

Dear Transportation Commissioner Eudaly, Mayor Wheeler, and Commissioners Hardesty and Fritz:

The Bureau and Budget Advisory Committee (BBAC) for the Portland Bureau of Transportation (PBOT) is pleased to present the following recommendations for PBOT's FY 2020-2021 budget priorities. The BBAC is a collection of citizens from a broad range of personal and professional backgrounds including union representatives, non-profit organizations, members of neighborhood associations, city and state employees, as well as members of PBOT's Pedestrian, Freight, and Bicycle Advisory Committees. Our committee members reflect our value for diversity. We endeavor to make a space that is welcoming to people of color and residents from all Portland neighborhoods.

BBAC members believe that all City transportation investments should pursue the following goals:

- **Equity:** Correcting the harmful legacies of racism, displacement, and marginalization that led to underinvestment in communities of color.
- **Safety:** Designing streets to protect our most vulnerable users and make them safer for all.
- **Climate Action:** Reducing greenhouse gas emissions and working toward a carbon-neutral transportation system.

We strongly support PBOT's adoption of these values within its recent planning documents, particularly its Strategic Plan for 2019-2022. We thank PBOT's leadership and staff for developing a program offer package that provides an enormous level of detail, including improved analyses of each program's impact on these goals listed above.

Areas for Greater Investment Within the FY 2020-2021 Budget

Budgets are fundamentally a reflection of the City's vision for and commitment to its residents. They are also a reflection of the City's commitment to itself -- its own adopted goals, stated aspirations, and position as a potential leader on regional and national challenges. For the 2020-2021 budget cycle, BBAC specifically urges Council to **increase investments in three areas** that will significantly strengthen these commitments.

1. Pedestrian-Friendly Streetlights / Lighting Portland for Safety Proposal

BBAC fully **supports PBOT's "Lighting Portland for Safety" proposal to expand and improve streetlight infrastructure**, with a specific focus on projects in East Portland and along high crash corridors. A total of 49 individuals died from traffic violence on Portland streets during 2019, a sharp increase from 2018 and the most since 1997. Nearly two-thirds of these fatal crashes were on Portland's high crash corridors (see map/addendum), and 61% of fatal and severe pedestrian crashes occurred in low-light conditions.

Quality and pedestrian-friendly streetlights improve safety for all roadway users and encourage more Portlanders to make car-free trips, a key climate objective. Improving East Portland infrastructure also advances equity by investing in historically underserved areas.

2. Equitably Advance Access to Transportation Options

We endorse PBOT's efforts to provide and incentivize transit and active transportation options for all Portlanders, especially those traditionally underserved by City investments. Helping Portlanders use transit and active transportation, rather than single-occupancy vehicles, reduces the City's carbon footprint and makes our transportation system more equitable and sustainable.

BBAC supports PBOT's Transportation Wallet program as a model for working across jurisdictional boundaries to provide better access to TriMet, the Portland Streetcar, Biketown, and e-scooters. We encourage PBOT to continue **expanding the Transportation Wallet** to affordable housing recipients and to remove any requirement that users have a credit card or smart phone. Similarly, we hope PBOT and Council will advocate for a **YouthPass program** to further reduce mobility barriers by providing free transit and active transportation access for youth. Such incentives are an effective way to make transit available to communities with fewer mobility choices.

We also endorse PBOT's **Rose Lane Project**, which will make public transportation faster and more reliable. These dedicated lanes will also create safer, car-free spaces for cyclists and e-scooter riders. BBAC urges Council to adopt and expand this program.

3. Expand Parking Districts and Increase the Use of Dynamic Meter Pricing

BBAC urges Council to **support and fund the expansion of parking districts, more efficient parking enforcement, and dynamic pricing** in all areas with meter parking. The revenue generated from these steps can support additional investments in transportation subsidies and options for historically underserved lower-income communities.

Evaluating Progress and Performance

A key element of the City's revised budget process is the introduction of performance measures within each program offer. These measures are an important step to understanding the effectiveness of City investments. BBAC intends to actively work with PBOT to improve its measures and ensure that they show ongoing and meaningful progress toward bureau and City goals. **BBAC urges Council to ask PBOT to devote additional staff time and resources to this work.**

BBAC's recommendations reflect our view that City investments must pursue transportation justice. Incorporating equity, safety and climate action into PBOT programs will improve the quality of life for all Portlanders and expand access to those with fewer options. BBAC respectfully requests that Council approves PBOT's budget request in full and, if possible, invests additional funding to address unmet needs. Thank you for your consideration.

Respectfully,

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Addendum: Victims of Traffic Violence and Portland's High Crash Corridors

Lighting needs and traffic deaths in Portland, 1/1/2019 to 1/21/2020

