

AW-The Collision Analysis You Want Your City To Do – To Save Lives

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Remote CART

>> Hi, everyone. Thank you so much for being here. And welcome to today's webinar, collision analysis you want your city to do to save lives. I'm Kelsey, communication's director and I'm here joined by senior policy adviser of walk Boston and current board vice president. Wendy will be host and moderator today and I will be running the technical details, behind the scenes here. Before we get started I want to thank the sponsors, centers for disease control and prevention for making events here at America walks and for those who attend webinars regularly and even donated to make sure that this programming and other program of ours continue to thrive. Thank you so much. The programs allow us to really directly support local grassroots activism and education along with making an impact on issue at the federal level as well. So if you like this content and you're a regular gets here, please consider making a donation towards our webinars and this important work and there's a link in the chat for that. And just a quick note about the technology today, you should see control panel just like this on your screen. That's where we will be looking for your questions for our panelists and after presentations, we will kick off a nice Q&A session, we have received really good questions and comments from some of you so thank you and please continue to enter any questions that come to mind during the presentation right here. And if you'd like to use our closed captioning today, the link is also in the chat box for you. So we have two fantastic presenters today both of whom worked on this extremely impressive Oregon walks crash report which is the focal point of today's event. Ashton Simpson is the executive director at Oregon walks, a community organizer, former U.S. Air Force civil engineering technician and graduate at Portland State University's community development undergraduate program. As a progressive black man growing up in Houston and now living in Portland, Oregon he has seen firsthand the unequal development present in our pedestrian infrastructure and the dangers that this presents for vulnerable communities. Brandon is on project staff at law group and collaborated on the research group crash report. As a native Portlander who experienced the first two decades of his adult life without owning a car, Brandon is passionate about creating a city where bicycling and public transportation thrive. So today's webinar focuses on the invaluable people for things that we can all learn about fatal collisions if we didn't just rely on police reports and as you may have read Oregon Walks volunteers put in 1400 hours to meticulously research and reconstruct the causes of every fatal pedestrian crash in Portland, Oregon from 2017 to 2019. So we think what you're about to see could be a model for governments to adopt if they are serious about reducing the inequitable burden of deaths and injuries on our streets. So thank you so much for

being here. I'm going to turn things over to Wendy now for a brief introduction. Before we begin the full presentation with Ashton and Brandon.

>> Thank you, Kelsey. I'm really thrilled to be here today and I want to start by basically gushing over this report which is not something that I usually do. I think it's really an important moment in the pedestrian movement and can help to usher in a new era of activism in the pedestrian advocacy movement across the country. It is a fantastic and comprehensive look at all of the fatalities that happened, pedestrian fatalities that happened in Portland over a 3-year period and many detailed and pointed recommendations to each layer of decision makers and advocates is really quite unique. The step by step format of the report makes it easy to see as a template for other advocates around the country and I think in the question and answer period, we will talk a little bit about how that might happen and systems framing is so important and the focus on the inequities that are seen in Portland pedestrian's fatalities. The clarity of the report I think can help drive the urgency of the response around the country and really we should be impressed and all of you who are listening to this webinar, I hope you take the time to actually go and read the report and learn really from it how you can make a change in your own communities. With that, I want to turn it over to Ashton Simpson to begin the presentation. Ashton. Thank you.

>> Thank you so much, Wendy. It's good to be here today. Thank you to America Walks for allowing us to present this information out. We feel that it's vital that this -- this level of reporting should be made a standard across the nation as we have seen an uptick in fatal crashes and how these crashes are responded to and reported. So a little bit about the organization, my name is Ashton Simpson, I'm the executive director here at Oregon Walks, we are a 30--year-old organization started in '91, a group of concerned citizens involving and volunteers came together and formed the pedestrian coalition and that was -- that was all a heavy lift from -- from '91 to now, I'm standing on the shoulders of some great leaders from Jeff Thompson to Rob and some of the few who have served in the role before me. But I really want to get into the meat of this because this is something that is really, really a concern and really ringing the alarm bells here in Portland. We are going to cover the crashes between 2017 and 2019, 48 in total. But last year we had a total of 54 fatal crashes in Portland which far exceeds the 3-year of totals that we will look at today. Before we begin, I want to thank Scott, he authored this report and published it with the help of Brandon. Brandon put in over 1400 hours' worth of man hours to get this report, crash reports and as well as pulling together the analysis. So with that next slide please, Brandon. So today we are going to talk about some of the main points that we identified in this report. One being that responding to crashes has been very, very like luster particularly here in Portland but we really see that around the nation, reporting has also been, again, a big headache, oftentimes these crashes are touched on lightly through media or through any type of police reporting and then you often don't see them again and then planning. How do we plan for better roads because one of the things that we have identified in this report the

three main causes for fatalities here in Portland are speed, length widths and lighting. We have particularly in the areas that we are going to look at -- we have these super-fast 5-lane roads that are straight drag strips that are built for speeds with no crossings or anything in between but the interesting point is that we have a lot of folks living in those communities, black and brown that do not have ways to shuttle to get to the resources that they need to. Next slide, please, Brandon. Some of the biggest takeaways, again, like I said, you know, speed, poor lighting and the design of the roads but another thing that we did demystify in this report was that intoxication or distraction, they were not major contributors, those -- oftentimes you hear that those are the main drivers for folks getting killed in the fatal pedestrian crashes but that -- that didn't seem to be the case when pointing that out and also the crashes are disproportionately affecting black Portlanders, older adults, folks experiencing houselessness and folks with disabilities. Next slide, please. So I'm going to pass it to Brandon so that he can break down a bit of the analysis and how he gathered this information and this data. You're muted, Brandon.

>> Let me unmute there. Thanks for having us, Ashton. The origins of the project actually as Ashton mentioned, the great deal of credit to attorney Scott Scotcher with law firm in Portland and these kinds of things. He's a big focus on helping out victims of crashes, bicycle crashes, pedestrian crashes and he had seen these kinds of recurring systems, factors that were cases that he was dealing with and about 2 years ago started digging more deeply into some of the systems analysis behind it. And brought me on early 2020 and that's when things went full speed ahead and came to these crashes from 2017 to 2019. The goal was to understand crash causes from the system's angle to support solutions with evidence to provide information to neighborhoods and to sort of provide the evidence that -- that advocates would need in order to make informed recommendations for improving the system in Portland especially proving or disproving the distracted pedestrian myth, a lot of transportation discussion. Anybody knows who have been in the meetings whether they are governmental or even in neighborhood level. A couple caveats before I jump into how we actually reviewed each one of these crashes. Access to information was really huge difficulty and I don't think this is unique to Portland. It took a lot of time to gather the 48 police reports that we needed. A lot of back and forth between records departments, many letters. It wasn't something that we were able to put a simple request and get them back and it was also very expensive. We did receive a discounted rate but that's not even satisfactory knowing that this is and should be easily publicly available material for anybody, not just an attorney that wants to look into this or pedestrian advocacy organization. Everybody should have access quickly and with absolute minimal cost to -- to these materials. So there were questions about that and I would be happy to talk more about that if anybody wants to ask in the question section. What do we do? We begin with police departments full knowing that there was inherent bias in the language. In the viewpoint that a police report takes. Police report is looking for who caused the crash, whose fault it is. This is the angle of a police report. It's not -- Well, how did the

system contribute to this crash. What were the system factors that caused this crash, but this was the first place that we started because there were some data check boxes available that we could pull over and start gathering. We were looking at stated vehicle speeds at the time of the crash. We wrote a synopsis of witness accounts, each officer's accounts, something that we had for our records and look at all of the check boxes which may, however, inadequately mention lighting conditions, signal conflicts, anything that we could gather and try to pull out from the system's perspective. Then we pulled up Google Maps and spent some time on the street. This was right at the beginning of COVID so we weren't able to go out to locations in person, but Google maps, it's amazing. We could drop ourselves in multiple points of the streets to see what a pedestrian's viewpoint and what a driver's perspective would have looked like and took an aerial view and to the best that we could from the information that we had from the police reports drew what we find to be the paths from the crash. And then we also did a lot of measurements. Curb to curb and is there evidence of go paths on the side of the road showing where the desired lines of pedestrians are, where sidewalks don't exist, we made a log of nearby bus stops, businesses, crosswalk point, you know, but say it's probably about 2 hours spent in each location just writing down everything that we could observe about any given location. Some city resources. Portland has good data amount or road percentage over posted. Speed percentiles, write down speed of crash compared to current speed limit, to reduce those or otherwise. And look to see if there's any transportation projects either in past for the future and make note of those and see how the city classified the street as bicycle cross or pedestrian cross and see any discrepancies and there are no bike lanes and you'd be crazy to ride a bike on that road and think that you can do it safely given how the system is set up there. Street lighting was a huge concern as we went along and realized that 79% of the fatal clashes from 2000 to 2017 to '19 occurred when it was dark. So new street lighting levels were part of vision plan that was passed on in I think 2017 or 2018 and we had some pretty good scientific numbers there, but measurements that were recommended, formality, ratios, you know, how uniformed the light should be across any given crosswalk and we were able to speak with engineer off the record and do some measurements and what we found a majority of locations where people were killed when it was dark, streets, the lights were inadequate. Something that we would look into more and surely welcome engineer work with. We look at speed orders, what the history of any corridor was, any location, see if there might be an opportunity to put a petition in by -- to rescind the speeds on order to drop any road to statutory speed. Vehicle information was another area. This is something that's not given much attention when you're looking at the systems and the things that contribute to a crash that a police report will say, oh, it was a Ford F-150. Maybe make model and year. We are interested more in what is the curb weight. How can we assays the real height or how flat the fronts are and we did find that in the majority of the crashes, it would be categorized as light trucks and SUV's more involved and as we all know, the front ends of these keep growing year upon year. Probably the biggest takeaway from the report

was the -- the equity angle and the thing that Ashton will definitely speak to. Portland does have the bureau of transportation and equity matrix that they put together which is very helpful. There are overlays for tracks showing median income and showing the relation for black and brown people, people of color, concentrations in different areas and, you know, it's no surprise that the most fatal crashes occurred in people made 50% less of the median income for the city and in places with higher populations of black and brown people. And there's a large discussion of this in the focus issues report that we put out. We looked at laws and ordinances particularly in Portland there's a new law that established 5-miles-per-hour speed limits, 5-miles-per-hour lower speed limits and there are locations pedestrians and the roads have not been lowered to be in accordance with this new ordinance. An area just for me especially getting into this was the media survey. I kept finding the police reports and we've all read them there. A matter of fact but they are going to give you the facts but there's a definite language bias in the details that are left out. Some of the wording that will be used. Whether it's using the word accident or not crash or mentioning information that would bias the first reader toward a pedestrian. Well, the guy was picking up cans and bottles on the side of the road, you know, in one instance a wording like that and he was hit by a drunk driver. Well, you know, that's coded language for this was a person experiencing homelessness. Something that is especially since the pedestrian was hit in the sidewalk, has no bearing upon the system or cause of the crash and what if we can find any information and taken down, PDF and put them in folders and did an assessment for all of the language bias, like how many mention the system and how many address forthcoming transportation projects, historic issues with any given corridor, current political issues and it was pretty bleak picture because there was a lot of language bias and most of the stories that received attention were the ones that would be most sensational and equity issues play a role in this as well. People who are black and brown or experiencing homelessness were much less likely to be covered by any of the reporting. Those crashes seemed to be slipped under the rug which were a minimal rehash from the language from the original police reports say them. All of this information was pulled together on crash review. It was -- the messy kind of first draft and to put all of this, the numbers kind of stuff. That was blown into a really large data sheet so that all the stuff could be outputted for every single one of the characteristics and charts and graphs and then it was all put together and organized into three reports. Oregon Walks, the pedestrian report website. Really easy to find on Oregon Walks website. We have crash reviews which has a 3-panel assessment of the testimony's factors finish each location along with the maps showing what we could find to be pedestrian and driver path and aerial and then a list of recommendations for what would need to change for the system for each crash location. Facts and figured pulled aside from the Excel sheet. So if you want to take a dive into the numbers there, you think more in that way, that's all available in one area and focus issues are right there, is more of a discussion, start by framing everything that we found to be primarily an equity issue and then goes from there and gets more in-depth, distraction and lighting and all

the things that we are able to find. There is interactive crash map on the website. The really cool thing about this is -- if you click it, there are overlays for a lot of things that you would need as amateur or somebody who is interested to kind of look at these locations and overlay where the crosswalks, speed bumps, what is the lighting wattage like in that location even, speed percentiles, then if you click on each one of the crash locations, it'll take you to the direct page for the crash report and there's also a link that will put you and drop right you right in on the street Google Maps. Quick review of what a crash review would like. Three three-panel crash review. The example is crash in north Portland on Colombia Boulevard, we had a situation where the pedestrian was blind, carrying a reflective cane and going to work in the morning. The wife had pedestrian put crosswalk because he needed to access work every morning and he was crossing from south to north on a walk signal and a driver came around a bent, a thousand or so feet away and ran through the red light and killed the gentleman in the crosswalk. And as you can see, this is roughly what a driver or a pedestrian perspective would look like for that crash. And we do have a lot of information on what happened to the driver even though all of the legal information, it is stuff that we took down, but the focus of this report is, well, how did the system contribute to this. Why did this happen because of how the landscape exists? We have a lack of traffic so the driver was easily able, almost 2,000 feet to go with no traffic calming of any sort. There's nothing stopping anybody from going upwards 100 miles an hour. It's a white crossing of 63 feet curved curb and there's an opportunity to put a refuge island and possible in RFB at this location. Lighting was found to be inadequate at this location. We did have an engineer look at it and run computer model simulation and found it to be woefully underlit. Main issue for the signal is also possible. If you are an older person or person with disability, the signal time we found, we did a little bit of math on walking pace and found a conceivable that the signal may have even run out before the pedestrian was able to reach the other side and then in this area we have go path on both sides of the road showing that this is a well-used pedestrian area that lacks even sidewalks on the north side and if somebody did want to cross, they would have walk 6 miles and .7 miles to get to marking signal crossing. We did this for every location and went in-depth as we could. I will pass it over to Ashton and he can speak about equity and infrastructures.

>> Thank you, Brandon. So with that, the city of Portland is really broken up in terms of development and there's one big barrier that begins, the uneven development and that's east of 82nd. So 41 of the 48 crashes that have happened, happened between northeast and southeast Portland with 50% of those happening in east Portland which Brandon identified with the last reporting was one of those roads, again, wide lanes, intersections that have not been invested in, you know, not up to compliance in terms of ADA. Things like that. So overall just plain out disinvestment in a community, is what is really driving what is going on here because, again, as Brandon alluded to, a lot of places where the crashes are occurring, PBOT or the bureau -- the Portland Bureau of Transportation has identified the location of a place where a project is due to happen or,

you know, they programmed out money to do improvements. Next slide, please. So the issue with, again, you know, setting up this narrative around this investment east of 82nd, we are talking about a part of the city where a lot of people have been displaced due to gentrification. A lot of black and brown communities that have been uprooted and kind of pushed in a direction east because, you know, they have the terms naturally occurring affordable housing and things like that which, you know, we all know and understand to be dilapidated or run down housing that has not gotten the proper investment in it and therefore it's affordable for folks who are on a very little income, but the big picture to take away from this is 28% of Portland's population lives east of 82nd yet we make up 50% of the total crashes that have happened and fatalities and this is the community that not only serves black and brown folks but we have a lot of -- a lot of senior care facilities as well as schools and parks and -- and facilities that serve people who have mental and physical disabilities as well as folks experiencing houselessness. Especially in this community those folks often live near and around those high-crashed corridors and that's where if -- when we get down into later slides, we will talk about how that impacts them. Next slide, please. So with this slide, I want to highlight that 83% of these fatal crashes are happening in communities, you know, PBOT had this term and I'm glad that they are putting it to bed but it was communities of concern. I don't much like that term at all because the concern really doesn't convey the level of urgency in which our communities need the help and resources. So I've shifted the language and said trauma-impacted communities and we all here today know that these communities face trauma from past, things that happened in the country and the state, if you know the history of Oregon, current traumas and even as we present this now, there's probably somewhere in our community, somebody playing frogger, not playing frogger but trying to get to the store or anything and there's no proper crossing and they are trying to make a determination of whether they should cross a 5-lane road and they are standing in the middle of the 5-lane road trying to cross and that's a scene that you see often in our community. I'm a community member, I live here, I work here. I often shuttle the streets just to -- to observe and see where the -- the pinch points and the weaknesses are failing in our community. Next slide. So, again, you know, 65% of what's happening is happening on these wide roads that are built for speed and oftentimes they don't have sidewalks, they don't have crosswalks and a lot of cases they may have a striped bike lane, but it's just a stripe bike lane and when you're talking about the roads that have high levels of speeds, so, you know, the posted speed limit in most of these places is 40 to 30 miles an hour but you can easily go out and catch people, you know, doing 50, 60 miles an hour and you see this problem particularly with the bike lane. It's just a striped bike lane and oftentimes because there's no facilities for -- for folks to shuttle themselves or to use mobility devices, you see people walking or using their mobility device in the biking lane while you have a cyclist, you know, the rare cyclist in east Portland. When you do see, you see them engage with somebody in the bike lane, they have a real decision -- decision to make. They have traffic coming at their back at 50 miles an hour, they have somebody in front of them in a mobility device

and to navigate around that when the space is not there, and yet there's a 5-lane road where cars are swifiting. We need better design for our roads and more crossings in between that because a lot of times you have stretches of road where there's 13, 1400 feet before you get to the next safe crossing and that is typical, very, very typical in east Portland. Next slide. So in Portland, Portland as everybody knows the whitest city in my opinion in the West Coast and 75% of the folks who were involved in a crash were white but that's roughly proportional to the population which is 77% but, again, you look back closely, 78% happened in the black community but we only make up about roughly 1% less than in our community. So you go back and you look at this and you kind of ask yourself, well, you kind of force all of the black and brown people to move essentially into a depressed location and now there's no way to safely navigate and now they're being struck and killed by vehicles at a higher rate compared to their -- the population in which they make up the city. Again, it all feels like a design issue. Like everything is designed. Even the displacement is designed in a way that continues to put black and brown folks on the outskirts and away from resources and away from the things that will make them whole and full human beings. Next slide, please. So age, again, this is a community that serves a lot of elderly and our seniors and every day you see new buildings going up around senior facility -- senior facilities and healthcare facilities for them to age, and when you see those go up and then you see the rate of speed at which people driving along these high-crash corridors where these communities exist, these are legit communities. They are little small pockets and sometimes you even have elder care at home services as well and you don't see the -- the age-friendly infrastructure that should be in place for those folks to get out and do the exercise that they need to or want to do or go out and go to the store and make it there safely. We see this a lot, again, often in east Portland because this is the place to build, this is where a lot of the space is to do that type of work because the prices downtown are so, so expensive to do that type of development that they -- they do put it out here this way because it's a little bit cheaper but it doesn't have the connections that they need to so that our seniors can move in the neighborhoods safely. Next slide. So 31% of folks who were involved in a fatal crash experienced disabilities which, I believe, again, this falls back in line with my -- the way that I have been trained in construction work and as well as my time in the Air Force. You always design for folks who are young, who are old and people experiences disabilities. Everybody else would benefit from the secondary level of -- of comfortability and access to get to things. And right now the way that the system is set up here at least is not working for our -- our disability -- disabled community. I myself am u disabled vet and I often see things that are -- are out of compliance, way out of compliance that, you know, you often see a lot of people trying to navigate these streets, mobility devices or vision impaired and you see the near misses especially on right turns or left turns as people are trying to cross and getting across crosswalks especially in 5-lane roads oftentimes with no refuge islands or anything where they can stop and assess traffic. So they -- they try. And oftentimes they fill. Next slide. So, again, as I pointed out earlier in my earlier statement, a lot of

folks, the community face houselessness. They live along high-crash corridors and 21% of folks that were hit were experiencing houselessness and the camps are growing more and more and it's kind of hard to kind of pin down what the -- the population because people are moving back and forth but I have seen a trend lately where folks are actually supporting the camps and neighborhoods, clean-ups, making sure they have the things that they need and not sweeping them. Ultimately when you sweep folks, you push them into another area where, again, you're setting them up for failure where they are in an unknown area, high rates of speed and traffic flowing and oftentimes it's nighttime when they move. There's no proper lighting and that's when people get struck so it's just around that's important. Next slide, Brandon, so we can get through this. So what we determined was that 54 -- 58% of the crashes were undetermined in terms of the intoxication. The other 42 -- 11% was legally intoxicated but 32% were not which, again, it highlights the fact that we were talking about a design issue. We are talking about -- I read in the comments here somebody said, well, folks are -- are -- these commercials with aggressive driving and promoting speed, well, that's one way of promoting speed but another way is just having the roads be wide open, right? Those -- those wide-open lanes that promote speed and have folks just driving erratically especially now as we get back out of COVID, it's scary. I mean, people are weaving in and out of traffic because they can, because the space exists so narrowing those roadways will help with that but, you know, ultimately folks being intoxicated was not a big one. Next slide, please. And Brandon, will you take -- take this piece here.

>> Thanks, Ashton. This is the particular point of interest from what we found from the data. There's -- let me get to the right slide here. There's a very huge assumption even in the transportation community according to a newer study that was put up by Kelsey Ralph, very interesting stuff that distracted pedestrians are an issue or distraction in general, distracted drivers. There's a lot of advertising, money, Billboards, transportation, communication's program kind of invested in this messaging. Don't text while you walk or we all know the dangers of distracted driving and there are pretty strong laws for that in Oregon, I personally wish they were stronger but -- but it was interesting to find that police had evidence to determine distraction in 26 of the 48 crashes and they determined that there was not any driver distraction. They interestingly didn't check the phones of drivers or ask the question or check box for distraction or anything in 14 of the crashes and in 8 of those crashes they were hit and runs so they didn't have information. But the data that we do have points to fact that driver distraction was not a factor in 48 fatal crashes. The data even more strongly points to the fact that pedestrian distraction was not. So like whether it's Ford Motor Corporation or a lot of transportation agencies around the country have started to use this work pedestrian and kind of try to scare people that there are zombie pedestrians walking up everywhere and the uptick of pedestrian fatalities. It does not bear up with the evidence that we have. They have witnessed accounts, video evidence, driver statements to determine whether or not pedestrians were distracted and 46 out of 48 of the cases it was not a factor. So we really want to -- with this report at least locally in

Portland and I would hope on a larger level of the static can be gathered and people can start to take a more close look at this, put the rest to notion that it's, you know, zombie pedestrians walking around getting hit and if everybody would stop looking for posts, it would be just fine. That's not the case. I will pass it back over to Ashton and let you know a little bit about the recommendations. So we are very -- it was our goal to not just inundate people with data or analysis aspect of the report we were putting out but really put on the top of the pyramid and say, you can get into all of this and analyze the stuff but at the end of the day, here are the things that we need to do. Here are the actual items. So we did make a summary and recommendations report which is succinct that anybody can view on the Oregon Walks website.

>> Thank you, Brandon. We started off, we have every level from local to state to national and even down to the advocate and community level, individual level. At the local level we really, really wanted PBOT and other agencies to prioritize, older adults as well as expand a leading pedestrian times and also looking at reestablishing, so we had a vision zero response team that actually dissolved this year unfortunately. Reestablishing that task force but also reporting, we need a better way to report these. They did, you know, before they did dissolve the vision zero task force and the work that they did, they did do a vision zero tracker that really -- it touched on the issues but it didn't go as far as it needed to. We are hoping that we can help out with that as well, but then also, you know, updating language within these reports and then also planning, reestablishing the traffic calm and division. That's essential because that's what we are -- that's what we are talking about here. How do we calm traffic in our community on these roads that are owned by our local jurisdictions. Next slide. That's at our state level one of the main ones is transfer of these orphan highways such as 82nd avenue which is the beginning barrier of this investment in Portland to PBOT to build roads to urban standards and not highway standards. That's a lot of the problems that we face particularly with that road, just this past month, we lost two people on 82nd avenue within 180 feet of one another and in a two-week period and, you know, in between 180 feet there were neighbors backyards that had been plowed into by cars flying at high rates of speed into their backyards. So, you know, transferring those roads over is -- imperative to bring back roads to compliance and standards of ADA and then planning and as well as no more funding freeways. There's enough to fund orphan highways to keep the economic driving going but also make our roads safer and make it a complete community because right now what we are dealing with is incomplete communities. In the case slide. For our local and state and elected officials, you know, reassigning the primary response for failing crash to PBOT. Everything in terms of responding to crashes and getting those things away from the Portland police who oftentimes don't do the crash reporting correctly or they leave a lot of details out. We feel that this is -- that crash -- crashes, you know, there's no crimes associated with it need to be handled by the local transportation jurisdiction in our case PBOT. As well as establishing policy and funding mechanisms for those as well. Next slide. And on the -- on the national scale. We would love to include safety test and ratings and new car assessments and as well

as make front-facing cameras mandatory in all new vehicles. That is key because, you know, we could actually go back and look at some of the data but updating the MUT is also imperative as well as another -- I forget the name. It's coming up next year. Brandon, if you can remember.

>> MMUCC, I just learned about this yesterday, full disclosure, but it's up for review. Crash reporting recommendations on a national level and that's kind of what the root of all this work that we've been doing over the last year plus is about, is we kind of -- in hopes of providing some guidance to be taken to either advocacy organizations. I hope the government, somebody in government would read this and take notice that there is a way to report on a crash with a system's analysis and if you can make changes according to the data that you get from that, I really do believe that we will start to see safer roads everywhere.

>> Yeah. Next slide. And so if you would love to take action, please visit our website, Oregonwalks.org. We love to hear your feedback. We would love -- if you like to volunteer on continued work like this, we will ultimately be looking at 2016 and 2020 to go and go do that crash analysis for those two years so that we have a 5-year data set. A complete set to look at all the crashes that happened within a 5-year period, but currently right now as we stand, we have about -- we have 10 so far this year that have happened and we are in the month of May and we are hoping that we don't see any more but we -- the way the system is set up, I fear every day honestly, every day hearing about another crash because the roads aren't built that way. They aren't built that way to protect our pedestrians so thank you so much. I really appreciate your time today and we are open for questions.

>> Well, Ashton and Brandon, thank you so much for that. I'm going to take the prerogative of doing a little bit of summary of the things that really struck me in the presentation that you just gave and we have gotten a lot of questions and we will try and cover a few of them and we don't have a lot of time left. We will go a little bit over if people are able to stay. But let me just start by saying -- first thanking so much for dealing with the question up front of pedestrian distraction. I think it has been a distraction to the movement that this is an issue that keeps coming up over and over and I just want today mention that while you were doing the presentation, somebody from the Maryland Highway Safety Office weighed in to look at pedestrian distraction and found no evidence of it in 109 crashes. So I think there have been more -- there's been more and more information coming out about this and it's time to put that issue aside and move on to the things that you guys were talking about which is really the built environment, how do we make the environment safe. That's the first thing I wanted to mention. Second, I think, the look that you took at the way that crashes are reported and the way that blame is ascribed, most importantly really in the police reports but also in the media is really important and something that we need to take on and sort of face in a comprehensive way everywhere across the country to make sure that we are actually looking at what's really making a difference and saving pedestrian's lives. The

third thing is street lighting. This is really a huge takeaway. It is not something that the pedestrian advocacy movement has spent a lot of time talking about, but clearly from your report and from things that are beginning to emerge in other places, this really is a tremendously important issue and one that we need to take on also in a really big way and I think the way that you got to the analysis of the street lighting is really important and maybe we will ask you to talk about that a little bit because that doesn't explain so much in the report and I think that's important because being able to check that on your computer and using existing resources is really important. The fourth thing, I think, the language and shifting the language from communities of concern to trauma-impacted communities is important because we know that language is really, really a big deal and putting the framing correctly helps us get to answers and let's us push this to the front of where we need to be in terms of getting action taken and can be pushed aside and finally, I think the equity issues that you pointed out which many of us have been talking about so much but one of the things that the report really points out is not just the inequities between people but really the inequities between neighborhoods. This is -- this is such -- so reflects the history of disinvestment and poor investment and allowing certain neighborhoods to bear the brunt of high-speed roadways that are not safe for pedestrians even those neighborhoods may well be the ones where more people are walking, where more people are either choosing to walk or have to walk because they don't have other kinds of resources that people in wealthier neighborhoods might have and that those are the places where we really, really have to focus to make our streets safer. That's sort of takeaways that are so important from your presentation. The questions that were coming in sort of fall into a bunch of different things and I will try and pose a few of them that, I think, illustrate what people are talking about on the -- on the -- as they comment and also that came into Americawalks before the seminar. One has to do with methods. That's one big set. There's a set around the media and sort of the reporting issues. There's a set around law enforcement and how that relates to this not so much in this case in terms of enforcement on the street but the way that police understand what's going on in the streets and that is reflected in the reporting but also in the follow-up. A number of people commented on the MUGCD and I think that's really important and I want to say that America Walks has helped to lead getting comments on that and my understanding that more than a thousand comments have been submitted to MUGCD and we'd, of course, don't know what the outcome is going to be but many comments came in about that and I think there are other ways that people are looking at that and both America Walks and Smart Both America, transportation For America weighed in heavily. Let me start with a small but really important piece, Brandon. If you can talk about how you did the lighting analysis and where you got the information to do that and then I will give you some more questions, the two of you?

>> Absolutely. Lighting was a huge point of education for me. I didn't even know how to measure, different standards between Europe and the United States. So the first step was to kind of -- get the big picture of that and do the research. I was curious, well, is there a national standard for lighting. There are some document that is talk about the

need for two lights on either side of mid-walk crossing but almost all of the language is put in the form of recommendations and there are very few hard numbers given saying, well, if you're going to install lights they must reach canvas. We are fortunate enough when the vision zero was researched and written in Portland in 2017-18 they did update the guideline. I'm not satisfied in the language in that either because they are very careful to use the word recommended guidelines, aspirational, like all of the sort of things that don't hold the transportation or anybody building the roads. Actually being responsible for meeting these guidelines. But there were numbers there where we could see, okay, you are supposed to have this -- this is what the foot-candle average should be, average maintain for candles in a given cross walk or different locations or different measure rents for mid-block and uniformity ratio, meaning that you can't have a bright one light on another side of the road and it tapers off and complete darkness on the other side. We wrote down all of these with the goal of going out to every location getting a light meter and doing am sure readings. It was the middle of COVID and didn't make to all 40 locations but we did find a lighting engineer where we could find -- he did not want to be disclosed to say that because of possible professional interests but providing us with some information and we were able to take locations we were interested in and put in computer model. Well, we are putting out .2% as an average maintained and it should be .8 or 1.0 here. And what we found in all of those instances was that true to what we were assuming from just visually looking at a Google Maps location, lighting was not adequate.

>> So I just want to -- because I had the advantage of talking with Brandon a little bit before. One of the things that you said to me, to those listening that you were able to use a GIS city layer and most certainly the large municipalities around the country have GIS information about their streets that show things like where street lights are located, so that there's a possibility of gather information so somebody that understands of doing the analysis of what that would mean, sort of an average analysis is possible without going out and collecting that piece by piece.

>> Yeah.

>> So I want to jump to another question and this is one sort of -- a broad question that the two of you might think about. We have a number of questions about the fact that, of course, thank goodness the vast majority of crashes are not actually fatalities, but injury crashes and one of the things that from a national point of view and from a reporting point of view in the states there's now -- there's reporting on severe injury crashes separated from minor injuries and so the question was, did you look at anything to do with injury crashes and what are your thoughts about that and did the patterns that emerge, where fatal crashes happen, line up where injuries crashes are happening?

>> Well, if we have the resources and the time and a big team put together, that would be our dream to look at all of the crashes. Even try to get more data on near misses.

>> That's another question.

>> It would be so amazing to have, you know, a large group of people working on this where we can pull that much data. It was a little bit too -- we decided that we had to focus on fatalities.

>> Okay. Can you talk about -- now, the report is actually very new and -- but can you talk a little bit about the reaction that you've gotten from PBOT from elected officials, from Oregon DOT and whether any actions have started to be taken, any commitments have been made and add to that if you had conversations with same bodies and police to do the work and that started to shift the way organizations were looking at -- thinking about crashes and looking at them. Ashton, I think you are there. You can hear us but we can't see you.

>> Yes. Yeah, so recently, very recently we took the task to ODOT after we lost Steven Lucer and Anthony off of 82nd and we held a rally and we had 3 demands. Permanent speed reduction, fund the road to come compliance and one the road the fully funded and brought to compliance, transfer to PBOT. So far we have gotten speed reduction to 30, the OTC of the -- the transportation commission voted, because they need \$185 million worth of work and it's still out of compliance. But there's hope, there's -- one of our elected officials speaker Tina Cotek and majority Barbara Smith Warner along with attorneys put forth -- put forth \$80 million to ODO. Again, that's still short of the goal of 185 because in order for PBOT to observe the road, PBOT is facing a 6 billion-dollar maintenance backlog and currently they can't support absorbing that amount of money or that amount of debt to fix that road, so they need ODOT to really, really put the money into it that it's supposed to have had done over a long period of time and this is what we are talking about is neglect on the space. There I am. I'm back up, finally. Brandon, anything to add?

>> First of all, I have to give you credit for putting together and heading the rally to bring awareness to 82nd Avenue. I think that was instrumental. We had city commissioner representative senator, right, at the rally and a good amount of support in terms of people attending, speakers and these kinds of things that are raising the awareness. I had a friend come to me just the other week who said she's another attorney in town and said, hey, the work that you are doing, I see it getting out in the press so I think the number 1 thing is we have awareness raised and we have some action from transportation agencies at this point and we hope to press that further. In the process, I think, you asked if we have consulted with police or the bureau of transportation, Scott and I did have a meeting with PBOT where we told everything, here is what we are finding, here is what we are doing, give them a presentation, what can we do to improve to this and do you want to add to this and they were receptive. I think there was maybe because there may be some professional conflicts, this was standoffness and we are hoping to do more of this kind of data stuff that we are doing and taking a look at the fatal crashes. So we really are trying to press them and say, at the end of the day PBOT needs to take over crash response from the Portland police bureau. There are a lot of issues with the population in Portland and police seen on many levels and

escalate any problems that are already there if police showed up on the spot and if we had a transportation agency showing up and saying, okay, there's an aspect of this that may be criminal, may be liability, maybe there could be some sort of an assessment but PBOT on the ground in Portland, transportation agencies nationwide, here is what's wrong with the system, what can we do to fix this and make sure it doesn't happen again here.

>> Yeah, I think that there were a number of questions and certainly one that I had too about whether this is an issue that from a national level the pedestrian advocacy move should be moving toward to come to a system of crash reporting. I know at least in my state in Massachusetts the reporting system from the Department of Transportation has improved recently in years. It's called the crash portal and it's open to the public and you can go online and get a lot of information about every serious crash that's happening. Now that's dependent in large measure on decent reporting from each of the local municipalities but they are trying to consolidate that and I don't know -- I know it's a little bit after 3:00. 3:00 Eastern Time, noon your time so we really need to be getting to tie up but maybe you can each say about your thoughts about working towards a national standard on reporting and the things that you would have liked to have be able to find information out about for the crashes that just you couldn't get to because of the ways things are reported and what's not to take away and learn from these crashes and improve the safety of our roads for pedestrians.

>> From a data standpoint I would love to see and they would have an easier time. Certain things that I would have to chase down and random reports only to realize that the data was not collected but you feel like you're relying on anecdotal evidence at that point. We can unify all of this with a guideline, that would help everything and I would like to see on-street lighting assessments done. I would like to see more of an assessment of vehicle leading profile so any of the assumptions that a lot of us have right now about the growing size and height, can they be substantiated. In extreme cases they will measure with the crosswalk, with the crosswalk paint looks like, but all should be built in so we can start to make national --

>> Thanks, thanks. Ashton, I don't know whether your visuals are frozen but maybe --

>> Yes, I'm here.

>> Okay. So --

[Laughter]

>> I don't know what's happening but I agree with everything that Brandon said and I would add onto that just making sure things are transparent and information is easily accessible. Like that has to be -- like a core of this work so that we can as pedestrian advocates get the data and go out and do the work that we need to for those communities that are being impacted because certainly as it is set up right now, if we didn't have, you know, a paper -- local paper like Bike Portland who really tracks and

looks after these things and -- and is a good ally in this work. If we didn't have an outlet like that, you will not see the crash reporting the way that you see, you know, you wouldn't see any of it.

>> It's a huge, huge resource for a lot of the work that I was doing over the last year such like great reporting, good language and, yeah, one thing do I want to add before we hop off is that I also believe there has to be an equity focus to these -- this crash reporting and the way that we look at the crashes because it's no coincidence that fatalities and I would assume -- I haven't done the research but more injury crashes are occurring in underserved areas and it's part of the history of this country, the inequalities that have existed and continue to exist and we need to -- to put that into numbers and keep pressing the point that that is the reality.

>> Yeah. Well, thank you so much. I see our cue so I'm going to thank you so much to both of you for your fantastic presentation and for sharing all of your insights and expertise and I think this was incredibly important and, again, I want to urge all of you who are listening to please go on and actually look at the reports, they are really impressive. If you enjoyed today's presentation, please consider playing a part and keeping more content like this coming your way by making your donation. Americawalk suggest 15 to 20-dollar donation if you're able but anything helps and goes a long way to extending and improving our work and there's a donation link in the chat box which all of you can find. And I also want to let you know about your next webinar which is Open Streets. What happened, what did we learn and what's next during the pandemic. Many cities and towns across North America provided greater space for active mobility and social distancing but will they now disappear, come and hear from advocates, practitioners about the scope of open streets and active living mobility and the webinar is scheduled for Wednesday June 9th at 2:00 o'clock and thanks so much for being here this afternoon and morning. Bye, bye.

>> Thank you.

>> Thank you.

>> Thank you.

(Ended 3:11 p.m.)

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