



## 2017-18 Vision Zero Task Force

### Meeting #1 Summary

Thursday, February 16, 2017 | 9:30 a.m. – noon  
Portland City Hall, 1220 SW 4<sup>th</sup> Ave, 3<sup>rd</sup> floor Rose Room

Next meeting: Thursday, April 20, 2017 | 9:30 a.m. – noon  
Portland Building, 1120 SW 5<sup>th</sup> Ave, 8<sup>th</sup> floor Hawthorne Room

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### Task Force Members in Attendance

Leah Treat, PBOT (chair)	Stephanie Noll, The Street Trust
Roger Averbeck, Pedestrian Advisory Committee	Jeff Owen (for Alan Lehto), TriMet
Kelly Brooks, ODOT Region 1	Don Russ, Portland Fire & Rescue
Michael Crebs, Portland Police Bureau	David Sale (for Kristi Finney-Dunn), Families for Safe Streets
Jae Douglas, Multnomah County Health	Bandana Shrestha, AARP
Charles McGee, Black Parent Initiative	Karis Stoudamire-Phillips, Moda Health
Lake McTighe, Metro	Steven A. Todd, Multnomah County Courthouse
Michael Morrison, Legacy Emanuel Trauma	

Special Guest: Commissioner Dan Saltzman

Staff Members Present: Margi Bradway, Dana Dickman, Matt Ferris-Smith, Art Pearce, Irene Schwoffermann, Clay Veka, Millicent Williams, Tia Williams

Others Present: Don Baack, Margaret Clark, Ray Johnson, Jonathan Maus

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### Welcome and introductions with Commissioner Saltzman (Leah Treat)

PBOT Director Leah Treat began the meeting by providing a brief update on Vision Zero work since December.

Topics included an emergency speed ordinance on outer Division (35 to 30 mph reduction), construction of the Foster Road safety project, Halsey-Weidler couplet improvements, and installation of speed safety cameras on Beaverton-Hillsdale Highway, outer Division Street and 122<sup>nd</sup> Avenue. PBOT is also creating a program to provide vouchers for intoxicated people considering driving.

City Commissioner Dan Saltzman welcomed the task force members and shared that all city council members are committed to traffic safety on Portland streets. He shared his concerns about the impact of distracted driving and his interest in traffic enforcement.

Task Force members introduced themselves.

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### **Review Task Force charter (Clay Veka)**

Clay guided members through the charter and meeting guidelines.

Serving on the task force is a two-year commitment. Public comment will occur at all meetings; comment cards are also available. Members can decide to form subcommittees as needed. For decision making, no quorum is required.

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### **Discuss Vision Zero legislative priorities (Margi Bradway)**

The City of Portland government relations team works on state legislative priorities. In some years, we draft bills and push them. Fixed speed radar is an example of that. This year, we haven't draft any bills because so many bills are already in motion. We still play a role in shaping and supporting certain bills. There are five bills that are particularly supportive of Vision Zero goals.

#### *Transportation funding bill*

The City is playing an active role in the conversations around the statewide transportation funding bill. We are putting safety forward as a priority and continuing to work with partners statewide to get more funding.

#### *Gaining local authority for setting speed limits*

Rep. Nosse introduced this bill and there are potential amendments underway. Not all counties and cities are interested in setting their own speeds, which is being taken into account as amendments are discussed. There is no hearing date scheduled yet.

#### *Automated enforcement*

Other cities are pursuing this automated enforcement bill. Beaverton, Eugene, and Corvallis are working to expand or include red light and speed safety camera authority. Portland has blazed a trail, gaining speed safety camera authority last session. We're supportive of this bill because we all reap safety benefits when more cities use automated speed enforcement and it becomes more common.

#### *Distracted driving*

The area with the most momentum and traction is distracted driving. President Courtney has introduced SB2 and Rep. Olson has introduced HB2597. In a court decision, distracted driving was interpreted as just texting or talking holding the phone. Both bills aim to clarify that distracted driving includes many more phone activities. It is likely that some version of a distracted driving bill will pass.

#### *Vision Zero state bill*

Stephanie, The Street Trust: The Street Trust drafted this bill because ODOT cannot achieve Vision Zero alone. Safety work currently tends to happen through the ODOT safety committee. This bill provides a mechanism to support ODOT and bring more perspectives to the table to tackle traffic safety.

Through discussion, the following topics were identified for future task force meetings:

- Police traffic stops data, and outcomes of stops
- Locations of targeted Vision Zero enforcement missions and Education & Enforcement Actions
- Disproportionate impact of fines on lower-income individuals, a look at the state penalty structure, and models of tiered penalties from other cities /states /countries.
- Distracted driving, data, and how the task force can help shape Portland's approach
- Traffic education classes, like the Share the Road Safety Class, and how to increase access to these classes

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### **Review 2017-18 Vision Zero general fund budget request (Margi)**

We have requested additional one-time general fund money from City Council. Commissioner Saltzman has identified Vision Zero as the number one priority for PBOT. We make a Vision Zero general fund ask at every opportunity. Last fall, we received \$2.2 million for outer Halsey.

This year, we can tie our request directly to the actions in the Vision Zero Action Plan. Instead of a large capital project, we are pursuing funding for specific actions.

Implementing Vision Zero actions, we are looking to focus resources so that we can combine all the E's – engineering, equity, education, enforcement, etc.

Through discussion, the following topics were identified for future task force meetings:

- How a project becomes a project, include identifying: upcoming projects, crash data, safety gaps, funding type available, possible solutions, community input, and the larger safety context into which a single project fits.
- Opportunities for partners to do Vision Zero outreach and education, such as through traffic safety schools.
- Vision Zero education campaign development (EA1)
- Discussion with ODOT Crash Analysis and Reporting Unit about crash data reporting (timeliness and content)

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### **Public comment**

Commenter 1: One thing I'd like to see is to get DMV involved, including online testing with every license renewal. The idea is that people review new laws, like crosswalk laws.

Second, there is work being done to put together funding lists. What would help the public is to provide a list of what is funded and what the construction schedule is so that we can provide feedback. An example is the crosswalk on Naito, we would like to know when it will be constructed.

Commenter 2: Just a quick legislative note. I'm trying to track as many legislative bills as possible on BikePortland.org, so you can use that as resource, including the profiling law, move over law, vulnerable roadway user law. SB 556 is a distracted driving bill that would outlaw driving with a pet on one's lap.

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## **Review 2017 capital projects and discuss ongoing reporting (Clay)**

Clay walked through key components of the 2017 High Crash Network Infrastructure Safety Projects Map.

Through discussion, the following topics were identified for future task force meetings:

- How a project becomes a project. For the projects that are not in Communities of Concern, how were they selected? How does project identification happen and where are the points of influence?
- In project development, how are we thinking about present and future communities? We know poverty is moving.
- How do we work as a region to address needs that go beyond Portland boundaries?
- How does VZ Task Force work influence project selection? How well are our priorities in the Action Plan resulting in project selection? Do those priorities and values need to be adjusted if they are not producing the results we want for Vision Zero? What are our levers?
- City procurement procedures and who is hired for contracting work?

In discussing ongoing reporting on Vision Zero actions implementation, Task Force members agreed that two pieces of information would be helpful to stay informed between meetings:

- News-style email to the Task Force every other week that highlights a few select updates
- A comprehensive quarterly update on all 32 actions

Task Force members also agreed to structure future meetings so that half of the time is a deep dive into a particular topic and half of the time is an update on select actions.

Subcommittees will be formed for specific actions as the need arises. Clay requested Task Force members to email her with specific subcommittee requests.

Clay also requested members email her with additional topics, that were not identified during discussion, to be considered for deep dives at future meetings.

Finally, Task Force members requested and, by a straw poll all agreed, to increase meetings from quarterly to every two months. Clay will post online and email out updated Vision Zero Task Force meeting calendar invitations.

Through discussion, the following topics were identified for future task force meetings:

- Public meeting laws and public official responsibilities as volunteer board members

Requests that arose through discussions:

- Share safety projects when there is a lot of disagreement
- Share when Vision Zero communication takes place with electeds at other jurisdictions
- If there will be a vote at an upcoming Task Force meeting, alert members ahead of time so that they can do due diligence

Leah thanked everyone for coming today and staying involved in this important work.

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## **Adjourn**

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### **NOTEPAD CONTENT**

#### **Future agenda items**

- Data looking at types of stops
- Clarify Commissioner Saltzman's increase enforcement comments
- Legislation: graduated citations tied to income
- Examples around the country that have developed flexible citation rates
- Increase driver diversion. Specific missions for Vision Zero: let officers know about opportunity for driver diversion
- How will HCN segments be prioritized for capital safety investments?
- Crash data processing. What are the sticking points? Delay? How to address more timely data needs?
- How project identification happens: how is equity considered?
- How are we preparing for change in communities / changing demographics
- How well is Vision Zero integrated in project selection: track performance
- Notify when modal committees are discussing projects on the High Crash Network
- Show High Crash Network and Communities of Concern with large project list, such as TSPs
- Racial profiling, stops data, related legislative bill
- Explore data, how conversation touches enforcement and intervention
- Over-saturating enforcement in specific communities? Need data to understand and discuss.
- Fine and penalty structure of citations
- Distracted driving data. How this group feels about it. City approach.

#### **Ongoing communication**

- List serve or other way to share information
- Show progress on steps within/toward actions
- Know when there is a vote/decision
- Line of communication with commissioners, other electeds
- Work groups for more detailed work on actions
- More frequent meetings; clarify whether meetings will be voting or informational