

City of Portland
Pedestrian Advisory Committee Meeting



Tuesday, March 18, 2025
6:00 – 8:30 PM

This was a hybrid meeting hosted in Room 216 of the Portland Building (1120 SW 5th Ave).

PAC Attendance:

Tabitha Boschetti (Co-chair)	X
Jason Castaldi	X (online)
Oliver Crawford	X
Devin Harkness	<i>Unexcused absence</i>
Lindsay Huber	<i>Excused absence</i>
Robin McAlpine	<i>Excused absence</i>
Jana Olsen	X
Mark Raggett (Co-Chair)	X
Sarah Risser	X
Josh Roll	<i>Excused absence</i>
Rebecca Sanders	X
Mary Lee Turner	X (online)

6:00-6:10 – Public Comment (10 min)

Lajune Thorson: Great job to Mark Raggett at the T&I committee (Mark was invited to speak to the committee on behalf of the PAC, to explain a bit about the PAC). Gena said she would share a link with committee members that has some information about the Green Loop. I also understand there will be a new bike lane on third that will come with the Burnside Bridge replacement project to connect both ends of the bike lane from the Morrison to Hawthorne bridge. Looks like that is going to happen.

ACTION ITEM: Confirm information shared about Green Loop

6:10-6:25 – Committee Business (15 min)

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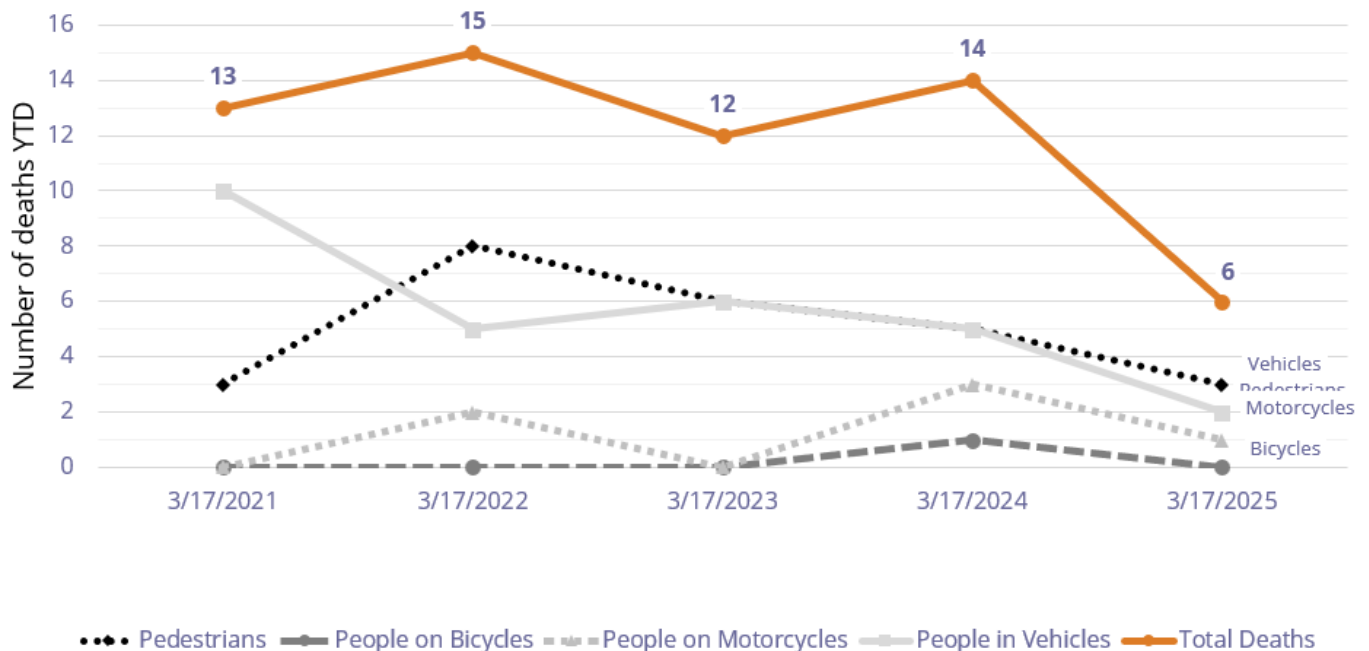
Hot Topics

- Mark: He spoke at the T&I committee meeting on March 10. Tabitha was bumped from the first attempt to speak at the T&I committee. Morillo, Koyama Lane, and Green were present. He read a statement into the record. The members were receptive, were considering coming to the PAC, and were open to the PAC's feedback about how best to do that. They were supportive, asked questions, and engaged. Mark was in-person, which the councilors seemed to appreciate.
- Tabitha: There was a [Willamette Week article](#) about interest from some of those same councilors about investing in sidewalks.
- Jana: Lane replied to a post on Instagram about a pedestrian fatality. Sounds like she is passionate about pedestrian safety.
- Make: [City of Possibility](#) exhibits are open through the end of the month. It's exciting to see some models and new energy in/around Portland. There are models of the airport roof, the Portland Building. It is interesting and would highly recommend it. Exhibits are near the intersection of SW Oak & SW 5th Ave.
 - Tabitha: An old model of the Burnside Bridge pedestrian stairs is on display.
- Tabitha: Jonathan Seibert has a conflict with this meeting and will have to step down from the committee.
 - Gena: There are now three vacancies on the PAC. Gena is reaching out internally to see what the process for recruitment with the new government structure.

Fatal Crash Report

- Three people have died since the last PAC meeting.

Portland crash deaths year-to-date (YTD) by travel mode, 2021 - 2025



6:25-6:50 – Vision Clearance Update (25 min)

PBOT Pedestrian Coordinator Gena Gastaldi will provide an informational update about funding from Fixing Our Streets III and the general fund for safety improvements to complete proactive vision clearance at prioritized locations.

See presentation for details.

- Shared e-scooters now have a “lock-to” requirement, meaning they must be locked to a rack when not in use. The city is installing more staple bike racks to help make that possible, and that can go hand in hand with hardening parking setback.
- Maintenance operations will be assisting with Vision Clearance. About half of that work will be around schools as part of comprehensive school circulation changes. It will likely be more than just the two spots we see on [PBOT's vision clearance diagram](#). It could be all 8 parking spaces at a 4-way intersection. We have a lot of T intersections at schools, too. Vision Clearance is also happening as part of capital projects.
- If there are locations that jump out to you (PAC members), please let Gena know!
ACTION ITEM: PAC members let Gena know about the top 1 or 2 intersections for vision clearance you see in your travels.

PAC Comments/Questions:

- Rebecca: Is there outreach happening with the business community, to head off concerns or help direct people to other parking?
 - Gena: In the Vancouver/Williams area we're already doing work with businesses as part of some broader sign cleanup work.
 - Dana: For schools we will do some outreach to schools, districts, and will even have lawn signs at the corners to explain why we're doing it. We might do business district outreach, but we need to coordinate with our parking teams.
 - Jana: NE Fremont has some vision clearance needs.
- Sarah: It sounds like you don't clear all 8 parking spaces at (4-way) intersections?
 - Dana: When we did the previous vision clearance work, there was a long negotiation about what was needed. The diagram shows the two parking spaces that were considered the most important spots for improving visibility on the approach.
- Sarah: You have funding for 200 intersections?
 - Dana: We might be able to do more, but 200 is what we feel confident about. We are hoping to have these in this year.
- Sarah: Has there been discussion about this being a revenue stream? It would be wonderful if you could capture parking ticket revenue.
 - Dana: There are broader discussions about revenue and enforcement. But it hasn't been related to this. And in order to enforce this, we need to have signs in place first.
- Rebecca: Could these spaces be turned into parklets? That would have to be designed carefully to preserve visibility, but they could be like de facto curb extensions.
 - Gena: Bike corrals are something we commonly do in these locations, particularly in commercial areas.
- Mark: It's \$1000 for one intersection?
 - Gena: It's about \$700-800 for materials and labor.
- Oliver: If we're thinking about daylighting, which is a parking reform which encourages other modes of travel, could we tap into PCEF funds for this? I'm not sure how easy that would be to access.
 - It's possible, though the connection to emissions reductions would likely have to be clearly quantified for it to score well as a proposal.

6:50-7:20 – 2045 Transportation System Plan overview (30 mins)

PBOT Planner Francesca Jones will discuss work under way to update the city's 20-year plan to guide

transportation projects, programs, policies, and investments in Portland. This will be an introduction to what is expected to be a two-year process to update the plan.

See presentation for details.

- Applications for the CAC close on April 14 & the kick-off meeting is anticipated for the end of May. Find the application online: portland.gov/transportation/planning/2045tsp.
- **Action Item: Share TSP CAC application link with PAC members**
- DLCDC (Department of Land Conservation & Development) will provide stipends of up to \$500 for CAC members for whom that will remove barriers to participating in the process. They will also cover transportation costs, like a transit pass, parking, BIKETOWN, etc.
- The meetings will be hybrid, but there may be some in-person meetings (like the first one or workshops) that might be better in person.

PAC questions/comments:

- Rebecca: It seems like it would be good for the TSP to have a multimodal focus. Can you tell us about criteria used to select members. And could someone from this committee serve on both?
 - Francesca: Metro's CFEC (Climate-Friendly and Equitable Communities) program rules include criteria for community advisory committees, and we have built on that. They have a specific list of "underserved populations" and a whole host of other constituencies, like renters and single parents, for example. They're all in the application. But we need this to be a multimodal plan and know many people use multiple modes. Overall, we want to have a balance among committee members.
 - You can absolutely be on the CAC and the PAC. The PAC is also an opportunity to connect at key points in the process.
 - Eric Hesse (PBOT): modal coordinators are on the Technical Advisory Committee (TAC)
- Mark: The PAC is focused on safety and encouraging the joys of walking. Please work with Gena to make sure we're plugging in at the right movements, specifically on those two points.
- Tabitha: I attended a recent presentation about some VMT (vehicle miles traveled) metrics, some of which seemed pretty hardcore and some that were kind of cheesy. Have the metrics that will be used to measure VMT been determined yet?
 - Eric: This builds off other state rules and there is a lot that we have to show to demonstrate that capacity increasing projects (if there are any) will not increase VMT per capita.
- Rebecca: Thank you to Tabitha for representing us at the Oregon APA conference.
- Rebecca: Is ODOT also on board with the DLCDC VMT rules?
 - Francesca: ODOT was at the table when they were developing the rules at the state level.
 - Tabitha: I was wondering if agencies that were proposing highways were on board with some of the metrics being proposed. I should look more into the TSP requirements.
 - Eric: So that people aren't disappointed down the road, I want to highlight that this is VMT *per capita* (which accounts for population growth). Some of y'all may have in mind some particular mega projects in the area but they rules do not ask us to evaluate projects that are already out of planning (like the current mega projects). There are some projects in the RTP (regional transportation plan) that will require some additional analysis and possibly work to avoid some of those impacts and make sure the entire plan meets the VMT requirement.

- Rebecca: I'm assuming the region may want to exceed this no net increase goal with the current growth in VMT per capita, but we would need to invest in transit. Will there be discussions of new funding sources, or how big can our vision be in the work to come up with the final plan.
 - Eric: Yes, we can exceed the VMT requirement. We also have to fit within the regional construct and metro's climate strategy has a 35% reduction goal that we need to fit into, even though there aren't specific subregional goals for reduction. Reductions in VMT correlate to other goals we care about (safety, community, resilience, etc.). We also have new stricter rules about funding and how that's calculated and so we expect to be having conversations with leaders about what current funding can accomplish and what additional funding can accomplish.
- Mark: How are we doing on our targets so far.
 - Eric: Good question. We haven't hit our targets—we don't have a 70% non-SOV (single-occupancy vehicle) mode share. We will need to daylight that in this process and also evaluate how we're making progress and refine performance measures. Part of what we'll want to do is share more information about how we have done on those. We've made progress but there is much more work to do.
- Tabitha: when should we check back in?
 - Francesca: After we've checked in with CAC and are ready for summer engagement around criteria. Please apply to be on the CAC!

7:20-7:50 – 82nd Ave Transit Project: Locally Preferred Alternative (30 mins)

Julia Reed, PBOT; Jesse Stemmler, TriMet; Elizabeth Mros-O'Hara, Metro

The presentation will update the PAC on the development of the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project. The LPA has been approved by the project's Steering Committee and is headed to Portland City Council this Spring as a Council Resolution. The project aligns with regional transportation and community development goals.

See the presentation for details.

- The project is moving towards a City Council date in May and would like to ask the committee for a letter of support.

Committee questions/comments:

- Sarah: Are we dedicating travel lanes for the buses?
- Julia: It's possible but not guaranteed. The LPA defines three things: mode, alignment, and station locations. The determination of where there will be shared bus and turn (BAT) lanes is still to come. There is an open house on April 23 that will focus on different scenarios for BATs lanes.
- Jesse: Some of the biggest savings in travel time are from next-gen transit signal priority and consolidation of stops. Those two elements on Division saved about 20% in travel time, more than lanes would provide.
- Sarah: This is also a High Crash Corridor so it's important to reduce driving. Is that something you're considering or are you just assuming traffic will go down?
- Julie: We have models showing that city wide, traffic will increase. We are trying to provide transportation options. Some vehicle traffic will likely divert to I-205, some will go to other streets. It's a balancing act to provide options without pushing traffic onto local streets that are not designed for that.

- Jana: What is the plan if you can't get federal funding?
- Jesse: This is a federally funded "small starts" project. With projects like these, we secure funding for half of the project and then look to federal government for the other half. Division transit was the same and was funded under the last Trump administration. We have put faith in the process, and there is a lot of momentum around local funding. We continue to hear this is a priority for this region and where our funding dollars should go. If we have to reevaluate, we will, but for now we're continuing to work through CIG (capital investment grants/"small starts") process.
- Elisabeth: It's a competitive grant. We just need to hope that the federal government sticks by their rules.
- Julie: Four years is a long-time and we expect that the administration will change. We have funding for project development that gets us fully through design. Right now we're at 30% design.
- Mark: What's the difference between the Green line MAX and this FX line on 82nd? How are these the same or different? And are we poaching riders from one for the other? I also here people throwing around "BRT", but [it's not bus rapid transit yet](#). FX2 is more of an enhanced bus service, though I appreciate that there are still conversations happening around lane dedication. And with 68 stations it sounds like not many stops are being dropped?
- Elisabeth: The MAX and 82nd FX are close and parallel, but they serve different markets. Green line riders tend to be traveling further and want to get there fast. On 72, it's more local rides. And even with Green line, the 72 bus is the most popular line in the state. So there is enough ridership in the area and they serve different needs. 68 stations is both sides of the street, so that a big cut back from today.
- Jesse: We're consolidating about 50 stops. Many of them are lower ridership stops. Most of the riders on the 72 line are staying on 82nd, and the travel is happening at all hours and every day, not just commuting hours. I appreciate your comment around our version of "BRT." We're investing in many elements of BRT, like transit priority, near level platforms, stops in lane. That builds in long-term reliability and resiliency.
- Elisabeth: The FTA classifies this as corridor-based BRT, with better buses, pedestrian access, real time information, etc. We meet those criteria, but it is not the gold standard.
- Mark: [Curbside] dedicated bus lanes would move fast moving traffic away from pedestrian places.
- Rebecca: Are sidewalks getting wider and are we assuming bikes will use parallel streets?
- Julie: We have a parallel strategy for bikes and regularly spaced bike-safe crossings. It's going to be a situational solution for sidewalks. In some areas we are building new sidewalks, in some areas we're preserving trees, in some places we can't build because a building is there and improvements will have to happen with future redevelopment. But we are following city standards. So in a pedestrian district, sidewalks will be 15 feet wide. And all corners will have ADA ramps.
- Sarah: 82nd is superlative in transit ridership. Human lives are lost violently and needlessly. I'm hearing that you're not willing to reduce vehicle through put.
- Julie: We have to acknowledge there will continue to be traffic and demand on 82nd Avenue. We are working to make it safer and are looking at opportunities to prioritize the bus. But those determinations haven't been made yet.
- Sarah: Don't be afraid. Vehicles may need to find another route. You can't have it all. This moment begs for safety and cars are not the future we want. I'm hearing a commitment to car traffic on 82nd.

- Julie: This is good timing. The whole point of the engagement in April is about what that future will be.
- **ACTION ITEM: share information about the April engagement with committee members.**
- Oliver: I want to echo Sarah's comments. Today 82nd behaves as a highway. If we want it to be a community street we need to redesign it in that way. That means a lot of BAT lanes. There will be more air pollution and more noise pollution from a second general travel lane. Bikes on BAT lanes could also make it easier to access 82nd on a bike.
- Julia: The LPA going to council on May 7. LPA is silent on lane dedication. The next PAC meeting is April 15. Julia will provide talking points to help draft a letter.
- Sarah will write the first draft of the letter. And this will be discussed at the April meeting.
- Rebecca: If this project is successful, will there be the ability to increase capacity? Like more frequent headways, etc.
- Jesse: We'll be running 10- minute headways (time between buses). That's on par with MAX trains. If I had to channel our service planners, I would say let's see if something beyond a 10 minute headway is needed. We don't want to run empty buses. But it could happen in theory if demand was there.

7:50-8:00 – Public Comment (10 min)

Bryant Letterlough: I will advocate for a letter, but I won't write it! I want to talk about lighting at transit for pedestrians. We need lighting at bus stops badly. In CA, there was a case where the bus passed by homeless man who got sick while waiting and the bus just passed him by because there was not light. I would hate for that to be the reason TriMet adds lights but we need it and we need it now!

8:00-8:30 – Reading Club [optional]: [Daylighting & Street Safety: An Analysis](#) (30 mins)

Tabitha Boschetti & Mark Raggett, PAC Co-chairs; Gena Gastaldi, PBOT

In January, NYC DOT put out a report exploring the relationship of daylighting (also known as vision clearance) to traffic injuries. Overall, the report found that "daylighting is an effective tool – but only when applied appropriately." A [Streetsblog article](#) was critical of the report's findings and methodology. The PAC members will discuss the report—its findings and limitations—and how it can inform our work in Portland.

- MaryLee: Sorry I'm not there and haven't said much. I fell down some stairs and broke a rib. But I'm here.
*Committee members expressed shock and sympathy.
- Tabitha: Are there any burning takes on report?
- Oliver: I had two thoughts. 1) I'm wondering how this applies to Portland. NYC and Portland are not in the same ballpark. There's different pedestrian expectations. In NYC you might be looking for a pedestrian or thinking there might be someone about to cross. Portland has fewer high-volume pedestrian crossings and could possibly benefit from the extra line of site when going to cross. 2) Bulb-outs (curb extensions) bring in the best of both worlds, increasing site lines while reducing speeds.
- Jana: I agreed with the article's point that so many of the findings were during COVID that it doesn't tell us much. I would be interested in seeing another study now that people are out walking.
- Rebecca: From a statistics standpoint you can't just take all of those variables and just say they all matter. These needed to be put into a multivariate model to determine how significant different variables are. For example, Staten Island has the highest ratio (a 130% higher

normalized rate of pedestrian injuries) but that's probably because of a lot of other factors, not just because it's located on Staten Island. This study does not control for the influence of these variables on each other. This is a 101-level analysis of daylighting. I absolutely see the pushback from advocates. This is not a super well-designed study to support the conclusions they're making. I appreciate the pushback.

- Mark: NYCDOT was quick to dismiss the hydrants zone vision clearance. But we need to understand that if that treatment isn't effective, then what we're doing is not effective.