

City of Portland
Pedestrian Advisory Committee Meeting



Tuesday, December 16, 2025
6:00 – 8:00 PM

Virtual Meeting

PAC Attendance

Tabitha Boschetti (co-chair)	X
Jay Castaldi	X
Oliver Crawford	
Lindsay Huber	X
Robin McAlpine	
Jana Olsen	X
Mark Raggett (co-chair)	
Sarah Risser	
Rebecca Sanders	
Mary Lee Turner	X

Presenters & Staff

- Gena Gastaldi, PBOT
- Sean Doyle, PBOT

Attendees

- Marita Ingalsbe
- Juanita Lewis
- Catherine Mushel
- Matchu Williams
- Rachel Haukkala
- Diana Mueller

6:00-6:00 – Public Comment (10 min)

6:00-6:15 – Committee Business (20 min)

- Hot Topics
 - Lindsay: The Street Trust is organizing a New Year's Day ride: <https://www.thestreettrust.org/programs/events/new-years-day-ride/>
 - Gena: Invitations were extended to five new PAC members. All five have accepted their appointment and will join the committee for their first meeting in January.
- Fatal Crash Report & Discussion
 - Six people have been killed in traffic crashes since the last PAC meeting. An additional person died in a traffic crash from suicide.

6:15-6:55 – Committee Discussion

Tabitha Boschetti, PAC Co-chair

The committee considered their funding goals with the ongoing transportation funding gaps, and how to share those goals with City Council. The committee also continued their discussion about BAT lanes on 82nd Avenue that began in November and considered whether to write a letter on the topic and to whom it should be addressed.

- Tabitha: Some groups were invited to testify in front of the T&I committee, including the PAC. The other modal committees were there. Topics included transportation funding, maintenance, and pedestrian safety. I tried to encourage them to go big with funding ideas. Councilor Clark encouraged a follow-up letter from the PAC. The committee should consider what themes for council to focus on.
- Tabitha: There will be a full briefing on the [funding report](#) during the January PAC meeting. There are not enough PAC members in attendance tonight to vote on any letters, so that will have to happen in January.
- Jana volunteered to help Tabitha draft a letter ahead of the January meeting.
- Tabitha: It's interesting that one of the criteria for evaluating funding options is whether or not it depends on fossil fuels. It also stood out to me that [POEM](#) was mentioned a few times, though the framing seemed to say that POEM wasn't particularly relevant in this discussion. Not entirely clear why but it could be because of the focus on/inclusion of congestion pricing in POEM.
- Jana: There is not much in the draft resolution in the Alternative Transportation Funding Report about general safety. Safety and Equity should be main themes.
- Tabitha: Excited to hear that going bigger may have some traction. Freight committee focused on "bread and butter" repaving streets to save money on maintenance so we can afford future capital projects. Portland Metro chamber shares similar ideas.
- Tabitha asked committee members for themes that a letter to council would focus on:
 - Gena: If anyone needs more stats—like Portland has 160 miles of missing sidewalk on the pedestrian priority network—let me know and I can pull them. What's more "bread and butter" than a sidewalk?
 - Lindsay: Agreed. Equity and safety are the most basic things!
 - Jay: If we're focused on sidewalks and safety, maybe we should focus on lighting. So many of the crashes we hear about each month are at night.
 - Jana: We could include some of the information from our fatal crash reports. We should go through and see if there is way we can put them to good use.
 - Gena: if you have specific requests, I can facilitate conversations with our Vision Zero team.
 - There is a mention of protected lefts in the funding report. A protected left turn is when turning vehicles get a red or green arrow to turn. It creates another conflict point—if you are crossing the street, you hope the person turning a vehicle is not just paying attention to oncoming traffic but also to you crossing the street. Add in nighttime, lack of lighting, etc... A high percentage of crashes are during left turns.
 - Jana: I've almost been hit on Macadam from a driver turning left.
 - Tabitha: Any other ideas for the letter? This is a good start.
 - MaryLee: People complain to me about how hard the street signs are to see when I'm a passenger.

82nd Transit Project BAT lanes

- Tabitha: If we decide to do a letter on this topic, the group we may want to direct it to is the 82nd Ave Policy & Budget committee. PBOT is a member of it, or the city is.
 - Gena: This would need to be directed to the city because this committee advises the city, not another organization, even if the city is a part of that. You could probably cc that committee when sending the letter but not direct it to them. I'll have to double check.
- Tabitha reviewed a past letter the committee wrote about 82nd Ave while sharing her screen as a place to start. Much of the content is still relevant but can be updated with current issues around BAT lanes and sidewalk improvements.
- Gena: BAT lanes are the things that's being debated right now. The two options seem to be more bus lanes (8 miles of bus lanes) or some bus lanes (3 miles, split on either end of the route). <https://trimet.org/82nd/lanedesign.htm#somebatlanes>
- Jana: What is a BAT lane?
 - Business Access and Transit lanes—they allow vehicles to turn right at an intersection or driveway but are otherwise bus lanes.
- Tabitha: Would these lanes go in the place with the most congestion or not? The answer is no, because that's where prioritizing the bus will have the least impact on existing traffic.
- MaryLee: What comes to my mind is consistency. I don't want people seeing different sets of rules along the corridor.
 - Gena: The BAT lanes would be marked and signed. We have some examples of Rose Lanes around the city.
- Lindsay: On TriMet's website, of some BAT lanes they say, "improved safety for pedestrians *along the BAT Lanes.*" There's an implicit acknowledgement that the rest of the street won't have improved ped safety. Isn't that what the whole point of this project is? To improve transit and make it more attractive to people walking. We have to say something even if they ignore us in the end.
- Tabitha: There was a question from community about how BAT lanes improve safety. As I remember, there are curb tight sidewalks and there will continue to be some. This will provide more space between cars and maybe more predictable turning, but it wasn't something they were able to quantify.
 - Tabitha: Lindsay, would you be up to taking a stab at a draft letter?
 - Lindsay: If we decide to write a letter I will help.
- Tabitha: We can't vote now...are there any objections to writing a draft for January?
 - Gena: In January, the committee can vote on a latter
- Tabitha: Consistency, improved safety along BAT lanes—if there are other key themes you want to make sure we hit, let me know.
- Gena: The point Lindsay made—improved ped safety—is pulled out in one of their bullets online.
- Jay: Related to consistency, in areas where there aren't BAT lanes there will be four lanes of general traffic, and where BAT lanes start there will be pinch points that will create more congestion.
- Gena: The more BAT lanes option says it will take 3-4 minutes extra to drive. I'm willing to lose 4 minutes sitting in my car for safety of people walking outside. We're talking minutes and I'm assuming that's during the PM peak time.
 - Tabitha: Thinking back to traffic engineering, the traffic was worse in the PM.
 - Gena: Their website says that 20-25% of traffic would divert to other roads.

- Gena: There was diversion on SE 76th and 80th. Those areas would need to be addressed. The north/south streets in the area aren't well connected. I think we'd see most vehicles diverting to I-205, which is where they should be!
- Jay: Adding diverters on greenway streets can help do that!
- Tabitha: Rather than just give up when there may be traffic diversion, we can suggest solutions that might make it even better.
- Gena: So we will have two letters in various states of drafts in January. One about the funding report & on about 82nd Ave BAT lanes/transit project. We'll also be getting a full briefing on the funding report from Mark Lear in January. For the sake of time, we'll want to have an official vote on a letter or outline during the meeting. We will also need to do PAC onboarding. It'll be a packed meeting.

6:55 – Public Comment (10 min)

- Catherine: Thank you for including median planters on 82nd Ave. It makes a huge difference when you have curb tight sidewalks to have trees in the median. Full BAT lanes look so much better to me as a driver with the consistency. As an older driver, it becomes a much bigger issue and feels safer with a consistent design.
- MaryLee: If anyone lives near me in east Portland I would love to carpool to the January meeting.
 - Gena: We can coordinate a ride for you.

7:00 – Adjourn