

CJP Community Forum: Transit and Pedestrian Infrastructure Goal

Thursday, December 4, 2025

Meeting Notes

Attendees - in person

- John Wasiutynski - Project Staff, Mult Co Office of Sustainability
- Tim Lynch - Project Staff, Mult Co Office of Sustainability
- Brendon Haggerty - Project Staff, Mult Co Environmental Health
- Fabiola Casas - Espousal Strategies
- Kadin Mangalik - Metro (Climate Justice)

Attendees - Online

- Jairaj Singh - Project Staff, Mult Co Environmental Health
- Monique Smiley - Project Staff, Mult Co Office of Sustainability
- Heidi Franklin - Mult Co Health Department
- Diane Meisenhelter - Extinction Rebellion
- Eliot Rose - Metro (Climate Planning)
- David Beltran Barajas - Oregon Citizens Utility Board
- Indi Namkoong - Verde
- Xitlali Torres - Verde
- Lynn Handlin - Extinction Rebellion
- Madi Carlson - Street Trust
- Maleek McKenzie - Sierra Club
- Juliae Riva - PGE
- Pat Kaczmarek

Intros

Metrics

- Previously measured distance of housing to bus stop ($\frac{1}{4}$ mile) MAX ($\frac{1}{2}$ mile)
- Idea: counting the number of people walking - one possibility is purchasing cell data for individuals
 - Can likely buy the data, but question if you can trust it, need to error check, PBOT does it for some areas, Metro for certain trails
- Transit data, need a measure of quality around transit, frequency of service or safety at stop
- Efficiency of transit
- Intersection density is likely a bad metric because it changes so slowly.
- Measuring proximity to transit might be shaped more by land use, very slow to change, so a good baseline but may not be a good indicator
- Tracking something around BAT/Rose Lanes, or bicycle prioritized streets, areas that have the highest quality of active / transit
- Tracking percentage of folks served by SRTS and other programmatic solutions
- Valuable to track the dimensions that will change most quickly.

- Importance to align with other agencies that have or are collecting data. Trimet service data. Metro planning data about transit serving housing, employment
- Orientation of service lines, do they connect housing to employment for example
- John recognized that we don't collect data at OS, instead relying on available data sources
- How does this relate to County plans - What are the metrics/goals in the County's RTP, risk of overlapping plan that may not have perfectly aligned goals/strategies
- County safety plan crosswalk with the CJP, will commit to finding that alignment,
- PBOT is working through a destination framework, is the system serving folks to get where they need, could be a good source of information.
- Average or median wait time at pedestrian intersections. Can be a barrier to public transit, waiting times to cross can mean missing a bus. Examples of places that are hard to even reach the stops.
- Burden from transit costs, cumulative barriers that prevent feasibility
- Is there a transportation cost burden that exists, an equivalent of energy burden?
- Trimet evaluates the eligible and participating folks in the discount programs, the difference could be an indicator of transportation burden
- Brendon Hagerty, MultCo Health, mentioned a study that looks at housing and transportation costs, Center for Neighborhood Technology, housing/transportation index.
- Important to mention that transit offers, if not affordable, much more affordable than car travel. It is important that transit is compared to the other options/modes.
- Metrics - Are there levers at Multnomah County to move these?
- Outcome measures may miss the impact of County interventions, or whether they are being put into practice.
- Challenge of measuring proximity to action, vs daily lighting higher order issues that impact and are important to the community.
- Need a blend, given the complexity and layers of government in the transportation space.
- Recognition that data/information is not the barrier to taking action. We often know what the interventions are that need to be done. Could then layer what the County's ability to influence that complexity.
- What Metro tracks for the RTP is far greater than what would be captured by the County.
- Is there one outcome that the County may choose as a single element we want to influence and impact.
- Maleek - What / how much / where protected bike lanes. Striping is not sufficient for folks to feel safe. How the County can directly support electrification of the Trimet fleet. The accessibility, safety and comfort, dimension if hugely important. Recognizing that the County cannot own itself, but seems like a key dimension that aligns with the County. Lighting at stops. Ability to call for help. Comfort, stops that lack any support from inclement weather, risk of getting sick.
- Brendon Hagerty count of transportation related fatalities, important to signal to other agencies. Hear from the community that people don't always travel to health promoting activities because they feel unsafe.
- Fabiola - air quality comes up a lot, contribution from transportation sector, opportunity to align air quality intersection with transportation.
- Q: transportation related fatalities, is it specific to cars

- ACS tracks mode split, which could be a metric, Metro models future year projections and road survey,
- Safety, and perception of safety, is very important as it shapes behavior.
- Metrics and goals overlap
- Juliae - Stressed the importance of tying metrics to specific strategies
- Bike charging and storage could be a key opportunity
- More support for micromobility options broadly
- Opportunity to delve into the relative safety of different modes, Trimet safety for example may be more from waiting than actual travel time. Perception issue, may be a strategy around an education campaign

Strategies

- Active transportation maybe should be called out on its own, separate from bus related action
- Why would ADA interventions need to be incentivized? New projects would require this, but have a lot of infrastructure that predates state/federal law, retrofitting old infrastructure is a major challenge for agencies. Cities sometimes under court orders to make retrofits to nonconforming infrastructure.
- The County has a small capital budget for transportation, spending a lot of that on ADA retrofits, 20+ years to comply with ADA obligations.
- Maleek - MTA in NYC has been sued many times by the federal government, ADA is not from a lack of care but lack of funding. The challenge sometimes to create ADA compliant projects, is that it would require taking or partnership with third parties. Incentivizing strategy is important to try and overcome those barriers. Is there another possibility to overcome the land acquisition barriers?
- Is the assumption for the fare free something that the County will fund? How does that fit within the 30% proposed service cuts?
- John - The plan includes both immediate actions for the County - within the purview of the County - but also captures the priorities of the community that may take longer. For example, instructing the County to advocate for transit funding, fare reduction as part of advocacy in the state's transportation package.
- Indi: There is no one community perspective, there isn't consensus, reasonable people can disagree on how and where to prioritize. In the current funding environment, we should be really careful about fareless mandates in a time of service reduction. Need to recognize the impact on people.
- Elliot Agree with Indi, Metro hears a lot from the community about the need for free transit, but hears the impacts to Trimet, even if fares are a smaller percentage of budget, every dollar counts. Recommend emphasizing more targeted approaches, through community serving organizations, that can get transit subsidies to the people who use and need it most. Agree with the idea to separate transit and active transportation. The high rider lines are the most impactful for climate and equity. Opportunity to maintain and increase ridership on those lines in the County. EMCTC is doing a project to ID most important safety transportation links, could allow for prioritization. Connect to Allison and Sarah to bring more visibility to this work.
- Making people aware of subsidies, support may better align with the County's role.
- Lynn - Need more coordination with the tree's goal and pedestrian improvements. Outer Powell Blvd is an example of what not to do because of tree removals by ODOT. Requirements

need to be cognizant of unintended impacts, LI households facing infrastructure burdens. More benches allows more people to actually get farther with walking. Maybe at a scale that is doable.

- Diane - There is a need to think bigger about funding and other investment strategies. For example, bringing different groups to do more to support/raise funding. Perhaps a focus on revenue from higher income folks, or very large benefits have to charge for parking and/or incentivize different modes. New funding lines.
- Is congestion pricing something the County could implement? The county has road authority in its jurisdiction, but works best when it is done where the most use is, which is freeways. But exploring other funding mechanisms to support local investments is important.
- Pricing of parking is similar to transit, people choose the creature comforts of personal vehicles. Also cost of sq ft for parking vs housing, strong mismatch. Parking spot is someone using public space to store a private good, where housing is a public need.
- Is there an opportunity for the County to work alongside Trimet to bring the fares to youth, older adults to zero. More targeted programs.
- One model that has been effective in Portland is the transportation wallet, parking charges that provide access (funding) to other modes. Aligning parking and charges with housing zones, typically working well in higher density areas. Currently implemented in the Lloyd area.
- Important context to think about the obligations of families, especially with kids, and the challenge of transit. Covid, drug use and political divide may be a barrier for folks who don't feel safe/comfortable in close proximity to each other. Possible to work through employers, schools, other associations, to educate and build a culture of alternative modes. Safety perception. Action in this area may be better aligned with the county and the types of community based programs that it provides.
- Many people use different modes, including within a given day. People aren't stuck in traffic, they are traffic.
- New Jersey has a program that if you live within four square blocks to exempt you to allow parking. Question about regulation, authority, who can implement zones. The City is working and implementing, and needs to lean on the experience of the City.
- Elliot - What are the local revenue options: Parking levies may be an important revenue and disinvestment to parking. Local option gas taxes is another possibility.
- Could the County look at a transportation fee on the utility bill? Is it restricted to Cities? Hillsboro does this, they have their own utility. May only be limited to County facilities. Impact fees on new development may also be an option, but may run counter to others.
- Important to avoid stigmatization of driving. The state has a database of folks with disability placards, opportunities to limit impact on those folks, shouldn't bear a cost because they don't have any choice but to drive.
- Coordination between agencies with overlap, opportunity for County to make financial commitment to support other agency work, PBOT for example. ,

Zoom Chat Comments

Juliae (metrics): Apologies for how little I am able to join today. I am at desk which is loud right now, but my thoughts are about how I think the metrics need to tie directly into the strategies and vice versa. For example, there don't seem to be any metrics around public EV charging, active transportation, or pedestrian infrastructure, which are all listed strategies. Also, I would consider strategies tied to other forums, like green infrastructure. People slow down in their vehicles when there are more trees, etc. I think there are a lot of ways to measure this but it depends on which should come first / be prioritized: the metrics or the feasible strategies?

Indi (metrics): electric bike charging and secure storage is actually a gap right now that the county COULD address more directly in my eyes, to Maleek's great point here. Or support for micromobility more broadly.

Maleek (metrics): (In response to Indi): Yeah, people need to be able to charge their e-bikes. They're such a great tool for people with mobility challenges that doesn't preclude the use of an e-bike. I imagine range anxiety is also a thing for e-bikers.

Indi (metrics): deaths and serious injuries per mile traveled? +1 to Lynn's comment - I think much like affordability, if we single out one mode for safety metrics we risk missing the forest for the trees.

Indi (strategies): ok that makes a ton of sense with regards to timeline - we were also very excited about that increased transit funding at the time 🤔. ++ and targeted access programs like youthpass, free days, free lines, etc help build your paid ridership.

high ridership is smart because access/affordability programs ARE investments in ridership. but you get a more diverse set of tools to advance the metric.

Eliot (strategies):

<https://www.oregonmetro.gov/tools-partners/grants-and-resources/regional-travel-options-program>

This program funds a lot of transit-supportive activities, including transit pass distribution, for orgs throughout the region. MultCo orgs participate a lot but maybe they could do more!

Indi (strategies): (in response to Eliot): I was wondering if something like Portland's mobility wallet could be a possibility here. Can cover transit fares but also micromobility or other lower-emissions transport options while also promoting affordability.

Eliot (strategies):

<https://multco.us/info/urban-east-multnomah-county-transportation-safety-action-plan>

<https://www.oregonmetro.gov/regional-transportation-safety-plan>

Indi (strategies): ++ that's what I was hoping would be the approach with a fareless program as described in the strategies - fareless isn't free, it just replaces fares with another funding stream,

which in this case could be county investment in a pilot program. which hopefully helps you build your base of satisfied users who will support ongoing investment to sustain it and/or improve service in other ways :)

Eliot (strategies): I like this convo. New state rules require cities and counties to implement parking pricing (or time limits) near transit, so we have some tailwinds on parking pricing. And Kadin is spot-on--parking fees fund the transportation wallet, so expanding parking pricing creates resources for other great strategies.

Indie (metrics): to what's being said right now and the earlier conversations re: access to key destinations like work or school or community centers, I'm going to link some info I've found helpful in understanding how we'd measure this kind of thing 😊 take or leave!

<https://t4america.org/wp-content/uploads/2025/04/Policy-Selection-Memo-Final.pdf>

<https://ssti.us/measuring-accessibility/#guide>

Diane (strategies): Registration fees that address type of vehicle in terms of climate impact but also discounts for those with disabilities,etc.