



2019 Vision Zero Task Force

Meeting #10 Summary

Tuesday, February 26, 2019 | 9:30 a.m. – noon

Sixth & Main, Room 513, 1050 SW 6th Ave.

Next meeting: Thursday, September 26, 2019

Task Force members in attendance:

Chris Warner, acting chair
Jillian Detweiler, The Street Trust
Jamey Duhamel, Office of Commissioner Chloe Eudaly
Ty Engstrom, Portland Police Bureau
Brendon Haggerty, Multnomah County Health Department
Patricia Jewett, Pedestrian Advisory Committee
Chris Monsere, Portland State University
Ximena Ospina-Todd, Latino Network
Phil Richman, Bicycle Advisory Committee
Don Russ, Portland Fire & Rescue
David Sale, Oregon and SW Washington Families for Safe Streets
Kari Schlosshauer, Safe Routes to School National Partnership
Karis Stoudamire-Phillips, Moda Health
Jess Thompson, Oregon Walks
Steve Todd, Multnomah County Circuit Court
Tiana Tozer, Oregon Department of Transportation Region 1
Shyvonne Williams, Portland Police Bureau

City staff present:

Catherine Ciarlo
Dana Dickman
Matt Kelly
Providance Nagy
Anamaria Perez
Leeor Schweitzer
Clay Veka
Sharon White

Others present:

Matt Johnson, BPN
Rob Thompson, BPN

Welcome to 2019 Task Force

Chris Warner begins the meeting. Introductions.

Four people have died in 2019 year to date. Too early to see a trend based on prior years.

Clay Veka explains the new Task Force bylaws. Purpose, roles and responsibilities, meeting frequency and membership.

Jillian Detweiler: Today I see a less racially diverse group than in Task Force meetings in the past. What steps have you taken to make sure this group remains representative?

Clay: There are folks who are members who are not here today or not here yet. Snow and school/childcare issues.

Vision Zero enforcement and education missions

Dana Dickman describes traffic death trends for 2018. Drop in fatalities from 2017. Not a trend though—too soon. Have a memo summary of crashes with latest data. Will be posting this online. Do not yet have serious injury data for 2018. Hoping to see a decline in serious injuries from 2017 to 2018, as with deaths. About 70 percent of pedestrian crashes occur at intersections. Nearly half of those at signalized intersections.

David Sale: Where is your motorcycle data from?

Dana: Just from police crash reports at this report.

David: Who can help me get data and statistics?

Tiana Tozer: I can help you with that.

David: Do you have TriMet data?

Tiana: I can look into that for you.

Chris Monsere explains that ODOT crash data includes all crashes on public roads that result in injury or property damage. Must meet those criteria. TriMet crashes that don't fit those criteria aren't reported to the state.

Jamey Duhamel: I see 29 males and 9 females. That adds up to 38. Is the total 34 or 38?

Anamaria Perez: The 34 number is the total that met the NHTSA criteria. There were 4 additional deaths that were either suicides, medical events, or homicides.

Dana: Next item for discussion is a response to a question Jillian brought up in response to crosswalk enforcement event. She had questions about traffic citations. We've been working in collaboration with police on focused enforcement missions that look for the

most dangerous behaviors, such as speeding and not stopping for people in crosswalks. Police have begun tracking the number of people they offer classes to. Sgt. Engstrom can talk a little about the details of the missions and how secondary citations happen. Jillian's question is about why there are so many citations for suspended licenses or not having insurance.

Jillian: Chief Outlaw was kind enough to meet with us. She said they instruct officers to stop people for observable behavior that demonstrates reckless driving. So when I'm seeing all those citations that are not observable, I want to understand how that happens.

Sgt. Ty Engstrom confirmed that they are directed to not to stop people unless there is observable dangerous behaviors.

Jamey: Can you disaggregate citations by race?

Ty: Every time we finish a traffic stop, I have to indicate whether it's for a driver, ped, etc. Then I note race, age, reason for stop, ticket type, resolution, arrest, was there a search. That data is compiled.

Jamey: Do you have access to that data?

Dana: We get STOPS data annually in a report. Can share this. PPB also has a dashboard that is publicly available that shows calls for service and citation locations and types. Does not include demographic data in this dashboard. The race data is what the officer says it is based on their observation, yes?

Ty: Yes, it's what we perceive. I work with Vision Zero in Traffic Division. Oversee efforts when it comes to enforcement and education. I help direct resources. Also do crosswalk safety mission with PBOT. Jillian's questions were in response to what happened with 134th and Glisan. On that particular day, it was myself and 3 officers. South side of street just east of crosswalk. PBOT employee walks back and forth. Look for people who do not stop for pedestrian. My instruction is to focus on dangerous behaviors. "Moving violations" is primarily what that means.

Jamey: What's happening with failure to drive insured is you're stopping for a moving violation, then cite for insurance as a secondary offense?

Ty: Yes, that's right. We're focusing on the moving violations throughout. I want drivers to be licensed, insured, and safe. By Portland policy, we can tow vehicles only in limited circumstances. I typically tell people, go get your license, go get your insurance, go take this class.

Jillian: One question I had—there are more than five violations listed up here that are not moving violations. I understand you found out this information after pulled over for behavior. What I'm curious to know—the suspended license. Does that occur because someone has not paid their fine or what?

Ty: Happens for a number of reasons. Not paying child support. Not paying other fines. If Washington suspends them and Oregon reciprocates. Many reasons. I've heard there's legislation that may change this to reign in reasons for suspension. We get a lot of drivers that are suspended. Certain areas of town where we see this more than others.

Dana: You don't know why they are suspended right?

Ty: Under their personal info, it has driving status. If it's suspended, they will tell us the level—if it's a felony, we arrest the person immediately.

Tiana: Is there a problem with citing people who have suspended licenses?

Jillian: It's using tools that are not going to change driving behavior. Will put people deeper into a hole.

Tiana: If someone is driving uninsured and seriously injures someone, and that hurt person is low income, then that is a victimization of the victim. If we have someone who is low income...I understand what you're saying. But driving is a privilege.

Jillian: I understand the importance of insurance. The piece of info I received today is that sometimes people's driving licenses are suspended for reasons that have nothing to do with their driving behavior.

Steve Todd: The vast majority of people I see are suspended for failing to show up for court at all. We try to work with them.

Jess Thompson: I'm glad we're talking about this. So many ways in which people experience the society we've created. How decisions on the road are impacting different people. I appreciate your questions Jillian and this conversation. I think it's important to continue talking about it.

Dana: There's three bills right now that are specific to license suspension. Specific to suspension for failure to pay fine.

Phil: One thing about VZ is changing the system. From your perspective, what is going to changing the system here? And what is PBOT doing to change that system?

Engstrom: When it comes to VZ missions that we do, I select the location of the majority of them. For crosswalks, I defer to PBOT to make recommendations because they have some different pieces of info. I don't know how many people are familiar with Glisan & 134th, but it's basically a "freeway." Straight, long, fast. With our side of things, we're trying to help educate people. We talk about safety. Trying to educate and not just enforce. I explain things to people. Help them understand why I'm stopping them, why I want them to go to a class. I want people to learn. License, insurance, safe driving: that's the goal.

Sharon White: In addition to the education that the officers do, before each mission, we go out and hand deliver info about Oregon crosswalk laws within a few blocks of an upcoming

crosswalk event. And we do notification via email to our contacts. Media notices. When we select locations, they are almost always at a marked crosswalk that doesn't have a traffic light or a rapid flashing beacon. We try to do geographic diversity, but more often people are killed in East Portland, so more missions tend to happen in East Portland. Many locations where people have been killed in the past now have rapid flashing beacons or other safety improvements. Our choices are now pretty slim east of I-205. Glisan & 134th may not have a huge ped traffic, but people are still crossing, still need safety.

Ty: In some missions, PBOT also does street teams where they talk with people on the sidewalk.

Phil: Back to the system—I see two things. Speeds are too high and there are not enough crossings. Can you lower the speed and create more crossings. That's how you create Vision Zero.

Dana: We agree. We have new crossing spacing guidelines being adopted as part of the Ped PDX plan. It's especially challenging in East Portland due to the current infrastructure. We also have a bill to get local speed control. We also have an outer Glisan project to reorganize the road and repurpose lanes.

Patricia Jewett: I live off Columbia Blvd. St. Johns is notorious for having a high concentration of freight routes. Seems like trucks can drive with impunity.

Ty: We did one VZ mission on Columbia. In conjunction with railroad. I've done speed enforcement near Columbia Way. Near six points. And we have a grant from ODOT for truck inspections. We have officers who come in on time off and focus on truck enforcement.

David: Glisan and 134th. Do the speed limits match on 134th and Glisan?

Ty: No, 134th is a local residential street. Speed limit is 35 mph on Glisan.

David: That doesn't make much sense to me. I suggest you change all those streets to 25 mph. The other question I have—you get the news reports and fatality reports. But we never find out what happened. We never find out what the driver who didn't see the person is punished with. Lot of leniency with "I didn't see them." I got ran over three years ago on my motorcycle. Person said he doesn't look back, right or left. He says he just looks where he is going. How is that a defense?

Steve: A lot of people do get cited, but it typically occurs weeks later. District Attorney wants strong evidence to prosecute. Typically it doesn't make the news report because there is a lag there.

Jillian: We know there are people who are undocumented who can't get drivers licenses. What info can we provide to people that could both make streets safer and help people get where they need to go? Could you give out info on TriMet low income fare?

Ty: We haven't given out TriMet info in the past. ODOT does have hardship permits where people can get to school and back, or work and back. That's up to DMV. As far as undocumented—if a person doesn't have a driver's license, they are cited. It's different than driving suspended.

Dana: You and Duncan Hwang brought up that there's potential for legislation for licensure of undocumented individuals? Is there a bill?

Jillian: Yes. We're tracking it closely. We believe it will get a hearing. Legislature previously passed a bill and then a ballot measure reversed it in 2016. I still think it would be great to provide info about TriMet low income fare through traffic stops.

Tiana: PPB offers driving classes to undocumented individuals for free. They still can't get a license though.

Struck education campaign – presentation and discussion

Chris: Let's move on. Today we're welcoming back BPN. BPN worked on our initial Struck campaign. Focus now is expanding the reach of the campaign.

Rob Thompson: It was a privilege to work with the Vision Zero team last year. Rewarding to see a trend in a positive direction in terms of traffic deaths. Credit is due to you all. We're shifting this year. Last year, we did a big 20 is Plenty push. Save Two Lives emphasized the impact of crashes on everyone involved. [Rob shows video describing 2018 campaign.]

David: I appreciate the work. It's the 9-year anniversary of my daughter's death this week.

Rob: It's not typical to get 91 percent positive sentiment on a campaign. Like I hinted at—last year was 20 is Plenty. This year the message is still slow down. But we are looking to be more specific this time. Will be focused in East Portland. Will be a push to help people driving through East Portland understand importance of safe speeds. Want to up our game where we feel we can have the most impact. Hoping to recruit organizations to amplify the message.

Matt Johnson: Some good news is that with the budget for this year, the assets are mostly already produced. So we can focus now on getting the message out into the world rather than spend on assets. This year's campaign is very early so far. Doing the creative work first, then will determine distribution. Primary audience is still males, 18 to 35 years old. Focus is in East Portland on High Crash Network streets. Objective is to raise awareness that slowing down can save someone's life.

Jamey: Last year we did some creative exercises in this room around what the campaign should focus on. I remember focusing on being more culturally specific. Emotions based. I don't see a lot of that reflected in what you are showing here. I hear you saying that a lot of

assets are already built. But it reflects dominant culture. Very white. If we are recycling stuff we have already created, we are not going to be honing in on diverse cultures. We need to be far more relevant to the people you are trying to speak to. I don't see that.

Rob: I probably misspoke. We have *some* assets. But that won't be the extent of what we create. Our goal is to represent the communities in East Portland. We want people to participate in the creation of the assets that we can put out into the world. We will still make new materials. We just feel that we can reuse what we've created to some extent.

Tiana: I want to say, great job on the campaign. What I've been noticing with ped crashes is that they are happening at marked crosswalks, not in middle of the road. A key factor is bus stops. Are there outreach plans for bus stop areas?

Rob: Thanks. Yes this is something we could focus on. There are messaging opportunities at transit locations.

Tiana: We are noticing that trend. People are where they are supposed to be. And still getting hit. Particularly near transit.

Rob: We want to be as effective as possible out there. Challenge for us will be how do we get participation? How do we help people themselves in the campaign? We can do that in part through translation and imagery.

Ty: The video that you showed, is that available?

Rob: Yes that's available for everyone. Can get everyone copies. Could be updated again with the traffic death results from 2018.

Ty: Could be there any discussion of stopping distances?

Rob: Yes, we could incorporate that.

Ty: It's eye opening to look at visibility and stopping distance. Sobering. Takes time to react before even stepping on the brakes.

Jillian: Relative to this graphic. I've seen similar info presented with number of survivors. This graphic is a little subtle to me [pointing at handout].

Rob: Our primary goal is to reach young men driving fast, primarily through social space. The handout is just what we shared internally with our team, not something we would necessarily share externally.

Jillian: I appreciated that you complimented the 20 is Plenty campaign. Did you create that campaign?

Rob: Signs created by PBOT. But Struck and Slow Down Portland message came together nicely with the 20 is Plenty.

Jillian: With 20 is Plenty I liked that people picked up the signs themselves. People got to see others who support the same message, helped their neighbors see the support. What is the budget for this year's campaign?

Dana: Have \$200,000 from Council. Last year's budget was around \$350,000. Did not include printing of 20 is Plenty signs. I would say—in range of \$350,000 by pulling from different funding sources.

Steve: Ped/bike fatals statewide in urban areas is the biggest challenge I see. Vehicle speeds impact people so much. People don't understand reaction time and stopping distance. Really hard to teach that message. You have a great general message. People may react—well I'm not going to do that. I have people come to court all the time saying I was going 10+ mph over speed limit, but "I wasn't speeding." Trick for you is how do you get data into a short message.

Rob: Yes absolutely. It's possible we could message along corridors—this is where you have to hit the brakes when going 40 mph.

Tiana: It seems like people see speed limits as a suggestion.

Rob: Our goal is to provide information in a non-judgmental, fact-based way. You may not even see the people you hit if you're going too fast. It's easy to fall into the trap of scolding people. We're trying instead to inform. "You may not realize" is instead the softer framing.

Patricia: PedPDX did interviews with people walking in Portland. Could we do interviews? Maybe for social media. People who have been affected from both sides. Not necessarily long.

Rob: It's tricky when you approach a person who was behind the wheel in a crash. We would have to figure out who would be willing to go on record as being the driver behind a fatal crash. Every person who has thoughts about how to amplify the message, please share. We're all ears. I wish I could compel people to talk about how their life was affected. It's sensitive.

David: I think that helping with a campaign would be a great sentencing tool.

Steve: We're doing some of that now. Can be impactful.

Chris Monsere: I want to echo what Jillian said. I would love some snazzy thing I could put on the back of my car. I'd love to have some snazzy thing like that. The 20 is Plenty campaign was great.

Kari Schlosshauer: I'm curious—is there a way to see the impact of the campaign on HCN roadway that didn't have infrastructure treatment and one that did? Maybe that's a larger question outside the campaign. Where in East Portland are these getting placed...there's a lot. Choose places where street design project is going in, or where not?

Matt: The more specialized you get in targeting, the harder it gets to do the survey. But we can talk about that.

Break

Community outreach opportunities – exercise and discussion

Small group discussion

Public comment

There were no public comments provided at the meeting.

Next steps and updates

Clay shares information about coming weeks and months.

PBOT is wrapping up a 2-year report on Vision Zero. Describes the first two years of implementation. Looking to present findings to Council in April. We'll share it with you. You are welcome to come to Council session, we will share the date with you.

Legislative priorities including HB 2702, which gives the City of Portland speed setting authority. SB 558: 20 mph everywhere. SB 559: speed cameras everywhere. SB 746, SB 2682, HB 2614, HB 2314 are other bills we are tracking.

Ty: What happens if license suspension is removed as a punishment for not paying fine? How do you get people to pay the fine then?

Leeor Schweitzer: There are a variety of mechanisms. Even collection agencies. Goal is to not use license suspension as consequence for something that doesn't relate to driving behavior.

Jillian: Are you supporting or opposing all the bills on the slide?

Clay: Supporting top three. The others are a mix, working through them with Government Relations. Staff make recommendations, then Government Relations sets up a formal position for City of Portland.

Adjourn