

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

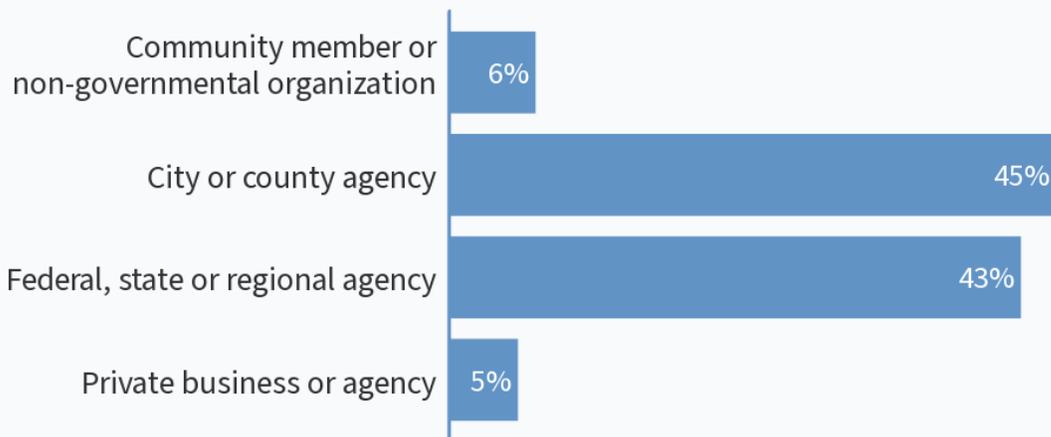
Date: Tuesday, June 1, 2021

Subject: Polling summary from the May 26, 2021, Regional Transportation Safety Forum -  
Envisioning Safety, Health and Justice

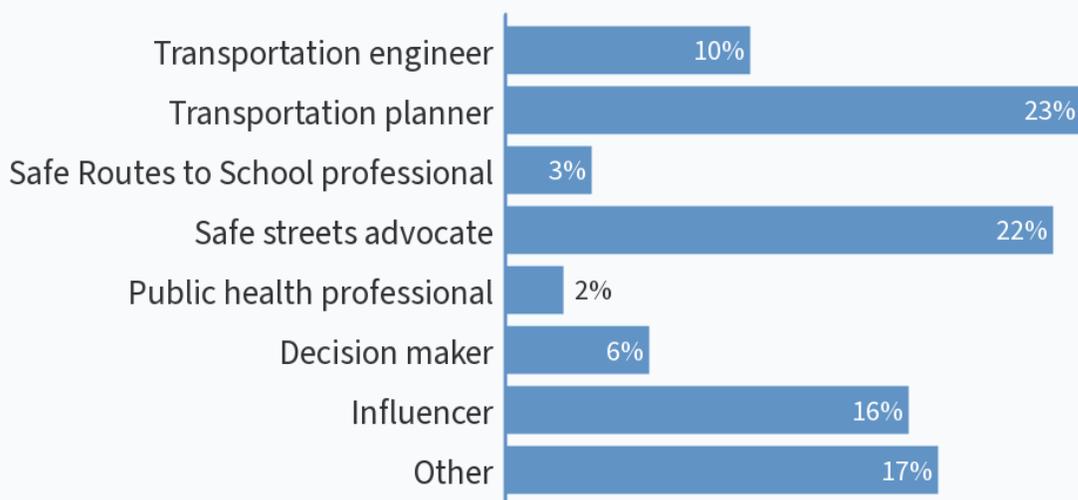
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Several live polls were conducted during the Regional Transportation Safety Forum - Envisioning Safety, Health and Justice on May 26, 2021. This memo provides summary of the poll results.

## Who is in the room today? Select the option that best suits your role today



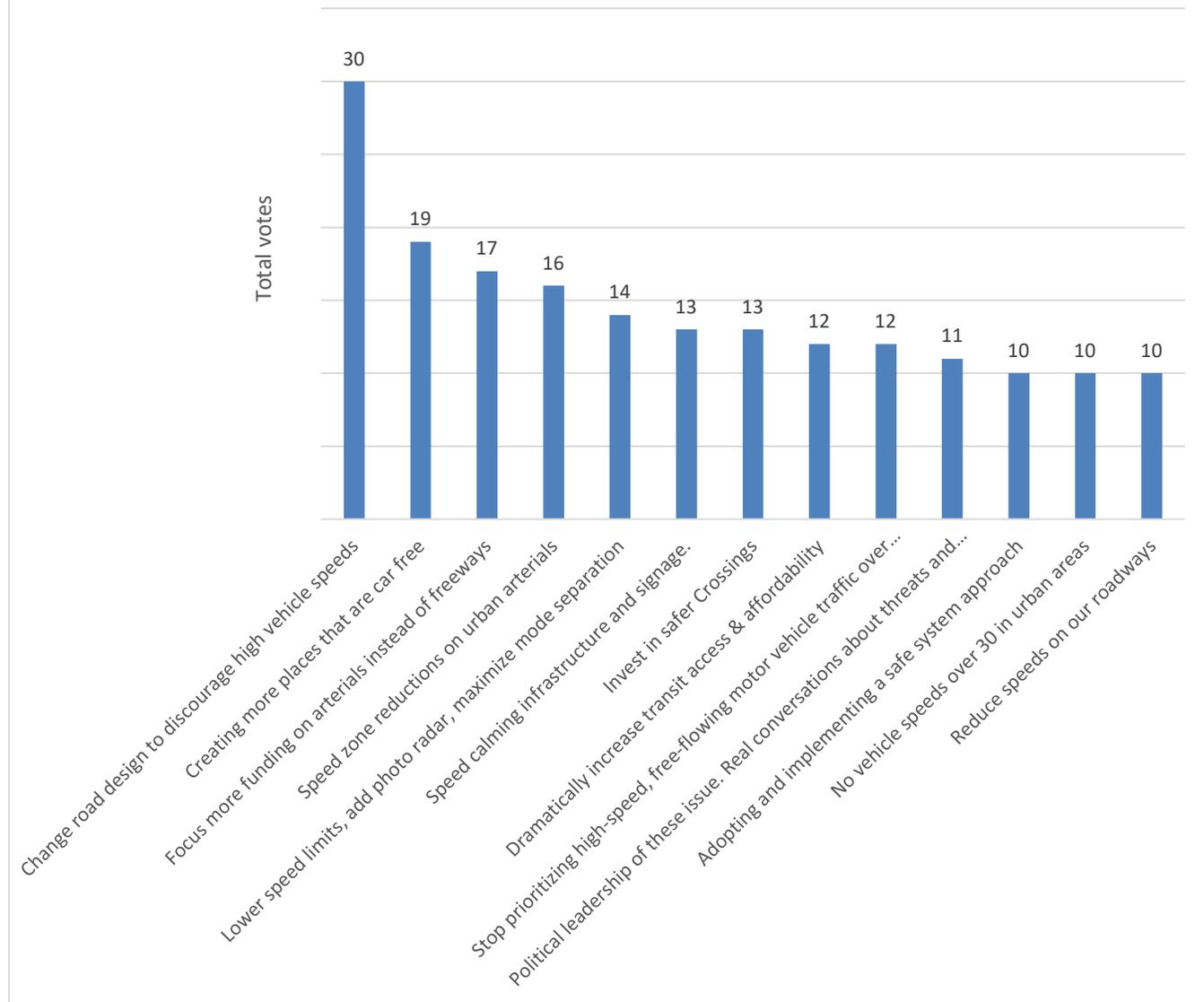
## Which best describes you? Choose all that apply



**All of the elements of the safe system approach are crucial. Which of the elements do you think holds the most near-term promise to reducing serious crashes?**



**What do you think is one of the most impactful things you, your agency, your organization, or your community could do to reverse the upward trend of traffic deaths?**



**What do you think is one of the most impactful things you, your agency, your organization, or your community could do to reverse the upward trend of traffic deaths?** (Participants could up and down vote on responses to the question. Net votes are shown.)

Response	Net Votes
Change road design to discourage high vehicle speeds	30
Creating more places that are car free	19
	3

Focus more funding on arterials instead of freeways	17
Speed zone reductions on urban arterials	16
Lower speed limits, add photo radar, maximize mode separation	14
Speed calming infrastructure and signage.	13
Invest in safer Crossings	13
Dramatically increase transit access & affordability	12
Stop prioritizing high-speed, free-flowing motor vehicle traffic over everything else	12
Political leadership of these issue. Real conversations about threats and cures	11
Adopting and implementing a safe system approach	10
No vehicle speeds over 30 in urban areas	10
Reduce speeds on our roadways	10
Help to advance the policy to allow local jurisdictions to reduce speeds	9
Better coordination between agencies	9
street design for slower speeds and safer crossings	9
Funding safety projects	8
Continue to limit auto transportation in favor of walking, biking and transit (more space for those 3 at the expense of driving)	8
Redesign streets in vulnerable communities to be safer, reduce speeds	6
VMT is directly tied to urban traffic death rates. Make transit easy, affordable and fast.	6
safe crossings every few blocks	6
Invest in automated speed enforcement	6
Identify ways to increase personal safety and eliminate /reduce harassment of BIPOC in the ROW	6
Build the network to make walking, biking and transit safe, comfortable, easy to use	6
More funding for traffic calming.	6
Fix 82nd Avenue	6
We need to implement all the aspects of a safe systems approach as they do in Europe where driving is expensive, you have to go through drivers training, putting in photo enforcement and getting bad drivers off the road. In Europe you can use your license and you are not able to drive.	5
Encourage greater use of active transportation as we move out of Covid	5
Transferring state highways to local control	5
center and empower historically marginalized and excluded groups	5
Reduce vehicle speeds and then manage those speeds at that level	4
Empower agencies to lower traffic speeds, and then implement air quality mitigation strategies to offset the increase in emissions caused by lower speeds.	4
Invest in east Portland	4
Create more connections throughout communities so a vehicle isn't the #1 mode	4
Better intersection design to serve vulnerable users	4
Automated speed enforcement	4
Stronger policies around what projects receive funding	3

Widespread use of photo radar in lieu of police officer enforcement -- and in tandem with reforms to penalties to address racial and economic equity.	3
Invest in arterials	3
more funding for pedestrian safety projects	2
Focusing investments and efforts in communities most impacted by traffic deaths.	2
Affordable housing / childcare / grocery stores / jobs more available in same neighborhoods	2
Set safety as primary target, not achieving v/c ratios.	2
divest from freeways and not just "increase" funding for active transportation	2
Lower speeds (now), fund non-driving transportation options (to reduce DVMT), creative incentives for owning lighter-smaller vehicles, price driving to account for social costs (like crashes), reinvent traffic enforcement	2
Have specific safety plans for arterials like 82 Ave	2
reforming the decision-making process and methodology for project selection and prioritization	2
Educate drivers	1
Collaborative social behavioral change activities focused on young adults and teens.	1
Public health messaging.	1
Stop gentrification	1
Speed Studies, Blind turns, Crosswalk (Mx, striping)	1
Move traffic enforcement to non-law enforcement agencies. i.e. from PPB to PBOT.	1
Improve the participation of BIPOC in different committees and in public forums	1
More education for all road users - especially drivers!	1
Continue to separate vulnerable users from motor vehicles with harden and soft devices	1
A focus on areas that have high density of people of color and an analysis of sidewalks and crosswalks to understand how improvements for pedestrians can be made safer.	1
Creating high injury network analysis for urban areas	1
invest in corridor improvements and not just selective location improvements implemented over time	1
Better wrap-around services, electrification of the transportation system, complete streets	0
Speed bumps in lower income neighborhoods.	0
Not focusing on freight movement as top priority	0
Funding for programs	0
Encouraging/demanding more ownership at highest levels of power/influence	0
East Portland suffers from Neglect by design or racism by design. You pick	0
Promote legislation to enable traffic enforcement cameras in non-urban areas with county control.	0
Quickly building community power behind the politics of streets for people. Currently, the freight, auto, and highway lobbies have FAR more power than safe streets advocates.	0
lead with equity	0

increase costs for driving and reduce costs/barriers for transit and active modes	0
move further up the policy agenda	0
Immediately restripe all multilane streets to no more than 1 vehicle travel lane in each direction.	'-5
Provide additional enforcement.	'-5
Funding to focus on educating BIPOC groups such as REACH	'-3
Thanks for checking in. More technical support	'-2
Committing to a no car "freeway" system throughout the county	'-1

**What are some actions you, your agency, organization or community have taken in the past two years to address safety disparities? Who are we centering when we make decisions? Are we doing enough?** (Responses to open ended questions shown in order they were provided. There is no prioritization of responses.)

#### Response

1. Translating the safety information into the nine harbor languages.
2. Putting an equity lens on prioritizing transportation investments
3. Plans
4. Speed Studies, lowering speed limits
5. More photo radar
6. Incorporating/advocating for road safety in affordable housing development
7. Engaging the community through our transportation advisory committee - panel speaker event on transportation equity
8. Use technology better
9. Invest in lighting
10. Reducing speeds.
11. Working internally to educate staff about systemic racism.
12. Use drones
13. Conducted one-on-one interviews with Black, disabled and low-income residents to hear their lived experiences in our downtown to help inform our project planning and design
14. Road Safety Audits
15. More safety investments focused on underserved areas. I'm not sure we always know who we're centering. Need more funding.
16. Increased Safe Routes to School Education
17. Reviewing the county code, word for word.
18. Boots on the ground in Trauma Impacted Communities.
19. Fund bike ped
20. Centering trauma informed and equity training
21. Try to pass a transportation measure to fund much needed safety improvements
22. Transportation safety lessons for students and families in east Multnomah County through Safe Routes to School.

23. Investments in safety, walking and biking in "trauma-impacted" communities.
24. Transportation measure that focused on people
25. Developing public input strategies in communication that seek diverse voices and experiences.
26. We invested heavily in building regional and state coalitions to secure increased funding for investments in safe routes for walking, biking, rolling, and riding transit.
27. Designing and building bike and ped facilities
28. Funding to CBOs to design transportation safety activities that match the interests and ideas of their community members.
29. Not doing nearly enough.
30. Added equity lens to infrastructure investment.
31. need a paradigm shift
32. Educating friends and family in our personal circles on safety and especially the racial inequity in the impacts of an unsafe system.
33. More minorities in leadership
34. Requested speed reduction on an arterial in our downtown
35. Asking for capacity building and training resources to support staff with incorporating racial justice in our planning work
36. Empowering BIPOC community members with the language and tools to share transportation safety with their community members.
37. Traffic slowing. Challenges that need ODOT approval
38. Completion of Ph1 of Outer Powell Project - to build / add sidewalks, improved transit access
39. Equity lense on transportation studies
40. Begin to change how we measure roads
41. Developed a strategic plan that focuses on addressing systemic racism and climate change as principal drivers of decision making around actions/investments.
42. Engaging local youth in planning
43. Offering grant funding to community groups to address traffic safety issues.
44. Information provided to match the languages of the community members that live and work in the area.
45. Using experiences from COVID and Wildfires, building a new community engagement strategy using an equity lens.
46. Red light cameras
47. Engaging communities of color to share safety messaging on the right of way through signs in native languages
48. Road diets, RRFBs, Getting developers to build sidewalks and crossings. Creating plans for improvements
49. Writing active transportation funding requests/business cases with problem/solution statements with racial equity and recently with some content from REACH and Oregon Walks reports
50. Committing greater % of 24-27 STIP to ped-bike-active transportation projects
51. Engaging CBO and the communities they serve.

52. Launching micro targeted social behavior change campaign focused on 15-19 year old young adults related to texting.
53. refocus on pedestrian safety strategies
54. Keeping safety in front of policy makers with monthly fatality reports.
55. Reducing posted speeds
56. Convening a Transit Public Safety Advisory Committee to develop top recommendations and priorities.
57. Investing in street lighting
58. Started measuring whether we're making progress on racial equity
59. Implementing community grant making through Portland Clean Energy Fund
60. ODOT's Active Transportation unit is using poverty and race in project prioritization
61. Brought equity awareness to the Bike-Ped Citizen Advisory Committee
62. Fund transportation safety projects, not highway/car speed projects.
63. Focusing our outreach and education efforts in the communities most impacted by traffic deaths - East Portland.
64. Changing safety conversation to focus on "safe systems," as opposed to traditional safety approach.

**What should we (all of us) focus on moving forward? What topics, formats, speakers, partners, would you like to see at future safety forums?** (Participants could up and down vote on responses to the question. Net votes are shown.)

Response	Net Votes
Speaker selection was awesome thanks	21
Get law enforcement involved - we need to transition to an unarmed-traffic safety system and they need to be a part of that conversation	18
This was a great start maybe we should often how about 6 months from now	17
Are there other jurisdictions that are seeing lower fatalities and what are they doing that we are not?	13
Best practices for community engagement. How to engage with the people we need to hear from.	11
Speakers and partners: would love to see youth voices--the voices of the future--and get their perspective.	9
How can we equitably implement automated enforcement?	8
Using our broadened perspective of how safety disproportionately impacts BIPOC communities to substantially redirect state, regional and local investments in infrastructure.	6

Quarterly meetings. Continuing to use zoom would allow more stakeholders to attend compared to in person meetings	6
Set a table, please, for those of us working on behavioral change, restorative justice, mental health and addiction, etc. to share best practices and learn from one another.	6
Federal speakers would be great! I'd love to hear about the new administration	5
Perhaps shorter briefing sessions more regularly? Today was valuable (thank you) but also a pretty significant time commitment.	5
How do we ramp up BIPOC community involvement for a bottom up approach to changing policy and getting funding.	5
Automated enforcement and moving away from armed law enforcement conducting traffic stops	5
Mix up the groups so we can meet more people with diverse perspectives.	5
Looks like a lot of bureaucratic boundaries, lack of continuity in mgmt, --- in the way of solutions. We need to collaborate between orgs more to negotiate boundaries and funding.	5
Focus on building alignment between elected officials, staff and community members on where, why and how to invest our limited resources and make the case for more resources	4
Forum to specifically discuss how to collaborate on legislative/policy changes - include elected officials	4
Focus on regional documents that influence safety and investment. Perhaps a group review. For example, State Safety Plan has a focus on individual behavior, which does not effectively address a Safe Systems approach.	4
Loved the presentations	4
Yes, let's see examples from places around the region in a future workshop safe system approach	4 3
Ongoing collaboration between road jurisdictions, increased education for all transportation modes	3
Great information this time. Next time would like to see agency representation discussing the specific actions they have taken, are taking, and will take.	3

Practical things that can help us identify disparities in safety.	3
Best practices for creating a sense of inclusion and wellbeing in the right of way	3
Tell me when we see progress in your work	3
periodic check ins	3
tangible ways we can amend state law to give local jurisdictions more tools to address speed, etc.	3
Include law enforcement	3
What's working elsewhere in the United States or Europe and how do we move in that direction instead of reinventing the wheel?	2
also include older adult perspective	2
Thank you for pulling this together. It was wonderful to hear, learn, and consider a variety of ideas and information.	2
Focus on BIPOC Stakeholders as you plan and prioritize. You are aware of the data and keep bringing analysis, safe system approach, systemic safety resources in	1