



2017-18 Vision Zero Task Force

Meeting #7 Summary

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

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

Next meeting: Tuesday, September 11, 2018 | 9:30 a.m. – noon

Portland City Hall, 1221 SW 4th Avenue, 2nd floor Lovejoy Room

Task Force members in attendance:

Chris Warner, acting chair
Roger Averbeck, Oregon Walks
Nikia Braxton, Walking While Black Focus Group
Michael Crebs, Portland Police Bureau
Jillian Detweiler, The Street Trust
Jae P. Douglas, Multnomah County Health Department
Germaine Flentroy, Play Grow Learn
Kristi Finney-Dunn, Families for Safe Streets
Patricia Jewett, Pedestrian Advisory Committee
Lake McTighe, Metro
Chris Monsere
Jeff Owen, TriMet
Phil Richman, Bicycle Advisory Committee
Don Russ, Portland Fire & Rescue
Kari Schlosshauer, Safe Routes to School National Partnership
Chuck Smith, Black Parent Initiative
Steve A. Todd, Multnomah County Circuit Court

Additional presenters:

Shoshana Cohen, PBOT
Elizabeth Edwards, Portland Office of Government Relations
Steve Szigethy, PBOT

PBOT staff present:

Catherine Ciarlo
Dana Dickman
Matt Ferris-Smith
Irene Marion
Clay Veka

Welcome and introductions (Chris Warner)

Assistant Director Chris Warner kicked off the meeting. Assistant Director Warner will soon be serving as PBOT's acting interim director as Director Treat transitions to her new position outside PBOT.

Assistant Director Warner read a letter from Leah Treat to the Task Force in which Leah notes the accomplishments of Vision Zero, expresses support for the work ahead, and thanks Task Force members for their continued participation.

Assistant Director Warner notes another transition: Captain Michael Crebs, head of the Portland Police Bureau Traffic Division, is retiring from the Portland Police Bureau. Captain Crebs is taking a new position at PBOT to lead parking enforcement. Captain Crebs expressed his commitment to Vision Zero, and says that he will continue supporting Vision Zero through his new role at PBOT.

Assistant Director Warner read the names of the 17 people who have died in traffic deaths in 2018 to date and recognizes the many others seriously injured, and asks members to take a moment to honor them.

Follow-up from March 6 Task Force meeting (Clay Veka)

May 26 marked one year since the MAX train tragedy. Clay read a portion of Director Treat's letter to staff about this anniversary and what it means for PBOT.

The conversation at the March 6 meeting grappled with what's happening on our streets and how we should respond. PBOT is continuing to chart our path to address personal safety in the right of way.

Tonight, PBOT staff will be at Rosewood talking about a variety of projects coming to East Portland. Tomorrow, PBOT will be at SEI participating in a black transportation outreach fair. The Portland Vision Zero team has reached out to the national Vision Zero Network about this issue. They are working with Government Alliance for Race and Equity to look at how cities can play a role.

Irene Marion of PBOT has been coordinating PBOT's response to personal safety issues. Irene shared that PBOT is continuing conversations with the Portland Office of Community and Civic Life and that PBOT is looking for ways to support and be informed by data collection through Portland United Against Hate.

Clay: At our March meeting we heard a lot about personal discrimination happening in our streets, which is critical for informing this conversation. What we didn't talk about was what organizations around this table are doing in this space. If your organization has been engaged in discussions or actions to address discrimination in our public spaces that you want to share, please do. (Opens the floor)

Metro: We are developing the Regional Transportation Safety Strategy (RTSS). Because of similar discussions at Metro, we are bringing in a new set of safety and security policies into the RTSS, which will be released for comment on June 29.

The Street Trust: Kids in community are facing lots of challenges in accessing mobility options. We attended a workshop called Interrupting Hate in Public Spaces, which helped us learn strategies to intervene in a way that centers the person on the receiving end of harassment and is about safety. I would love to see TriMet support this training; many examples people brought up in the workshop were on public transportation.

Multnomah County: Public health looks at the whole system of health. One way we organize work is around data, understanding what's happening. Year after year we present data about disparities in health and we routinely measure health disparities in communities of color. Our work focuses on ending these disparities.

Portland Police: Implicit bias training is happening for all officers. I am one of the instructors. The first two hours is class time, the last hour is community members coming in and telling their story, uninterrupted. Officers just listen. Additionally, Chief Outlaw is using a grant to analyze STOPS data. I am also on a committee to implement a state law that requires all police statewide to collect STOPS data. HB 2355 mandates that all police agencies collect STOPS data, with tiered implementation based on city size.

Safe Routes to School National Partnership: The organization has looked at street harassment for many years. We consistently see it as one of the barriers to walking and biking to school, including catcalling, gang violence, racism, etc. There's an opportunity to beef up that work with what PBOT and Metro are working on.

Irene: It's a lot to address. Our staff is eager to reflect and figure out how to best show up and support. It's promising that we can partner with an organization like Portland United Against Hate. We can't address all this on our own as PBOT, which is why partnerships are so necessary.

Summary of Vision Zero requests in Mayor's proposed budget (Chris Warner)

The proposed budget reaffirms the \$1.5 million annual allocation from cannabis to Vision Zero. In addition, we received \$250,000 for Vision Zero education. While we asked for \$500,000, we are very pleased to have received this allocation as we have been unsuccessful securing funding for education for several years. Additionally, at our March task force meeting, members highlighted the importance of advancing education with Vision Zero. We will talk about allocation of the \$250,000 at the September meeting. We did not receive the \$750,000 that we requested for street lighting.

Question: What kind of education are we talking about?

Response: We will address this in September, we need your help to figure that out.

Comment: I'm disappointed we didn't get the money for lighting. Majority of deaths seem to occur at night.

Response: We will be taking another run at this. It's important, we agree.

Comment: I think education is so important. Other strategies won't work unless you have the education. Speed safety cameras aren't helping as much if people don't understand the purpose, 20 mph speed limit won't work as well if people don't understand the purpose.

Preview of East Portland arterial streets strategy (Steve Szigethy)

Today I'm providing a sneak preview of a new initiative.

A disproportionate number of traffic deaths and serious injuries occur in East Portland. There is a lot of safety work happening in East Portland at various stages, some in construction and others in early planning. There has been some anxiousness in the community about what happens when we change all these streets. In some cases, we are repurposing driving lanes for other uses that improve safety.

How do we address questions about what happens when we change all these streets? East Portland Arterial Streets Strategy is the tentative name of the process that will help us answer this question. It's a planning effort. We will look at different scenarios of roadway design and network design. What happens when we change the design on multiple roads? What are the safety, traffic, multimodal completeness, transit outcomes? The intent is to give East Portland community some certainty about how the streets will operate as a system.

Question: Do you use modeling to assess traffic flows? What does that look like? What type of models do you use?

Steve Szigethy: We use multiple models that look at macro and micro levels. At the macro level, we use a regional travel demand model that looks at the entire network. At the micro level, we do microsimulations that can get down to the individual vehicle level. We will be doing some combination of both.

Question: Are any greenways slated to be examined as part of this?

Steve Szigethy: There is an indirect correlation. We don't want to create diversion onto greenway streets.

The intent is to have projects ready for seeking funding opportunities in 2020.

Clay: We wanted to bring Steve here today because we'll be coming back to talk about it more and because East Portland is a high priority for Vision Zero.

TriMet: This strategy sounds helpful. We will want to keep partnering.

Presentation: City legislative process and priority setting (Elizabeth Edwards, Shoshana Cohen)

Elizabeth Edwards is with Portland Office of Government Relations. Shoshana Cohen on PBOT's legislative team and works closely with Elizabeth.

Elizabeth gave an overview of the legislative process. 2019 is a long legislative session year that starts January 22 and will run 160 days until just before the 4th of July. There are about 2,800 bills expected and it is also when the state does its budgeting. There are 90 members in the Oregon legislature (60 in the House and 30 in the Senate), and 28 members are connected to Portland. Democrats hold majorities but not a supermajority.

The Office of Government Relations has 10 staff and works with all levels of government, including tribal relations. We have liaisons in each bureau. Shoshana is PBOT's liaison along with Mark Lear.

The City of Portland typically has many legislative priorities. These are voted on by City Council. We are at the stage now where the Office of Government Relations is gathering ideas. Eventually we will help draft bills.

Shoshana noted PBOT's 2019 priorities include Vision Zero, automated vehicles, and Transportation Network Companies, possibly involving insurance.

Task Force members were asked not to advocate for any legislation on behalf of the Vision Zero Task Force without first coordinating with the City's government relations team.

Break

Discussion and exercise: Vision Zero 2019 legislative priorities

The goals of this discussion are to help us identify the top legislative actions for advancing Vision Zero in the near term, identify entities that would be natural leads, and identify any actions that should be added or removed.

Group discussion for 20 minutes

Comment: Vision Zero is about systems and changing systems that are set up to fail. Many legislators don't understand the systems approach. Wherever we can, we should focus on a systems approach rather than on individual responsibility.

Comment: I really support this, perhaps we could put this in the introduction to the policy.

Comment: One example of a systems approach is what PBOT did on Beaverton-Hillsdale Highway by coupling lane width reductions with speed safety cameras. I think automated enforcement is viewed punitively if the street design is communicating a high speed.

Comment: One thing that is missing is discussion of autonomous vehicles. There is an Autonomous Vehicle Task Force that concerns me because there is not a single ped advocate on that task force who is exclusively appointed for that purpose. Vision Zero should have a role in that task force, on this issue. So maybe add a second section here with legislation that we should be tracking.

Comment: I'm concerned about the education and training of Uber and Lyft drivers versus other types of professional drivers. It concerns me that taxi companies are held to a higher standard. I see a lot of Uber and Lyft drivers getting tickets, so education seems to be missing for them.

Comment: One thing I don't see is discussion of the orphan highway issue and jurisdictional transfer. Also, for anything with speed reduction and automated cameras, we will want to be sure to reference the NTSB report that shows we need to rethink how speed limits are set.

Shoshana: We participate in the League of Oregon Cities, and their transportation group has recommended encouraging ODOT to use alternatives to the 85th percentile method as one of their legislative priorities.

Catherine: Any ideas for partner leads?

TriMet: TriMet can be an ally. One we are interested in is establishing a tiered traffic fine structure based on income. Our new fare revisions are going into effect on July 1. The revisions allow for a broader spectrum of responses when people do not pay a fare.

Multnomah County: At the state and local level—DISP could be a partnership with public health agencies.

Metro: Regarding graduated driver licensing, youth or youth groups could be leaders or allies for that. And local beer companies could be allies for a beer tax. Having them as allies could be very powerful.

Families for Safe Streets: Please reach out to us so we can share our stories and write letters. I talk to high risk drivers and DUII drivers who are court ordered. I feel we are underutilized. At the same time, we are not a large group, so we also need people to advocate for us, to involve us.

Written feedback:

In your opinion, what are the top actions that could help achieve our Vision Zero goal in the near-term?

- Update definition of locations eligible for speed safety cameras: 8 votes
- Increase access and expand referrals to the DUII Intensive Supervision Program: 5 votes
- Work with AAA to strengthen Oregon's graduated driver licensing program: 2 votes
- Gain local authority for speed reduction on City of Portland streets: 9 votes
- Reduce fines associate with automated speed safety camera citations: 4 votes

Sheet 1

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	City of Portland, League of OR Cities, Eugene(?)	SRTS, Oregon Walks, Families for Safe Streets, Metro, Street Trust, public health, OMPOC, OBPAAC, OLCC(?), MADD,	Some cities (smaller), legislators, ODOT staff (some), privacy concern groups	<ul style="list-style-type: none"> • Research congestion pricing / diversion to arterials • ID which streets not allowed currently to applies to • Determine feasibility of doing statewide • Define benefits / costs on ease of implementation

				<ul style="list-style-type: none"> ID high crash corridors statewide and show what crash reduction could be
I.5	Public health, mental health, Association of Counties, Physicians for Social Responsibility, doctors, nurses	Kaiser, social workers, therapists, EMS providers, doctors, nurses	Some public agencies(?), cost concerns administrative	Seems like good idea!
D.6	AAA(?), doctors / nurses / public health, ODOT / DMV	School administrators, TriMet / public transit(?), youth groups, ODOT / DMV, faith based groups	Rural communities, public, DMV(?)	Yes!
S.2	PBOT	Metro, Oregon Walks, Street Trust, public health, other cities	ODOT(?), other cities(?)	<ul style="list-style-type: none"> Look at research connected to ped deaths and SUVs. Make sure "safe speeds" local authority could lead to higher speeds on some streets. Address equity in enforcement.
n/a	League of OR Cities	Metro (Sam Chase)	Privacy concern groups	What would this look like? Start research now
I.4	Mental / public health	Beer companies (some) local...especially those with Drive Responsibly campaigns, personal stories	Beer companies	What is OLCC's role? Start research now.
n/a		Metro (Sam Chase), national researchers		Start research now. Academic paper just released on this (NYT article), higher finesse for higher incomes.

Other comments: Also look at automated vehicles and bike/ped safety, orphan highways legislation, how speed limits are set and change how ODOT does it. Focus on issues that have highest combination of impact and support.

Sheet 2

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	LOC			Other cities interested? Education element.
I.5				Questions about Measure 73. What budget implication?
D.6				Time period for nighttime restriction (later?). Practical considerations for teens/families, work, school exceptions.

S.2				
n/a		Public health(?)		Look at whether tiered fine structure could be incorporated here. What about a cap on repeat offenders?
I.4				
n/a				

Sheet 3

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	PBOT	League of Oregon Cities, PFB, PF&R	In conjunction with low fines	
I.5	Social system advocates		MADD, others	See legislative sheet
D.6				Rural areas could oppose
S.2	PBOT	League of Oregon Cities, AAA, PPB, PF&R, insurance vehicle	Low fines could	How to legislate including safety criteria for installation
n/a	Yes a good idea, couple with S.1			
I.4				
n/a				

Sheet 4

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	Neighborhood associations, school groups, parents	Neighborhood associations, school groups, parents, PBOT, PPB, Salem, Eugene		Offer classes, still should link to safety / high crash corridors, avoid perception of raising money through fines
I.5			D.A. office	
D.6		Parents who are well informed	Parents, youth, rural areas	
S.2		PBOT, PPB, Portland Fire, other cities	ODOT(?), other cities, legislators worried about speed traps	
n/a				Tricky, but possible. Call Judge Todd. One solution: give judge full discretion.
I.4		MADD, cannabis businesses, beer industry(?)	Beer industries	
n/a				

Sheet 5

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
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S.1	Maybe NAs	The Street Trust, OR Walks, Families for Safe Streets, BPAC Committees	Residents, long-distance commuters	Not many, low hanging fruit
I.5	Multnomah County judge	MADD, social succs., employers	Alcoholics, employers	
D.6	Trauma Nurses Talk Tough	High schools, community colleges	Long distance drivers, young kids	
S.2	Eugene leaders?	NAs	Long distance, conspiracy folks, other Oregonians	Why just Portland and Eugene?
n/a				Give more options to attend education opportunities like Trauma Nurses Talk Tough
I.4	Treatment proponents, social service agencies	County health department	Brewers, grocers	
n/a				Give option for community service of some type

Other comments: Driver VZ, CE program, mandate?, ODOT adopt Vision Zero? DMV

Sheet 6

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	More cities? Within the state...could also be an ally		ODOT...or potential challenge	
I.5		Judge, county leaders		
D.6		Parents, TriMet	Teens, rural	
S.2			ODOT(?)	
n/a		TriMet, fare revisions taking place 7/2018		
I.4		Health department, police, emergency facilities	OLCC	
n/a		TriMet fare revisions taking effect 7/2018, public health / alcohol awareness		

Sheet 7

Action	Natural leads	Allies	Opponents	Challenges / issues to consider
S.1	PBOT, other cities	Tech sector, health	Equity advocates?, libertarians	Until the fine structure is linked to income this will impact poor people

I.5	Counties?	Mental health and addictions, survivors of DUIIs		We need more info on this. Just alcohol? Counseling? What is the intervention?
D.6	City, AAA	Public health, Uber / Lyft	Kids, some parents	Curriculum that is multimodal
S.2	City of Portland	Metro	Freight	Change criteria
n/a	Equity organizations	Public health	Revenue hawks	Research that shows this works. Increase fines for some people. We had tiered system in mind when we discussed this.
I.4	Survivors	Mental health and addiction	Beer sellers, manufacturers	
n/a				

Public comment (none provided)

Next steps and quick updates

Clay: Thanks everyone. We'll see you in September with an update on the legislative actions selection process and discussion about Vision Zero education.