



January 15th, 2026

To: TriMet General Manager Sam Desue
Trimet Policy and Budget Committee
Metro President Lynn Peterson and Council
Portland Mayor Keith Wilson
Portland Council President Jamie Dunphy and Councilors
Trimet Board of Directors

We write together as organizations that lift up the voice of people who live, work, advocate, and do business along 82nd Avenue. While we come to this project from different perspectives, we share a common interest in a safe and vibrant corridor that supports mobility, successful businesses, and community life.

With the transfer of 82nd Avenue from the State of Oregon to the City of Portland, there is broad agreement that 82nd Avenue is in transition from a state highway to a multimodal main street. Our organizations also agree that 82nd Avenue is one of the most critical economic corridors in the city, and understand why corridor businesses are seeking greater clarity about how the installation of Business Access and Transit (BAT) lanes could affect them, both positively and negatively.

To help build shared understanding and durable support about this specific corridor, we call on TriMet to support the businesses' request for a comprehensive economic impact study to be conducted by a trusted, independent third party. This study should evaluate potential business impacts of BAT lanes, identify opportunities as well as risks, and recommend necessary mitigation measures, interventions, and complementary investments needed to support business vitality during construction and throughout the transition.

It is essential that the analysis include any concrete recommendations to support businesses on 82nd Avenue. This could include action items such as construction mitigation, technical assistance, or commercial stabilization strategies, to name a few. Collectively, we have a responsibility to identify the necessary funding, policies, and partnerships required to implement the recommendations. We recognize this may not be easy work, but our business community deserves meaningful support in this transition rather than being expected to weather it alone.

Our shared request for an economic analysis aligns with the Policy and Budget Committee's request for a BAT Lane recommendation from General Manager Desue that must include regulatory

requirements, funding gaps and challenges, federal funding commitments and readiness eligibility, and policy challenges, including anti-displacement and corridor business support.

One of 82nd Avenue's greatest strengths is its diverse shopping and dining options and the locally owned businesses that serve as cultural and economic anchors for surrounding neighborhoods. This diversity is critical to the corridor's vibrancy and must be supported through this period of change.

We all want this project to create a transit-rich corridor that brings more foot traffic, more customers, and a stronger overall business community. With thoughtful planning and real investment in business support, we believe it is possible to deliver BAT lanes while ensuring that the people and businesses who make 82nd Avenue special can continue to thrive. We urge you to take this next step in service of a successful, inclusive transformation of the corridor as you move forward with design.

CC

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