

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Transportation Safety Plan Work Group

Date: May 20, 2016
Time: 9 a.m. - noon
Place: Metro Regional Center, Room 270
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Time	Discussion Items	Agenda Item Lead
9:00	Welcome and overview <i>Brief background of the current plan.</i> <i>Why update the plan now?</i>	Tom Kloster, Metro
9:05	Work Group member introductions <i>How does your work relate to transportation safety?</i> <i>What outcome(s) do you hope to see from the update of the plan?</i>	Work Group Members
9:30	Safety Workgroup purpose, charge and schedule <i>Roles and responsibilities, outline of upcoming meetings</i>	Tom Kloster
9:40	Overview regional safety trends <i>Crash data from 2005-2014</i>	Anthony Buczek, Metro
9:55	Status of recommended actions from the RTSP <i>Examples of efforts underway since 2012</i> <i>What is missing? Start thinking about what actions should be included in the updated RTSP</i>	Lake McTighe, Metro
10:10	Policy context overview– what's changed <i>Summary of safety related policy since 2012</i> <i>Is anything missing? What are your takeaways from the policy overview?</i>	Lake McTighe
10:20	BREAK	
10:30	Understanding Vision Zero/Toward Zero deaths <i>Rhode Island DOT video – Toward Zero Deaths</i> <i>Oregon– Transportation Safety Action Plan, Vision Statement</i> <i>Clackamas County – Driving Towards Zero</i> <i>Portland – Vision Zero</i>	Lake McTighe Louis Ornelas, Oregon Transportation Safety Committee Joe Marek, Clackamas County Clay Veka, Portland
11:00	Discussion and direction on regional safety target <i>Provide policy makers with alternative safety target(s)</i>	Lake McTighe
11:55	Next steps and adjourn <i>Topics for next meeting, July 26</i> <i>Please fill out meeting evaluation</i>	Tom Kloster



Metro | *Agenda*

Items included in meeting packet (copies will be provided at the meeting):

1. Agenda
2. Safety Work Group Charge, Roster, Meeting Schedule, & Project Phases
3. Status of 2012 Regional Transportation Safety Plan Recommended Actions
4. Memo: Policy Framework – What’s Changed?
5. Memo: Input from Equity Work Group on Safety
6. Meeting evaluation – please fill it out and help us make the meetings work for you

Copies of the following documents will also be available at the meeting:

1. 2012 Regional Transportation Safety Plan
2. 2012 State of Safety Report

Next Meeting

Tuesday, July 26, 9-11 a.m.

Metro Regional Center, Room 370 A

Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information:

<http://www.oregonmetro.gov/metro-regional-center>



2018 Regional Transportation Plan update

Safety Work Group

Charge and meeting protocols

April 2016

Background

The safety work group is one of eight technical work groups identified to provide input and technical expertise to support the 2018 Regional Transportation Plan (RTP) update. In this role, the work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Opportunities to share information and collaborate across work groups will be provided. Meetings will be open to the public. Meeting information will be posted on Metro's website at <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/safety>

Briefings on the progress of the safety technical work group will be made to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) as needed to prepare for Regional Leadership Forums (joint meetings of the Metro Council, MPAC and JPACT to consider public input and provide policy direction to staff), and other policy committee briefings. The Transportation Safety work group is anticipated to meet five times from 2016 through 2017.

A transportation system that is safe for everyone is a top priority for communities across the Portland region. More and more communities are adopting Vision Zero or Towards Zero Deaths policies, signifying the importance of transportation safety to achieving a wide variety of community goals. Metro is helping communities achieve these goals by including a new regional transportation safety strategy as a cornerstone of the 2018 Regional Transportation Plan.

The region last completed a comprehensive plan for transportation safety in 2012. The plan identifies and recommends actions governments can take to cut in half the number of deaths or serious injuries for people walking, bicycling and driving in the Portland region by 2035. Several recommended actions have already been implemented by state, regional and local partners. The creation of a new Regional Transportation Safety Strategy, incorporated into the 2018 update of the Regional Transportation Plan, will provide an updated strategy and actions to move forward with achieving a truly safe transportation system.

Work group charge

The safety technical work group is an informal forum to work through issues before they go to TPAC and MTAC as recommendations.

1. Provide technical input and make clear recommendations to Metro staff on the update of the 2012 Regional Transportation Safety Plan including:
 - a. Safety target(s) and performance measures

- b. Strategies and actions
2. Provide updates on relevant projects related to the charge of the work group. If providing hand-outs, send to work group lead with sufficient time to print and distribute for meetings.
3. Provide information to your network, leadership and/or staff about the progress of updating the Regional Transportation Safety Plan – share any questions and concerns you hear with the work group and work group lead.
4. TPAC and MTAC members of the work group serve as liaisons to TPAC and MTAC.
5. Assist in public outreach by providing advice and using personal networks to “get the word out.”
6. Assist Metro staff with reporting on progress of work group to Metro and other organization’s technical and policy committees.
7. Identify issues that may need to be resolved by Metro Council, MPAC and JPACT.

Meeting protocols

1. Attend and participate in meetings. Notify Metro staff lead if unable to attend. Alternates can attend in a member’s place.
2. Review materials before the meeting. Meeting materials will be distributed by e-mail, generally one to two weeks in advance of meetings. Copies of all materials will be provided at the meeting.
3. Members can suggest agenda items by contacting the work group lead. Provide work group lead with electronic copies of supplemental information that other members need to hear or see.
4. Meetings will begin and end on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended or if an additional meeting should be scheduled.
5. Meeting summaries will be prepared and distributed with other meeting materials.
6. Flip your nameplate up on end to indicate that you want to speak during the meeting.
7. Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Work group members will speak to the media about the project only on their own behalf, not on behalf of the group.

Meeting ground rules

1. Treat everyone with respect. Expect and respect differences of opinion, but seek common ground. Listen and ask questions with the intent of understanding other points of view.
2. Focus questions and comments on the subject at hand and stick to the agenda.
3. Let others finish before speaking. Do not hold side conversations. Share the air – let others speak once before speaking twice.
4. Strive to reach consensus on recommendations. Consensus is defined as the point where all members agree on the best option for the group even if it is not each work group member’s personal favorite.
5. Put cell phones on silent mode.
6. Provide constructive feedback that helps move discussions forward and improves the

Work Group Members

The work group consists of topical experts and representatives from MTAC and TPAC, or their designees. Additional members may be added if needed.

First Name	Last Name	Title	Affiliation
Becky	Bodoyni	Program Specialist, Community Wellness and Prevention Program	Multnomah County Health
Anthony	Buczek	Transportation Engineer	Metro
Katherine	Burns	Traffic Analyst, Traffic Division	Region 1, ODOT
Kelly	Clarke	Senior Transportation Planner	Gresham
Tegan	Enloe	Project Manager, Public Works	Hillsboro
Nick	Fortey	Senior Community Planner	OR Division, FHWA, U.S. DOT/ TPAC member
Tom	Kloster	Work group Chair/ Planning Manager	Metro
Joe	Marek	Transportation Safety Program Manager, Transportation Engineer	Clackamas County
Noel	Mickelberry	Executive Director	Oregon Walks
Lake	McTighe	Project Manager/ Work Group Lead	Metro
Jeff	Owen	Active Transportation Planner	TriMet
Amanda	Owings	Traffic Engineer	Lake Oswego
Luke	Pelz	Senior Transportation Planner	Beaverton
Kari	Schlossbauer	Pacific Northwest Regional Policy Manager	National Safe Routes to School Partnership
Stacy	Shetler	Principal Traffic Engineer, Department of Land Use & Transportation	Washington County
Chris	Strong	Transportation Planning Manager	Transportation Division, Gresham/ MTAC member
Aszita	Mansor	Transportation Engineer	Multnomah County
Dyami	Valentine	Senior Planner, Department of Land Use & Transportation	Washington County
Clay	Veka	Program Manager, Vision Zero Action Plan/High Crash Corridor Program	Portland
Zef	Wagner	Associate Planner	Portland
Mike	Ward	Civil Engineer, Engineering	Wilsonville

Work group schedule

Meeting dates are subject to change. Members will be notified. Please hold dates on your calendar. Calendar appointments and reminders will be sent out by Metro.

Meeting #1: Project overview and regional safety target(s)

Friday May 20, 2016, 9 a.m.-noon
Metro Regional Center, Room 270

Objective: Understand what has changed in safety trends and policy. Understand what has been accomplished since the Regional Transportation Safety Plan was developed. Provide direction to the RTP Performance Measures Work Group on regional safety target(s).

- Overview - policy context – federal, state, local
- Summary - regional safety trends
- Review - status of 2012 recommended actions
- Direction on regional safety target(s)

Meeting #2: Draft target(s), strategies and actions

Tuesday, July 26, 2016, 8:30 – 10:30 a.m.
Metro Regional Center, Room 370 A

- Follow-up on regional safety target(s)
- Direction on regional transportation safety strategies and actions to meet target(s)

Meeting #3: Draft strategies, actions, and priorities

Tuesday, October 25, 2016, 9 – 11 a.m.
Metro Regional Center, Room 370 B

- Continued direction on regional transportation safety strategies, actions, and priorities to meet target(s)/guide project solicitation

Meeting #4: Draft updated plan/strategy and RTP policies

Tuesday, January, 24, 2017, 9 – 11 a.m.
Metro Regional Center, Room TBA

- Direction on draft Regional Transportation Safety Strategy
- Direction on draft RTP safety policy updates

Meeting #5: Final plan/strategy and RTP policies

Tuesday, April 4, 2017, 9 – 11 a.m.
Metro Regional Center, Room TBA

- Review - final draft 2017 Regional Transportation Safety Strategy
- Review - RTP safety policy updates

The development of a Regional Transportation Safety Strategy has four phases, starting in 2016 and concluding in 2018 with the adoption of the new strategy and updated policies in the 2018 Regional Transportation Plan.

Phase 1: Safety trends and challenges – January to July 2016. A status review of the 2012 Regional Transportation Safety Plan, including updating safety data, documenting trends and challenges and changes in policies will result in a set of proposed updates to the plan in this phase.

Phase 2: Regional safety policies and strategies – May 2016 to February 2017. Working with a technical work group, this phase will result in a draft action plan and safety strategy and draft updates to safety-related policies in the Regional Transportation Plan. Crash data will be analyzed to updated parts of the Metro State of Safety Report.

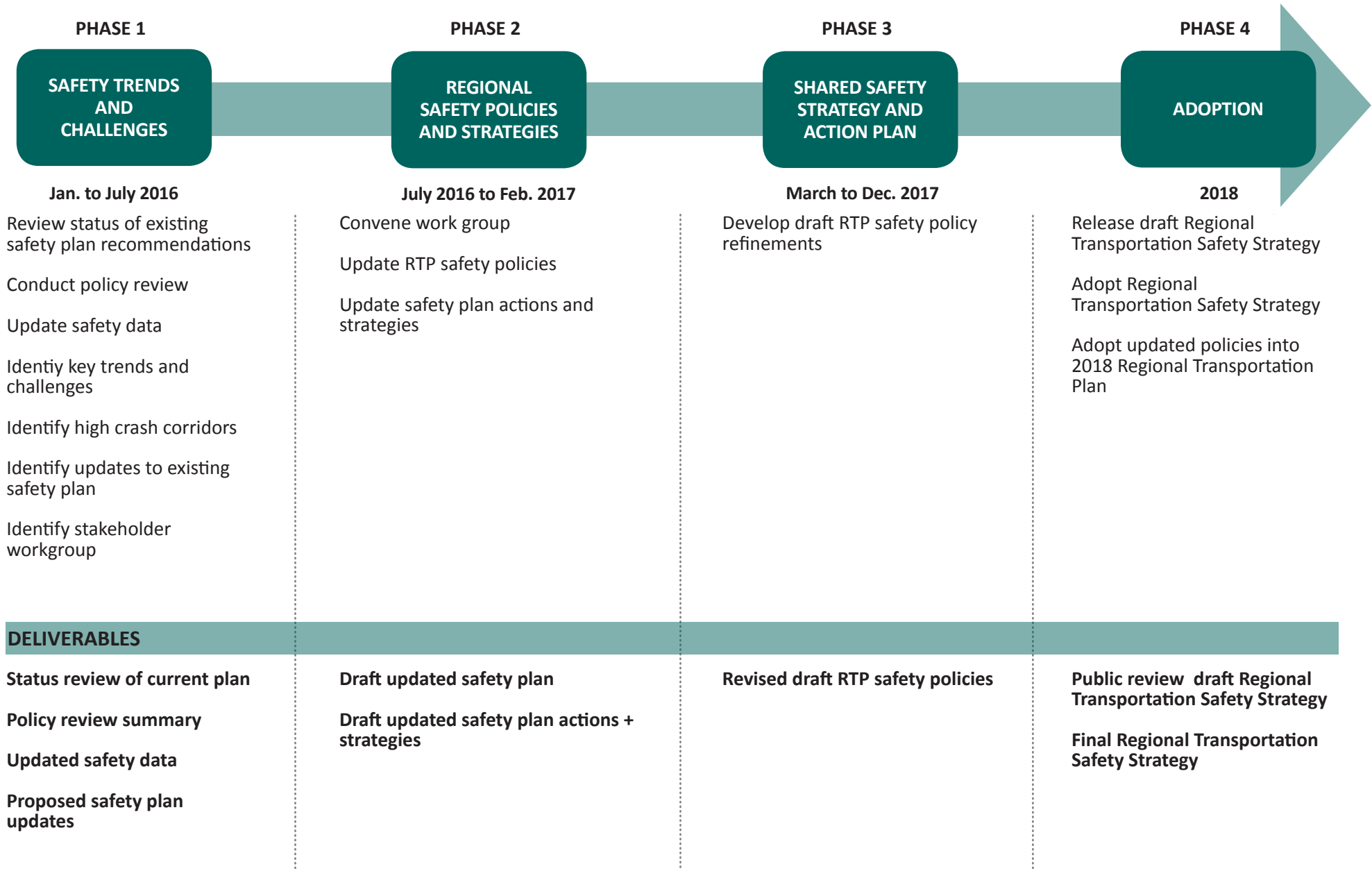
Phase 3: Shared safety strategy and action plan – March to December 2017. Continuing to work with the technical work group, the draft safety strategy, action plan and Regional Transportation Plan policies will be refined in this phase.

Phase 4: Adoption – 2018. A public review draft of the new Regional Transportation Safety Strategy will be released for review and comment prior to being proposed for adoption.



2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

Getting there safely



Regional Transportation Safety Plan

Examples of Actions Implemented since plan completion in May, 2012

Draft – May 2016 (*See page 35 & 36 of the plan for associated findings and strategies)

Short Term Recommended Actions	Examples of Actions Underway Since 2012
<ol style="list-style-type: none">1. Convene and/or coordinate targeted workgroup of safety professionals (law enforcement, EMS, etc.) to develop targeted strategies to reduce the prevalence of driving under the influence of alcohol and/or drugs, speeding and aggressive driving.2. A regionwide workgroup is needed to complement state and local efforts. Metro could lead if grant funds become available.3. Develop systemic performance measures for identifying high severity crash arterials across the region.4. Use strategies including Highway Safety Manual strategies to address arterial safety, such as medians, speed management, access management, roundabouts, and road diets.	<ol style="list-style-type: none">1. ODOT Region 1 convened a DUII work group with law enforcement, community health, OLCC, Oregon Health Authority, Clackamas County Safe Communities, Washington County, PBOT, Oregon Impact, OHSU ThinkFirst, TNTT, TriMet, AAA, and Uber. The work group has focused on a campaign for providing safe rides home.2. Beyond ODOT's DUII and Bicycle and Pedestrian work groups, which continue to meet, a work group with a broader focus has not been convened due to funding constraints.3. Portland has refined methodology and updated the city's High Crash Corridors as part of Vision Zero. Metro is developing a replicable methodology to identify the Regional High Injury Network for autos, bicycles and pedestrians. ODOT identifies high crash sites on state and non-state highways using the Safety Priority Index System (SPIS). Annually, Gresham identifies the top 10 crash locations in the city.4. Jurisdictions are implementing these counter measures, though it is difficult to track comprehensively. Portland identifies treatments for top crash locations and is planning on setting up a tracking system to inventory treatments for the Vision Zero Action Plan. Portland is installing fixed speed safety cameras. Clackamas County has a system to track improvements with respect to their predicted reduction in crashes but has not yet implemented. Washington County uses IRIS – Integrate Road Information System – to inventory and map safety elements. Forty-seven projects in the RTP specifically mention one or more of these types of strategies (the majority in Clackamas County, Portland, Milwaukie and Multnomah County; out of more than 1,200 projects).

Regional Transportation Safety Plan

Examples of Actions Implemented since plan completion in May, 2012

Draft – May 2016 (*See page 35 & 36 of the plan for associated findings and strategies)

- | | |
|--|---|
| 5. Use RTP performance measure to prioritize safety projects in region. | 5. Projects that focus specifically on safety are included in the RTP, but there is no guidance in the RTP that prioritizes safety over other measures and types of projects. Seventy projects in the RTP (including corridor, districts and county wide projects) mention safety specifically. |
| 6. Develop a regional arterial safety workgroup to identify tools and strategies. | 6. Regional arterial safety workgroup not formed due to lack of funding. |
| 7. Research pedestrian/bicycle facility lighting best practices. | 7. FHWA developed a Lighting Handbook (Aug 2012) and Informational Report on Lighting Design for Midblock Crossings (2008). The Pedestrian and Bicycle Information Center provides a 2015 webinar on Lighting Strategies for Pedestrian Safety. Intersection illumination has a crash reduction factor of 42-44% for veh/ped nighttime crashes. |
| 8. Ensure bike routes and crosswalks – marked and unmarked – are adequately lit. | 8. It is challenging to comprehensively track this action. Sixty-eight RTP projects (the majority in Washington County, Portland and Gresham) mention street lighting specifically as part of pedestrian districts or road projects. ODOT conducted an Enhanced Crossing Inventory for Region 1 and identified approximately 23 existing crossings of state hwy's that are not illuminated. |
| 9. Safety education campaign around "See and be seen." | 9. ODOT Region 1 Bicycle and Pedestrian Safety Work Group developed the Oregonians Crossing campaign. Metro will be rolling out a Pedestrian Safety campaign using Oregonians Crossing in Spring 2016. TriMet continues its annual "Be Seen, Be Safe" campaign. |
| 10. Further explore bicycle and pedestrian safety and identify projects as part of the Regional Active Transportation Plan currently underway. | 10. Bicycle and pedestrian safety was explored extensively in the ATP, which emphasizes design that improves safety. The number of projects identified as active transportation grew from 275 in the 2010 RTP (26% of all projects) to 428 projects in the 2014 RTP (34% of projects). |

Regional Transportation Safety Plan

Examples of Actions Implemented since plan completion in May, 2012

Draft – May 2016 (*See page 35 & 36 of the plan for associated findings and strategies)

11. Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops.

12. Enforce existing laws through crosswalk enforcement actions.

13. Along high-volume and/or high-speed roadways, where feasible, provide protected bicycle facilities such as buffered bike lanes, cycle tracks, multi-use paths, or low-traffic alternative routes.

14. Incorporate into Metro design best practices and incorporate into new projects as cost feasible.

11. It is challenging to comprehensively track this action. Washington County has been implementing a plan for mid-block crossings. ODOT conducted an Enhanced Crossing Inventory for Region which identifies six proposed crossings of state hwy's, four on 82nd Ave. Portland has been implementing safety projects, including crossings through its High Crash Corridor program, including a safety project on E Burnside.

12. Jurisdictions periodically do crosswalk enforcement actions. It is challenging to comprehensively track this action. Gresham works with the Gresham Police for Crosswalk Enforcement Actions. Lake Oswego Police hold at least four advertised events a year. Portland regularly conducts crosswalk education and enforcement actions.

13. Portland, where possible, will make protected bicycle lanes the preferred design on roadways where separation is called for. Jurisdictions including Washington County, Hillsboro, Milwaukie, Gresham are installing protected or buffered bicycle lanes on high speed and/or volume roads.

14. Metro design best practice facilities are being updated to reflect Regional Active Transportation Plan design guidelines and RTSP recommendations, including i protected bicycle facilities along roadways with high traffic volumes and/or speeds.

Long Term Recommended Actions

1. Continued support of regional and state policies that seek to reduce Vehicle Miles Traveled, including multimodal facilities, transit, Regional Travel Options, and Transportation Demand Management.

Examples of Actions Underway Since 2012

1. There is continued support of these policies. The Regional Climate Smart Strategy, adopted in 2014, included all of these strategies, as does the Oregon Transportation Plan and the Regional Transportation Plan.

Regional Transportation Safety Plan

Examples of Actions Implemented since plan completion in May, 2012

*Draft – May 2016 (*See page 35 & 36 of the plan for associated findings and strategies)*

- | | |
|--|---|
| 2. Develop safety best practices based on the Highway Safety Manual for the region to address the most prevalent crash types. | 2. Various national and state best practices exist, but best practices specific to the most prevalent crash types in the region have not been fully documented. |
| 3. Further analyze crash types. | 3. Some jurisdictions and ODOT are identifying countermeasures for certain crash types. Serious pedestrian and bicycle crash types were further analyzed in the ATP. More work is needed to further analyze other crash types. |
| 4. Elevate safety to equal importance as mobility in regional policy as part of the next RTP update that will start in 013. | 4. Safety has not been explicitly elevated to equal importance as mobility in regional policy in the 2014 RTP. There is an opportunity to consider this as part of the 2018 RTP update process. |
| 5. Include safety as an element of the update to the Metro Best Design Practices guidebooks. | 5. Safety is included as an element in the work scope for the update of the Metro Best Design Practices guidebooks (Designing Livable Streets project). |
| 6. Use strategies including Highway Safety Manual strategies to address safety on multi-lane roadways, such as medians, speed management, access management, improved pedestrian crossings, roundabouts, and road diets. | 6. Jurisdictions are implementing these counter measures, though it is difficult to track comprehensively. (see #4 under short-tem recommendations) |
| 7. Collect, maintain and analyze ODOT crash data. | 7. Metro collects and maintains this data in a partnership with ODOT as it becomes available. Metro developed a regional crash map and is developing a methodology to identify Regional High Injury Network. Some other jurisdictions also collect, maintain and analyze ODOT data. |
| 8. Provide regional crash data for use in TSP updates and other requests. | 8. Not completed. |
| 9. Work with OTREC to develop research project to further explore the linkage between transportation safety, land use and the built environment. | 9. Not completed. |



Date: May 11, 2016
To: RTP Safety Technical Work Group
From: Lake McTighe, Project Manager for Safety Plan update
Subject: *DRAFT* Transportation Safety Policy Framework – What’s Changed?

This memo provides a brief summary of changes in federal, state and regional policies since the Regional Transportation Safety Plan was completed in March 2012.¹ It also includes city, county and transit profiles documenting policies and actions taken at the local level. This information will be incorporated into an updated “Federal, State & Regional Policy Framework” section of the updated safety plan. Additionally, an overall policy change is the growing use of equity and public health policies as a lens applied to transportation plans, policies and decisions, including safety plans. This memo includes an overview of equity and health policies as they relate to transportation safety.

FEDERAL POLICY CHANGES

Since the Regional Transportation Safety Plan was completed in March 2012, two Federal transportation reauthorization bills were signed into law: MAP-21 and the FAST Act. Both bills continue the focus and prioritization of safety in SAFETEA-LU, which established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program, for the first time indicating the importance attached to transportation safety at the federal level.² One of the major policy changes, since 2012, is the creation of Federal transportation performance measures, including a Federal Safety performance measure.

MAP-21

On July 6, 2012, President Obama signed into law a two year transportation reauthorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21).³

MAP-21 established Safety Performance Measures - MAP-21 established a performance-based Federal program, with safety being one of the six performance areas. The Final Rule for the Safety Performance Measures and the Highway Safety Improvement Program (which revised existing regulation in 23 CFR

¹ See Section 2.0 “Federal, State & Regional Policy Framework” in the 2012 Regional Transportation Safety Plan.

² Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, signed into law in 2005. The overall purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related safety improvements.

³ https://www.fhwa.dot.gov/map21/safety_overview.cfm

924) was released in March, 2016.^{4,5} Metro will be required to report on the safety and other federal performance measures. Each of the performance measures are required to have an annual target, set by states and MPOs. The targets are based on a five-year rolling average.⁶

The **Safety Performance Measure Final Rule** establishes five performance measures to carry out the HSIP. (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. The measures will be calculated based on a 5-year rolling average. The new rule establishes the process for State DOTs and MPOs to establish their safety targets and report on progress towards the safety targets. Both Oregon's DOT and Metro will need to set targets for the Federal performance measures.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety Performance Measure Final Rule also establishes a common national definition for serious injuries, determined using MMUCC, which utilizes the KABCO scale.

The **HSIP Rule** updates the existing HSIP requirements under 23 CFR 924 to be consistent with the MAP-21 Act and the FAST Act, and to clarify existing program requirements. Specifically, the HSIP Final Rule contains three major policy changes: Strategic Highway Safety Plan (SHSP) Updates, HSIP Report Content and Schedule, and the Subset of the Model Inventory of Roadway Elements (MIRE).

MAP-21 increased size of HSIP - MAP-21 increased the size of the Highway Safety Improvement Program (HSIP). MAP-21 supported the Department of Transportation's (DOT) aggressive safety agenda, and continued the HSIP, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continued to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.

MAP-21 special rule for drivers and pedestrians over 65 - MAP-21 also includes a special rule (23 U.S.C. 148(g)(2)) related to drivers and pedestrians over 65: if statewide traffic fatalities and serious injuries per capita for these groups increase during the most recent two-year period for which data are available, the state must include strategies in its SHSP to address those issues.

⁴ The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. http://safety.fhwa.dot.gov/hsip/spm/measures_final_rules.cfm

⁵ MMUCC: http://www.mmucc.us/sites/default/files/MMUCC_4th_Ed.pdf Some attribute names and definitions changed from the 3rd Edition of MMUCC even though the "KABCO" acronym remains. Most notably, "Suspected Serious Injury" (A) has replaced "Incapacitating Injury" and "Suspected Minor Injury" (B) has replaced "Non-incapacitating Injury."

⁶ For the update of the Oregon Transportation Safety Action Plan, ODOT provides summary of the federal rule and relationship to safety performance targets.

https://www.oregon.gov/ODOT/TD/TP/TSAP/201604_Memo_FederalRuleSummary.pdf

FAST Act

Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replacing MAP-21. The FAST Act continues the performance-based program implementation as enacted in MAP-21, and establishes a Performance Data Support Program. No new performance measures were added. Overall HSIP funding levels are maintained at the current baseline.

FAST Act supports flexibility in design – the FAST Act adds the AASHTO Highway Safety Manual and the Urban Street Design Guide by the National Association of City Transportation Officials to the list of resources to be utilized for design criteria development. Local entities that are direct recipients of Federal dollars may be allowed to use a design publication that is different than one used by their State DOT. Additionally, the FHWA has recently released multiple resources that support and provide more guidance on flexibility in design, especially for bicycle and pedestrian facilities.⁷

Additional FAST ACT policy changes related to safety⁸

- Removes MAP-21 eligibility which allowed use of Highway Safety Improvement Program funds for non-infrastructure safety programs, such as education and enforcement activities.
- Requires FMCSA to remove safety scores assigned to truck companies from a public website.
- Prohibits rental car agencies and car dealers with fleets of more than 35 cars from renting vehicles that have been recalled but not repaired.
- Triples the maximum fine the NHTSA can levy against an automaker that violates safety defect regulations from \$35 million to \$105 million per violation.
- Doubles the time automakers would have to retain safety records from five years to ten years.
- Requires the government to revise the 5-star rating system for new cars to reflect not only the ability of a vehicle to protect passengers in a crash, but also whether the vehicle comes equipped with crash avoidance systems like automatic braking and lane-change monitoring.
- Provides \$21 million for research into in-vehicle sensor technology that can determine if a driver has a dangerously high level of alcohol in his or her body and automatically lock the ignition.
- Requires a study on the impacts of marijuana-impaired driving.
- Sec. 1105 Nationally Significant Freight and Highway Projects (NEW) – projects are required to include safety benefits.
- Safety data collection now required on rural roads.
- Eliminates the need for State DOTs to collect safety data and information on unpaved/gravel roads.
- If a State DOT does not achieve or make significant progress toward achieving targets in any performance measurement area after one reporting cycle, State must submit a report describing the actions they will undertake to achieve their targets in the future.

⁷ FHWA Bicycle and Pedestrian Program Resources: www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm

⁸ AASHTO Summary of the FAST Act:

<http://fast.transportation.org/Documents/AASHTO%20Summary%20of%20FAST%20Act%202015-12-16%20FINAL.pdf>

Toward Zero Deaths

The Federal focus on developing a national strategy for Towards Zero Deaths has continued since the Regional Transportation Safety Action Plan was completed in March 2012.⁹ The Toward Zero Deaths (TZD) vision is a way of clearly and succinctly describing how an organization, or an individual, is going to approach safety – even one death on our transportation system is unacceptable.

We embrace the vision of Toward Zero Deaths; it provides an overarching and common vision that drives and focuses our efforts to achieve our shared goal to eliminate injuries and fatalities on our roadways. The U.S. Department of Transportation will do our part by aggressively using all tools at our disposal – research into new safety systems and technologies, campaigns to educate the public, investments in infrastructure and collaboration with all of our government partners to support strong laws and data-driven approaches to improve safety.

–U.S. Transportation Secretary Anthony Foxx

FHWA has a Safety Strategic Plan to focus different offices at FHWA on a common safety vision.¹⁰ Since 2012, the following elements of the strategy have been developed:

- A growing number of state and cities have adopted "Zero" fatality visions.¹¹
- Published *Toward Zero Deaths: A National Strategy on Highway Safety* (June, 2014), part of USDOT's development of a national strategy with National Cooperative Highway Research Program.¹²

Global Actions

As a member of the United Nations, the United States is partner to the "Global Plan for the Decade of Action for Road Safety 2011-2020."¹³ The plan identifies four pillars and associated activities to reduce forecast level of road traffic fatalities around the world by 2020: Road Safety Management, Safer Roads and Mobility, Safer Vehicles, Safer Road Users, and Post Crash Response.

STATE POLICY CHANGES

Safety continues to be an important focus in Oregon's transportation plans and policies. The Oregon Department of Transportation has been expanding its focus to include non-state owned facilities in programs such as the All Roads Transportation Safety (ARTS) program and the Safety Priority Index

⁹ US DOT FHWA Safety, Toward Zero Deaths: <http://safety.fhwa.dot.gov/tzd/>

¹⁰ Safer Roads for a Safer Future- a Joint Safety Strategic Plan <http://www.towardzerodeaths.org/strategy/>

¹¹ Strategic Highway Safety Plan Community of Practice identifies state's that support Toward Zero Deaths in the State Highway Safety Plan https://rspcb.safety.fhwa.dot.gov/shsp_cop.aspx

¹² Toward Zero Deaths: A National Strategy on Highway Safety (June 2014)

<http://www.towardzerodeaths.org/strategy/>

¹³ http://www.who.int/roadsafety/decade_of_action/plan/plan_english.pdf?ua=1

System (SPIS). One of the main areas for policy changes at the state level will be with the adoption of the updated Transportation Safety Action Plan in 2016.

Oregon Transportation Safety Action Plan (TSAP)

Oregon is in the process of updating the state's Transportation Safety Action Plan.¹⁴ The existing Transportation Safety Action Plan was adopted in 2011 and focuses primarily on implementing actions. It is adopted by the Oregon Transportation Commission and establishes the state's approach to transportation safety. The Plan serves as Oregon's Strategic Highway Safety Plan (SHSP) as required by federal law. This federal law, now the FAST Act, continues a requirement that SHSPs be updated every five years, and adds additional requirements for inclusion of Highway Safety Improvement Program planning elements. The TSAP also serves as Oregon's long-range safety policy plan that is integrated with ODOT's other long-range transportation plans and refines the direction of the Oregon Transportation Plan (OTP). State DOTs are required to consult with MPOs as part of the SHSP (TSAP) development.

Like the 2011 Plan, the updated TSAP will set statewide vision, goals, policies, strategies, targets and performance measures for reducing fatalities and serious injuries on the state transportation system. A vision statement for the plan has been finalized by the TSAP Policy Advisory Committee. The Committee will develop targets and performance measures to achieve the vision. The current 2011 Oregon TSAP sets a target of 9.25 deaths per 100,000 in 2020 and 8.75 per 100,000 in 2030.

Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

—Preliminary Report, Oregon Transportation Safety Action Plan Update, Nov. 2015 Draft

The draft plan identifies specific actions for vulnerable users, risky behaviors, infrastructure, and improved systems and includes a zero deaths and life-changing injuries vision.¹⁵

Other State Plans

The TSAP is a one of several modal and topic plans that informs and updates the Oregon Transportation Plan. Since 2012, the state has developed Oregon's first Transportation Options Plan (2015), has updated the Oregon Bicycle and Pedestrian Plan (2015 draft, pending adoption), and is in the process of starting an updated to the Oregon Public Transportation Plan. Since 2012, ODOT's Traffic-Roadway Section has also developed several plans and guidelines that focus on specific safety issues, including bicycle and pedestrian, intersections, bicycle and pedestrian safety, and safe routes to school. A plan for roadway departure safety was developed in 2010.

¹⁴ ODOT Transportation Safety Action Plan update <https://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>

¹⁵ Vulnerable Users, Risky Behaviors, Infrastructure and Improved Systems Actions Matrices:

https://www.oregon.gov/ODOT/TD/TP/TSAP/201604_VulnerableUserActions.pdf

https://www.oregon.gov/ODOT/TD/TP/TSAP/201604_RiskyBehaviorActions.pdf

https://www.oregon.gov/ODOT/TD/TP/TSAP/201604_InfrastructureActions.pdf

https://www.oregon.gov/ODOT/TD/TP/TSAP/201604_ImprovedSystemsActions.pdf

Oregon Transportation Options Plan –This topic plan addresses safety throughout. The first goal of the plan is related to safety, and notes that safety is a public health issue.

Oregon Bicycle and Pedestrian Plan - The Oregon Bicycle and Pedestrian Plan is proposed for adoption by the Oregon Transportation Commission sometime this year. Safety is a major focus area of the plan which establishes a new safety goal, as well as policies and actions to improve safety for people walking and bicycling.

Eliminate pedestrian and bicycle fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk.

–Goal 1: Safety, Oregon Bicycle and Pedestrian Plan Update, Nov. 2015 Draft

To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.

-Safety, Goal 1, Oregon Transportation Options Plan, 2015

Bicycle and Pedestrian Safety Implementation Plan- In 2014, the Traffic-Roadway Section developed the Bicycle and Pedestrian Safety Implementation Plan (following up on the 2010 Roadway Departure Safety Plan). The plan identifies high priority locations on both state and non-state roadways using a crash based (hot-spot) and risk-based systemic methodology. The plan provides a toolbox of countermeasures.

Oregon Intersection Safety Implementation Plan – Completed in June 2012, ODOT partnered with FHWA to develop this plan that focuses on reducing crashes at intersections. Countermeasures for each Region were developed to apply both systemic improvements as well as hot spot improvements.

A Guide to School Area Safety – Draft February 2016 – updates a 2009 guide. The guide clearly states that it does not set policy, but does provide a comprehensive reference

Implementing the Highway Safety Improvement Program (HSIP)

In addition to updating the TSAP, ODOT has developed resources to support implementation of the Highway Safety Improvement Program.

ODOT Highway Safety Improvement Guide - In April 2016, ODOT published the “ODOT Highway Safety Improvement (HSIP) Guide.”¹⁶ The purpose of the guidebook is to document program philosophy and the project selection process for all Highway Safety funding, including HSIP funds. A process was developed and piloted in 2012 to include both on-state and off-state highways into the Safety Priority Index System (SPIS), making it easier to dedicate HSIP funding to these roadways. ODOT has also developed guidance on the application of the Highway Safety Manual.¹⁷

¹⁶ https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/odot_safety_program_guide.pdf

¹⁷ The 1st Edition of the Highway Safety Manual (HSM) was published by the American Association of State Highway Transportation Officials (AASHTO) in 2010. It was developed to help measurably reduce the frequency

All Roads Transportation Safety - Following the Federal HSIP requirements, ODOT has developed a new safety program, known as the All Roads Transportation Safety (ARTS) Program, which addresses safety on all public roads including non-state roadways. ODOT worked with the representatives from the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC) to document principles for a jurisdictionally blind safety program for Oregon to address safety on all public roads of the state, which eventually led to the development of the ARTS Program. The “ODOT Highway Safety Improvement (HSIP) Guide” provides guidelines for ARTS.¹⁸

REGIONAL POLICY CHANGES

Several new plans and policies have been adopted by Metro since the Regional Transportation Safety Plan was completed in 2012. These plans and policies continue the region’s commitment to a safe transportation system that serves all people equitably.

2014 Regional Transportation Plan (RTP)

The region updated its transportation system plan in 2014. The plan continues the focus on outcomes based planning. The regional vision, goals, targets and performance measures related to safety did not change substantially in the updated plan. The regional safety target was slightly updated to compare crash numbers to a combined average, as opposed to one year of crash data.¹⁹

By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007-2011.

-Regional Transportation Safety Performance Target, 2014 RTP

Climate Smart Strategy

Adopted in 2014, the Climate Smart Strategy for the Portland metropolitan region identifies safety in several of its strategy policy areas and performance measures were identified to track progress.²⁰ The Climate Smart Strategy identifies a set of possible actions, for the state, Metro, cities and counties, and special districts to implement the strategy and policy areas – many of the actions relate to transportation safety.

and severity of crashes on highways by providing tools for considering safety in the planning and project development processes. https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/highway_safety_manual.aspx

¹⁸ https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/odot_safety_program_guide.pdf

¹⁹ <http://www.oregonmetro.gov/regional-transportation-plan>

²⁰ <http://www.oregonmetro.gov/climate-smart-strategy>

Policy Area: Make biking and walking safe and convenient

Safety Measure: Bike and pedestrian fatal and severe injury crashes (existing)

Policy Area: Make streets and highways safe, reliable and connected

Safety Measure: Motor vehicle, bike and pedestrian fatal and severe injury crashes (existing)

- Climate Smart Strategy for the Portland metropolitan region, 2014

2014 Regional Active Transportation Plan (ATP)

Safety for people of all ages and abilities is a primary topic in the Regional Active Transportation Plan and is reflected in the plan's vision, recommendations, policies and actions.

Policy 1: Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.

Policy 2: Develop well-connected regional pedestrian and bicycle routes and districts integrated with transit and nature that prioritize safe, convenient, accessible and comfortable pedestrian and bicycle access for all ages and abilities.

- Regional Active Transportation Plan, 2014

Recommendation #2 in the ATP "Make it safe to walk and ride a bicycle for transportation" is one of nine recommendations in the ATP. The recommendation identifies filling gaps in the bike and pedestrian networks, providing more frequent roadway crossings, providing more separation from traffic, designing facilities so that walking and bicycling is safe and comfortable for people of all ages and abilities, and increasing education and awareness as actions to support implementing the recommendation.

SOCIAL EQUITY AND TRANSPORTATION SAFETY RELATED POLICIES

Federal, state and regional transportation equity policies related to transportation refer to safe transportation systems. However, equity has not typically been addressed explicitly in transportation safety plans, including the 2012 Regional Transportation Safety Plan. There is, however, a growing practice of applying an "equity lens" to all areas of planning and identifying equity in goals, policies, actions, targets and performance areas.

Metro has established a Transportation Equity Work Group for the 2018 RTP update. This work group will be the primary place where equity transportation policies and performance measures will be examined, and will coordinate with the Safety and other RTP technical work groups. Safety has been identified as an important topic area by the work group.

Federal regulations and guidance concerning transportation equity in regional plans

Policy context research developed for the RTP Transportation Equity Work Group provide an overview

of federal and state requirements for incorporating social equity in regional transportation planning and an assessment of regional equity policies.²¹ The research identifies Federal regulations and guidance, starting in the 1960s through the 2010s, concerning transportation equity in regional plans; while there is no explicit direction to address equity in transportation safety plans, it is clear that equity should guide planning overall.

State and Regional Transportation Social Equity related policies

- *Oregon Statewide Planning Goal 12: Transportation* - States that transportation plans shall “meet the needs of the transportation disadvantaged” by improving transportation options.
- *Oregon Transportation Plan Policy 1.2 - Equity, Efficiency and Travel Choices*: It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.
- *Metro Six Desired Outcomes* (adopted in the Regional Framework Plan in 2010)– Equity is one of the Six Desired Outcomes.²² One of the key recommendations from the Equity Baseline Framework Report developed in 2015 was to apply an “Equity + 5” framework to the Six Desired Outcomes – meaning that each of the other five Desired Outcomes, including “Safe and Reliable Transportation,” would be assessed through an equity lens. The framework has not been formally approved by the Metro Council and does not replace Metro’s Six Desired Outcomes. The Equity + 5 framework is likely to be considered as part of the recommendations for adoption consideration as part of Metro’s Strategic Plan to Advance Racial Equity, Diversity, and Inclusion.
- *2014 RTP Outcomes-Based Framework: Equity, Environment and Economy* - The RTP uses an outcomes based framework to inform transportation planning and investment decisions based on these three balanced objectives. The intent is that Equity, is inherent in all of the policies.
- *2014 Regional Transportation Plan, Goal: 8 Ensure Equity*- The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.
- *2014 RTP Regional Active Transportation Network Vision, Policy 5: Ensure that the regional bicycle and pedestrian network equitably serves all people.*

PUBLIC HEALTH AND TRANSPORTATION SAFETY RELATED POLICIES

²¹ Aaron Golub, Katherine Selin, Portland State University. April 5, 2016 Memo to Metro Transportation Equity Work Group. “Review of Federal and State Requirements for Incorporating Social Equity in Regional Transportation Planning.” Grace Cho, Metro. April 5, 2016 Memo to the Transportation Equity Work group “Regional Policy and Implementation Tools – Overview of Policies Related to Social Equity.”

²² The Six Desired Outcomes are: Equity, Vibrant Communities, Leadership on Climate Change, Transportation Choices, Economic Prosperity, Clean Air and Water.

Increasingly, transportation plans and policies are being viewed through the public health lens, and the level of fatal and severe injury crashes is being described as a public health issue. Like equity, public health policies can be incorporated into transportation safety plans and policies. There are many plans, policies and reports that link public health, including traffic safety, and transportation. The following summary is not intended to be comprehensive, but to provide a starting place for understanding how the link between traffic safety and health has thus far been addressed in policies.

International

Reducing road traffic fatalities and injuries is approached as health issue and is a program of the World Health Organization. A “Global Status Report on Road Safety” is released every year, along with many other resources and data.²³ WHO is a partner in the Decade of Action Plan.

Federal

Although federal agencies do not require consideration of public health in transportation decisions, several US DOT planning factors are implicitly related to healthy communities, such as quality of life, economic vitality, safety, and energy conservation.

- *US Department of Health and Human Services, Step It UP! The Surgeon Generals Call to Action to Promote Walking and Walkable Communities – Goal 2- “Design Communities to Make it Safe and Easy to Walk for People of All Ages and Abilities.” Strategy 2.A. Design and maintain streets and sidewalks so that walking is safe and easy.”*²⁴

State and Regional Transportation Public Health Related Policies

Not all current state and regional health related transportation policies do not explicitly link reducing fatalities and injuries with public health, but several do, and current research and reports point to integrating the policies more.

- *Oregon Transportation Plan* –Two policies in the OTP mention health: Goal 1 – Mobility and Accessibility and Policy 4.3 – Creating Communities.
- *ODOT, Oregon Bicycle and Pedestrian Plan Health and Transportation White Paper, November 2014* - Provides a summary of transportation and health related policies. Policy considerations identified in the paper include supporting integrating health into transportation planning.

The health of Oregonians is also directly connected to transportation safety.

-Oregon Transportation Options Plan, 2015

- *Oregon Health Authority,, Oregon Pedestrian Safety Policy and Systems Change Strategies, 2012-2015*²⁵ - This best practices summary provides policy, systems and environmental change strategies for improved pedestrian safety in Oregon.

²³ http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/

²⁴ http://www.cdc.gov/physicalactivity/walking/call-to-action/index.htm?s_cid=bb-dnpao-calltoaction-002

²⁵ http://www.safekidsoregon.org/wp-content/uploads/2013/07/OHA8611_-OR-Safety-Policy_final.pdf

- *Oregon Health Authority, Oregon Injury and Violence Prevention Plan, 2016-2020*²⁶ - The Motor Vehicle Traffic Injuries Section of this plan identifies a goal to reduce deaths and injuries caused by motor vehicle traffic (MVT). It identifies a target to reduce the overall MVT mortality rate to below 7 per 100,000, and reduce MVT deaths among older drivers (65 years of age and older) to < 10 per 100,000. The plan includes the National Healthy People 2020 Objectives, and strategies for preventing fatalities.
- *Oregon Health Authority, Community Climate Choices Health Impact Assessment*²⁷ – This HIA was conducted for the Regional Climate Smart Strategy. It includes findings related to Traffic Safety and concludes that more aggressive plans to reduce reliance on single-occupancy vehicles have more aggressive traffic safety benefits and avoid more traffic fatalities. The HIA includes a set of recommendations to Metro from the Public health Department to reduce traffic fatalities

In order to reduce the risk of increased exposure to traffic injury and air pollution for all road users, PHD recommends that Metro prioritize the design and maintenance of non-automobile facilities by:

-Including safety features for pedestrians and bicyclists such as separation from motorized traffic when possible. Prioritize non-automobile users in design and maintenance of streets.

-Providing a parallel bicycle route one block removed from high-volume roads when feasible to reduce exposure to localized pollution while still maintaining access to community destinations.

- Oregon Health Authority, Community Climate Choices Health Impact Assessment

- *2014 Regional Transportation Plan, Goal 7: Enhance Human Health* – Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

LOCAL POLICIES AND ACTIONS

Local agencies across the region are implementing a wide variety of plans and actions to improve the safety of the region's transportation system. The following updated local profiles were submitted by staff to provide a snapshot of efforts underway since 2012 by city, county and transit agencies.

Beaverton – The City of Beaverton's Comprehensive Plan Transportation Element includes Goal 6.2.3, "A safe transportation system" and policies and actions to improve traffic safety through engineering,

²⁶<https://public.health.oregon.gov/DiseasesConditions/InjuryFatalityData/Documents/OregonInjuryPreventionPlan.pdf>

²⁷https://public.health.oregon.gov/HealthyEnvironments/TrackingAssessment/HealthImpactAssessment/Documents/CCC%20HIA/CCC%20HIA%20031714%20FINAL_version%201.2.pdf

education and enforcement. The City monitors intersection collision history through Washington County and ODOT's safety priority index system. Intersections with high collision rates are given special attention for safety improvements. Also, as ODOT crash reports are pulled by the Transportation Division they are reviewed to reveal changes in crash patterns. The source of new trends is investigated and geometric improvements and/or changes to policy are identified as a way to resolve high crash rates and are implemented. Reporting of safety issues is available by phone, on-line, and at public meetings. The Beaverton Police Department also monitors crash information for subsequent analysis and potential actions. In addition, the City has partnered with ODOT and Washington County to complete a Transportation Safety Action Plan for the areas in and around the Creekside District and for the Old Town section of downtown Beaverton. The City has also partnered with Washington County and the City of Hillsboro on a plan to improve safety and access to transit along TV Highway. The plan calls for signalized crossings, separated bike lanes (where feasible), the provision of pedestrian islands, and general geometric upgrades to improve the pedestrian and bicycling environment.

Gresham –The City of Gresham puts a high importance on safety with a number of safety policies, programs and projects. The City's Transportation Subcommittee provides recommendations for safety policies, programs and projects. City staff track safety data through analysis of annual top 10 crash locations in the city. The analysis is to better understand fatalities and injury accidents, identify crash trends, monitor issues and identify countermeasures for prevention. A City Safety Education Program enhances safety for bicyclists, walkers, transit users and motorists and teaches all to share the road. Other programs and amenities that support bicyclists, walkers and transit users include: bike rack installations, bike helmet distributions and distribution of a City Bicycle Guide, and a partnership with Gresham Police for Crosswalk Enforcement Actions, resulting in warnings or citation to drivers, bicyclists and pedestrian that do not follow Oregon crosswalk laws. The City also partners with local schools to provide resources and opportunities to make walking, biking and rolling to school a fun and safe experience through its Safe Routes to Schools Program.

Hillsboro – The City is committed to creating a safe environment for travelers of all modes. City staff respond to and investigate safety related citizen requests, which often involves review of crash records, field work, and more. The City also holds a monthly public meeting with its Transportation Committee, which is made up of three City Council members and one Citizen Advisory member. This meeting focuses on transportation related issues and often involves resident feedback on safety within the community. The City works with the Hillsboro School District to develop safe routes to school action plans and events. Additionally, the City of Hillsboro is developing a Transportation Safety Action Plan that will be designed to reduce fatal and serious injury crashes by identifying targeted areas for crash reduction, safety programs, and prioritized projects.

Lake Oswego – Safety awareness is an active program implemented by the Lake Oswego Police Department. At least four events are advertised to the public and staged throughout the year. Police set up events at school zones to enforce the 20 mph zones and at marked crosswalks to encourage compliance with Oregon laws indicating traffic must stop for pedestrians in a crosswalk. Each campaign is intended to emphasize the laws through data collection and additional enforcement. The results have shown that the local population has responded well and compliance with the laws is increasing. The

Pedestrian Safety Enforcement is a grant through the Bicycle Transportation Alliance to bring awareness to drivers regarding pedestrians; School Zone Enforcement is made possible with a traffic safety grant from Clackamas Safe Communities program.

Oregon City – Oregon City’s Transportation System Plan, adopted in 2012, identifies the need to manage the performance of congested locations with strategies that reduce traffic conflicts, increases safety, and encourages more efficient usage of the transportation system. The City of Oregon City has a Transportation Advisory Committee, which advises the City Commission, Planning Commission and Urban Renewal Agency on transportation-related matters and guides preparation of transportation plans and programs. Currently, the Transportation Advisory Committee is working with city staff on the Drive Safe Oregon City Campaign, a transportation safety program designed to inspire communication among residents about traffic safety and awareness.

Portland – In 2015, the Portland City Council adopted by ordinance a goal of Vision Zero. As a Vision Zero city, Portland is committed to eliminating serious injuries and deaths from roadways by 2025. Vision Zero is a safety philosophy that rejects the notion that traffic crashes are simply "accidents" but instead are preventable incidents that can be systematically addressed. City Council also created a Vision Zero Task Force to create a Vision Zero Action Plan to reduce traffic fatalities and serious injuries in 10 years. The action plan will call out specific 2-year and 5-year actions in four focus areas: speeding, impairment, disobeying traffic laws and road design.

As part of Vision Zero, Portland is taking steps to slow speeds through road design, lowering speed limits and automated enforcement. Portland is piloting fixed speed cameras on four high crash corridors. Portland continues to make capital improvements on its High Crash Network, including enhanced pedestrian crossings and better transit access. Portland regularly conducts crosswalk education and enforcement actions, and its Safe Routes to School program works with K-12 schools across the city. The City continues to develop and enhance neighborhood greenways to provide people walking and biking with a low-stress active transportation network as an alternative to busier streets. A Vision Zero Task Force meets quarterly and annually reviews progress toward the Vision Zero goal and actions.

Tigard – The City of Tigard inputs the state crash data into GIS, and analyzes the data to identify locations that have one or more of the following: a) a high frequency of crashes; b) a high rate of crashes per entering vehicle; c) a high frequency of severe crashes; d) a high rate of severe crashes per entering vehicle; e) high rates of crashes involving pedestrians or bicyclists. The City then performs a more detailed analysis on the crash data and site conditions at these locations to identify if there are any engineering/infrastructure improvements that would reduce these crash rates. This information is considered in selecting upcoming street projects and the data is shared with the City’s police department to keep informed of each other’s issues.

Troutdale - The City adopted an updated Transportation Plan in 2014. Some of the goals and policies concerning safety include:

Goal 1. Transportation facilities shall be designed and constructed in a manner which enhances the livability of Troutdale. Policy A. Minimize the “barrier” effect of large arterial streets (for example 257th

Avenue). Action: The City shall develop and maintain pedestrian crossing spacing, traffic signal spacing and landscape standards for large arterial streets in Troutdale, in coordination with Multnomah County and Metro. Policy B. Make streets as “unobtrusive” to the community as possible. Action: The City shall maintain design standards for local streets which address landscaping, cross section width, and provision of alternative modes for each functional classification. Policy C. Build neighborhood streets to minimize speeding. Action: The City shall allow for neighborhood traffic management in new development as well as existing neighborhoods for City streets. Measures to be developed may include narrower streets, humps, traffic circles, curb/sidewalk bulbs, curving streets, diverters and/or other measures. Policy D. Encourage pedestrian and bicycle accessibility by providing safe, secure and desirable walkway routes, with a preferred spacing of no more than 330 feet, between elements of the pedestrian network. Action: The City shall develop and maintain a “pedestrian grid” in Troutdale, outlining pedestrian routes. Sidewalk standards shall be developed to define various widths, as necessary, for City street types.

In 2015, in partnership with Multnomah County three safe routes to school crosswalk enhancements projects were completed. Two of the crossings included solar powered rapid flashing beacons. The City incorporates a seven member Public Safety Advisory Committee to advise the City Council on all matters concerning public safety.

Clackamas County –Clackamas County has had an adopted Transportation Safety Action Plan (TSAP) since late 2012. This plan was incorporated into the update of the Transportation System Plan and is being used as a foundation for other County planning documents. Clackamas County is the only county in Oregon with an adopted TSAP. With the priority on safety, the County has restructured the department around the goal of safety by creating a Transportation Safety Program within our Transportation Division of the Department of Transportation and Development. The approach has aligned safety-related functions and the development of performance measures to track progress towards Zero fatalities as part of the Drive-to-Zero (DTZ) campaign. The DTZ effort calls for a 50% reduction in Fatal and Serious Injury Crashes by 2022 with an ultimate goal of zero. The program uses a 5E approach, Education, Emergency Medical Service, Engineering and Evaluation and is also supported through efforts of the County’s Traffic Safety Commission. An update of the TSAP will begin in late 2016.

Multnomah County - Multnomah County emphasizes safety as among its top criterion in guiding policy, and is a goal for the County’s transportation plans and programs. The County is in the process of updating its Transportation System Plan (TSP) in 2016, which includes safety policies and a range of solutions that address safety issues for all modes of transportation. Multnomah County utilizes Safety Priority Index System (SPIS) data and partners with ODOT on the Highway Improvement Safety Program (HSIP) and the All Roads Transportation Safety (ARTS) Program to identify and address safety concerns. Safety is also a criterion used in the County’s Capital Improvement Plan and Program (CIPP) to prioritize transportation capital projects. The County also partners with East Multnomah County cities, schools, neighborhood associations and community organizations in the Safe Routes to School (SRTS) program that includes a focus on safety to support SRTS activities that encourage students to bike and walk to school.

Washington County – Washington County addresses safety issues for all modes of transportation by regularly monitoring its transportation facilities, improving its transportation plans, participating in the activities of a variety of local and regional boards and agencies, and maintaining a robust website. The website promotes topical safety issues such as vegetation removal; construction; back to school; winter weather; new laws; and share the road. Washington County maintains and annually reviews a Safety Priority Index System (SPIS) list. Washington County also participated in ODOT's OASIS (Oregon Adjustable Safety Index System) program which is an all roads SPIS list. Washington County has an active Traffic Safety Campaign Committee whose goal is to facilitate coordination with other agencies to maximize the exposure of safety messages to the public. The County also has multiple staff positions directly working on public safety. (A more detailed listing can be found in Appendix A).

SMART-South Metro Area Regional Transit (SMART) is committed to providing safe, secure, clean, reliable, and efficient public transportation services. In the interest of safety and security, SMART is currently updating its System Safety Program & Plan. This Plan documents policies, functions and responsibilities necessary to achieve a high degree of system and user safety and applies to all areas of the SMART transit system including operations, maintenance and outreach programs. This Plan serves as the blueprint for SMART's efforts in strengthening its overall safety management and its goal of continuous improvement in safety performance.

TriMet – Safety is the focus for all of TriMet's operational, planning and strategic decisions. Rather than thinking of it as a single priority—we are renewing our efforts to create a culture where safety is a core value. A safety management system is being implemented to facilitate proactive identification and control of safety risks to provide for safer transit operations for the community it serves. Among the strategies implemented is safety education. TriMet has a Safety Education Advisory Committee composed of community representatives who have a shared interest and stake in promoting safe interactions between bicyclists, pedestrians, drivers and transit users. Members of this group work together on common education efforts and advise TriMet. In addition, our outreach staff works directly with schools to educate faculty, parents and students on how to behave safely around buses, MAX light rail and WES commuter rail.



RTP Equity Work Group input to Regional Transportation Safety Plan Work Group

February 2016

At the February RTP Equity Work Group meeting Metro staff provided an overview of the update of the Regional Transportation Safety Plan. Staff asked the Equity Work Group members to provide input on three questions related to safety to be shared with the RTP Safety Work Group and to help inform the update of the safety plan.

Overview points provided at Equity Work Group meeting

- Updating the Regional Transportation Safety Plan
- Current plan does not address equity in transportation safety
- We know that equity is an issue – for example, people with low-incomes, people of color, and older people bear a disproportionate share of pedestrian fatalities
- Our current safety target in the RTP is to reduce fatalities and serious injuries for all people, traveling in all ways, by 50% in 2035 from 2005 numbers
- Safety WG will provide input on whether the region should consider adopting “zero fatalities by 2040” target. Portland has adopted a Vision Zero Target and the state is considering one in TSAP
- Seeking input from Equity WG to Transportation Safety WG

Questions asked of Equity Work Group members and feedback provided

1. What are your concerns surrounding transportation safety?

- People of color are over-policed on transit; unequal application of fare policing.
- Jurisdictional transfer of 82nd and Powell.
- Lighting.
- Sidewalk infill.
- Education, re: clothing/visibility (but don't blame the victim).
- Existing disparities in traffic enforcement – see Portland Police Department report on traffic citations.
- Do not ignore “shared space” models of roadway improvements when implementing safety improvements; ensure that streets are places to be and share.
- Can the RTP include/recommend/enforce street standards in the all localities in the region?
- Security, feeling unsafe.
- Design and physical separation.
- Feeling secure AND physical safety.
- Turn narrow shoulders into usable and safe space for pedestrians and bicyclists.

- Invest in safer more frequent crossings and overcrossings for arterials and freeways.
- Ensure walking network is viewed as a regionally significant system; access to transit, especially for people with disabilities requires safe crossings, curb ramps, sidewalks.
- Crosswalks, sidewalks, bike lanes, lighting, shouldn't be an afterthought in planning. And should carry equal weight in every area.
- People of all abilities should have equal multimodal transportation options.
- Safe routes for seniors and people with disabilities to centers and medical facilities.

2. How should we evaluate safety to reflect equity in transportation policies and funding decisions?

- Address pedestrian infrastructure disparities first when funding safety improvements, paired with crash data and equity lens.
- Two lenses: 1) "Traditional" transportation safety (fatalities, etc); 2) Personal safety and related disparities.
- Measure disability adjusted life years from crashes by race, ethnicity and age.
- Measure avoided treatment costs from increased physical activity, improved air quality, and fewer severe crashes.
- We should aspire to more than preventing further harm. Transportation investments should remedy historic injustices and existing health disparities.
- Ask the communities what they want and how they want it implemented.
- Ensure walking and transit investments are paired and both are ADA accessible.

3. What are your thoughts on the region adopting a zero fatalities by 2040 target? Are there other targets we should explore?

- 2040 is too late.
- Zero should always be the goal.
- Include " Black Lives Matter Campaign zero principles " with Vision Zero
- Concerned that privileged communities will get to zero before we address disparities.

2018 REGIONAL TRANSPORTATION PLAN UPDATE

**Regional Transportation Safety Plan Work Group
Meeting Evaluation – Friday, May 20, 2016**

Please rate the following questions on a scale of 1 – 5

1 = needs significant improvement

5 = well done

Getting there with a connected region



1. Did you feel this meeting provided enough opportunity and time to give your feedback and input? Were the questions asked of you clear?
2. Did you feel your feedback and input was heard, recognized, and captured by Metro staff?
3. Was the information presented at today's meeting understandable and the right balance of background context and depth?
4. Do you feel the safety plan update work is on the right track?
5. Do you have any other comments or feedback you would like to share with the project team?