

# Vision Zero Advisory Panel

## Meeting Agenda

Thursday, February 9, 2023

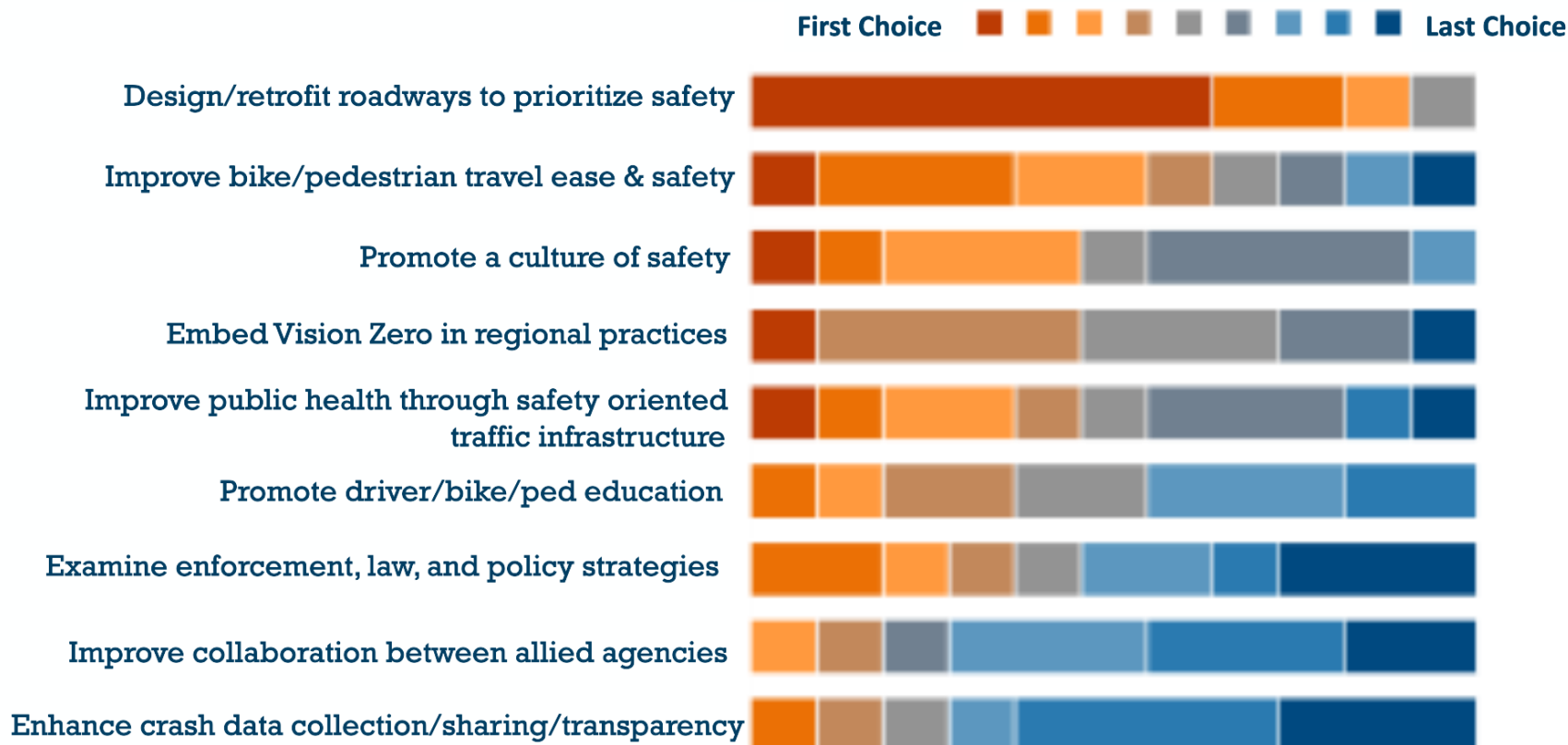
12:00pm-2pm

ZOOM link: <https://us02web.zoom.us/j/85974125909>

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|--|-------------------|
| <b>1. Welcome &amp; Public Comment</b>   | <b>10 minutes</b> |
| <b>2. Updates</b>  | <b>15 minutes</b> |
| <ul style="list-style-type: none"><li>• Safe Streets &amp; Roads for All Grant<ul style="list-style-type: none"><li>• Details</li><li>• Impact to VZAP work</li></ul></li><li>• Answers to Questions raised at last VZAP</li></ul>   |                   |
| <b>3. Action Plan Priorities</b>   | <b>25 minutes</b> |
| <ul style="list-style-type: none"><li>• Review and discuss survey results (see p. 2 of this agenda packet)</li></ul>   |                   |
| <b>4. Action Plan “Scope”</b>  | <b>25 minutes</b> |
| <ul style="list-style-type: none"><li>• Review and discuss survey results (see p. 3 of this agenda packet)</li></ul>   |                   |
| <b>5. Our approach to Equity/Diversity</b>   | <b>25 minutes</b> |
| <ul style="list-style-type: none"><li>• Review article, <a href="#">Reflecting on Lessons Learned and Working to Advance Justice and Equity in Vision Zero</a>, (see p. 4 of this agenda packet)</li><li>• Group discussion<ul style="list-style-type: none"><li>i. Thoughts on the article</li><li>ii. What do we need to be thinking about as we work to embed equity in our plan?</li></ul></li></ul> |                   |
| <b>6. Upcoming Meetings &amp; Next Steps (Belinda Ray, GPCOG)</b>  | <b>5 minutes</b>  |
| <ul style="list-style-type: none"><li>• Next meeting – March 16<sup>th</sup></li><li>• Keep your eye out for another between meeting survey in the next 2 weeks</li></ul>  |                   |

# Survey Results: Plan Themes/Objectives



## Additional Themes/Objectives Identified:

- Prioritize funding for implementation"
- Shift investment away from infrastructure that promotes vehicle usage and reallocate those funds to public transit/alternative transit modes
- Assist communities to understand benefits of complete streets and enhance crosswalk safety through easy and inexpensive design/pop-up models

VZAP Comments from Survey Question 5: How deep should we dive?

Hyperlocal

10,000 Feet



Specific Recommendations.

Timelines and performance measures are vital and the more specific the more likely implementation will happen. Also need to build in adjustments and new action items, but without action steps, it's simply aspirational.

This should be a deep dive, although I wouldn't go down to the intersection level unless the intersection is a major cause of concern. Slowing traffic and shifting investment away from car-oriented infrastructure should be action list items.

I'm not sure what the right balance is, but I think it might be a mix. Unless each city and town within the PACTS region adopts the plan, my concern is that specific recommendations won't materialize.

Whatever positions us best to receive funding for the SS4A program. I think identifying high level corridors would probably work best because it could make eligible a handful of specific intersections. I think we do enough of vague strategies for improving safety in our various regional and local transportation plans - its time to be more actionable.

Combination: Include some key guiding principles and strategies with some specific examples of improvements that could be made to specific intersections or roadways that illuminate the principles and strategies.

I think a mix of specific locations and general strategies is appropriate for this plan.

Be more general but inclusive of best practices. If the outcome is "slowing traffic", tell, if known, the best practice so that each community isn't using different approaches in similar contexts.... A few intersections and roadways will get specific recommendations as exemplars of the implementation of the general recommendation.

I think the regional-ness of this plan may make specifics challenging: the issues & related solutions are different in urban centers and rural areas and GPCOG covers both! Work to identify strategies that aren't so general that they're not impactful but also not so specific that they aren't helpful for the variety of communities involved.

General Strategies. Ideas for slowing traffic, improving pedestrian safety, etc.

I believe we should stay at the 10,000 ft. level and focus on overall & general strategies for the entire region. Then a more comprehensive detailed task-oriented plan could take place in the individual communities depending on the staffing resources available.

## Reflecting on lessons learned and working to advance justice and equity in Vision Zero

BY JENN FOX • JANUARY 11, 2021 • IN NEWS, PEOPLE BEHIND THE PROGRESS

Here at the Vision Zero Network, we have been thinking a lot about transformative change in America's approach toward safe mobility. Given the nation's history of racial injustices and ongoing systemic racism, transportation safety work must confront and correct over-emphasis on police enforcement.

We need a paradigm shift that starts with acknowledging past wrongs and those that continue today. As we wrote in June, this will take conscious listening and learning, then truly leaning into transformative change. We recognize that those of us working on transportation, safety policies, public health, and other intertwined areas also have responsibility to change our strategies — especially related to law enforcement and criminal justice.

The Vision Zero Network is working to be part of the change needed, by listening to and learning from those outside our usual circles, and by helping others working on Vision Zero to do the same. We will be facilitating peer-exchange conversations and problem-solving efforts – both in the public sector and with community-based groups — aimed at improving our work to be more equitable. In 2020, we highlighted Vision Zero *People Behind the Progress* who are challenging the status quo to advance the goal of safe and equitable mobility. Today we feature some of the lessons learned.



In April, **Barb Chamberlain, the Director of the Active Transportation Division of the Washington State Department of Transportation**, described her efforts to elevate equity in the state's transportation work.

*"Equity is raised in every transportation conversation I'm part of. I'm lucky to be in an agency and in a state where that's encouraged. We talk directly and openly about how past decisions, like redlining neighborhoods, created today's safety problems and barriers to safe walking and rolling."*

*– Barb Chamberlain, Washington State Department of Transportation*

She described that *“all of this feeds right into the Safe Systems Approach. It’s a proven approach. It looks at the context within which people make choices and decisions, and it will be the smartest approach over the long run because we can reduce the chance that crashes occur.”* Washington State’s Target Zero Plan provides a strong start to this work. As Chamberlain explains: *“if you apply Safe Systems principles, especially speed management given the kinds of road we built in the past, you’ll start to change the roads to change behavior, not just tell people to behave.”*



In August, **Betty Smoot-Madison described Atlanta’s shift from the traditional E’s approach**, which emphasized enforcement and education, to a more effective and equitable Safe Systems approach that focuses on safe street design and prioritizes safety over speed.

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*“We began our Vision Zero work with development of a ‘6E’ approach, but quickly learned that this was not the best way forward if we really wanted to have an impactful program. And while we believe that enforcement and education have important roles to play, we know that roadway design and engineering is going to be THE MOST critical element in reaching zero fatalities and reducing crashes overall. Also, a closer look at our crash data revealed that speeding was a major factor in more than half of the fatalities that occurred in one year, so we know that speed management needed to be one of our leading initiatives.”*

*– Betty Smoot-Madison, Atlanta Department of Transportation*

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To show the public that Atlanta is serious about safety, Smoot-Madison and her team led with legislation to lower speed limits to 25mph in their initial Vision Zero legislation – and it passed. Many of the streets are not under local control, so one of the most challenging next steps for Atlanta is to win state approval to lower speed limits on state-owned roads, a challenge in many states.

Smoot-Madison also described Atlanta’s interest in automated speed enforcement and her experience as an Ombudsman for Baltimore’s Automated Traffic Violation Enforcement System. She shared ways that automated enforcement can be more effective and equitable than traditional approaches; and cautions that programs need

to be designed to encourage safe driving behavior rather than for revenue-generation. And camera placement is important: *“We certainly have to be careful with camera placement and ensuring that disadvantaged communities are not overburdened with too many cameras... we have to be diligent in allowing the data to tell you where cameras may be needed, while also understanding the communities that may be impacted by them.”*



In **shaping New York City’s early Vision Zero success, Juan Martinez**, who was featured in the November *People Behind the Progress*, credits a strong, systemic focus on managing speed for safety. In NYC’s first six years of Vision Zero work, pedestrian deaths were down 33% compared to 2013.

Campaigns to win state approval to lower speed limits from 30mph to 25mph citywide and to implement a school-area safety camera program, which has reduced speeding in the areas with cameras by more than half were critical. And despite having a relatively low fine (\$50), the overwhelming majority of people who get a ticket do not get a second one – reaching the goal of behavior change.

We must acknowledge the *disproportionate risks of driving while black* and work to solve this injustice as a part of our safety work. Check out our 2016 resource on *Equity Strategies for Vision Zero Practitioners*.

Like many, Martinez considers automated enforcement as more effective than police-led efforts, and more equitable, pointing out that black drivers are pulled over at higher rates than white drivers, and black drivers are more likely to have their cars searched than white drivers. Speed cameras significantly reduce police contact with those moving on the streets.

### Chance of Being Stopped and Searched

**African Americans 5x as Likely**

**White**

[New York Times, 2015](#)

### People Killed While Walking

**African Americans 2x as Likely**

**Latino**

**2x as Likely**

**White**

[Governing, 2014](#)

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*“We have seen in cities across the country that the black drivers are pulled over at higher rates than white drivers, and that black drivers are more likely to have their cars searched than white drivers... A lot of these police departments don’t view their goal as deterring illegal and reckless driving, their objective is confiscating illegal guns, drugs, etc. And officers have biases about who is more likely to have illegal drugs or guns, which is why you see these racist outcomes.*

*So, what if we instead used cameras to do traffic enforcement, which they do very effectively because they can be ‘everywhere’ and because they don’t care about whether the driver is white, black, or friend of the Mayor. It would be a more equitable and effective approach, that’s for certain.”*

*– Juan Martinez, formerly with NYC Department of Transportation, Vision Zero program*

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While policy changes to lower speed limits and design speed safety camera programs – thoughtfully and with attention to equity impacts – have roles to play, the most important way to manage speed for safety is by **re-designing streets for safe, slower paces.**

We cannot enforce nor educate our way out of poorly designed streets that encourage people to drive at dangerous speeds. We must invest in streets that are “self-enforcing” based on designs that encourage safe, appropriate speeds.

In our May *People Behind the Progress* spotlight, **Councilmember Shirley Gonzales** shared her efforts to grow safety funding to address long-time inequities across San Antonio, Texas.



*“Vision Zero reaches into communities that have been underserved for years. For those of us who have been preaching Vision Zero for a long time, we’ve known that this is about equity. Our lived experience tells us that the richer neighborhoods have better infrastructure. And the data that comes from Vision Zero proves this – people in the poorest districts are at the biggest risk to be killed in traffic crashes.”*

*– Shirley Gonzales, San Antonio City Councilmember*



Our October *People Behind the Progress* highlighted work by **Washington DC Families for Safe Streets** to end traffic violence in a way that also recognizes the many intersections with racial justice priorities.

One example is Washington’s recently passed Vision Zero Omnibus bill, which takes steps to lessen police-led traffic safety enforcement with more safety cameras. More importantly, we need to do daily work to test our assumptions and rethink our work. Christy Kwan of Washington DC Families for Safe Streets reminds us: *“I also*

*encourage advocates to not only be open-minded, but also to actively question our own privilege so we can truly build a supportive, inclusive community.”*

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Article from the Vision Zero Network: <https://visionzeronetwork.org/reflecting-on-lessons-learned-and-working-to-advance-justice-and-equity-in-vision-zero/>, accessed on 2/1/2023.



### VZAP Membership

Name	Title/Organization
Abdigafars Said	Community Transportation Leader, Portland
Barry Tibbetts	Town Manager, Windham
Brian Batson	Community Relations Manager, Maine Medical Center
Cashel Stewart	Sustainable Transportation Coordinator, South Portland
Chad Heid	Executive Director, BSOOB Transit
Dave Lawrence	Community Transportation Leader, Portland
Erin Zwirko	Planning Director, Yarmouth
Jean Saunders	Executive Director, Age Friendly Saco
Jean Sideris	Executive Director, Bicycle Coalition of Maine
Jeff Demers	Director, Public Works, Biddeford
Jennifer Ladd	Senior Transportation Engineer, Portland; Planning Board Member, Scarborough
Kara Wooldrik	Executive Director, Portland Trails, 2012-2022
Keith Gautreau	Fire Chief, Portland Fire Department
Liz Blackwell-Moore	Public Health Manager, Cumberland County
Lt. Bruce Scott	Troop Commander, Maine State Police Traffic Safety Unit
Robert (Bob) Skehan	Director, Office of Safety and Mobility, MaineDOT

### VZAP Meeting Schedule

All dates are Thursdays; all meetings run from 12-2pm.

January 12, 2023	12-2pm	Complete
February 9, 2023	12-2pm*	Today
March 16, 2023	12-2pm*	
May 11, 2023	12-2pm*	
July 13, 2023	12-2pm* (only if necessary)	