



2017-18 Vision Zero Task Force

Meeting #6 Summary

Tuesday, March 6, 2018 | 9:30 a.m. – noon

Portland City Hall, 1221 SW 4th Avenue, 3rd floor Rose Room

Next meeting: Tuesday, June 5, 2018 | 9:30 a.m. – noon

Portland City Hall, 1221 SW 4th Avenue, 3rd floor Rose Room

Task Force members in attendance:

Leah Treat, chair

Kelly Betteridge (alternate for Jeff Owen),
TriMet

Nikia Braxton, Walking While Black Focus
Group

Michael Crebs, Portland Police Bureau

Jillian Detweiler, The Street Trust

Marie Dodds, AAA

Jae P. Douglas, Multnomah County Health
Department

Germaine Flentroy, Play Grow Learn

Patricia Jewett /Josh Roll, Pedestrian
Advisory Committee

Duncan Hwang, Asian Pacific American
Network of Oregon

Jana Jarvis, Oregon Trucking Association

Susan Kubota (alternate for Kristi Finney-
Dunn), Families for Safe Streets

Lake McTighe, Metro

Noel Mickelberry, Oregon Walks

Andrew Plambeck, ODOT Region 1

Phil Richman, Bicycle Advisory Committee
(conference call)

Don Russ, Portland Fire & Rescue

Vivian Satterfield, OPAL Environmental
Justice Oregon

Kari Schlosshauer, Safe Routes to School
National Partnership

Bandana Shrestha, AARP

Chuck Smith, Black Parent Initiative

Karis Stoudamire-Phillips, Moda Health

Steve A. Todd, Multnomah County Circuit
Court

Additional presenters:

Zan Gibbs, PBOT

Elle Weatheroy, Portland Police Bureau

Irene Schwoeffermann, PBOT

PBOT staff present:

Catherine Ciarlo

Dana Dickman (conference call)

Matt Ferris-Smith

Providance Nagy

Clay Veka

Chris Warner

Millicent Williams

Welcome and introductions (Leah Treat)

Director Treat thanked members for being part of the Task Force. She reminded members that the previous meeting was in December and a lot has happened in the meantime. Last year was a deadly year for traffic crashes. Director Treat expressed hope that investments PBOT is making will start to change this trend.

PBOT participated in the Fix-It Fair recently and had a huge demand for “20 is plenty” yard signs. It has been great to see this support for safe driving speeds.

Last year was the first full year of Vision Zero implementation. Major wins in 2017, including statewide transportation funding package, which will invest in safety on the High Crash Network and in Safe Routes to School. Additionally, the legislature passed a distracted driving bill and a bill that authorizes cities to use red light cameras to monitor for speed. Also, Commissioner Fritz led a proposal to dedicate annual funding to Vision Zero using recreational cannabis tax revenue, and City Council approved it. PBOT will continue to request additional Vision Zero funding from City Council.

The Fixing Our Streets program is also going well, with roughly 50 percent of investments going to safety improvements. 2017 entailed significant planning and design; 2018 will include significant construction.

PBOT also recently started transitioning to 20 mph residential speed limits. PBOT included a handout about the new speed limit to every Portland household using the arts tax mailer.

Equity presentations

Clay Veka described the plan for today’s meeting. The first half of the meeting would include two presentations related to equity: investments in infrastructure and enforcement. The second half of the meeting would include in-depth conversation. Zan Gibbs will facilitate most of the meeting today.

Zan Gibbs describes her role as the Equity & Inclusion Manager at PBOT and how the City of Portland’s equity work is structured. In 2015, Portland passed citywide equity goals and strategies. (Details are available in the handout and [online](#).)

Zan asked Task Force members to read the commitments to equity that are included in the Vision Zero Action Plan (listed on the back of the agenda), including a commitment that actions will “not result in racial profiling.”

Infrastructure investments & equity (Clay)

Clay reviewed investments in equity. She provided a handout showing safety fixes on the High Crash Network in 2017 and 2018.

The Vision Zero Action Plan prioritizes street design—it calls for PBOT to lead with design. In 2017, PBOT invested \$15 million in the High Crash Network, with 48% invested in low-income communities and communities of color. Every two years, PBOT will refresh the data to make sure the High Crash Network still reflects the highest crash streets and the equity index reflects where Portland’s most vulnerable and traditionally underserved populations live.

In 2018, PBOT expects to build \$40 million in safety projects on the High Crash Network, with 55% in low-income communities and communities of color.

Question: How are you addressing safety for youth and older adults? Are we looking at education and engagement for those populations? We know that older adults are dying at higher rates in our streets, especially in lower income communities and communities of color.

Zan: When creating its equity plan, Portland decided to lead with race but not use race exclusively. The best thinking indicates that using race is the most intersectional strategy that will help address disparities related to other factors such as age and disability. There is high crossover across these equity indicators.

PBOT’s bureau-wide investment priority is prioritizing projects that achieve triple wins—asset management, Vision Zero, and managing growth. Equity is a project filter in all three areas.

Enforcement and equity (Elle Weatheroy and Michael Crebs)

Elle Weatheroy is the Portland Police Bureau’s (PPB) Equity and Diversity Program Manager. She described [PPB’s Racial Equity Plan](#) and how it intersects with the [Citywide Racial Equity Goals & Strategies](#).

Elle noted that PPB & PBOT recently collaborated to hold a focus group called Walking While Black. This was done as part of the PedPDX Pedestrian Plan update. There were good conversations on community experience, data collection and analysis, and anti-hate work.

Captain Michael Crebs presents data on PPB traffic stops data. He notes that we all have implicit bias. The difference for police officers is that they have the authority to seize people and their property. Data presented was 2016 traffic stops data, which is the most recent annual data available. Captain Crebs focused largely on the PPB Traffic Division data. The Traffic Division conducts about 90% of Vision Zero traffic enforcement. Patrol officers, in contrast, conduct stops mostly related to crime prevention/reduction.

Most High Crash Network intersections are in East Portland in areas with low-income communities and communities of color. Captain Crebs noted that if Police enforce too much, they over-police; if they don’t enforce enough, more people get hurt in crashes. This is a constant tension Police have to grapple with.

Captain Crebs presented a variety of details from the PPB 2016 Stops Data Collection Report.

Question: What is a traffic stop, exactly?

Captain Crebs: A traffic stop is when an officer sees a violation, pulls someone over, and has a discussion with someone driving. It could also be someone walking or biking. It is a pedestrian stop if an officer starts a conversation and the person is no longer free to leave.

The stop stats show that the Traffic Division made 59% of all traffic stops in 2016, and that there was a 44% decrease in traffic stops from 2012 to 2016. That reduction is mostly due to reduced staffing. Most people stopped were stopped for moving violations.

For driving, we compare stops by race/ethnicity to both overall population by race/ethnicity *and* injury crash by race/ethnicity to. For walking, we compare the stops data by race/ethnicity only to overall population by race/ethnicity because of data constraints.

Question: Why have ped stops decreased?

Captain Crebs: Fewer officers to enforce. Some officers probably are less likely to engage with peds.

Director Treat: I would expect this number to continue going down because Vision Zero focuses on the most dangerous travel behaviors.

Captain Crebs: Can we reduce ped crashes by enforcing peds engaging in dangerous behaviors? I would like to have discussion on that. I want to police the community in the way community wants us to police it.

Question: Could some numbers be skewed just by having done some missions?

Captain Crebs: Yes, numbers are so small for ped stops that numbers could swing quite a bit.

Question: What would you cite a ped for?

Captain Crebs: Jaywalking, not crossing at a right angle, crossing against the signal. For cyclists, running stop signs, running red lights.

Captain Crebs clarified that PPB Patrol's main function is crime prevention and reduction, whereas Traffic's is strictly traffic enforcement. If the group wants to have a conversation about the stops numbers for the entire bureau, that would a larger conversation.

2017 preliminary data show an upward trend in the number of African American and Hispanic drivers being stopped, with fewer overall stops due to lack of staffing.

Community engagement (Irene Schwoeffermann)

Irene Schwoeffermann is PBOT's Public Involvement Coordinator. She introduced herself and shared that much of her time is spent on bureau decision processes and barriers to participation. She has been at PBOT for two years.

While helping with PedPDX Pedestrian Master Plan update, Irene conducted two Walking While Black focus groups. Through conversations with those group, it was clear that today's racial tensions are playing out in Portland's right-of-way. She shared some common experiences that they heard. When people of color walk along a sidewalk, white people expect them to get out of way. Black bicycle riders try to ride in groups for self-protection. Black women are arguing with their husbands and sons about clothing they wear when in the street, specifically black hoodies. They discourage family members from running for exercise outside—worried that they would attract attention/concern. They also don't feel that police are there to help keep them safe. In East Portland, white people are harassing people of color. On gentrification, people of color are experiencing increases in travel time. Details on these findings will be available in a supplemental report in the PedPDX plan.

There is a tension between PBOT's goal to reduce driving mode share and the black community feeling most safe in their cars. So PBOT needs to manage those issues as part of mode share goal work.

How do we activate the public right of way as a safe place? How do we engage the community in a meaningful way? These are challenges.

Break / Public comment

Question: Do we do Vision Zero outreach to houseless community? Many don't obey traffic laws biking and walking at night. Have observed trucks on Columbia Blvd stop for people in the street is really dangerous situations.

Response: This hasn't been a focus, but it is a vulnerable population that we could be thinking about in our broader education and outreach efforts.

Discussion

The Vision Zero Task Force discussion that followed included deeply personal stories about experiences that community members, mostly people of color, have while moving about on Portland streets. For confidentiality, the main take-aways are included as a bulleted list.

- Gentrification has pushed many African Americans into “the Numbers” and Vancouver, which is requiring longer distances and more travel time, which makes this a public health issue.
- Being a black male, you take it to another level. Walking across the street, drivers respond really differently to a white person than they do to me. People in some parts of Portland don't like black people moving there. I think that's what you're getting in those crosswalks is a “get out of here” attitude. That's happening now.

- Some of the traffic rules are not widely known, the rule to step out to show intent to cross, which triggers the law for people driving to stop. The more we can inform and teach people about traffic laws, that's good. You have big wide streets like Stark, people are driving fast and there are not enough safe places to cross.
- I want PBOT to be working at all levels, at the top level with infrastructure but also at the street level with community engagement.
- Last night was premiere of an A&E documentary called Divided States. Last night's episode was about the MAX attack in Portland. The episode focused on what it's like to use transportation as person of color in Portland.
- Harassment does not just happen on the outskirts of Portland, it happens downtown. There have been times when I drive instead of walking or using transit in order to protect myself.
- These stories may sound hard to believe to some people in this room. That's why we need to balance data with stories. Check yourself to remember to listen for stories, not just look at the data.
- We hear about bad encounters with police all the time. But we do know enforcement does good things. We need to hear about positive successes more. I grew up with Officer Friendly—she was often at my school. It wasn't scary to get in a police car; we knew police officers. I hear the Police Chief is exploring ways to bring back community policing, which I think goes a long way to building trust and relationships.

Director Treat: I don't want to change gears, but here's what I'm thinking about—given what we've heard, balancing what we've stated in the Vision Zero Action Plan, given the stories and data—do you feel strongly about education, enforcement or engineering? We don't have the resources to do all equally.

- I want more education. How to cross the street safely. People are getting a lot of injuries, small injuries that people don't report because they don't have health insurance or they don't trust medical professionals and law enforcement. We need more education on how your health and child's safety is important, how to cross a street, what to wear when walking or biking. Think about using community members to spread these messages because people may listen more to people who look like them.
- I also support education. We did some education with Burmese and Chinese community, recent immigrants, on how to cross the street safely. These are people who didn't grow-up with 5-lane roads. Focus on navigating streets safely and the rules. Also want to build capacity to weigh in on transportation planning. It's hard for community members to weigh in on transportation issues because they are complicated.

Zan: With project delivery comes public engagement. Should PBOT be doing things differently in project engagement?

- My office is on 82nd & Powell. I see lots of interesting choices being made on different modes all day long. Being on the ground floor, I see how people react. I've seen a white

supremacist march. Our windows have been broken three times—“all immigrants are welcome” sign has been targeted.

- OPAL conducted a needs assessment in our community, engaging with linguistically isolated communities and defining what is safety in our community. We hear that it's not the presence of armed officers that make people feel better.
- We are trying to use transportation to solve lots of issues, and it's not fair to put that onus on infrastructure alone. We need more consistency and coordination between jurisdictions and agencies to deliver education that is culturally relevant to communities. Infrastructure in North and Northeast Portland is different from what is in East Portland. We need more consistency in the infrastructure across the city.
- I also support education. People need to know how to show intent to cross a street. I'm a big proponent of Safe Routes to School. If a pedestrian is found at fault when crossing a street, I see that as a failure of the infrastructure to help people cross safely. People need more crossings so they can cross without going out of their way.

Captain Crebs: If you have any feedback on our enforcement, let me know. I want to be a good partner. The heart and soul of Traffic Division is to save lives.

Regional Transportation Plan safety strategy presentation (Lake McTighe)

Lake McTighe (Metro's Active Transportation Project Manager) provided a brief overview of the Regional Transportation Plan (RTP) Safety Strategy update. The RTP is updated every 4 years. The plan sets all policies related to transportation for the region and local plans need to be consistent with the RTP. Metro Council will adopt the RTP update later this year.

Transportation safety and equity are two key priorities in the update. Unless we prioritize investments to advance social and racial equity, we will not effectively reach the Vision Zero target.

There is a draft project list now, but only 20% of the projects on the High Injury Network address safety. There are opportunities ahead to get more safety into the project list. Email or talk to Lake for more information. PBOT staff will circulate the draft RTP update to task force members before the June meeting.

Project update: Speed campaign (Clay Veka)

Clay shared that the citywide speed campaign will launch on April 2, and that the input task force members provided at the last meeting (December 2017) significantly shaped the direction of the campaign. With a focus on the significant impact that speed can have on human life, the campaign aims to show the impact of a high-speed collision to both people involved.

Next steps, including 2018 meeting topics (Clay Veka)

Millicent Williams, Capital Projects Division Manager, talked about the tension between moving fast to deliver projects and providing meaningful engagement. She works with her team to deliver projects that meet the community's needs and expectations. Often our projects take months to years to build in such a way that they meet community and safety needs while minimizing disruption. Our goal is to "measure lots and cut once." We want your input on how to engage community AND deliver projects efficiently.

Clay summarized that 2025 is our bold Vision Zero goal. How do we take swift action while also authentically engaging community in shaping those projects? That's a good challenge to keep in mind as we continue this work.

Clay asked, what other topics should the Task Force focus on in 2018?

Response: I'm glad to see fine structure and alternatives to citations as a potential topic for the Task Force. Just like we drove rest of state on local control of speed, this is something we need to stay focused on.

Response: Yes, I support looking at this topic as well.

Response: Yes, fine structure. Maybe this discussion could tie into 2019 legislative session priorities.

[Lots of nods around the table.]

Comment: People driving angry is an issue we are dealing with. Car ads promote fast driving and no traffic, but the reality is congestion and anger.

Response: I would like to spend more time on crash data. Seeing as last year had so many crashes, it would be valuable to dig into why 2017 was so bad, especially for peds.

Response: We talked a lot today about why education is important in this process. It may be helpful to do a deep dive, possibly tie that into 2019 legislative session.

Comment: The Street Trust is a contractor to PBOT in providing bicycle and traffic safety education to schools. The discussion today makes me wonder if the curriculum we offer is culturally sensitive. I'd love to share what we do and what we hear from the kids. Get your feedback on how we can improve that work. (Jillian Detweiler)

Response: I would appreciate more context about the 2018 construction costs. What proportion of investment does the \$40 million represent for PBOT? [PBOT will report back with this information]

Director Treat: City Council is starting the budget process. We have made two Vision Zero requests: street lighting infill and education campaigns. Both requests have not been

recommended by the City Budget Office to move forward. The City Budget Office always asks for quantitative data showing that education is effective. If Task Force members are interested in supporting these funding requests, I encourage you to email, write a letter, or attend one of three upcoming Council budget hearings (we will provide you the dates).