



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 soul 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
Michael Liu, Managing Member

Chuck Wise Motors
Chuck Wise

Fubonn Supermarket
Jenny Liu, Member

Best Baguette
Jamie Trieu

Pho Kim
Kim Lam, Owner

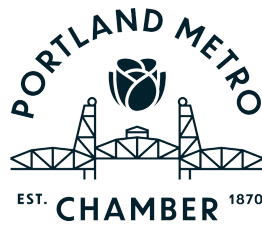
Portland Metro Chamber
Andrew Hoan, President & CEO

MRW Rentals LLC
Matt W.

Wise Rentals LLC
Sadona or Matt

Lovely Tire and Wheel
John or Ryan

Pacific Cosmetic, Inc
Tiffany Kim



Tfp LLC Atlas Motors
Mike Lewis, Member

Global Bridge Insurance
Jenelle Zhao

Ma's Shopping Co
Jack Ma

Anna Ao Dai
Hue Tran

Lam Beauty
Thanh Lam

H & P Express, LLC
Phuong Nguyen

Te Limon Fashion
Sue Lee

Lucky Herbs, LLC
Zhenhuo Zhen

Bun & Pho House
Cuong Luong

Washman LLC
David Tarlow

82nd Market St.
Saifullah Tajik

New King's Bakery
Félix Xiao

82nd Ave Tobacco and Pipe
Fred

Ha VL
Peter Vuong

State Farm Insurance Agency
Tiffany Kim

Asian Immigration Services
Fred Cann

Oanh Le Beauty Shop
Oanh Le

Healthy Spa
Yuqing Xu

Wendy Zhen's Financial Service
Wendy Zhen

Jessica Jewelers
Jimmy Vilaysanh

Happy Lemon
Jian Xu

Bigg Time Automotive
Jennifer Watson, Owner

Mariscos Las Islas Marias de Portland
Adrian Ramirez

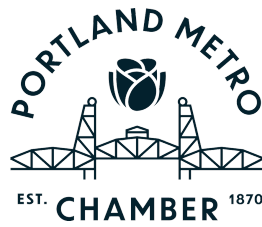
Pho Van Restaurant
Son Van

TK Tires
Tyler Kahnart

International Auto Sales
John Cha

Subway
Rudy Lagunas

Little Saigon
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