



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 12, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Carlotta Collette
Denny Doyle
Mark Gamba (*Chair*)
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Larry Morgan
Luis Nava
Nathan Phelan
Craig Prosser
Martha Schrader
Ty Stober

AFFILIATION

Port of Portland
City of Hillsboro, Largest City in Washington County
Metro Council
Metro Council
City of Beaverton, Second Largest City in Washington County
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
City of Gresham, Second Largest City in Multnomah County
City of Troutdale, Other Cities in Multnomah County
Citizen of Washington County
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
City of Vancouver

ALTERNATES PRESENT

Carrie MacLaren
Jackie Manz

AFFILIATION

Oregon Department of Land Conservation and Development
City of Lake Oswego, Largest City in Clackamas County

MEMBERS EXCUSED

Betty Dominguez
Amanda Fritz
John Hayes
Gordon Hovies

AFFILIATION

Citizen of Clackamas County
City of Portland
Forest Grove School District, Governing Body of a School District
Tualatin Valley Fire and Rescue, Special Districts in Washington County

OTHERS PRESENT: Karl McLan, Jess Larsen, Brenda Perry, Adam Barber, Gretchen Buehner, Jerry Smith

STAFF: Elissa Gertler, Ramona Perrault, Ernest Hayes, Roger Gonzalez, Amy Croover, Lake McTighe, Kim Ellis, Peggy Morell, Patty Unfred, Tom Kloster, Alison Kean, Nick Christensen, Christopher Spencer, Nellie Papsdorf

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Mark Gamba called the meeting to order at 5:04 p.m. Chair Gamba proceeded to have attendees introduce themselves.

- **ICE Discussion**

Chair Gamba introduced the ICE Discussion by asking attendees if any one came specifically for the discussion. He gave the opportunity to discuss the item and for group conversation.

Member discussion included:

- Mayor Denny Doyle discussed sanctuary cities and a organization called “Welcoming Cities”. He mentioned attending a meeting in Denver, CO and stated that the organization had grown to 70-80 cities. He stated that the mission of the organization was to promote cities that are open to all groups and that it was organized nationally.
- Mr. Luis Nava brought information on Latino demographics in Oregon. He noted that 12.1% of the region consisted of Latino identifying populations and that 25% of enrolled students identified as Latino. He added that there was 120,000 undocumented citizens and that 75% were from Mexico. He stated that there were 192,000 Latino citizens in the Metro region and gave forecasts for 2020 stating that Latino’s were expected to consist of 20% of the population and 40% of enrolled students. He explained that efforts should be made to improve the education of Latino students noting that they consistently performed less in school subject topics than other racial demographics.
- Mr. Nava noted that 24% of Latino students take the Standardized Achievement Test (SAT’s) as a pathway towards higher education. He added that there were 63 organizations in Oregon that work with Latino populations. He explained that business communities should be considered more as a part of the system. He noted that South American populations were considered a separate demographic and that their involvement in the education system differed significantly from other Latino students.
- Mr. Nava spoke on efforts to better engage Latino youth communities. He discussed efforts to prepare education programs tailored to Latino families in Washington County. He stated that 90% of Latino students in Washington County received services, and 100% of Latino senior citizens received engagement services.
- Mr. Nava mentioned issues with youth engagement in the region. He stated that Latino adults were often unwilling to provide transportation for enrolled students to school due to apprehension towards law enforcement and discrimination on roadways. He added that Immigration and Customs Enforcement (ICE) had created a culture of fear in students that had led to lower performances. He stated that regular meetings took place and recommended a Metro liaison attend scheduled meetings. He highlighted the importance of discussions for community protection and to communicate regional concerns to ICE and the Department of Homeland Security (DHS).
- Councilor Sam Chase stated his appreciation for the discussion from Mr. Nava. He touched on the areas of regional success and areas for improvement to increase Latino engagement. He added that regional benefits would come when disparity is addressed in the community as a whole.
- Councilor Chase thanked Councilor Harrington for Metro’s resolution to reaffirm support for regional stability and justice and added that reaffirmation of safe programs would be beneficial to support.
- Ms. Emerald Bogue thanked Mr. Nava for his comments and the data he brought in. She added that regional leaders were troubled by determining solutions to ICE and added that the Port of Portland does allow ICE on property but does not comply with information requests.
- Mr. Craig Prosser thanked Mr. Nava for his comments. He asked if there were rules and roles for elected officials to participate in ICE discussions to promote community

engagement. He noted that TriMet received negative feedback and false claims for complying with ICE on public transit and asked if MPAC could act as a group to address unfounded rumors.

- Mr. Nava stated that meetings were open to the public and that trainings for citizen classes were available. He added that attendees often consisted of government officials. He added that there were over 1,200 people who attended a recent meeting in Beaverton to address issues.
- Chair Gamba asked if school age youth engagement practices in Washington County could be used in neighboring school districts and if there were solutions to promote guardians to drive youth to schools.
- Mr. Nava stated that promoting awareness was the tool utilized, as well as discussions with parents and students to identify what they want to accomplish and ways to do so.
- Chair Gamba asked if cities could do more than declare themselves as sanctuary cities and follow state law. He clarified by asking if there were protectionary concepts beyond state law.

2. CITIZEN COMMUNICATIONS

There was none.

3. COUNCIL UPDATE

- Councilor Sam Chase stated that community place making grants were made available. He explained that these grants benefited historically marginalized communities and that they were typically small and aimed to bring together people in a community where small investments were needed. He added that 100,000 in funds was available and that applications were due on May 6, 2017.
- Councilor Chase gave an update on the Urban Growth Management Task Force, stating that representatives from land conservation groups and other affiliates gathered to discuss improvements to land use and the growth management system. He announced that efforts passed the Oregon House and were underway to the Oregon Senate.
- Councilor Chase gave an update on the Low Income Fare Task Force and mentioned committee members who were involved in the process. He stated that efforts were to identify programs that would help reduce fares for low income riders, similar to methods adopted by San Francisco, CA and Seattle, WA. He noted that discussions were focused on making low income fares achievable for the region and that the goal was to create a 70% discount for riders that were 200% of the poverty level or lower. He also discussed methods such as alignment with the Supplemental Nutrition Assistance Program (SNAP) so as to not require individuals to double register for benefits. He added that there was interest from the state legislature and that other resource options in the region were being identified as well.
- Councilor Chase gave an update from the Space Efficient Housing Work Group. He stated that discussions were engaging and focused on creating affordability with smaller housing using current infrastructure. He added that input was given from the Oregon Department of Environmental Quality (ODEQ) and that experts were being conveyed to identify more solutions. He stated that a formal presentation would be given to MPAC in summer of 2017.

4. MPAC MEMBER COMMUNICATION.

- Ms. Emerald Bogue added that the Port of Portland had a guidebook towards space efficient housing and offered to distribute it to MPAC members and alternates.

5. **CONSENT AGENDA**

- **MTAC Nomination**
- **Consideration of the March 8, 2017 Minutes**

MOTION: Mr. Craig Prosser moved, and Mayor Denny Doyle seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. **INFORMATION/DISCUSSION ITEMS**

6.1 Vision Zero and Regional Transportation Safety Action Plan Update

Chair Gamba provided a brief update on the Vision Zero and Regional Transportation Safety Action Plan. Ms. Elissa Gertler, Metro Director of Planning and Development, added that further Regional Transportation Plan (RTP) updates would come to MPAC at the following meeting.

Key elements of the presentation included:

Ms. McTighe introduced herself and her role in Metro. She stated that she was presenting to receive policy direction from MPAC towards Vision Zero and target safety measures. She stated that the topic would return to MPAC for a recommendation for adoption to Metro Council. She noted that it was developed with guidance from the Transportation Safety Work Group. She added that safety is a priority policy area that was identified as a top priority from multiple resources. She stated that safety was identified second to maintenance from online public surveys.

Ms. McTighe stated that Metro would be updating the 2012 Regional Transportation Safety Plan, noting that this was the first safety action plan that identified specific targets. She noted key findings from the 2012 plan such as analysis of crash data showing arterials as a primary safety concern, as well as influence from substance intoxication, vehicle miles per hour travelled, and streets with a greater number of lanes more subjected to higher crash rates. She noted that crash data from 2015 was reviewed and noted that injuries were a prevalent problem. She linked death and injury through vehicular accidents as contributing factors to economic health and active transportation for the region. She added that vehicle crashes were the leading cause of death in the region and the state.

Ms. McTighe stated that the information was guided by the Transportation Safety Work Group and that it was compiled of local technical experts who met five times since May 2016. She added that the Transportation Policy Advisory Committee (TPAC), the Metropolitan Technical Advisory Committee (MTAC), other work groups, and public comment guided the development. She stated that the Transportation Safety Policy Framework was available in the packet to provide a policy context of a safety action plan with Vision Zero targets. She added that assessment of the current safety plan highlighted a need for policy direction to incorporate equity and public health perspectives. She touched on the importance of using data to shape effective strategies.

Ms. McTighe noted that Clackamas County was the first jurisdiction in the region to adopt a Vision Zero strategy. She added that the City of Portland adopted a Vision Zero target by 2025. She explained that Washington County and the City of Hillsboro had drafted safety action plans that considered Vision Zero targets as well. She highlighted that policy has led to increasing recognition that safety is a major concern for vulnerable populations. She shared that adults over the age of 85 had the largest number of fatalities of age groups. She explained that traffic related deaths were a leading public health issue and that reduction of motor vehicle related deaths had been identified by the Center for Disease Control (CDC) and that such deaths disproportionately affected low-income and minority groups.

Ms. McTighe discussed the Vision Zero element stating that the Transportation Safety Work Group recommended a Vision Zero target for the region for 2035. She explained that Vision Zero is a goal to eliminate traffic fatalities for all users, compared to the 50% reduction goal identified in the 2012 Safety Plan, with interim target identified up to 2035. She added that the target was consistent with the Oregon Department of Transportation (ODOT) target adopted by the Oregon Transportation Commission (OTC). She noted that Vision Zero was as much a framework as a target for achievement. She highlighted the collaboration necessary between jurisdictions and transit authorities to achieve the ambitious goal of zero fatalities. She discussed the differences between traditional safety approaches to the Vision Zero approach. She noted that efforts would also look to create a shift in thinking to a holistic view on transportation safety.

Ms. McTighe identified the proposed annual safety targets, stating that this was a requirement for ODOT and Metropolitan Planning Organizations (MPO's). She displayed a graph that compared trend lines of safety fatalities, the average annual fatalities from observed crashes, the linear trended needed to achieve zero fatalities, and the targets identified by ODOT. She explained that the current trend was expected to continue until policy development and investments are implemented and would then drop down gradually.

Ms. McTighe elaborated on the transportation safety performance measures, announcing that they were developed by the Transportation Safety Work Group. She stated that the performance measures would be used to measure rate of success towards reaching Vision Zero over time. She stated that the performance measures were difficult to predict due to the unexpected nature of safety outcomes. She added that the performance measures were proposed by the Equity Work Group. She discussed the need to refine performance measures and noted that the first performance measure would be included in the number of safety projects for the 2018 RTP. She stated that they used Metropolitan Transportation Improvement Program (MTIP) benefits and burden analysis to show that 60 out of 163 identified projects were safety projects and that roughly 23% of funding would be granted to safety projects.

Ms. McTighe discussed steps to reduce crashes by limiting non-freeway vehicle miles travelled per area. She then discussed regional high-injury corridors, identified multi-lane arterials as a major safety issue as well as roadways with a high concentration of vehicular crashes. She displayed an online interactive map of roadways for MPAC members and attendees to use if they choose. She added that work was still being done to refine corridors to make it comparable to the Vision Zero plans identified by Washington County and City of Portland and to help identify investment areas.

Ms. McTighe concluded the discussion by stating next steps of receiving JPACT policy direction and return discussions with updated data and findings. She announced that a draft plan would be available in October 2017 with MTAC and TPAC feedback, with a return to MPAC in 2018 to ask for

a recommendation for Metro Council for adoption. She then asked MPAC members and alternates if they had any policy direction for the Regional Safety Update Plan.

Member discussion included:

- Chair Gamba asked why the regional Vision Zero target was ten years slower City of Portland's Vision Zero target. Ms. McTighe stated that it was consistent with the 2015 RTP and that the extra time would allow further work with partner jurisdictions. She noted that 2025 City of Portland's Vision Zero target was known to be highly ambitious.
- Chair Gamba asked if safety concerns were due to a lack of infrastructure of a higher proportion of active transit users. Ms. McTighe stated that there was a multitude of reasons such as time of day, type of active transit mode, and infrastructure. She stated that they are currently using statewide data for regional determination.
- Chair Gamba recommended tracking regional safety data and active transportation users.
- Mr. Jerry Hinton asked if the data could identify fatalities where intoxication and phone use were contributing factors. Ms. McTighe stated that the categorization of the data in this way was available in the safety report. She noted that fatalities due to distraction of the driver is not prevalent and was hard to track, but is still considered as a contributing concern.
- Mr. Hinton asked if there were any forecasts on transit fatalities due to the legalization of recreational marijuana. Ms. McTighe stated this was a known issue but that there were no forecasts available at the time.
- Mayor Steve Callaway asked why Indigenous Americans and other demographics of color were at a higher degree of impact in the region than other communities. Ms. McTighe stated that there were multilayered reasons and added that low-income groups were also more vulnerable. She stated that more work was needed to understand the issue towards demographics.
- Mayor Callaway asked that information be gathered towards demographics of color and traffic safety before the topic returns to MPAC for review. He brought attention to data from the City of Hillsboro of accidents and fatalities and provided asked if there would be ways to address motorcycle accidents with vehicle collisions after flashing yellow stop lights. He elaborated by discussing vehicle miles travelled based off age groups, noting concern that young adults aged 16 to 25 tend to be inexperienced drivers, though likely not the group that travelled furthest distances. He concluded by stating that weight placed on miles travelled should have certain considerations.
- Mayor Doyle asked what the framework behind Vision Zero was. Ms. McTighe answered that the targets outlined was what was being asked for MPAC consideration. She discussed annual targets as a set to consider, and the broad framework of how to achieve the sets of targets.
- Mayor Doyle noted that reaching a goal of zero fatalities by 2025 seemed unrealistic to achieve. He noted that after the City of Portland adopted Vision Zero that there was a increase in the number of traffic accidents. Ms. McTighe replied that Vision Zero is a goal to strive for, with the basis being that loss of life due to traffic accidents is preventable and should not be accepted as inevitable.
- Councilor Jackie Manz discussed the educational component of changing behavior to prevent traffic fatalities. She noted that Vision Zero is a shift away from individual behavior changes to a holistic approach. She addressed the issue of individuals wearing dark colors in low light conditions that a change in approach could lead to less incidences. She asked if there would be regulatory approaches in the Regional Transportation Safety Action Plan. Ms. McTighe replied that the holistic approach would consider engineering of

infrastructure, law enforcement, civic engagement, and equity as contributing factors to the Safety Action Plan. She noted that the plan is focused on Metro's role, while local cities and counties would be relied on to enforce rules and regulations.

- Chair Gamba noted a low instance on traffic fatalities between Grand Avenue and the City of Milwaukie, and related it to the separation of infrastructure and enforcement of speed limits in the area. He noted that this led to behavioral changes in the area where individuals are aware of the need to reduce speed of vehicle travelling.
- Councilor Harrington noted similarities of the success of speed regulations in the City of Beaverton through traffic cameras and red light detection. She asked about the evaluation measures and recommended prioritization of target goals. She also noted that there were regional programs for safety education to address behavior changes such as texting while driving and to increase overall self-awareness while in a vehicle.
- Councilor Larry Morgan asked about traffic safety beyond the influence of infrastructure and modifications. Ms. McTighe responded that enforcement would be a influential factor, but highlighted the need to be equitable and to not disproportionately impact any community over another. She noted that the Transportation Safety Action Plan did not consider personal safety, but noted that improvements to lighting would help address another traffic safety issue.
- Councilor Morgan asked if the Work Group reflected the diversity of communities and populations in the region. Ms. McTighe replied that equity guidance was provided by the Equity Work Group to identify communities and target goals. She stated that census data was used to map communities and that there was a focus on historically marginalized communities overlaid with crash data to determine causes and influencing factors.
- Councilor Morgan asked if key priorities had been determined. Ms. McTighe replied that a top priority was the incorporation of Vision Zero in the Regional Transportation Safety Action Plan, followed by measuring the impact of safety projects, and the measure of crash exposure in key areas.
- Councilor Ty Stober asked if there would be a greater benefit if Clark County and City of Vancouver adopted similar language towards Vision Zero goals. Ms. McTighe stated that this would lead to a greater benefit, solidifying the idea of one region with focused efforts to reduce vehicular accidents. She noted that initial work was being done with the Regional Transportation Committee to create similar performance measures on both the Oregon and Washington side of the region.
- Councilor Chase discussed traffic enforcement as a contributing factor to Vision Zero. He noted that infrastructure and education were both key components, but stated that dangerous transit activities should be penalized. He stated that equity is important to consider in how to apply penalties to avoid disproportionately affecting certain communities. He noted that it was important to consider the impact of fees and penalties as they are applied and recommended equitable strategies be presented to the state legislature.
- Mr. Craig Prosser highlighted the difference between transportation safety and vehicle safety. He noted that the Transportation Safety Action Plan did not specifically address bicycle or pedestrian safety and noted it as a concern outlined in TriMet's transit safety considerations.
- Mr. Nathan Phelan stated concerns with costs to accident causation and risk management. He linked causation with behavior as innate factor of free will, and stated that this would be a confounding factor no matter the changes to infrastructure to shape behavior. Ms. McTighe replied that there was the challenge to create a strategy to address behavior. She added in that when incidences do occur, the goal is to reduce fatalities.

- Councilor Harrington mentioned infrastructure changes to grab automobile riders attention on roadways in Seattle. Ms. McTighe noted that treatments such as that described by Councilor Harrington were proven methods to influence behavior.
- Ms. McTighe added that the Metro region consistently outperformed the rest of the nation towards addressing traffic fatalities due to significant regional investments in transportation safety projects.
- Chair Gamba noted that solving issues required understanding of the causes that lead to issues, such as why traffic accidents occur and what can be linked as contributing factors. He noted that autonomous vehicles may address safety concerns due to personal behavior by 2035. He added that ODOT could solve transportation issues if significant pressure was placed on the organization. He concluded by stating that bicyclists and pedestrians would have increased safety if there was a physically separated transportation system.

ADJOURN

MPAC Chair Mark Gamba adjourned the meeting at 6:49 p.m.

Respectfully Submitted,



Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 12, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Handout	04/12/2017	Presence, Projections and Education Disparity for the Latino Population in Oregon	041217m-01
1.0	Handout	04/12/2017	2014 Map of DHS CRCL Community Engagement Section Roundtables	041217m-02
6.1	PowerPoint	04/12/2017	2018 RTP: Vision Zero and Transportation Safety Plan Update	041217m-03
6.1	Handout	04/12/2017	Map of High Injury Corridors and Intersections in Greater Portland	041217m-04
N/A	Handout	04/12/2017	April Hotsheet	041217m-05