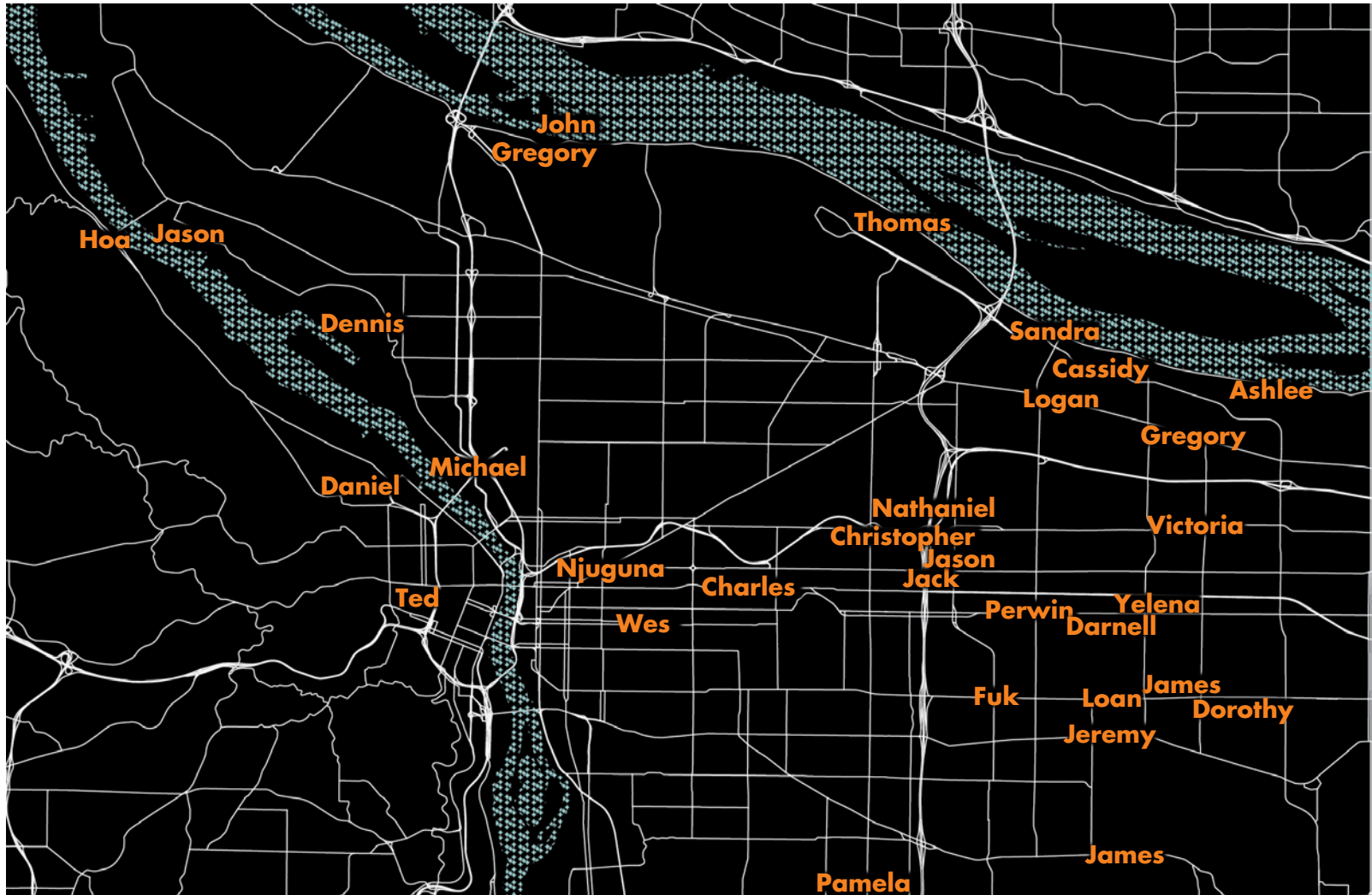


2019 Strategic Direction

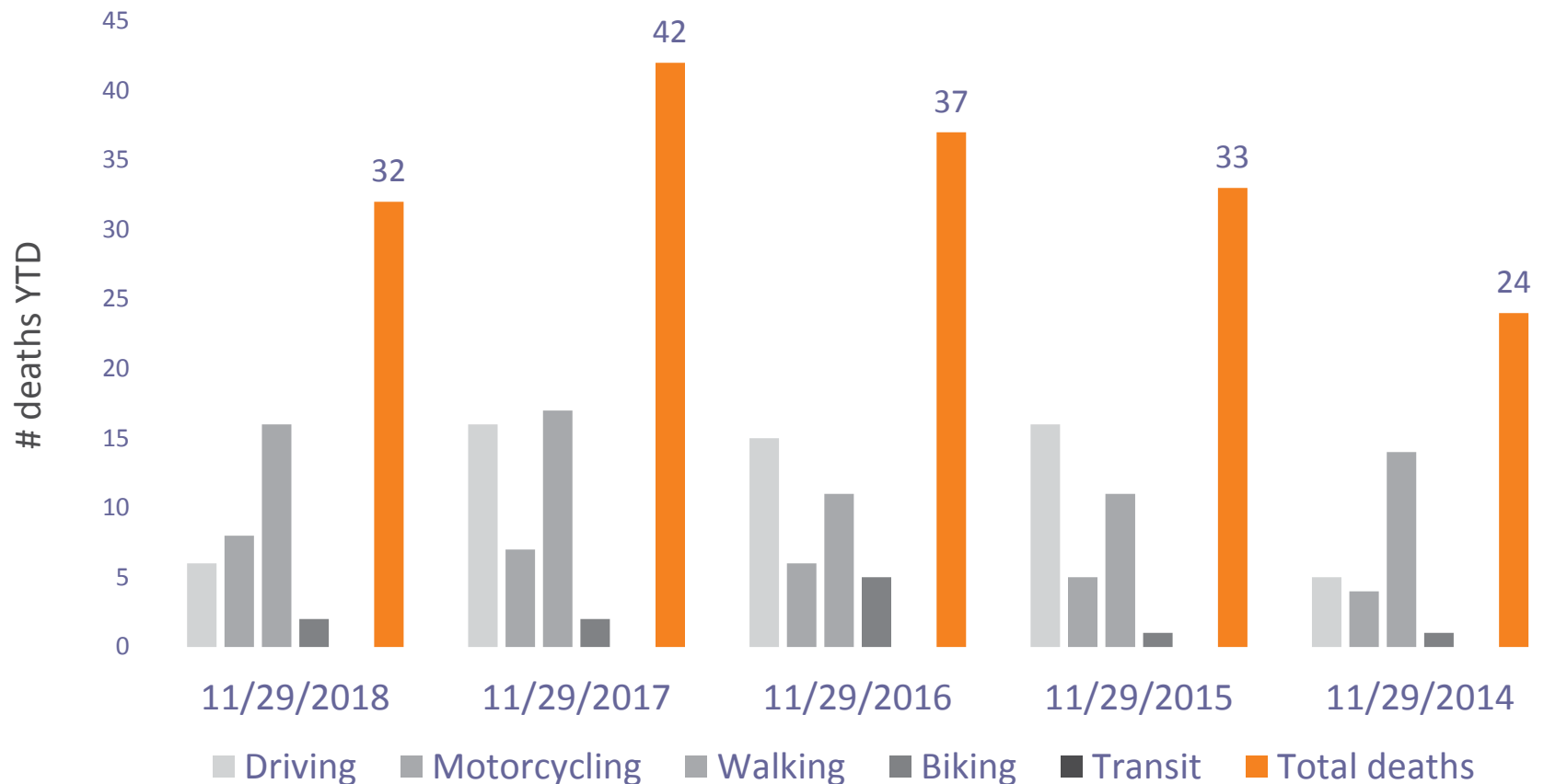


Portland Vision Zero
Task Force Meeting
December 4, 2018

People who have died in traffic collision in Portland (YTD 2018)

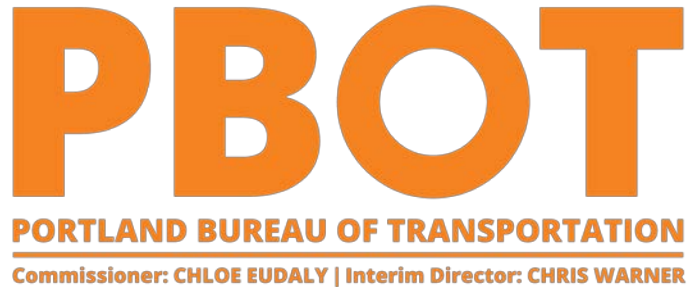


Portland crash deaths year-to-date by travel option, 2014-2018



Advisory Committee Policy Updates

Advisory Boards and Commissions Policy Resolution 37328



Tosin Abiodun
Constituent Services Coordinator
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503-823-5080

Leadership Question

- History of the policy can be traced back to 2016.
- It all started with a leadership question.
- City Commissioners asked four City bureaus to develop a comprehensive inventory of City advisory bodies.



2017 INVENTORY OF CITY BODIES

Advisory Bodies: 108

Positions: 1,011



Resolution 37285 (adopted May 11 2017)

- ☐ Create standard guidelines and templates to ensure the effective functioning of advisory bodies.
- ☐ Ensure compliance with state and federal laws.
- ☐ Strengthen the transparency and accountability of government actions.
- ☐ Enhance community service opportunities.
- ☐ Make opportunities to serve and volunteer accessible and meaningful to a broadly representative group of community members.

What is new?

Uniform application form

- Mandatory conflict of interest disclosure form
- Confidential demographic information form

Governing document/Bylaw

- Limited service up to eight years;
- Two years wait upon completion;
- Members may not have alternates; and
- No automatic membership; if there are vacancies, transparent and open recruitment process should follow.

Other new templates include:

- Resignation form
- Exit Survey
- Notice of Intent to continue service

Trainings for Volunteers

- City Boards and Commissions policy;
- Equity 101;
- HRAR – 2.02 – Prohibition Against Workplace Harassment, Discrimination and Retaliation
- City of Portland Form of Government 101;
- What it means to be a public official

TYPE OF ADVISORY BODIES

<https://www.portlandoregon.gov/civic/article/674947>

TYPE III ADVISORY BODY

- **Who does the body advise?** Elected official, Bureau Director, or designated City Staff.
- **What is the duration of the body?** Perpetual or Limited.
- **How are the members approved?** By Council, Elected Official, Bureau Director, or designated staff.
- **Can members have alternates?** No.
- **Are members public officials?** Yes.
- **Is quorum required to make a recommendation?** No.
- **Do members need to disclose conflict of interest?** Yes.
- **What is the maximum time for member service?** 8 years.

Accessible information about open recruitments:

- Available can be found at <https://www.portlandoregon.gov/civic/76482>

Questions



Vision Zero Task Force: Bylaws

Purpose

- Provide direction to PBOT and partners to guide implementation of the Vision Zero Action Plan
- Oversee that VZ Action Plan commitments are met, including equity commitments
- Track performance measure reporting
- Share diverse perspectives to advance Vision Zero at the Task Force table
- Engage with member organizations or communities to advance Vision Zero as appropriate

Meeting frequency

- Two (2) times per year, February and September

Membership

- 22 seats: 8 government agency representatives and 14 members-at-large

Vision Zero Task Force: Member Actions

- Inform Clay of your intention to continue to serve or not serve on the Task Force
- Submit “Notice of Intent to Continue to Serve Form” or “Exit Interview Form” by Friday, Dec. 14

City of Portland State Legislative Agenda

City of Portland State Legislative Agenda

COP Transportation Legislative Agenda Policy Position: Vision Zero

Objective: Support legislation that advances Vision Zero and helps reduce traffic fatalities and serious injuries.

Issue: Over the past 20 years, an average of 37 Portlanders died annually in traffic collisions. The City of Portland is committed to eliminating all traffic fatalities and serious injuries by the year 2025. A multi-faceted, multi-jurisdictional approach is critical to making the transportation system safer. The City of Portland will support efforts to strategically lower speeds, improve enforcement and make new and existing infrastructure safer. The City will also pursue legislation to gain more autonomy over the speeds of its own roadways.

City of Portland State Legislative Agenda

COP Transportation Legislative Agenda Policy Position: New Mobility Regulatory Framework

Objective: Support legislation to retain local authority to regulate emerging technologies, like transportation network companies (TNCs) and automated vehicles (AVs).

Issue: Transportation is experiencing a period of rapid technological growth around the advent, implementation and advancement of TNCs and AVs. As these technologies continue to evolve, the City of Portland must maintain authority to regulate these industries, evaluate data, and adapt policies so that new mobility options improve the transportation system rather than diminish it. The City of Portland has gained valuable experience through working with the private-for-hire and AV industries and understands first-hand the importance of local regulation to meeting the unique needs of individual communities. The City of Portland will oppose legislation that preempts local authority to regulate TNCs and AVs.

Legislative

City of Portland lead:

- **Gain local authority for speed reduction** on City of Portland streets (S.2)

League of Oregon Cities leads:

- **Automated speed safety cameras** allowed in all local jurisdictions, including elimination of existing sunset date and simplifying identification of eligible locations (S.1)
- **20 MPH default residential street speed throughout Oregon**, including clarification of existing language in the Portland-specific 20 MPH statute

Additional bills

- **Motorcycle lane-splitting** – PBOT submitted letter to the Governor's Advisory Committee on Motorcycle Safety outlining significant safety concerns about legalizing motorcycle lane-splitting in Oregon
- **Expand driver education through DMV testing** (D.6)

2019 Vision Zero Strategic Direction

- **Comprehensive Speed Management**
- **Street Design**
- **Quick Build Projects**
- **Pedestrian Safety**

Comprehensive Speed Management

1. Speed limits
2. Street design
3. Enforcement
4. Education

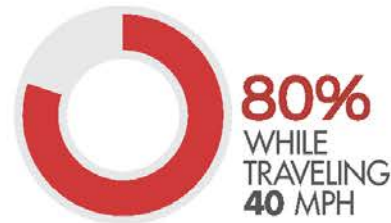


Comprehensive Speed Management: Think about the Impact of Speed.

What if no person in Portland moved faster than 20 MPH?

We would be close to reaching our Vision Zero goal. Simple physics make it difficult to kill someone at low speeds.

CHANCE OF DEATH OR SEVERE INJURY

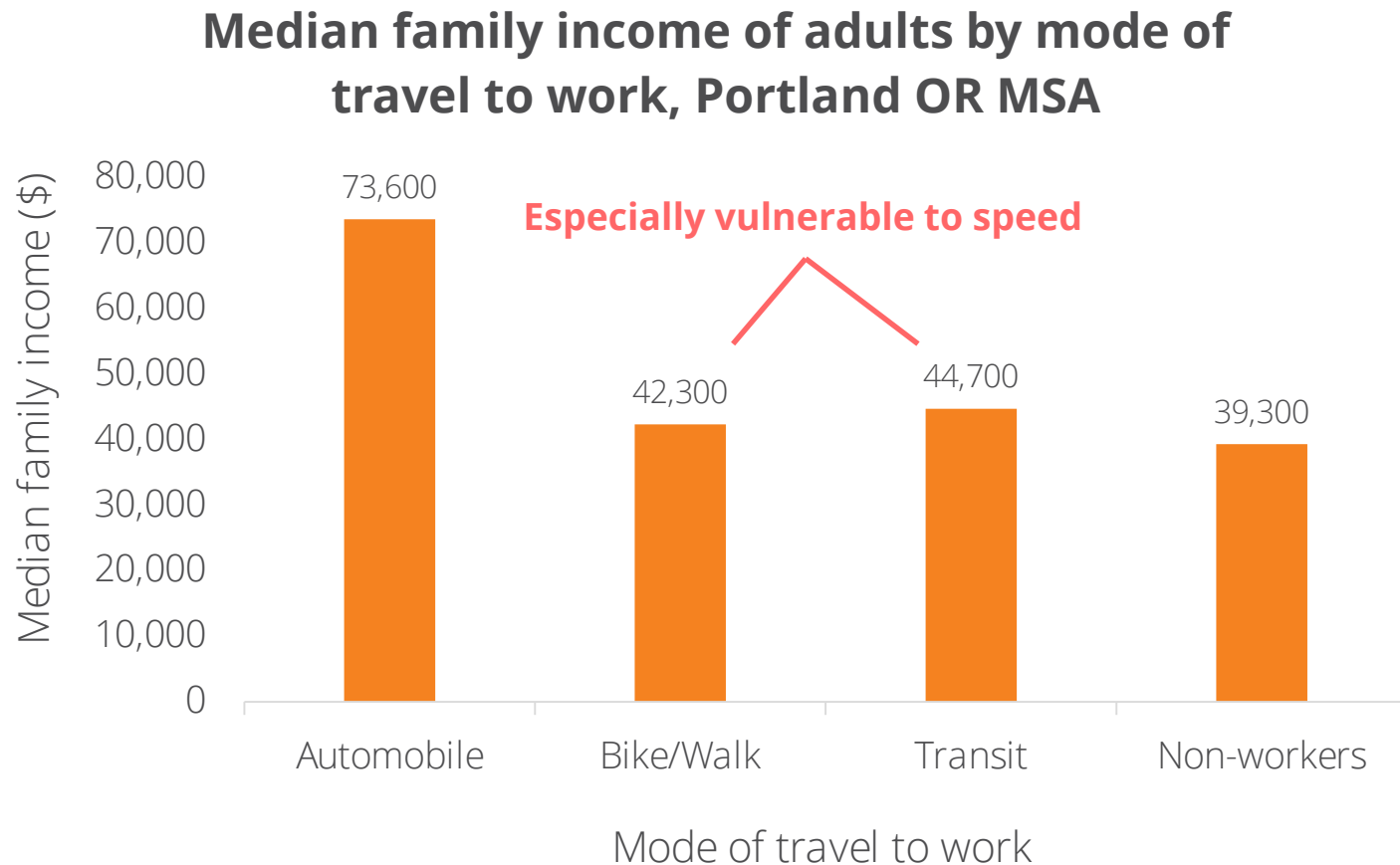


SOURCE

Oregon Department of Transportation
"Transportation Safety 5 Miles Over."

U.S. Department of Transportation's
"Literature Reviewed on Vehicle Travel
Speeds and Pedestrian Injuries," March 2000.

Comprehensive Speed Management: Impact of Speed



Source: American Community Survey (2011-15), via IPUMS, courtesy City Observatory

Comprehensive Speed Management: Impact of Speed

What makes walking difficult in PDX?

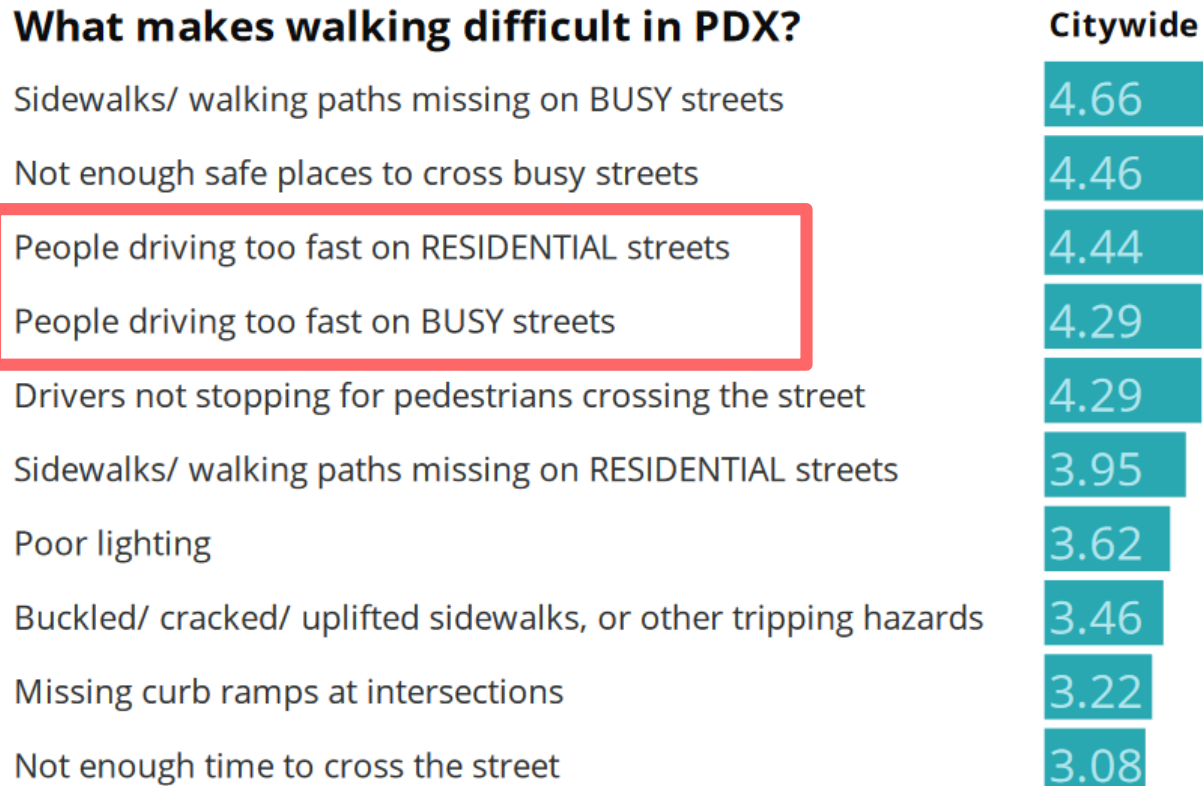


Figure 3: Barriers to Walking - Citywide Average Point Values (from 1-6). The figure shows that the top barriers to walking identified by survey respondents citywide are "Missing sidewalks on busy streets," "Not enough safe places to cross busy streets," "People driving too fast on residential streets," and "People driving too fast on busy streets."

Comprehensive Speed Management: Refreshing our Speed Limits



Comprehensive Speed Management: Refreshing our Speed Limits



Comprehensive Speed Management: Refreshing our Speed Limits



Comprehensive Speed Management: Street Design



Comprehensive Speed Management: Street Design



Rendering by Jake Marshall, ASI A

Comprehensive Speed Management: Speed Safety Cameras

58% decrease in people driving over the speed limit after installing speed safety cameras



Comprehensive Speed Management: Speed Enforcement



Comprehensive Speed Management: Messaging



Comprehensive Speed Management: Messaging

DISTANCE NEEDED TO STOP



CHANCE OF DEATH OR SEVERE INJURY



SOURCE
Oregon Department of Transportation
"Transportation Safety 5 Miles Over!"
U.S. Department of Transportation's
"Literature Reviewed on Vehicle Travel
Speeds and Pedestrian Injuries," March 2000.

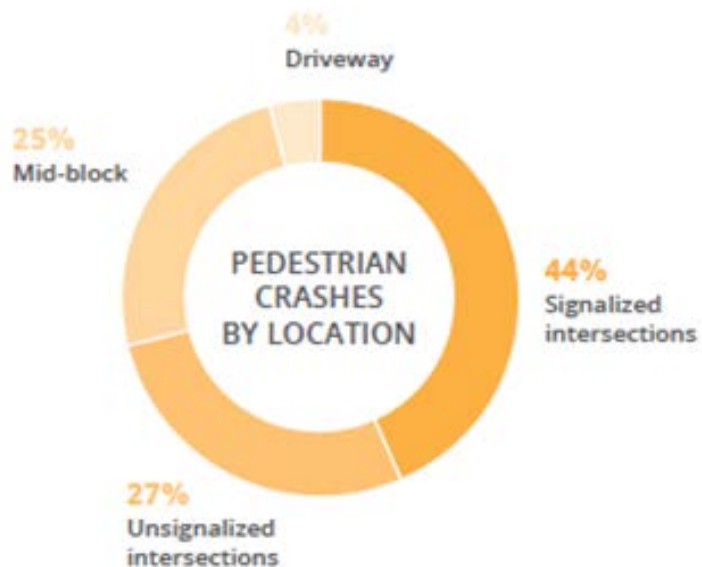
Map of Portland, Oregon, showing the High Crash Network and 2019 safety projects. The map highlights major roads like I-5, I-405, and I-90, and identifies areas with high crash rates and low-income communities. A legend indicates that green dots represent 2019 safety projects on the High Crash Network, green lines represent the High Crash Network, orange lines represent the Low-income communities and communities of color, and grey shading represents the High Crash Network.

2019 Strategic Direction: Pedestrian Safety

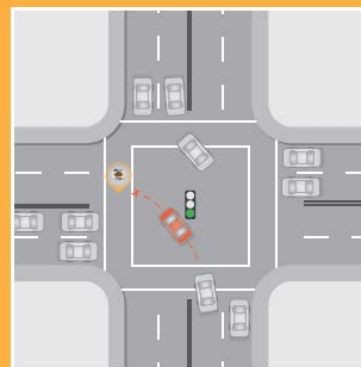
WHERE DO PEDESTRIAN CRASHES OCCUR?

Nearly three-quarters of pedestrian crashes take place at intersections.

Nearly half take place at signalized intersections.



The three most common crash types



20% Left turning driver fails to yield to pedestrian in crosswalk at signalized intersection



19% Pedestrian crossing between intersections at mid-block location

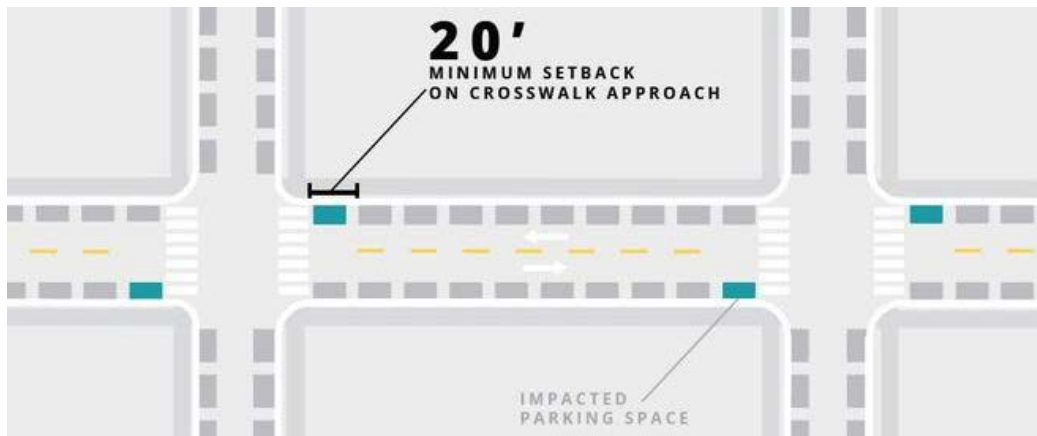


9% Driver going straight fails to yield to pedestrian in crosswalk at unsignalized intersection

2019 Strategic Direction: 13 PedPDX Strategies

ACCESSING THE NETWORK

1. Address crossing gaps
2. Improve visibility at crossings
3. Reduce turning movement conflicts at intersections
4. Improve safety and comfort at crossings



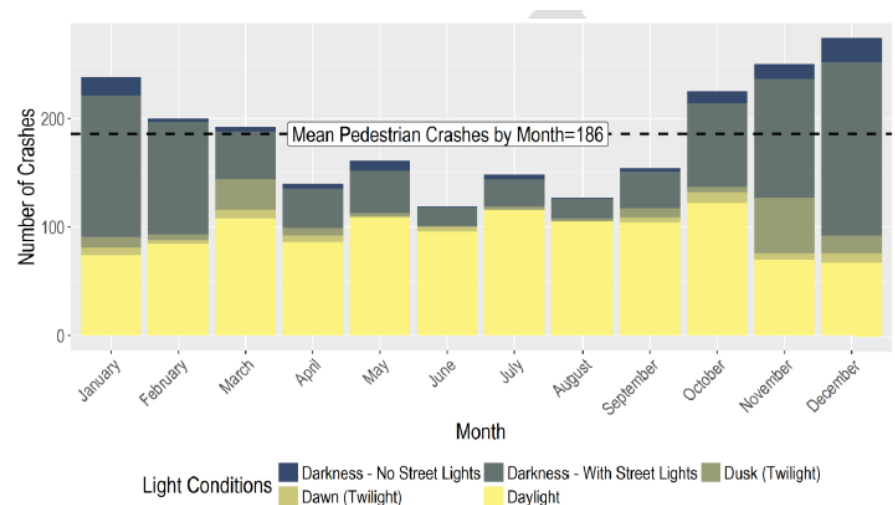
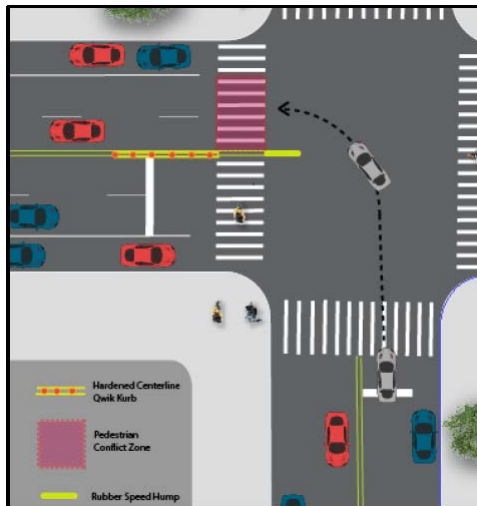
IMPROVING THE NETWORK

5. Cost-effective and creative solutions
6. Adequate street lighting
7. Manage vehicle speeds and improve driver awareness
8. Obstruction-free sidewalks
9. New and emerging technologies
10. Interesting and enjoyable experience
11. Developers, residents, and property owners for improvements

EMPOWERING PEDESTRIANS

12. Public safety concerns for people walking
13. Education for walking safely

2019 Strategic Direction: Quick Builds



2019 Strategic Direction: Communication & Engagement





2019 VZ Task Force meetings

**Mid-February &
Mid-September**

Stay tuned!