, Member Tiffany Kim

Global Bridge Insurance Asian Immigration Services

Jenelle Zhao Fred Cann

Ma's Shopping Co Oanh Le Beauty Shop

Jack Ma Oanh Le

Anna Ao Dai Healthy Spa Hue Tran Yuqing Xu

Lam Beauty Wendy Zhen's Financial Service

Thanh Lam Wendy Zhen

H & P Express, LLC Jessica Jewelers
Phuong Nguyen Jimmy Vilaysanh

Te Limon Fashion Happy Lemon

Sue Lee Jian Xu

Lucky Herbs, LLC Bigg Time Automotive Zhenhuo Zhen Jennifer Watson, Owner

Bun & Pho House Mariscos Las Islas Marias de Portland

Cuong Luong Adrian Ramirez

Washman LLC Pho Van Restaurant

David Tarlow Son Van

82nd Market St. TK Tires

Saifullah Tajik Tyler Kahnart

New King's Bakery International Auto Sales

Félix Xiao John Cha

82nd Ave Tobacco and Pipe Subway

Fred Rudy Lagunas

Ha VL Little Saigon

Peter Vuong Benny



NW Beauty Tran

A and P Specialists
Alan Blanchard

Mitchells Auto Repair Ben Ly

E J Motors Cary Newnan

The Rockin' Crab

Nina Gov

AAA Detail and Janitorial

Faren Eatinger

Yang Kee BBQ

Boyu Lu

V & A Sushi RuiJin Mei

My Brother Crawfish Khang Nguyen

Jin Jin Deli Sydney Lui

Kim Ngan Jewelry

Bao Do

Portland Halal Market

Hashim Yusuf

Bitar Companies Deanna Bitar

Baltz Family Trust Andrew Baltz

Stop and Go Dan Warner

Cars to Go Inc Michael Rankin

Kumon

Toai Nguyen

Teo Bun Bo Hue Alex Tuan Nguyen

Buddy's Lounge Sharon Feng

Noodle Point Jiabar Liang

Khoe Dep

Thanh Nguyen

Zero Degrees Chau Pham

Jonny's Deli Linh Tha