

VISION ZERO TRANSPORTATION SAFETY PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Craig Rogers	11010 S.E. Yamhill St	
✓ MERVYN PARKER	P.O. Box 13503 97213	
Kelley O'Hanley	6134	
✓ ^{cory} Cory Poole	222 SE 47th Ave	
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June 16, 2015

618
NORTHWEST
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97209
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T503
226
0676
F503
226
0498

Portland City Council
1221 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Hales and Portland City Commissioners,

For the record my name is Rob Sadowsky, Executive Director with the Bicycle Transportation Alliance. We are a nonprofit organization that creates healthy, sustainable communities by making bicycling safe, convenient and accessible in our work over the last 25 years. I'm here to testify in support of Portland City Council passing a strong Vision Zero policy.

Vision Zero is a new traffic safety program with the goal to eliminate all road fatalities through road design remediation, education, and enforcement. The value is the idea that traffic fatalities and serious injuries from crashes are avoidable, and should not be tolerated as a trade-off for transportability. Our goal should be to eliminate all traffic fatalities and serious injuries by a set date. This policy is meant to be bold; to inspire.

We support the City of Portland as it works to pass Vision Zero policy. Our hope is for this policy to set a measurable goal of reaching zero fatalities and serious injuries with a specific target date and mid-term benchmarks. Ideally these commitments will live in today's policy at City Council as well as being integrated into the latest Comprehensive Plan and Transportation System Plan.

After reviewing Ordinance/Resolution # 615 we would like to request the following amendments before voting on a final piece of legislation:

1. Address racial profiling. One of the strategies to achieve Vision Zero is enforcement. According to the groundbreaking report *Communities of Color in Multnomah County, An Unsettling Profile*, African Americans in the (Multnomah) County were over 3 times more likely to be represented in the Justice system than they were represented in the population as a whole.¹ Please amend the Vision Zero bill to include specific steps the City of Portland will take to prevent disproportionate impacts on communities of color during enforcement of Vision Zero.

2. Set a target date. Vision Zero policy isn't effective unless it sets a measureable goal with a target date. Even if such a goal lives in administrative documents elsewhere, we believe it is important enough that Portland City Councilors should review and approve policy that includes a target date to achieve zero injuries and fatalities.

¹ <http://coalitioncommunitiescolor.org/wp-content/uploads/2014/03/AN-UNSETTLING-PROFILE.pdf>



3. Dedicate funding. While we are thrilled to see a new investment of Federal safety dollars in the development of a new Vision Zero Safety Action Plan, it is not enough money to effectively reduce crashes, injuries, and fatalities. It is clear that Portland needs to invest significant new resources into transportation improvement projects that enhance safety through roadway design.

4. Act now. Now is the time to deploy known countermeasures to improve safety. Please do not wait months, or years, to enact changes on our streets. The City of Portland can achieve huge gains in safety through reduced speed limits on our streets, new infrastructure protecting people who walk and bike, education and encouragement campaigns, and enforcement. While the Vision Zero Safety Committee deliberates, the City of Portland should act.

Through examination of crash data, some leading causes of serious and fatal crashes in the Portland Metropolitan area are alcohol and drug use, followed by speeding and aggressive driving. Many dangerous driving behaviors can be prevented with simple changes to street design. Adding complexity to the streetscape such as tree-lined medians, bike lanes, pedestrian islands, and curb extensions, forces drivers to slow down and pay attention.

In our opinion, a road's design significantly impacts its relative safety. Wide, flat, and open (or "over-built") roads encourage speeding and have been shown to be the most dangerous. In urban environments, roads should not be designed in a way that encourages driving speeds of 30 mph or greater, due to the increased likelihood of pedestrian death upon impact.

Consensus is mandatory for achieving large-scale reductions in serious traffic crashes and fatalities. Long-term change can only be achieved with the cooperation of a diverse set of stakeholders, including the public, government officials, the private sector, educators, and law enforcement. The broad list of stakeholders to be engaged in this new task force will be a first step towards developing consensus on our approach.

Please vote yes on Vision Zero. Please amend the resolution to include specific commitments to the dedication of City funds to the effort, a target date to achieve zero injuries and fatalities, and policy to prevent racial profiling in enforcement. Please act now.

Sincerely,



Rob Sadowsky
Executive Director



TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Testimony to the Portland City Council on Vision Zero June 17, 2015.

This past Friday, I witnessed an adult bicyclist riding against traffic on Stark Street near Peacock Lane. Ditto for two bicyclists riding against traffic on Division just East of 122nd. At the Hollywood Library on NE 41st and Tillamook, the intersection is a four way stop. Even with pedestrians in the crosswalks, The vast majority of bicyclists just rocket through as if they are illiterate to the STOP signs.

In Portland, bicyclists are responsible for half of the auto/bike crashes. Although drivers are human and make mistakes, the majority of drivers do not demonstrate the free-for-all arrogance to defy traffic laws that the majority of bicyclists exhibit. In Skamania County Washington, touring bicyclists are frequently cited for running stop signs. Their excuse: "we don't have to stop in Portland."

Clearly, an attitude adjustment is needed. Vision zero must include bicycle stings and a strict enforcement of traffic laws as it applies to bicycling, and that enforcement must include consequences such as heavy fines. The current double standard, slap on the wrist and look the other way bicycling enforcement ~~for~~ just cultivates more mayhem.

Bicycling speeds also need to be reduced Bicycling calming devices need to be added in places like on the Interstate hill. Out of control bicyclists are known to zoom down the hill for momentum and not be able to stop when a vehicle like a garbage truck gets in their way near the bottom.

With exceptions of where permitted by signage along with allowances for slowly escorting young children, adult bicycling needs to be banned on all city sidewalks/ Additionally. bicyclists need to walk their bikes in crosswalks when the crossing is not part of a bicycle trail. The all to often on again off again bypassing a traffic control device by riding on the sidewalk or hastily using a crosswalk is a crash looking for a place to happen.

Finally, a person needs only to look at the TSP to view PBOT's one-sided plans for bicycle infrastructure displacing even more motor vehicle infrastructure and parking that in turn will create additional traffic congestion on city streets. Motorist representation and participation has been excluded from the process while bicyclists have a huge I want list. That list includes adding bike lanes and specialized infrastructure, buffered bike lanes and restricting motor vehicle access to bikeways and green streets. Equity requires that bicyclists must start accepting the financial responsibility for all that specialized space - funded through bicyclist paid user and license fees, and not by siphoning off and raiding motorist paid gas taxes. Instead of protests, demonstrating law abiding behavior needs to precede any more bicycle infrastructure being built.

Respectfully, submitted,

Terry Parker
Northeast Portland

Moore-Love, Karla

From: Noel Mickelberry <noel@oregonwalks.org>
Sent: Wednesday, June 17, 2015 8:20 AM
To: Moore-Love, Karla
Subject: Testimony for City Council Meeting 6/17/2015
Attachments: Oregon Walks Testimony_061715.pdf

Hello,
Attached is Oregon Walks' written testimony for today's meeting, on the resolution to adopt Vision Zero.

Thank you,

Noel

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Noel Mickelberry
Executive Director, Oregon Walks



Protecting Your Right to Roam

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noel@oregonwalks.org

For Immediate Release
June 16, 2015

Vision Zero in the wake of pedestrian fatalities is necessary, needs action now.

June 16, 2015 – Oregon Walks and our partners are call for action in the City of Portland following a string of pedestrian fatalities in the Portland area. Two weeks after Mayor Charlie Hales called for Vision Zero in response to a fatality and serious injury to people on bicycles, two pedestrians have been killed while using our public streets.

On June 3rd, Thomas Gazzola was hit by a drunk driver who turned into him while he jogged in his neighborhood. And just this Sunday, George Carlson was hit while walking on the sidewalk on the Burnside Bridge. A driver of a car drove onto the sidewalk and killed him and injured Bridget Larrabee.

We need action now. Traffic fatalities and serious injuries from crashes are avoidable, and we must take bold steps immediately to protect those who walk on our street. The Portland City Council is hearing a resolution to adopt Vision Zero and develop a stakeholder committee to support a safety action plan on Wednesday, 6/17 at 9:30am (hearing at 10:45). We want to see this resolution pass and with a goal of reaching zero road deaths by 2025, matching that of the Portland Bureau of Transportation.

Now is our opportunity to implement solutions that can save lives. This is a crucial conversation for our city's leaders that must lead to action. We call on our elected leaders to ensure we have a city where you can jog safely in your neighborhood, where you can walk across our beautiful bridges on a sunny day, and where you can be guaranteed to still have your life when you get to the other side.

Vision Zero is a proven traffic safety program with the goal to eliminate all road fatalities. The value is in knowledge and belief, from our elected officials to our police officers to our school teachers - and all residents in between - that traffic fatalities and serious injuries from crashes are avoidable, and should not be tolerated. Through setting a date and commitment to meeting Vision Zero along with treating this epidemic with urgency, this goal is possible.

For more information on Vision Zero and specific recommendations on how to achieve it in Portland, view the Vision Zero report, jointly released by Oregon Walks and the Bicycle Transportation Alliance, here: <http://ourhealthystreets.org/visionzero/>

Contact information:

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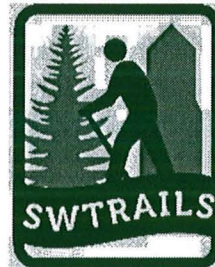




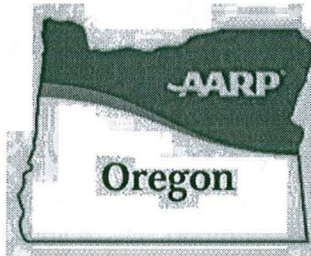
Community
Cycling
Center



UPSTREAM
PUBLIC HEALTH



Oregon
Environmental
Council
It's Your Oregon



OPAL
ORGANIZING PEOPLE / ACTIVATING LEADERS



Our partners:

Bicycle Transportation Alliance

AARP Oregon

Asian Pacific American Network of Oregon

Upstream Public Health

Safe Routes to School National Partnership - Pacific Northwest

Community Cycling Center

Oregon Public Health Institute

SW Trails

Oregon Environmental Council

OPAL Environmental Justice Oregon

Kristi Finney-Dunn