COALITION BUILDING FOR WALKABLE COMMUNITIES FOR ALL

WALKING THE WALK

AARON BROWN | WALKING THE WALK | FEB 08 2017 | @AMBROWN | WWW.AMB.FYI
TODAY’S AGENDA

▸ Aaron Brown, Board President of Oregon Walks
▸ Jonathan Duvall, MS pathVu co-founder
▸ Samantha Ollinger, Executive Director, BikeSD
▸ Helen Leung is Co-Executive Director of LA-Más

WHAT CAN WE DO TO HELP ADVANCING THE RIGHT TO WALK IN 2017 AMERICA THROUGH POLICY, PLANNING, PROGRAMMING AND POLITICAL PEDAGOGIES?
WHY DO WE LIKE WALKING, ANYWAY?

- If you are listening to this, you probably have specific morals/values/memories around your own experiences of living in walkable communities.
- What are they?
- Who do you walk with?
WHY DON’T OTHERS WALK? (THIS IS AN IMPORTANT QUESTION!)

“We wondered who was, and who was not, benefitting from Portland’s vision of sustainability and bicycle-friendliness. As we scanned policy-making tables, bike shops, events, and programs, we found they did not reflect the diversity of Portland. This led us to ask bigger questions. Was there interest in bicycling within low-income communities and communities of color? If so, were there specific barriers that prevented people from riding? And what could the Community Cycling Center do to include low-income people and people of color in the vision of a bicycle-friendly Portland?”

“Understanding Barriers to Bicycling Project” - Community Cycling Center, 2012

WHAT BARRIERS ARE OTHERS FACING?

- Infrastructure...

http://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=cf122cd3b4ef46f0ac496b2d61d554e9
WHAT BARRIERS ARE OTHERS FACING?

- Infrastructure
- Race
- Class
- Citizenship...

http://www.oregonlive.com/commuting/index.ssf/2014/05/portland_drivers_clearly_exhib.html
http://www.portlandmercury.com/news/2016/08/31/18533371/a-black-teen-was-run-down-in-gresham
WHAT BARRIERS ARE OTHERS FACING?

- Infrastructure
- Race
- Class
- Citizenship
- Gender
- Ability
- Care taking responsibilities
- Education responsibilities...

https://droregon.org/odot-settlement-agreement/
WHAT BARRIERS ARE OTHERS FACING?

- Infrastructure
- Race
- Class
- Citizenship
- Gender
- Ability
- Care taking responsibilities
- Education Responsibilities
- Age
- Nearby Amenities/destinations
- Housing
- Healthy environment
- Healthy lifestyle
- Air Quality
- Crime Concerns
- Inadequate Transit
- Concerns of Law Enforcement
- Inadequate nearby culturally relevant programming
- Language barriers
  and on and on and on and on and on and on...
PEOPLE DON’T IDENTIFY AS PEDESTRIANS, BUT PEOPLE IDENTIFY AS PEOPLE.

AND PEOPLE WALK.
WELL, WHO ARE PEOPLE?

AND HOW CAN WE INVITE THEM TO WALK WITH US?
RISING AMERICAN ELECTORATE+

- Unmarried women
- People of color
- Young People
- Working Class White Women
RISING AMERICAN ELECTORATE+

- Does the movement for walking in your community represent the demographics in your community?
- Who is missing? What are their concerns? What are their barriers to walking that your advocacy/policy/infrastructure/funding successes not currently covering?
- Annoying Gretzky Quote
CASE STUDIES

VISION ZERO IN PORTLAND
OREGON WALKS – COALITION BUILDING
CULLY CAMINA / OREGON WALKWAYS
APANO – SE DIVISION
FIX OUR STREETS PORTLAND
Better Policy: Portland’s Approach to Vision Zero

Portland’s Vision Zero will:
“...address the disproportionate burden of traffic fatalities and serious injuries on communities of concern, including people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access.”

Five ways Vision Zero should address race and income injustice

To make Vision Zero work for everyone:
1) Our data must track law enforcement patterns by race and income
2) Education must be used before penalty whenever possible
3) If we’re not careful, traffic safety cameras will selectively enforce laws too
4) We need to organize and turn out on connected social justice issues
5) We must all take personal actions to resist exclusive decision-making

https://bikeportland.org/2016/02/25/five-ways-vision-zero-must-should-address-race-and-income-176070
BETTER POLICY PT 2: SEE YOURSELF IN OTHER’S CAUSES

Biking and walking groups endorse ‘driver cards’ for undocumented immigrants

Nonprofits that support road safety are backing a November ballot issue that would allow people who came to Oregon illegally to once again take driving tests and buy car insurance.

A public “yes” vote on Measure 88 would let undocumented Oregon residents get “driver’s cards” that let them drive legally, essentially restoring the system that was in place before 2007.

It’s not clear how many Oregon residents are now driving despite not having legal immigration status or licenses, but the number is almost certainly in the many thousands.

“This will promote safety on the road for everyone, regardless of how they choose to get around,” wrote Gerik Kranisky, the Bicycle Transportation Alliance’s advocacy director, in an email.

“People, when given the option to do the right thing, they will do it.”

---

Oregon Walks

Oregon Walks for Open Data

Submitted by Aaron Brown on April 14, 2016 - 5:36pm

(The following letter was submitted on behalf of Oregon Walks to the Portland Comprehensive Plan, in response to the Call to Action published by Hack Oregon and the Portland Independent Chamber of Commerce’s advocacy for Open Data in the Portland Comprehensive Plan.)

---

54 ENDORSING ORGANIZATIONS (and counting!)

Yes Affordable Homes

Thrilled to join 54+ organizations in endorsing a YES vote on YesAffordableHomes in November. facebook.com/yesforaffordablehomes
BETTER PROGRAMMING: MEET – AND CELEBRATE – PEOPLE WHERE THEY ARE

¡Celebra Cully y las Calles Abiertas!
Domingo, 18 de septiembre de 2016
de 11 de la mañana hasta las 4 de tarde

Plaza Living Cully
Pulso con "Tree City Pulse y Timbers Army"
Skateboard con "Set up Skate" Basket
Gestión de alimentos con "Fe Emergency Food Program"
Música en vivo por ingreso hasta 3 de la tarde
Demonstración de Baile por Lunares a las 3 de la tarde

Cully & Alberta
"DIRECTORY" listo para caminar
Camina "Regresa a un lado de la calle"
11 de la mañana hasta las 4 de tarde

https://www.apano.org/blog/2016/12/21/apano-responds-to-se-division-pedestrian-fatalities/
http://oregonwalks.org/support/weston-awards
http://oregonwalks.org/oregonwalkways
“A hard lesson for anyone to learn, especially for self-possessed leaders of progressive change, is that there is always a better messenger than you. What I mean by that is that however articulate or convincing you may be as a bike advocate, it's so much more effective to mobilize a doctor, a real estate exec, a tech mogul, a union, or a small business association. At my best, at our best, we are cultivating and activating strategic partners who share our passion for livable streets, protected bike lanes, and the whole toolbox of measures that make our streets, neighborhoods and cities greener and happier. That's how you move politicians. As bike advocates, we are a one note band, and they know our song. With myriad and diverse allies you can create the symphony that makes politicians get off their duff and dance.”

-Paul Steely White, Executive Director, Transportation Alternatives

http://www.peopleforbikes.org/blog/entry/advice-for-bike-advocates-there-is-always-a-better-messenger-than-you
Oregonian editorial board, gas stations almost alone in opposing Portland gas tax (OPINION)

By Guest Columnist
Follow on Twitter
Email

on April 27, 2016 at 4:20 PM, updated April 27, 2016 at 4:21 PM

By Jennifer Rollins, Kristin Eberhard and Brian Landoe

The Oregonian/OregonLive editorial board’s opposition to Portland’s proposed gas tax is misplaced. The city can’t continue to wait to address its crumbling and unsafe streets.

When the city puts its street funding plans on hold at the start of 2015 to give the Legislature a chance to work out a comprehensive transportation funding package, City Club of Portland launched a research committee of nine community members to study the issue. We

Portland gas tax will boost pedestrian safety (OPINION)

By Guest Columnist
Follow on Twitter
Email

on May 10, 2016 at 11:00 AM, updated May 10, 2016 at 12:10 PM

By Gwen Sullivan and Elaine Friesen-Strang

On the afternoon of April 2, 13-year-old Mauricio was struck by an automobile while he was in a crosswalk at SE 142nd and Division. He suffered a severe concussion and broken shoulder. No one should be a victim of such an assault, but in this case he has youth and resiliency on his side. Had he been 70 years old, he may not have survived. The Oregon State of Pedestrian Safety Report, which Oregon Walks released last year, states Oregonians age 65 and older are four times more likely to be killed while walking than any other age group.

http://www.oregonlive.com/opinion/index.ssf/2016/05/portland_gas_tax_will_boost_pe.html
BETTER MESSENGERS THAN AARON BROWN


www.fixourstreetsportland.com
IMPORTANT CAVEAT. ASK YOURSELF:
ARE THESE RELATIONSHIPS EXPLOITATIVE?
TRANSACTIONAL? TENTATIVE? CONDITIONAL?
OR ARE WE EMPOWERING EMERGING
COMMUNITIES TO JOIN US, WALK WITH US, ON
THEIR OWN STREETS, ON THEIR OWN PACE?
WHO ARE YOU GOING TO WALK WITH THIS YEAR?

GET IN TOUCH.
HTTP://AMB.FYI
@AMBBROWN
AARONMBROWN503@GMAIL.COM