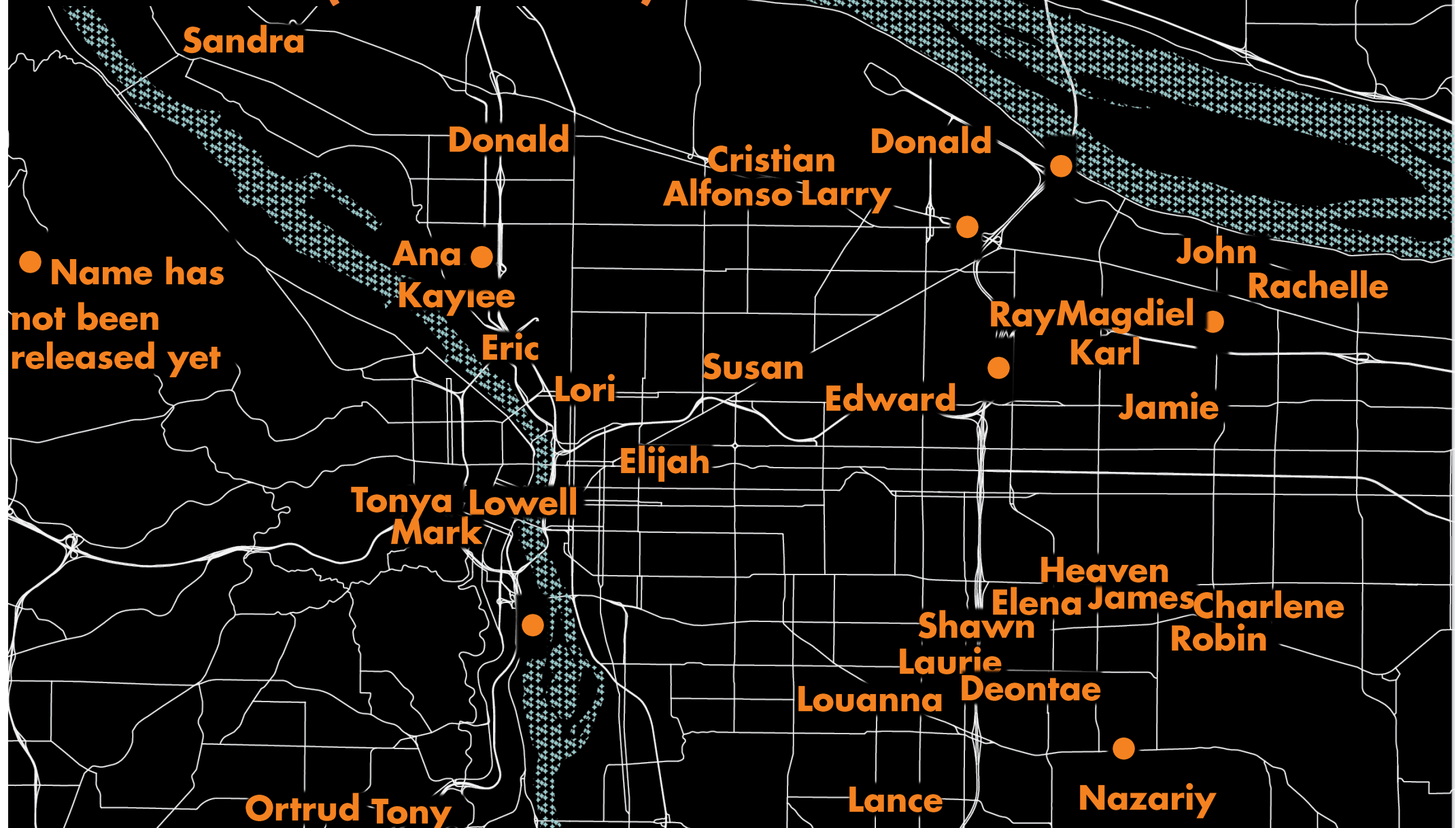




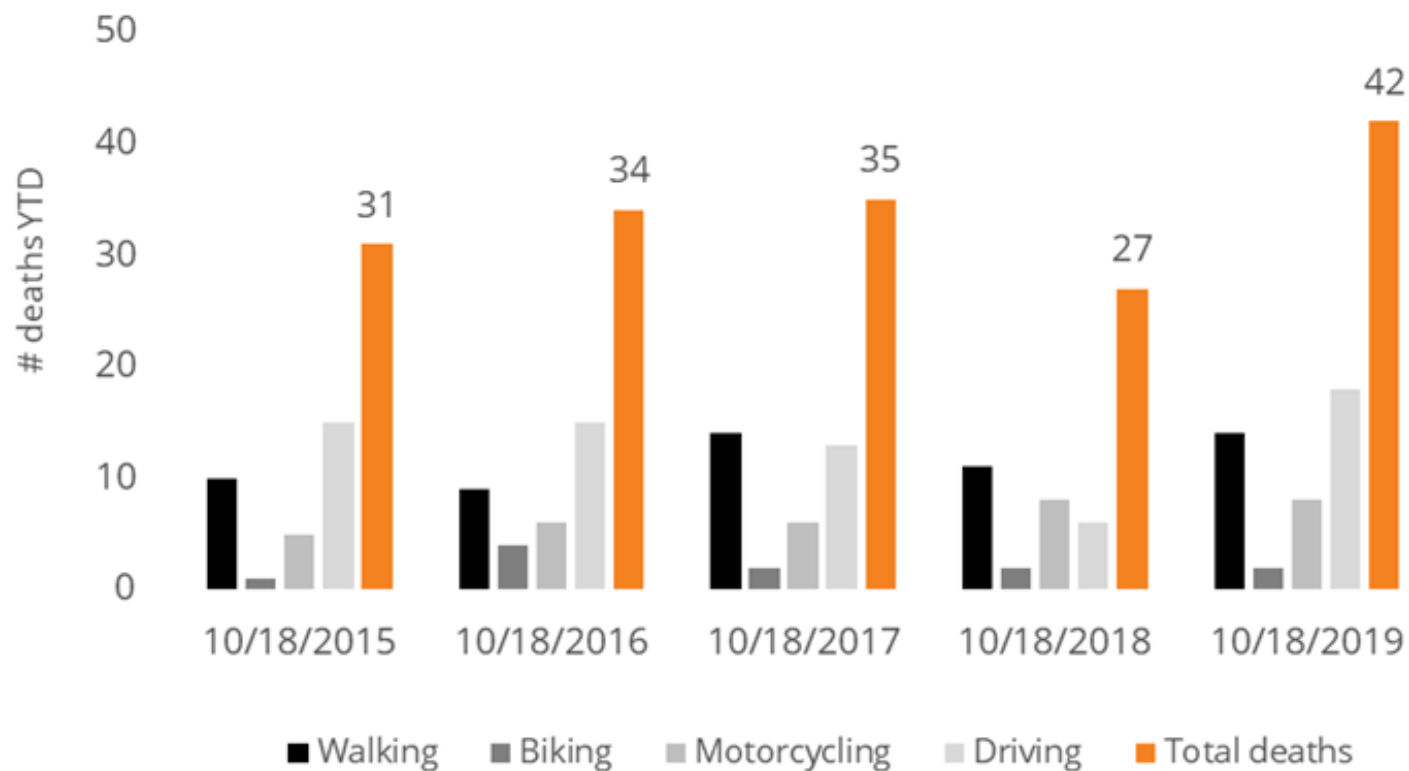
Portland Vision Zero Task Force Fall Meeting: October 22, 2019

People who have died in traffic collisions in Portland (YTD 2019)



Portland traffic deaths year-to-date by travel option, 2015-2019

Portland crash deaths year-to-date
by travel option, 2015-2019

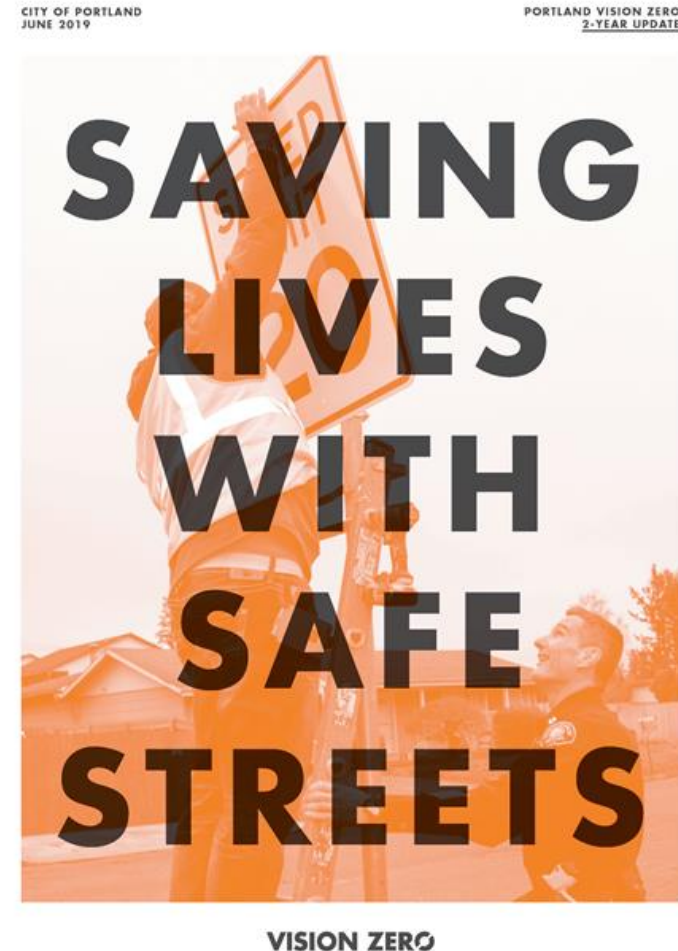


Safe Systems directive in April

- **Leading Pedestrian Intervals** (LPIs) as the default practice at new or upgraded traffic signals on High Crash Network streets
- **Protected left turns** as the default practice at new or upgraded traffic signals on High Crash Network streets
- **Left turn traffic calming** accelerated installation for pilot
- **New fatal crash response protocol** with variable message signs and sight review for quick response changes

Vision Zero 2-year Strategy Report

- Two-year accomplishments, challenges and trends
- Priorities for 2019-21
- Crash response commitments



Vision Zero/Safe Systems priorities for 2019-21



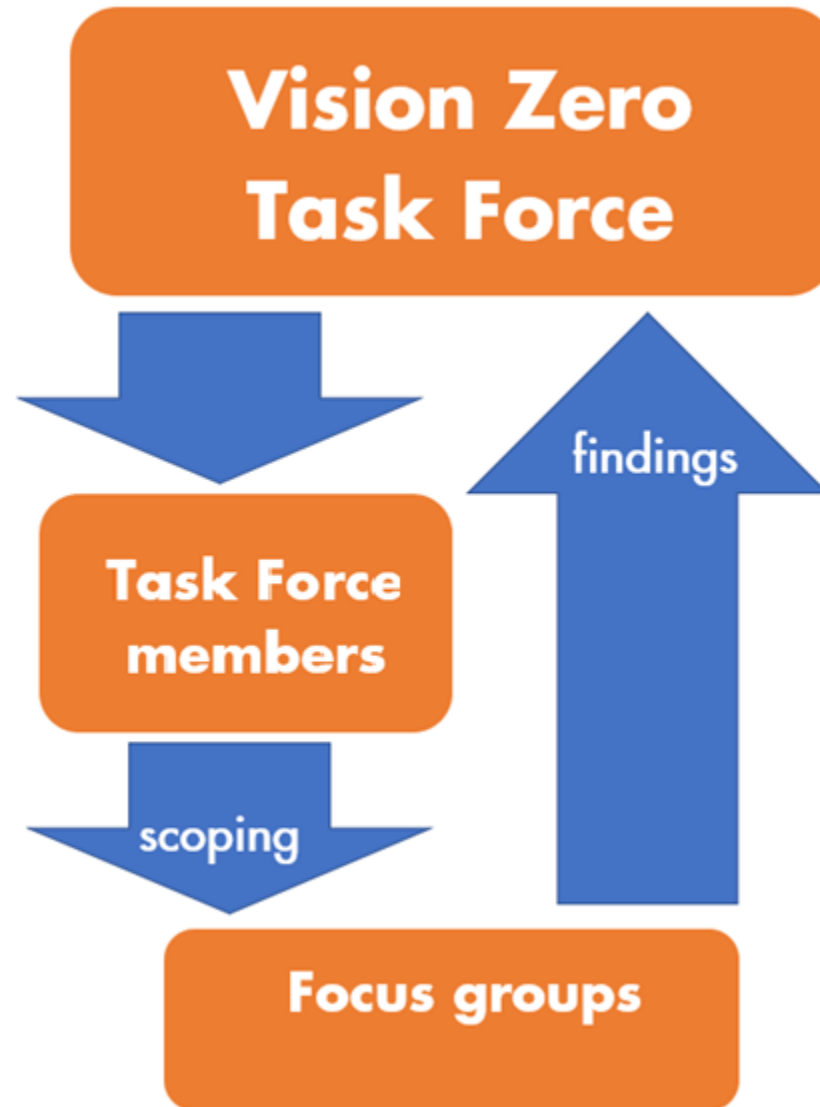
- Protect pedestrians
- Reduce speeds citywide
- Deliver High Crash Network safety projects and targeted rapid response fixes
- Create a culture of shared responsibility



Commissioner's update



Evolution of Vision Zero Task Force

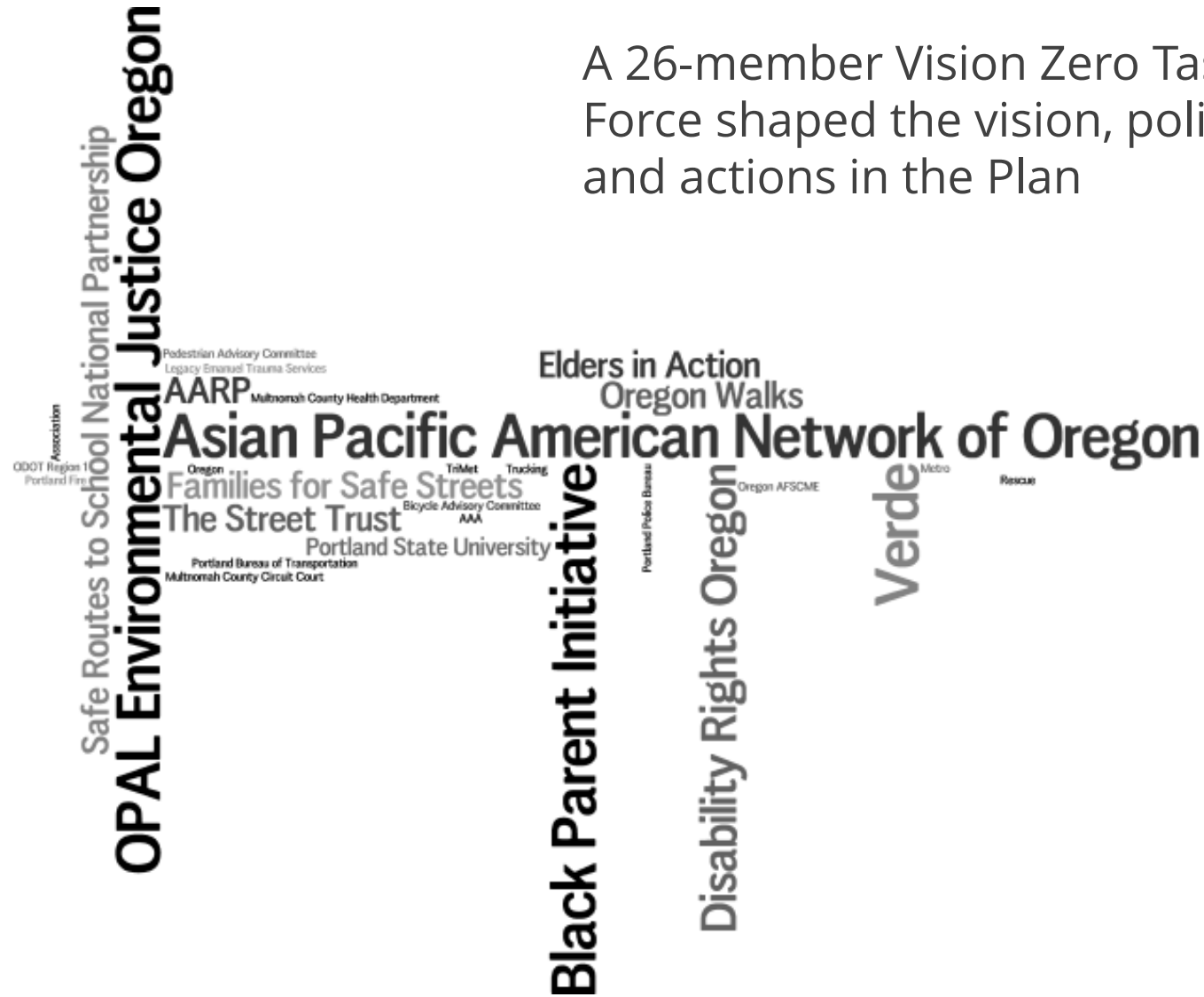


Upcoming focus group topics:

- Enforcement
- Education

PARTNERSHIPS

A 26-member Vision Zero Task Force shaped the vision, policies and actions in the Plan



U.S. context in 2015

I was alarmed that a pillar of Vision Zero was increased police enforcement of traffic violations, in the same year that multiracial groups were filling streets across the United States to call attention to the deadly effects of racial profiling in policing.

Adonia Lugo
"Unsolicited Advice for Vision Zero"
UrbanAdonia.com
September 20, 2015

VISION STATEMENT

Working together, we will take **equitable** and **data-driven** actions that will **eliminate deaths and serious injuries** for all who share Portland streets by 2025.



No actions should be included in Portland's Vision Zero Action Plan that call for:

- Increased penalties or fines, or
- Increased enforcement by officers

Working toward equitable communities

“Vision Zero’s guiding principles and actions prioritize infrastructure investment on our most dangerous streets in traditionally under-invested communities. The enforcement actions in this plan are limited in order to reduce the possibility of racial profiling and disparate economic impacts.”

Portland Vision Zero Action Plan, p.5

Enforcement actions

- Speed safety cameras
- Increase access to traffic safety classes
- Existing enforcement focus on most dangerous behaviors on most dangerous streets, spread around Portland

Our traffic laws help keep us safe

Key traffic safety laws in Oregon:

Stop for people crossing (State law 811.028)

People crossing have the right of way at all intersections and marked crosswalks, except against a green light.

If you must use a device, go hands-free (811.507)

Driving safely requires our full attention.

State law allows hands-free devices, but even these are unsafe.

Look before turning and opening doors (811.490)

Check mirrors, crosswalks and bike lanes.

Look for people biking before opening your car door.

Keep clear of the bike lane (811.440)

Yield to people biking when turning or parking.

Solid bike lanes are not right-turn lanes.

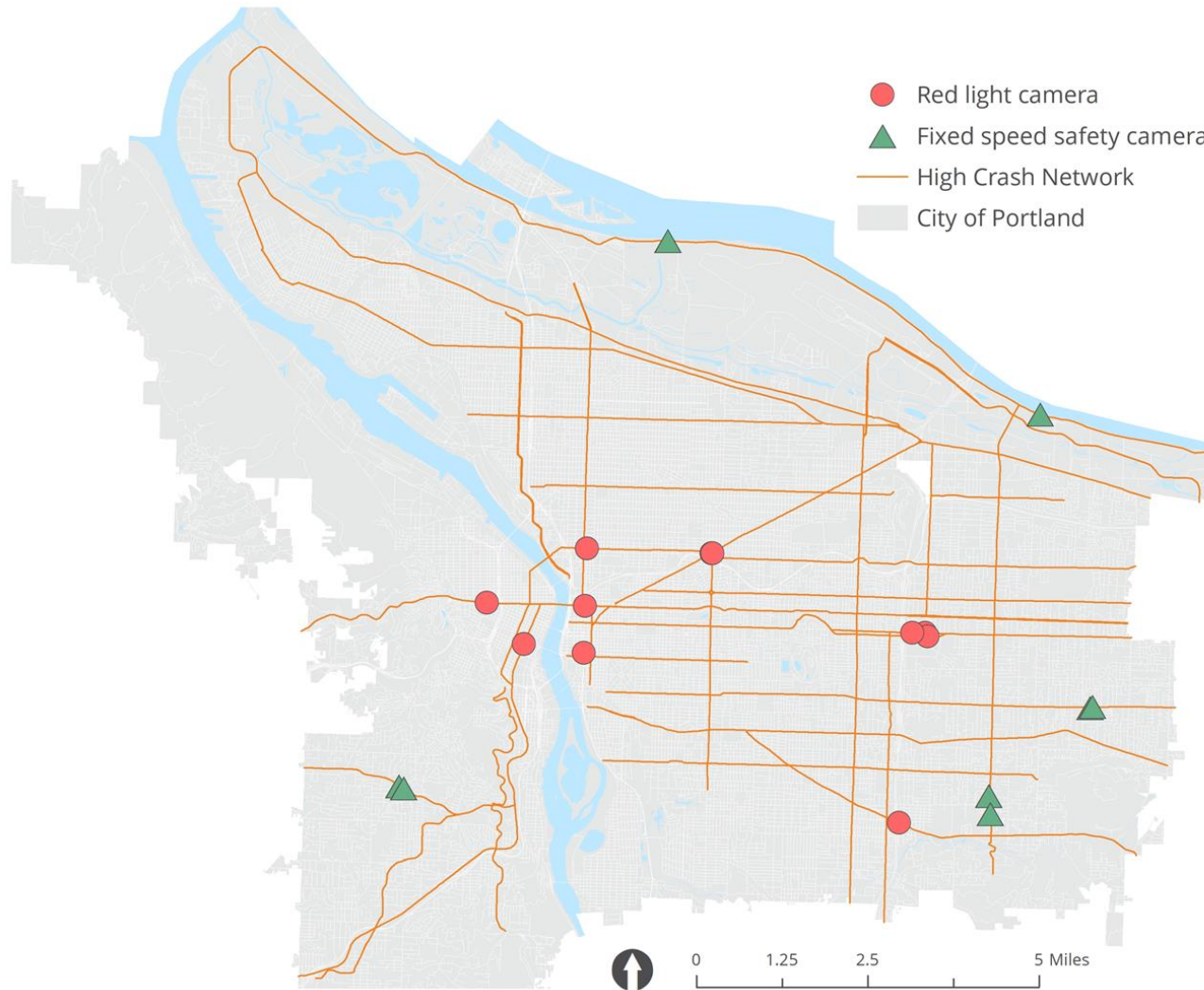
Signal before turning (811.335)

100 feet or more before turning is required by law



visionzeroportland.com

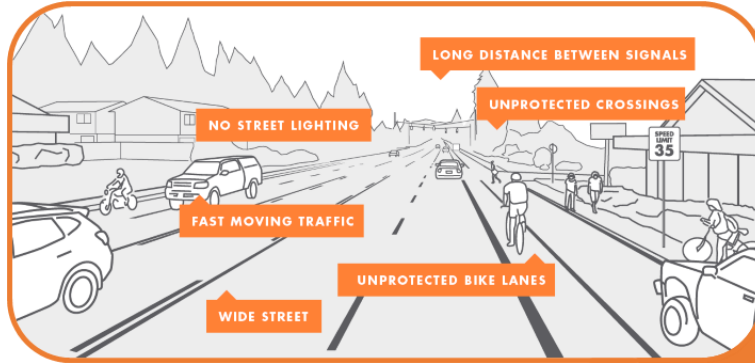
PHOTO ENFORCEMENT SYSTEM



- New contract needed for additional cameras
- RFP for contract approved in July
- Procurement process completed late spring 2020
- New camera summer/fall 2020

FRAMEWORK

PHOTO ENFORCEMENT SYSTEM EXPANSION/REORGANIZATION



ENGINEERING

Road
characteristics &
countermeasures

Crash History

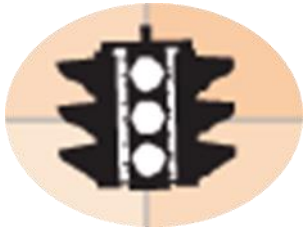


EQUITY

Technical/ Other

INTERSECTION CONSIDERATIONS

Red light



- High Crash Intersection (HCI)
- Signalized
- Angle collisions
- Fail to obey traffic control device as crash cause (red light violations)
- Countermeasure solution? e.g., backplates
- Examples
 - At or near interstate ramps

SEGMENT CONSIDERATIONS

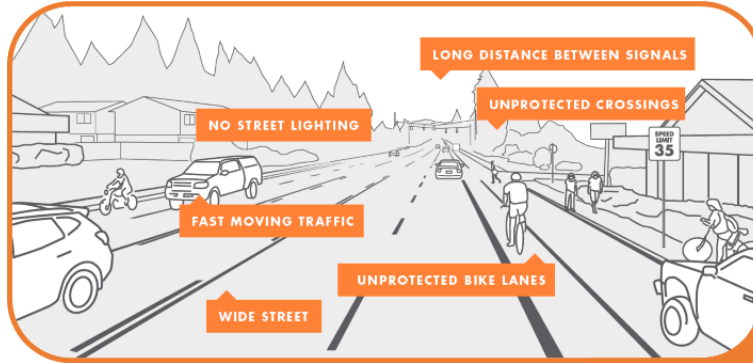
Fixed speed



- Urban High Crash Corridor on the HCN
- Lane departure
 - Head-on collision
 - Fixed object collision
 - Non-collision
- Speeding as crash factor
 - Driving in excess of posted speed
 - Too fast for conditions
 - Speed racing
- Other: Mobile speed van non-deployable

FRAMEWORK

PHOTO ENFORCEMENT SYSTEM EXPANSION/REORGANIZATION



ENGINEERING

Road
characteristics &
countermeasures

Crash History



EQUITY

Technical/ Other

BREAK

TRAFFIC ENFORCEMENT: DISCUSSION

PBOT'S THREE CORE GOALS



SAFETY

Make Portland streets safe for everyone



MOVING PEOPLE AND GOODS

Provide transportation options for a growing city



ASSET MANAGEMENT

Deliver smart investments to maintain our transportation system



Will it advance equity and address structural racism?



Will it reduce carbon emissions?

PORTLAND POLICE BUREAU

STOPS DATA – Q2 2019

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	8	0.2%
Asian	183	4.9%
Black or African American	390	10.5%
Hispanic or Latino	364	9.8%
Middle Eastern	58	1.6%
Native Hawaiian or Other Pacific Islander	21	0.6%
White	2,680	72.4%
Total	3,704	100.0%

PORTLAND POLICE BUREAU

STOPS DATA – Q2 2019

Table 1. Race of Drivers Stopped by PPB Officers, Citywide

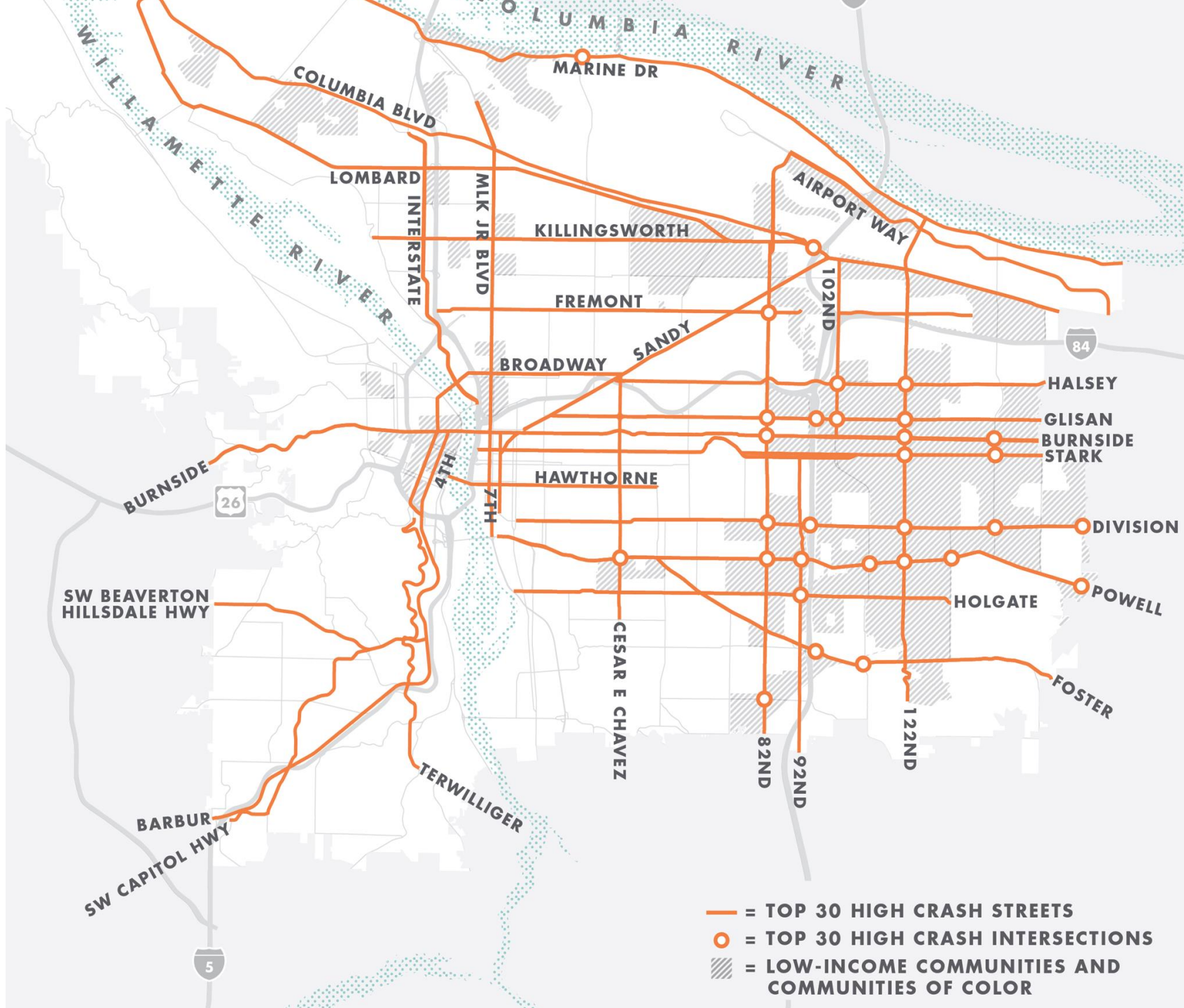
Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	48	0.6%
Asian	395	4.8%
Black or African American	1,432	17.3%
Hispanic or Latino	843	10.2%
Middle Eastern	131	1.6%
Native Hawaiian or Other Pacific Islander	66	0.8%
White	5,386	64.9%
Total	8,301	100.0%

CITY OF PORTLAND 2010 CENSUS DATA

City of Portland Population Statistics

Table 1. City of Portland Racial and Ethnic Demographics from the 2010 U.S. Census

Race/Ethnicity	Citywide		Central Precinct		East Precinct		North Precinct	
	N	%	N	%	N	%	N	%
American Indian/Alaskan	4,381	0.8%	1,062	0.6%	1,891	0.8%	1,428	0.8%
Asian	41,335	7.1%	9,435	5.2%	23,757	10.6%	8,140	4.6%
Black/African American	35,462	6.1%	3,995	2.2%	10,684	4.7%	20,777	11.7%
Hawaiian or Pacific Islander	2,978	0.5%	354	0.2%	1,409	0.6%	1,215	0.7%
Hispanic or Latino	54,840	9.4%	8,971	5.0%	26,613	11.8%	19,258	10.8%
White	421,773	72.2%	150,722	83.2%	151,980	67.5%	119,037	67.0%
Other	23,007	3.9%	6,616	3.5%	8,690	3.9%	7,699	4.4%
Total	583,776	100.0%	181,155	100.0%	225,024	100.0%	177,554	100.0%



TRAFFIC ENFORCEMENT: EXAMPLES OF PUBLIC OPINION

“Crosswalk enforcement is a good thing, but needs to be conducted by more Black people to test inequitable driver yielding behavior.”

“Fear of getting in trouble for jaywalking, always feeling the extra pressure to follow the law and go to the right crossing, which can be hard to do. This is like having to keep your receipt on you when you go shopping because you might get stopped for no reason and have to prove yourself. Head coverings draw more attention, want to be doing the exact right thing, crossing in the right place.”

“Drivers are speeding, not slowing down for pedestrian crossing, sometimes speed up to threaten the pedestrian.”

“Pedestrian laws are not being followed by drivers, risking pedestrian safety.”

Walking While Black Focus Group Report, 10/2018

TRAFFIC ENFORCEMENT: EXAMPLES OF PUBLIC OPINION

“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.”

Vision Zero Task Force discussion, 6/6/2018

TRAFFIC ENFORCEMENT: FRAMING QUESTIONS

1. What do you want PBOT to further understand about communities lived experience with enforcement? (what should we ask? What should we study?)
2. What would a people-centered enforcement approach look like?
3. If we are ultimately trying to shift culture and encourage different travel behavior, what role does enforcement play in that culture change?

Next Steps



Portland Vision Zero
Task Force Meeting
October 22, 2019

Citywide education campaign focused on speed





Next VZ Task Force meeting

February or March 2020

East Portland Location - TBD