

pod-vivian-satterfield

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SPEAKERS

Jonathan Maus, Vivian Satterfield



Jonathan Maus 00:01

Welcome to the bike Portland podcast. I'm your host, Jonathan Maus. In this episode, I talk with Vivian Satterfield, one of Portland's busiest advocates whose work happens mostly behind the scenes as a member of many of the key committees coalition's and task forces that shape local and regional transportation policies. Vivian is Director of Strategic Partnerships at vanadate Northwest, a nonprofit based in northeast Portland's Koli neighborhood that builds environmental wealth through social enterprise outreach and advocacy. Just one example of today's work is that the organized lobbied and helped build Coley Park which opened in 2018. She's also worked as a transit activist with Opal environmental justice, Oregon. I wanted to talk to Vivian because she brings a layered perspective to her work as a mixed race, first generation Chinese American born and raised in urban Chicago. She's also a former bike racer who's competed on the road and on the Velodrome. Here's our conversation. Welcome Vivian Satterfield, thanks for coming down into the studio and recording with us. Yeah, it's



Vivian Satterfield 01:03

great to be here in person.



Jonathan Maus 01:04

I feel like you have your hands in like, a lot of different pots. And I thought it would be helpful for folks that maybe aren't aware of all the different things you're doing in the community, like if you could just share an overview of what you're working on? And what pots that you have your hands in at the moment?



Vivian Satterfield 01:19

Oh, goodness, it's it's first thing in the morning. So let me see if my brain is warmed up to think about all the sort of communities that I'm engaged with. So professionally, I'm the Director of Strategic Partnerships at better day. I've been working for a better day for the past three years now. So in that realm, I get to work on a lot of transportation justice issues, housing justice issues, get to work on green spaces and parks, land use, and just plain old community organizing, oh, and a new realm of work for me actually is in water justice. So doing some statewide water justice work as well.



Jonathan Maus 01:51

I don't know how you have time for everything. But your your job at vet today is just one of the many things that that you do. And like I see your your face and your name popping up in different committees and task forces. Are you working on any of those currently? And can you share some of that? Yeah, so



Vivian Satterfield 02:06

I was so pleased actually just recently be part of the pricing options for equitable mobility, the poem strategy team, so I was first invited to be on the taskforce because I applied, and then through the support of the Energy Foundation, was asked to be a part of the strategy team working alongside the Bureau of planning, sustainability, and Portland Bureau of Transportation to to compile the all this sort of analysis, the technical expertise from international partners and help facilitate that taskforce process. And now we're entering into that phase of actually putting together the report.




Jonathan Maus 02:43

And just so it's, it's clear for folks, the kind of work you do when you're on these committees and that pricing Taskforce, just just one of many of the that you've been involved in over the years. What, who are you representing on these committees?

 Vivian Satterfield 02:56

You know, that's a really good question, because I'm not there representing just myself, although I clearly am bringing a lot of my own personal lived experience into that space. But I'm representing the constituency of that day. And you know, we're here in the City of Portland, we're based in the Cali neighborhoods, so really representing folks who are similar to the constituents who are folks in Cali, you know, working class people, people who may be undocumented folks who, you know, typically don't have a lot of economic and income wealth in order to have a variety of transportation options, and also have a high level of mobility because they may be renters and are subject to a lot of displacement.

 Jonathan Maus 03:39

When I think about advocacy, and just sort of being an effective change maker, one thing that I think is really valuable is perspective. I keep coming back to that word, just in my own mind and thinking about like, I mean, especially in the last few years, like the way you have you personally see the world and your lived experience can have such a huge impact on sort of like, the ideologies that you cling on to and the way you do work and how you prioritize things. These are this is all obvious to most people. But perspective is so important. And I think, you know, looking at your life and your sort of lived experience, you have a really interesting perspective. I'm assuming, it seems like based on sort of what I've read about you, in that, am I right, where your grandparents immigrated from China or no? What tell me more about your perspective and how that informs like the work that you do.

 Vivian Satterfield 04:28

It's taken me, I think, a really long journey. I'm in my mid mid 30s now and only now I think, I think I sent you a bio and I was like, oh actually need to like amend it because I think when you are a mixed race person when you have, you know, a long personal history and journey through through race and class and in space it takes it takes a while to kind of sort that out. So I'm a mixed race, first generation Chinese American so what that that means for me is that my mother's an immigrant she immigrated from Taiwan as an adult after marrying my father in the mid 80s. My father's a white American, I was born and raised in the Midwest. And then I was born in Chicago, Illinois. So I'm a city kid. And I have a strong connection to my family, which is kind of scattered throughout, really Taiwan, Hong Kong, and then my parents have been living in Far East Asia since the early 2000s.

 Jonathan Maus 05:28

And that's an interesting background. How is that informed? Like the way you do your advocacy work here in Portland?

 Vivian Satterfield 05:35

It's huge. I mean, I think throughout this last year, a lot of people have come to realize the personal is political. And for me, it always has been growing up in one of the most racially diverse neighborhoods in the city of Chicago, Rogers park, you know, and then moving to Portland in 2008, there's just a lot of things from my own lived experience, you know, wondering why at an early age, you know, my mother was a hotel worker, why is that? Why is it that my neighborhood and the people who I see the types of jobs that they have are different than the people who live in wealthier neighborhoods. And then of course, moving to the Pacific Northwest was a huge shift for me to to really understand regionalism. And also to understand my, through my own journey around race and class come to understand a place better as well.

 Jonathan Maus 06:25

And how you sort of you call yourself a, like a policy shaper who has progressive values. And I wonder if you can share, like a share an example like a specific example of sort of how that sort of manifests one of the big ones that I was gonna, we were gonna I was going to talk about a little bit later, but think it might just fit now is like the Metro transportation bond. I'm curious. So as someone who shapes policy builds power for coalition's of low income people, people of color people who usually are sort of left out of the system and not at the table, how did you bring that in? And also progressive values? How did you like, package all that up and bring that into that Metro conversation as someone who worked at the getting their together coalition that crafted that that bond measure?

 Vivian Satterfield 07:12

Yeah, so that had such a long, long front end even get to the place in which we all collectively we're talking about a ballot measure, but it really started back in, gosh, I'm really awful at time. So you're gonna have to fact check 2017 When no, environmental justice and transportation justice advocates first caught wind that metro was going to be I'm sorry, that trauma was going to be going to the ballot for the Southwest corridor, light rail, and three highway projects, highway expansion projects, and we got together and we're like, does that is that what we think our communities need? Is that what we're hearing from our folks? And the answer was, Well, no, of course not. And then politically, you know, if you're going to be harnessing all this power,

and bringing people together in order to ask them to ask the voters of this region affirmatively, how are you? How do you want to invest in our transportation future? What do you want that downpayment to look like? When you want the outcomes to be we thought that question should be much more expansive and include issues of, of displacement, issues of housing affordability, we wanted it to be a much more holistic picture. So I think that the values are reflected through the way that the question is even posed, what's the premise? And the what? Well, you might have to edit this. But the question I always ask really, frankly, is like, why do we give a shit, you know, we give a shit, because we want our kids to have clean air. And we want, you know, future generations to have a different sort of investment in transportation in access to opportunity in jobs and how this region is shaped. And because we care so much that that future has to look different than the present that we're standing at now that our values have to have to be front and center, when we have these conversations about funding mechanisms, for example. And so I think very quickly, you get into this very wonky space in which you're debating widgets, and you're debating mechanisms. But you always have to come back to why are we doing this? Why do we give a shit?



Jonathan Maus 09:07

Right. And so, for instance, with that Metro transportation of revenue package, it started as the Southwest corridor and three big highway projects, and it ended up where it would have funded a bunch of arterial corridors, some of them in places where there's a lot of service workers trying to get around poor bus service, things like that. So that am I hearing that right? I think that's how that's how you and they'll and the group that you're working with sort of manifested those values into this process that probably may have tried had had their druthers it would have been three highway projects in the southwest corridor.



Vivian Satterfield 09:42

Sure. And I think it's all it's also just about building power and so I've always been very clear and conscientious that we have to build both access and power on the inside that's the inside game, as well as have a very, very strong outside game and that typically in my work has been manifested through building large coalition's of fairly unlikely partners in order to to say, Hey, these are the values and we're expressing that. And that external pressure helps folks such as myself, such as, you know, climate solutions on the street trust, you know, who were sitting at that table as organizational representatives push for more.



Jonathan Maus 10:21

I feel like you've been approaching environmental justice, transportation justice issues, from an intersectional standpoint, before it was sort of cool. The way I see it, this, this conversation about transportation, including all these other issues that I think some people or a lot of people don't necessarily see as being connected. That to me seems like, while we've been talking about for many years, it's really become in more contrast, in the last couple years. And so, you know, I wonder is that is that how you see it as well? Is this something where it's like from Vienna, if I'm Vivian Satterfield, I'm like, Yes. Finally, people are really embracing this intersectionality. Is that, is that the right way? Is that how you see it?



Vivian Satterfield 11:04

I think it's, I think it's wonderful that people are doing the readings doing the work, and that there's more people such as myself, who've been a part of movements, and we're really standing on the shoulders of giants of progressive liberation based movements, like the environmental justice movement. You know, those when I became activated as a young person and came to Portland in 2008, and got first started with Opel, environmental justice, I realized that the tale of history in the in the farm worker movements, for example, of Cesar Chavez, and Delores one of the, you know, are connected to, you know, immigration issues. And that connects to my family history, as well as the history of Chinese Americans specifically in this country. And, you know, to have this long continuum of history helped me understand more the answers to the questions I always had, which started with why, why is that? You know, and of course, growing up in Chicago, you know, it's a city with incredible racial diversity, but also really stark, you know, disparities and redlining, you know, why is that? And so, now, I think we have a greater awareness and greater access, and really good scholarship to understand well, it's about land use. It's about transportation, it's about housing, and that the environmental justice movement isn't just about like, the bunnies and the trees and the streams and something that's like very far away, but the urban environment is an environment and we have to care about all these intersecting issues.



Jonathan Maus 12:37

Yeah. And speaking of sort of urban environment, you coming from Chicago, I'm curious, what is your sort of transportation diet? How do you move around the city? What is your story? What's your transportation story?



Vivian Satterfield 12:49

Yeah, my, my earliest memory of transportation actually was getting woken up in the pre Dawn hours by my mother, who was a hotel worker, downtown Chicago, and she would wake me up and you know, start getting me ready, and she'd be getting dressed for the day. And then we'd, we'd walk and we would put a token into the L stop, in order to take the owl from Rogers Park, which is on the far north side of Chicago, to loop to downtown Chicago. And so public transportation has always been integral to my life, started writing public transit by myself, probably around age eight, age 10. I took it I went to

school in the far north suburbs of Chicago and took transit by myself. And it wasn't until actually, it was undergrad. So I had a lot of different jobs. Always much like my mother's path, working in the service industry in downtown Chicago. And it wasn't until undergrad, DePaul University that a friend of mine got me a bicycle. And I started riding the, the 10 plus miles from my home, where I was living at the time to my classes in downtown Chicago. And that to me, just like really opened up my eyes and got involved with hanging out with bike messengers. And you know, it was kind of like the fixie kid era of Chicago. And so that was really popular and you know, these are the, the, you know, guys and gals I go kick it with so I'm got into bikes and then briefly actually got into mopeds and then resists moped culture as well in Chicago. So we'd ride you know, fixed gear bikes, I'd be on my moped just ride around the city at night and explored and just really, really opened up so much of the city for me, I mean, Chicago, geographically is a much, much longer larger city than than Portland. So for me, I always was, you know, trip chaining together, bus, you know, taking the owl and then mopeds and bikes



Jonathan Maus 14:40

and you've kept that you've kept that bus thing. That's kind of like a chip on your shoulder. You know, I know that you still bring into your work. I mean, you used to work before today you worked at Opel, which which created basically had a whole program which is called bus riders unite, which was building power for bus riders union Yeah, bus riders union. Yeah, getting the building, you know, better service and get it you get Go ahead, go ahead,



Vivian Satterfield 15:05

we won the campaign for a pair transfer, which now everyone benefits from two and a half hour transfers.



Jonathan Maus 15:10

Yeah. And it strikes me that I was listening to an interview you did several years ago. And you were sort of lamenting the fact that buses don't get a really a fair shake in the media and sort of culturally, buses are not seen as being you know, as, as glamorous or as exciting as rail. In Portland, where, you know, this is like one of the capitals of like people getting excited about rail and streetcars and all this stuff. But now it's it, it occurs to me that now it's sort of like that script is sort of been flipped, especially with the Southwest corridor not being funded voters kind of didn't really pass that the bond measure that would have paid for it. And so southwest corridor, light rail project is sort of on the shelf. And at the same time, we have the City of Portland, really pushing buses, like they'd never have with the rose Lane project, and even try minutes, you know, you know, been been doing a little bit more, but you know, they're still trying that. But but you know, does that, how does that how does that feel to you? Do you think that's real? Do you think finally sort of bus service is getting its do



Vivian Satterfield 16:07

I want it to be real. I mean, I've always been a huge fan of buses, buses are so versatile. And when you look at our entire system, and if you think about that, in the context of, you know, what sort of natural disasters most likely to happen in this region, I think that buses are going to be the most long term resilient thing, but but they're not popular. And I think that is deeply ingrained in not just the way that we fund public transit. And we're, we're sitting at a time in which this massive debate is happening up in, you know, in DC, about where and how to fund public transport, how to fund transportation for the future, and public transportation is actually on the chopping block. And so I think I know that, that buses are not popular. And I think a lot of that also is deeply ingrained in our own personal biases around who rides the bus and why



Jonathan Maus 16:57

maybe buses aren't popular if you were to somehow be able to pull people in the public, but they seem to be popular with politicians, at least in this moment, at least if you look at the fact that the Rosaline is such a sort of leading priority at at the City of Portland right now. I mean, is that is that how you see it? I mean, so do you see that the same way? Do you see, you know, bus service in Portland really becoming a lot lot better? You know, in the near term?



Vivian Satterfield 17:24

Oh, I don't know if I do right now, to be honest, I think that trauma has a huge part to play there. And I don't, I don't get a sense of hearing enough from trauma, what that investment is going to look like, I do think this pandemic time has really shown us that people, you know, remained on the bus that they needed bus service, specifically in order to access access jobs. Um, so, you know, I think the Roseline project is hugely successful because it does relieve buses out of congestion. And, you know, I think a lot more people are truly thinking about where are the essential workers where they live, where they need to get to go and where they getting stuck and losing time. And you know, knowing that time is ridership is still an always has been predominantly, you know, lower income people who live further out where services actually not great that resolving that congestion part in downtown Portland and in the central city is really going to have big benefits and keep keep those folks moving.



Jonathan Maus 18:25

Right, and it's interesting to me because if the goal of the idea that to know, the idea about systems to end the transit. How can we get people that about

right as a bike oriented person myself. I'm a real fan of the idea that bike town, the bike share system is public transit. I'm curious what you think about bike town? Do you think it's lived up to that moniker of being a public transit mode?

 Vivian Satterfield 18:41


Hmm, I think it can be I mean, I there's there's been a lot of shifts, right, we had the first iteration of bike town, which was geographically really centered. And even that was messaged as being part of public transit. It really wasn't accessible to folks other than, you know, tourists, and then people who are kind of zipping around, you know, downtown and in between after they arrived downtown from another mode. So most of those folks probably weren't getting they're not on bike town. Now with the, by the way, I have an E bike now, so I totally love the electric bike town system that we have, but the pricing, I have some questions about, I'm sure that we've got a lot of options for those who qualify to have, you know, low income access, and even a transportation wallet. But I'm always curious about folks who are just above that threshold, and yet still don't make enough to go ahead and invest in their own ebike for example, or you know, are sharing a car maybe with another household.

 Jonathan Maus 19:41

Yeah, so bringing the price down, you think would be a huge thing and making it making it more accessible to more people.

 Vivian Satterfield 19:48

I mean, probably, I mean, the bus pass is still five bucks a day, you can ride the entire system, or you know, \$2.50 So, yeah,

 Jonathan Maus 19:57

yeah, kind of keeping it to biking. I think you're someone that could have a lot of good, you know, advice and input into the way Bicycle Advocacy is done in Portland, which I think a lot of people know, has sort of had a come up in, in recent years in terms of not fully appreciating, you know, how, how wide it was how it didn't really acknowledge other experiences, how it was really focused in the central city meet, there's all these narratives around bike advocacy. And I think, you know, even prior to, you know, the summer of 2020, when there was a huge racial reckoning, and as we all know, even prior to that people had started talking differently about equity as it pertains to like sort of how traditional bike advocacy is done. So I'm curious, from your perspective, just about the bike advocacy ecosystem in Portland in general, how do you see it now? Do you think it's learned some lessons in the last few years? Is it getting better? Is it any better than it was?

 Vivian Satterfield 20:53

Ooh, that's a juicy question. Um, I think it's still yet to be seen. You know, what do we who do we define as being bike advocacy? Are we are we saying that someone who shows up to post his notes and you know, at some sort of, like, pop up charrette around a proposed Greenway? Or are they like advocacy? Or is it you know, people who, no matter what are getting out on their bikes, and you know, riding in the street, and saying, like, I belong here, and I, you know, I care about this, and I care about, you know, creating culture, and community around that is, is that bike legit bike advocacy? So I think, um, the answer is probably all of that, right. Any I mean, the cycling team that I've been a part of, for many years, you know, there were saying the goal is more butts on bikes. And I think that's actually bike advocacy is the more the more bodies, the more people who are getting on bikes, and using it for recreation, using it for a good workout using it for joy to build community. That's all bike advocacy.

 Jonathan Maus 22:01

Yeah, do you? Did you were you aware of how the city of Portland last fall was going to sort of bring a bunch of things to council around bicycling. And they didn't end up doing it, it was good. We're gonna release a new design guide, some other report and just kind of it was like an educational moment for like some incoming commissioners and stuff like that. They actually called it the council bike moment. But then they shelved it at the last minute. I think there was some concern from the commissioner of Pbot at the time, Commissioner Daley that they wouldn't be able to sort of put a face on that presentation that that was that was that had enough? Black people, people of color, you know that that was? They were worried that it would they would basically be perpetuating this narrative in Portland that bicycling is too white, or it's solid as gentrification. So it's almost like they felt like they didn't, they hadn't done enough work. And they didn't, they were afraid to get called out in front of city council. Probably. So you think that was a good move? I mean, did were you aware of that? I think, how does that sit to you? To me? That's been like, it's create a lot of mixed feelings about oh, my gosh, they did that? What does that mean? And like, was it the right move? Should it you know, how critical should I be of them for making that decision? versus, like, how do you see that decision, and that sort of that fear timidity around making bicycling like a primary issue, in that when those narratives are still so strong?

 Vivian Satterfield 23:18

Um, well, I'm not intimately familiar with the projects themselves. So I can't offer my opinion there. But I think anytime folks are, you know, about ready to take it across the finish line and are looking around and saying, like, can we actually stand behind this? Do we think that we did this right? And is this

reflecting the communities that we want to serve? And they go, yikes, I don't think so. And hold it back? I think it's actually a good thing. Um, you know, of course, it's how you see it, is it you know, do we have enough black and brown faces to give a thumbs up like, well, you know, that's a very probably cynical way of looking at it. But I do think having the self awareness to look around and saying, like, do we do we actually do the best engagement on this? I think that that sort of self awareness is what we are, what we're asking for more and more with elected officials, especially because that's, that's accountability.



Jonathan Maus 24:11

Yeah. And so if we, if we both agree, or if we agree that they made the right move, and sort of shelving that and, and not moving forward at that time with this really bike centric presentation, do you? And if we agree that sort of that represents the fact that maybe Pbot hasn't come far enough in their work around bicycling or at least to change some of those narratives and to change that tide politically and publicly? Do you? Would you have any advice for them on how to do a better job at telling the story of what biking is in Portland in a more in a more real way or a more? A more just



Vivian Satterfield 24:45

way? Yeah, I mean, I don't know who is currently engaged, like who who Pbot would consider as their constituency when they think about bicycles? Is it you know, are they listening to the same voices who've always shown up for bikes or They go into different spaces and saying like, hey, how do you get around? What do you? Have you ever used a bike where some of the barriers? I mean, when I was at at Opel, we actually did you know, this, this research study and survey alongside a professor Aaron Golla, up at Portland State University to really kind of understand better East Portland mobility. And you know, how folks we're getting around. And there's still a lot of barriers for people to access bikes. Storage is a huge issue. I think a lot of people including myself, who I mean, I got gobs of bikes. Yeah, but I also have a garage because I'm a homeowner. Right? Um, I had a bike when I was an apartment dweller, but it really limited what, what I was using it for, and where I was getting around. And so I think that, you know, when Pbot is asking these questions about like, the bike constituency, I don't know, I kind of hate that. Because, you know, you all get around in different ways. I mean, I, I drive, I ride a motorcycle, I ride bicycles, and I ride public transit. So. So which entry point is people asking me to identify myself? Because I'm not. I don't see myself as just one thing.



Jonathan Maus 26:12

Yeah, that reminds me when you said entry point, they've changed the the P bot, the city websites changed. But I remember for years, you would go to the P bot homepage. And the first thing that popped up was choose what you are, right, yeah, like motorists, cyclists, pedestrian and transit user. And that bothered me for so long that you had to actually click to identify as something which I was like, it gets away from the whole thing of like,



Vivian Satterfield 26:36

and it's super frustrating. And it perpetuates this idea that, you know, people who ride bicycles somehow aren't paying into our infrastructure when the reality is, you know, most cyclists are also you know, driving a car and are paying registration fees and taxes and whatnot. So right



Jonathan Maus 26:51

you were talking about you were talking about East Portland and I know you've you've worked quite a bit out there. And I know like with Opel he did you were kind of based more out there. Now you're you're in sort of part of East Portland, but you're in Northeast Portland do a lot of work in Cali. But in terms of thinking about East Portland, I always think about like, the equity thing and how yours for years, there was such a strong vein of saying, you know, it's really unfair in East Portland on off investment, but occurs to me that, you know, both the city and the state could really could point to in the last several years, like 10s of millions of dollars in investment. I mean, they're certainly, at least on paper not on though, all these projects have been actually built. I know some of them have languished. But there's been a tremendous amount of recognition that equity was a problem in East Portland, there's not enough like good transportation services and infrastructure out there. And I think whenever that question comes up the response I get from ODOT, it's like, but look at \$65 million in the last year and another 100 million over here. Like, where do you think Portland is? On that conversation about Central City versus East Portland? And like transportation, investment equity, like where are we at? In from in your mind?



Vivian Satterfield 27:57

Yeah, I think that East Portland has suffered from decades of underinvestment and active disinvestment. I mean, after being annexed to the City of Portland in the mid 80s. There wasn't a lot done. Right. And that, that brought a lot of resentment for longtime residents and new residents coming in, you know, that's the very edge of affordability in our region, in our city. Rather, I think, you know, the waves of gentrification and displacement that have happened from the central city have only exacerbated that into Gresham as well. So, you know, to now say, Well, look at all of this money that we're throwing at it, it's like, well, if you were to map that over time, you know, is that really, is that equitable? Is that reaching the need that people have? And I think as long as we still have some of our highest crash corridor, as long as we still have people dying in East Portland, because of the lack of lighting because of lack of, you know, safe pedestrian and you know, the crossings, then we still have a long way to go.



Jonathan Maus 28:56

Yeah. And it's like a matter of how confident you are that, that these agencies that are spending money are actually spending it on the right things or in the right way.



Vivian Satterfield 29:04

Yeah, I don't think anyone you know, anyone's gonna say like, oh, yeah, oh, that's doing a great job.



Jonathan Maus 29:09

Yeah. Which brings me to another topic of 82nd Avenue, which, you know, has had such big news recently with the the fact that it's going to finally least start the process of transferring its jurisdiction from the state to the city, and there's all this money attached to that. And I've, I've heard from, you know, a source or so in Pbot, who's like, I don't know why people think much is going to change, like, you know, maybe the city isn't even going to be able to make the right investments out there on 80 seconds. So there's that but I wonder if you, you know, how what, what was your feeling after you heard the news on 82nd? And are you know, How hopeful are you that it's going to finally become like, a humane mainstream?



Vivian Satterfield 29:46

Oh, I don't. I mean, I hope that one day we can see 82nd Avenue is a humane Main Street. It's it's the main corridor for me. I live in the foster Powell neighborhood and you know, used to work with an office on 82nd Avenue that I would cross multiple times a day on foot, bike and Moto, which is, which is not fun. You know? So I was, of course, you know, so elated for all the advocates who pushed so hard in the state legislature to secure some investments, you know, thrilled for representative fam, especially in a such a strong, you know, being a freshman legislator, you know, bring home some wins to the community. And I don't have an answer for what 82nd Avenue should look like. I, you know, it's it's complicated, I feel for the business owners who are concerned about how to get their goods, and how to get you know, how to get a business, you know, in traffic into their shops, I also empathize a lot, because I am a motorist who's driven on 82nd Avenue that it shouldn't be like driving on the surface of the moon, you know, it's got to be a lot better. So I don't I don't know if I have the the best answer for what what the humane solution for a second avenue is. But I think through the coalition's that are being built right now being led by Oregon walks and other groups, that there's some nodes and some some pressure points, that we can definitely make a lot safer.



Jonathan Maus 31:15

So specific sections of it that may be able to be sort of like bitten off and a little chunk here and there.



Vivian Satterfield 31:20

Yes, I think I think that's that's going to be the biggest improvement that folks are going to see right away to at Second Avenue.



Jonathan Maus 31:26

Yeah. And you mentioned rep Pham, who's one of the leading advocates pushing for that is now down in Salem. She one of the things, I think one of the interesting positions that she is sort of allowed to bubble up a little bit is busting the Highway Trust Fund, and making it so that we can spend more of the state money, I guess federal money has some of the similar strings, but state money that's created by motor vehicle fuels and taxes and gas tax all stuff, which is by Oregon constitution only allowed to be spent on the highway right of way, which has a definition that can include some paths on the side of highways, but we know how those usually go. So just to bring it back to that idea of, okay, so rep fam has sort of opened up this Pandora's box of an idea. And it's it's significant, cuz she's actually a state legislator, she's no longer just, you know, an advocate working on this.



Vivian Satterfield 32:13

She's not just like us. Yeah,



Jonathan Maus 32:15

it's a thing. I mean, when you're an elected official, and you say these things, it's, it hits a little different. So she's actually said it a few times that that's something that she'd be interested in and working on or that she thinks it's important, I should say. I mean, do you think that that's even first, like, do you think it's to see that as a possibility, think that could happen? And I'll ask, like, sort of, how would you build a coalition to do that?



Vivian Satterfield 32:36

Oh, Jonathan, where were you doing it? So through the Clean ingest network, working with Oregon Environmental Council, climate solutions, fourth mobility, we're creating a statewide network to be able to incubate regional coalition's such as the getting their together coalition in the region here. So even though the sequencing is a little bit different, you know, getting there together, obviously proceeded to clean and just network, there's a lot of interest in momentum in, in education, in policy wins. And in building the coalition of the willing to say, what does a path towards, you know, reforming the way that we fund and spend transportation at a statewide level, the really root cause of transportation injustice, when you look at, uh, you know, the funding mechanisms? We're doing that already. But first, it's sort of, you know, folks looking at each other and saying, you know, this needs to happen. Right. And, you know, myself and others, my colleagues at at Opel, you know, has been saying we need to bust the Trust for many, many years. So I'm glad that you know, I'm not surprised, obviously, that rep fam is talking about it, because we have been talking about it for many years already.



Jonathan Maus 33:44

Well, so. So go back, and sorry that I don't know about this group. But if we just rewind, it's called the clean and just transportation transportation network. And it's organizing coalition's around, specifically around reusing highway fund dollars for other things, or is that just one of the



Vivian Satterfield 34:02

that's one of the projects? So the anchor organizations are a better day, fourth, mobility. Org, an Environmental Council and climate solutions, and we started having some initial conversations on you know, how do we what do we need to do to have a greater impact at this intersection of, you know, clean, just transportation options for the state, the scale has to be at the state level. And so we started building this network in order to start sharing, education, bringing in speakers, you know, start to think about, you know, what do we need to do to get folks the tools they need across the state to be able to enter into these conversations and enter into transportation advocacy spaces. So we have two different workgroups, ones based on transportation electrification, which is a key strategy for a clean and just future. And then another table which I anchor, alongside Sarah Ray at Oregon Environmental Council is around transportation funds funding. So we played a lot of defense, this last legislative session, the road user fee and around some legislation, which did not go the way we wanted to see in terms of transportation investments, and tolling. But the goal is to talk about, you know, how can we build the power? And how can we build the coalition's that are necessary in order to get big transformative real wins, like transforming our transportation funding system and the Highway Trust Fund?



Jonathan Maus 35:30

Yeah, speaking of building power, the state legislature, are there some people down there and besides rep, fam, are there other legislators that you are hopeful for? Or maybe people in the wings? And I'm also gonna ask you locally to as well, but what about the state legislature there folks that that that listeners should be paying attention to?



Vivian Satterfield 35:47

There has been a lot of shifts in the state legislature, and they will continue to be a lot of shifts, I think that this past freshman class, you know, including rep fam, and some of the other legislators in this region are, are interesting to continue to follow. And we will see they'll probably be a resorting of positions of power and who's being assigned to different committees. So I'll be learning alongside other people as as those assignments come out.



Jonathan Maus 36:14

And how about locally, I'm, I've been noticing that the the Metro council races are looking more and more interesting by the day with Ashton Simpson, currently executive director of Oregon walks who's going to be running for a seat also Juan Carlos Gonzalez, who's currently Councillor gonna be running again for his keeping his seat. You know, those are, how do you how are you feeling about the direction of Metro council at this point?



Vivian Satterfield 36:41

I'm feeling very hopeful. I Duncan Wong, I believe is also, you know, seeking an appointment as well.



Jonathan Maus 36:47

Okay, I guess I could have said that. But I didn't want to, I didn't want to say it before. It was supposed to be publicly public. I just realized that this won't get out until I'm sure it's going to be public. So that's fine. Okay. Yeah. And don't get as well. So



Vivian Satterfield 36:58

yeah, um, I mean, I've endorsed Ashton Simpson, um, you know, I really enjoyed working alongside one cars, Gonzalez as well. And I think that he's definitely drawn a line in the sand as well as saying that he's not willing to, to vote for, you know, any measures that will continue to invest in highway expansion projects. So these are, these are the sort of decision makers that our community's been asking for, and also cultivating. And now propping up so I absolutely stand behind both of them and excited to work with them in this position



Jonathan Maus 37:30

through because in some ways, the kind of work and organizing that you do is specifically about building power. And here we are fast forwarding two years of that kind of work. And we have people that, you know, don't look like other elected officials necessarily in Portland that are that are starting to feel themselves and get in positions of power.



Vivian Satterfield 37:48

Absolutely. I mean, we've to cultivate that pipeline of leadership.



Jonathan Maus 37:52

Yeah, that's great. So what about city council, Portland City Council? I have? Is there some interesting names that people should know about on there? There's Jamila, dolger? Say, Yes, I was.



Vivian Satterfield 38:03

I actually, I was trying to remember their name, because I have not met them. But um, you know, from what I know of them, and reading about them super excited. You know, I would love to get to know her more. And of course, see if there's an opportunity for another black tea enough to run for office, much like my current Executive Director at Better Day, Candice. Abalos. Yeah,



Jonathan Maus 38:23

I was gonna say, What's it like working with Candice Abalos?



Vivian Satterfield 38:25

Oh, she's awesome. I'm so happy that we were able to recruit such a sharp, funny, you know, eager learners such as Candice to completely jump into the environmental justice world, and who has such credibility in our communities?



Jonathan Maus 38:40

Yes, it's interesting, because we, we very recently are having, you know, such more awareness of the lack of social justice and need for more power among, you know, black people and people of color. And people had been typically under underserved in just in the last few years, but the the work to build to bring these kinds of leaders to the fore, definitely predated all that. But now we're sort of bearing the fruit of some of that work. And we're having it seems like a, an exciting crop of leaders that are coming up. So I think it's pretty clear to me, like, what if you look out at the landscape that you're hopeful for those sorts of things? Are there any red flags? Are there some things looming that are a concern of yours in the work that you do that you want folks to know about? Well, actually,



Vivian Satterfield 39:21

I want to kind of go back to what you were just saying, because, you know, our, we've always been doing this work better. There's a 15 year old organization, you know, we built Kelly Park, for example, and in more recent times, so I think that the the fact that there's a greater awareness that organizations like that today are like doing the work that are moving money, they're building power. I'm sort of like, yeah, thanks for the acknowledgement now, but like we've always been doing this work, we always, you know, wielded power and have got things done in our communities. So it's time everyone else recognized it



Jonathan Maus 39:55

right. Right. Like you're ready for this moment. You've been ready for the moment absolutely ready for it. Unfortunately. To go out for people to sort of flip that

 Vivian Satterfield 40:01

switch, and oh, and we're going to continue doing this work and when, you know, when I hope that folks will always have a focus on on this work, but you know, it's people's interests are really fickle, and, you know, it may move away. But, you know, we'll still be here for our communities. Absolutely.

 Jonathan Maus 40:20

Okay. And, and before I let you go, I definitely want to ask you about bike racing. Oh, yeah. Because you are also a bike racer. And you did was I don't race bikes anymore. Well, okay. Well, you like to go fast on bikes. And you said you when you said you were around, like the messenger crews in Chicago is like, ah, that's it, because you also did some track racing you like going around on the fixed gear on the oval at alpenrose. Yeah, so

 Vivian Satterfield 40:42

that's how I got my, my my start and bike racing, actually, I, I rode my bike over to the Velodrome for a women's bike clinic. And in my mind, I didn't know anyone I rode by myself there. And in my mind, I was like, Well, if I can get on the Velodrome on the first go, I'll give it a shot. And I did. So to my surprise, oh, and maybe a little bit of my dismay, like, I was like, Okay, I'm committed now. And was just so exciting, even riding home, but actually, I took the wrong exit on my bicycle and ended up on the Ross Island bridge. And, to this day, I don't think I've ever ridden my bike any faster than I did that day. riding home.

 Jonathan Maus 41:17

You weren't still on a track bike? Or, you know, no, I

 Vivian Satterfield 41:19

was on my road bike. But yeah, I got my start in track racing, Master tracker track racing and did that for a number of years and met so many amazing friends and people who are still, you know, a big part of my life. Cool. Have

 Jonathan Maus 41:31

you have you been able to bring over any any folks like from the Uber racing community or like, what can you say about like cross pollinating some of that crew over into like, you know, showing up to City Hall and testifying for for other things that you care about?

 Vivian Satterfield 41:44

There's a lot of folks who are cross pollinated in that way. You know, Clint Culpeper is, you know, a very good personal friend of mine. You know, my partner, Steven Beardsley, is the President of obrah, who, you know, is actually recently talked to Commissioner Rubio about you know, what access to PIR can look like an expanding that access, especially now with the loss of our velodrome. You know, what are those options? And how can we do that? Niecy Cobb, you know, they and I raced together clearly, they're much more decorated cyclists and much faster than I am over the community cycling center and also a part of obrah. So it's just some of the names of you know, my close personal friends and network who are cross pollinating and in doing a lot of the work in different spaces and still enjoy putting on the the spandex pants and going for a bike ride.

 Jonathan Maus 42:35

Is there anything else that you want to share that we didn't talk about? You want to make sure we get in there?

 Vivian Satterfield 42:40

Just to you know, keep your eyes out for bikes and motorcyclists, especially as the days get darker. And we're all in this together.

 Jonathan Maus 42:46

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And I know you've had a bad run in with the car several years ago,



Vivian Satterfield 42:50

yes, on division. But that was division. Yeah, it was division wise to live in the Brooklyn neighborhood. Before some of the transportation improvements. Now there's only really one way to get in to the neighborhood. And one way to get out. And I was rear ended at 35 miles an hour by a car when I was on my bicycle and was incredibly fortunate to have not necessarily walked away but to have survived back.



Jonathan Maus 43:14

Wow. Well, another thing that informs the work that you do Absolutely. Awesome. I really like the work that you do Vivian, and like just how you approach it, and I'm really grateful for it. So thank you.



Vivian Satterfield 43:24

Yeah, thanks so much for having me in so much.



Jonathan Maus 43:27

That was Vivian Satterfield, Director of Strategic Partnerships at variedade Northwest. The bikeportland Podcast is a production of pedal town Media Incorporated, and is made possible by listeners just like you. If you're not a subscriber yet, please become on today at bikeportland.org/supportyoucanlistentomoreepisodesandfindouthowtosubscribetourpodcastatbikeportland.org/podcastourthememusicisbykevinhartnow, I'm your host, Jonathan Maus. And until next time, thanks for listening, and I'll see you in the streets.