

Bureau and Budget Advisory Committee Agenda

Thursday June 18, 2020 (4:00-5:30pm)

Zoom Meeting

Committee Members Present: Douglas Armstrong, Lauren Bates, Ruthanne Bennet, Ryan Hashagen, Sarah Iannarone, Thomas Karwaki, Arlene Kimura, Josh Linden, Meesa Long, Rob Martineau, Momoko Saunders, Pia Welch

PBOT Staff: Demetri Finch-Brown, Shoshana Cohen, Matt Grumm, Katie MacDougall, Jeremy Patton, Caitlin Reff, Chris Warner

I. Welcome & Public Comment - 10 minutes

- A. Welcome
- B. Vision Zero- Reading of the Names
- C. Public Comments

II. Covid-19 & Protest – 20 minutes

- A. Presenter: Chris Warner
- B. Materials: Director Warner's Statement
- C. As of June 1, all PBOT MO crews have been out at 100%. We've been slowly adding people back to the fold. We've been able to do that because we added a swing shift to allow people to social distance. Director Warner really appreciates all the work that folks have done. Parking Enforcement also has everyone working. Portland enters Phase 1 next week. Parking Enforcement will be out making sure that people are being safe and moving.
- D. With furloughs and leave, we've struggled with work scheduling. It's been hard, but PBOT has been doing a good job making sure the schedule works for everyone. PBOT managers have staff have done good work.
- E. Council made Juneteenth a holiday. PBOT has worked through that and worked to celebrate Juneteenth. Deputy Director Millicent Williams spoke at Council yesterday about the importance of it and what it means to be free.
- F. There is a COVID response taskforce. We are focused on operations, technology, and logistics. We are talking about resource allocation and opportunities to make up for the deficits that we're running due to COVID. Comms has also been a big thing that we've worked to get out to staff. Project delivery is key for us, especially as we move into Summer. What can we do for community outreach? We're looking at that to make sure that we are able to engage. We are trying to streamline our efforts.
- G. Our Safe Streets/Healthy Businesses program is moving forward. We've been speaking with businesses, we're developing a video to explain the Safe Streets initiative. We're also updating our planning page on the website and working on getting information out to the business. We're also doing a ton of outreach with neighborhood associations, coalition offices. We want to get the word out about what we can do.

- H. Question: Is there a webpage for the COVID taskforce? I'll have to check. I think it's mostly internal-facing.
- I. Question: We had a presentation from Roger Geller about the Bicycle/Greenway Initiative. You're not collecting any metrics about how well this is doing. Doesn't PBOT need to collect data on how this is being done and what is not being? We're in an emergency situation, we had to get things out face. I appreciate the need for data. We will talk with people about how we're doing and what needs to be done. We'll look for more opportunities to collect data.
- J. Question: I sat in on a call with PIRA. We're not making it as easy as possible for these small businesses to expand in the ROW. Would you think about our need to keep people outdoors and support small businesses, how do we do this? That might be a deeper conversation with Amber. We're already getting permits out the door, we've got a street closure ready to go. We can talk offline about this work. PBOT's mantra is make it fast, make it simple. We have over 150 permits that we're processing, a lot of them are pick up and drop off zones. We're getting things out the door. Thank you for the question, because we need to get them out the door as quickly as possible.
- K. As far as our Safer Busy Streets, like the walkways that don't gave space for social distancing, we're going to paint curb extensions at 10 locations in East Portland. We're working with MO to schedule the work. We're looking at Outer Stark, 122nd, focus on streets out in East Portland so that people can get around safely.
- L. We've been doing some direct connection with Black-Owned business. We contacted 110 Black-Owned businesses by telephone, and found that many are closed right now. What we've heard is that private space is preferable to public space, so using parking lots rather than open streets. We want to create side street plazas. It's hard to make one-on-one site visits. We've been working with Montavilla, St Johns, neighborhoods, different restaurant groups, different business groups. We have 61 prioritized pickup zones
- M. As a Bureau, we're having a lot of conversations about how we can support Black Portland. We're reimagining the ways that we use the ROW and how we can get beyond infrastructure safety, but also personal safety. A lot of these tragedies happen in the streets, the transportation system has been ingrained in racism and discrimination against Black people. It has been a humbling experience. It has been inspiring to see how our staff is coming together. After the events in Minneapolis, we had a roundtable where 80 staff members met, and some spoke about their experience in the ROW. We talk a lot about trips at PBOT, but I really want to talk about the journey. How do we count the journey: there are many things that happen on the journey, like safety, and how that can inform our projects and policies.
- N. Question: Has PBOT released a public statement to the public, or shared Director Warner's memo with the public? There are no plans at the moment, although the letter has been shared with some advisory committees.
- O. Questions: How do Commissioners Eudaly and Hardesty coordinate PBOT and PPB's work? There were some initial asks, more with OMF (like EcoBlocks around the Portland Building). Usually things come through the ECC. There was the ask for the dump trucks, which the Commissioner didn't want to provide. But there haven't been many asks. The

protests have been peaceful. With less traffic, there's less cause for concern about people getting hurt in the streets by cars.

- P. Questions: Some people sent a letter to high level PBOT staff demanded clear metrics for PBOT to evaluate safety, fareless transit, safe streets. I encourage PBOT to sit with these organizers and youth to learn more. What is PBOT doing to listen to the youth and engage with these activists? I haven't seen it yet, but I'll look at it.
- Q. Question: What concrete actions is PBOT planning on implementing to show support through action? I need to have conversations with the community and employees to color to make sure that we are taking necessary steps
- R. Questions: How can BBAC help PBOT is a productive way through some of these changes? Let me think about that. Certainly, during budget time, it would be great for BBAC to advocate for this work as a priority. I need all the help I can get for ways to spend money differently. If you're spending money differently, you have to reallocate it from somewhere else.
- S. Question: How is PBOT working with the police to come up with a solution to enforce traffic laws/promote vision zero? Traffic Cameras don't have the same impact, so how do we protect people? We don't know yet. We have capacity to add some new cameras, but we also have the opportunity to add a new contract. The issue is that the courts can only process so many tickets.
- T. Question: has PBOT looked at moving public outreach into the street and allowing people who live in the street to get involved? We'll look at better ways that we can get the public involved.
- U. Questions: Is signage a part of the permit language as well as ways to make it feel safer and more comfortable and avoid racial profiling? I'll have to have Amber get back to us about that.

III. Budget Updates/ Cares Act Funding – 10 minutes

- A. Presenter: Jeramy Patton
- B. Really, nothing changed for PBOT in the Budget process. We're going to want a few more months to see what the traffic data says and how our recovery will look. ODOT will also have an update in July. Hopefully in July/August we'll have more info.
- C. Question: The need for funding is infinite at this point. Given new behaviors from folks, like Fixing Our Streets, with that likely ongoing reduction, what will that budget outlook look like? Fixing Our Streets is a drop in the funding bucket. In the coming months, we'll discuss different ways to bring in new revenue.
- D. Question: Given the current climate, how has it worked in the past with PPB setting up radar in areas where there is reckless driving? Do we partner with the PPB around generating revenue? It's less of a revenue generator and more of a deterrent for speeding.

- E. Question: Has PBOT looked at new NACTO guidance for protest streets and how to keep protesters safe in the street? Most of the protests, we haven't gotten a sense of what the route is. If there was an opportunity to partner with demonstration leaders, that would help us design traffic safety.

IV. I-5 Rose Quarter Update – 5 minutes

- A. Presenter: Art Pearce, Caitlin Reff
- B. Materials: I-5 Executive Steering Committee meeting list
- C. I-5 has set up three committees, including Community Oversight/Opportunity, the ESC (Executive Steering Committee), and the Community Advisory Committee. The COAC is meeting now, and is focused on business. There's public comment included in tonight's COAC meeting.
- D. It's a fairly significant body of work and worth a look at further.
- E. Question: Have the racial justice protests affected PBOT's approach to the Rose Quarter project? PBOT has had racial justice and transportation justice as our values for some time now. We're still really working through that and prioritizing it. It will be interesting to see how ODOT responds.

V. Pricing Options for Equitable Mobility (POEM) – 30 minutes

- A. Presenter: Shoshana Cohen
- B. Materials: Pricing Options for Equitable Mobility Presentation
- C. This task force will inform PBOT and BPS if and how new pricing strategies could be used to advance equity and combat climate change. The way we price our transportation system has big impacts on the time of day people travel, how they want to travel, how many people use parts of our system, revenue. We're not talk about how we're going to raise revenue, we're going to talk about how we're going to limit the cost of air pollution and other externalities.
- D. There are clear inequities in the system. Not everyone has the same access to the same transportation options. Some people are more transit-dependent than others. Transportation accounts for about 40% of local greenhouse gas emissions. Transportation investments have been uneven. Some have caused direct harm and displacement to communities and in other places there is a lack of investment in multimodal options like sidewalks or bike lanes.
- E. Improved Equitable Mobility/prioritizing BIPOC Communities involves equitable pricing and reinvestment, mobility services and options, safe and accessible infrastructure, ROW allocation. Our guiding question is could we use pricing to advance equity?
- F. City of Portland pricing strategies include parking, fleets, ROW access. Interjurisdiction strategies include cordons, tolling, VMT-based charges.
- G. Questions: Are you doing anything to include suggested metrics in your report? We want to think about metrics and data as much as possible.

- H. Question: How are we planning to mitigate the traffic that leaves the interstate due to congestion pricing? How can we avoid taking on extra traffic on our surface streets? That's a really good questions. As ODOT moves forward, we are interested in seeing how that will happen. We said that ODOT's plans cannot shift traffic to Portland. While we don't have answers right now, we are aware and keeping an eye on it. When interstates get busy now, a lot of people get off. Some people would rather pay \$2 or toll to get places faster rather than wait in traffic, so you wouldn't really see a lot more people on our surface streets if congestion pricing happens.
- I. Question: What are the unhealthy working conditions for transportation workers? That was saying that we want to consider what a healthy working system for transportation workers would look like. With COVID, we want transit operators to have everything that they need to stay safe. We want to apply that emphasis on safety to all our workers.

VI. Committee Updates and Closing - 5 minutes

- A. PBOT would like to hear from BBAC members about what topics they want to see covered.
- B. One suggestion to tour PBOT facilities and activities.
- C. We should be prepared to consider the naming conventions of streets (ie Calhoun St). There are probably dozens more streets that may need to be renamed. How would this impact the PBOT budget?