



## Vision Zero Technical Advisory Committee Meeting #4 Summary

**Thursday, February 18, 2016, 1:00 - 2:30 p.m.**  
**Hawthorne Room, 8th floor, Portland Building (1120 SW 5<sup>th</sup> Ave)**

Next meeting: Thursday, March 31, 2016, 1:00 – 2:30 p.m.  
Meeting Room C, 2<sup>nd</sup> Floor, Portland Building (1120 SW 5<sup>th</sup> Ave)

**Committee members present:**

Scott Batson, PBOT  
Becky Bodonyi, Multnomah County  
Teri Brady, Portland Public Schools  
Anthony Buczek, Metro  
Wendy Cawley, PBOT  
Nick Fortey, FHWA  
Kate Frietag, ODOT  
Carlos Hernandez, PBOT  
Bob Hillier, PBOT  
Dan Layden, PBOT  
Kirk McEwen, PBOT  
Young Park, TriMet  
Greg Raisman, PBOT  
Robert Voepel, Portland Police  
Beth Wemple, Cambridge Systematics  
Sharon White, PBOT  
Faith Winegarden, PBOT  
Peter Wojcicki  
Jody Yates, PBOT

**PBOT project staff present:**

Margi Bradway, Division Manager  
Gabe Graff, Operations & Safety Section  
Manager  
Clay Veka, Program Manager  
Matt Ferris-Smith, Hatfield Fellow

**Consultants present:**

Catherine Ciarlo, CH2M Hill  
Kate Drennan, CH2M Hill  
Scott Mansur, DKS

## PRIVATE-FOR-HIRE VISION ZERO DISCUSSION

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Dave Benson and Mark Williams (PBOT Parking Services) briefly presented ways that the Parking Services group is incorporating Vision Zero into their private-for-hire work. They have incorporated a set of driving safety questions into the required private-for-hire drivers' test. In addition, they have created a decal that they are asking drivers to put on the passenger windows that say, "Look before you open."

## INFORGRAPHICS PRESENTATION

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Gabe Graff of PBOT shared draft infographics about crashes in Portland. The graphics include information on how Portland's crash rates compare to other places in the U.S. and internationally. They also show how crash rates have changed over time, and how crash fatalities vary by mode of travel.

The infographics—and all other slides from the TAC meeting—can be found at <https://www.portlandoregon.gov/transportation/69101>.

## MAPS PRESENTATION

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Clay Veka of PBOT shared revised maps showing where crashes in Portland occur. The latest maps incorporate feedback from an online survey completed by TAC members and a TAC subcommittee. There are four primary maps. In addition to an overall High Crash Network map, there are maps showing Portland roads with the highest frequencies of crashes for people walking and biking.

In addition, a High Crash Network "composite map" stacks all three HCN maps (all modes, walking, biking) on top of each other. This composite map helps to highlight roadways with a high number of crashes involving multiple modes of travel.

Comments from TAC members:

- Note that Lombard is getting a new segment of multiuse path. And it is also a key freight route. Consider extending High Crash Network to include the northwestern extent of Lombard.
- The graphic showing Portland fatalities 1925-2015 wasn't very helpful, consider discarding.
- Using lane miles instead of centerline miles will push up the 7 percent figure cited in the HCN map. We may want to look at using lane miles instead. Road width is key to telling the story. If we use lane miles, we get a bigger "bang for our buck."
- In the map legend, reword the "established" High Crash Network description to read, "previously identified."
- Consider changing the color of Communities of Concern on the maps to make it stand out more.
- Make the map colors and the legend colors consistent and the same.

- Consider drilling down to identify which segments of roads are most problematic. For example, Inner Division is probably seeing different crash rates compared to Outer Division. We may want to add numbers showing what percentage of crashes occur in each of the corridor segments.
- What percent of total crashes are represent in the HCN Composite map?
- Note that a portion of NE Lombard has a multiuse path that was built during crash data collection period. The safety benefits of this path may not show up yet on crash data.

## **CONTRIBUTING FACTORS & ACTION PLAN ORGANIZATION**

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Gabe Graff explained how the project team is considering organizing the Vision Zero Action Plan. He shared pie graphs highlighting the role of four crash factors: impairment, speeding, disobeying traffic laws and the High Crash Network. These four crash factors form the basis of how the project team plans to organize the Action Plan.

Data analysis has identified these four crash factors, which will organize the recommended actions for the plan. Gabe explained that the project team is considering replacing the High Crash Network with “road design and infrastructure deficiencies” to clarify the role of infrastructure in crashes.

Comments from TAC members:

- The conceptual diagram for categories of actions makes everything too distinct. All these issues—impairment, speed, etc.—are interrelated. We should try to reflect that in the diagram.
- Instead of “road design and infrastructure deficiencies,” replace with “road design.”
- Agree that replacing High Crash Network with road design clarifies the issues.
- Distracted driving is on the rise, include it in one of the categories.

## **GROUP ACTIVITY: PRIORITIZING VISION ZERO ACTIONS**

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TAC members spent the remaining time working in small groups. Each group was given two sets of actions (Speed, Impairment, Disobeying traffic laws, High Crash Network). Groups selected 5 PBOT actions and 3 “other jurisdiction” actions that they thought would be most effective in Vision Zero efforts

PBOT staff gathered the results and will use them to help refine potential recommended actions.