



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Transportation Safety Plan Work Group

Date: July 26, 2016
Time: 8:30-10:30 a.m.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Time	Discussion Items	Agenda Item Lead
8:30	Welcome, introductions, overview <i>Recap of last meeting, agenda overview</i>	Tom Kloster, Metro Lake McTighe, Metro
8:40	Safety performance measures and targets <i>Work Group provide input on proposed safety measures and targets</i>	Lake McTighe, Metro
9:30	Regional High Injury Network (HIN) <i>Preview of HIN methodology and identified corridors</i>	Anthony Buczek, Metro Alexa Todd, Metro
10:00	ODOT Crash Data and Analysis Process <i>Overview of ODOT's process for collecting and analyzing crash data and potential changes to the process</i>	Robin Ness, Manager - Crash Analysis and Reporting & Automation Units ODOT - Transportation Data Section
10:30	Next steps and adjourn	Tom Kloster

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

1. Agenda
2. Memo: 2018 RTP Safety Performance Measures and Targets
3. Safety Policy Framework Report
4. High Injury Network presentation slides (provided at meeting)
5. May 20 Meeting Summary

Next Meeting

Thursday, October 20, 9-11 a.m.

Metro Regional Center, Room 501

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

Future Meetings

Tuesday, January 24, 9-11 a.m.

Tuesday, April 4, 9-11 a.m.



Date: July 19, 2016

To: 2018 RTP Transportation Safety Technical Work Group

From: Lake McTighe, Metro

Subject: 2018 RTP Regional Transportation Safety Performance Measures and Targets

This memo outlines proposed 2018 Regional Transportation Plan (RTP) safety performance measures and targets, and seeks input from the Transportation Safety Work Group on the following questions:

- 1) Does the Work Group support the proposed RTP Safety Performance Target for the 2018 RTP?
- 2) Does the Work Group support exploring potential RTP System Evaluation Measures for infrastructure disparities and exposure to crashes?
- 3) Does the Work Group have input or comments on the proposed method for setting annual targets for the Federal safety performance measures?

Policy Framework

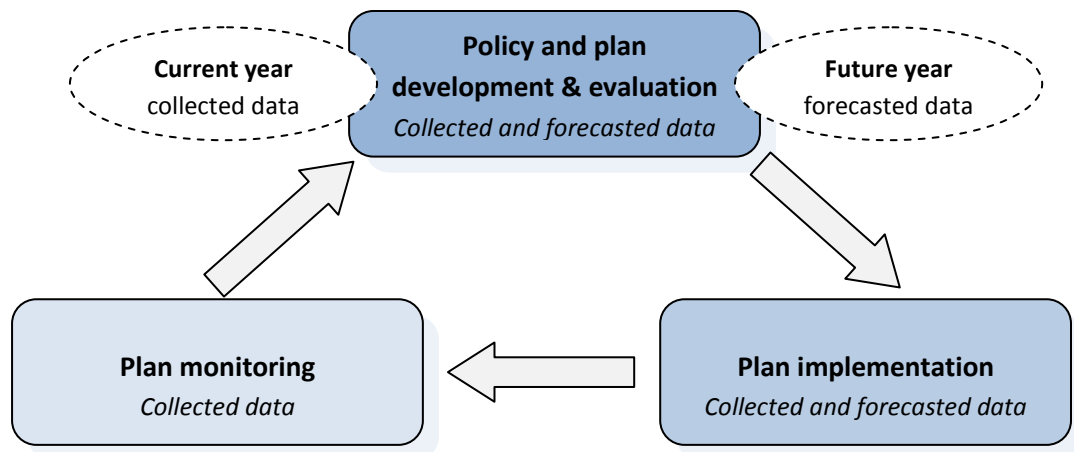
Performance measures are indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, objectives and policies. The policy framework guiding the update of regional transportation safety performance measures and targets is captured in Metro's *Regional Transportation Safety Plan Policy Framework Report* (July 2016). It includes an overview of the policies that currently exist at the federal, state and regional level related to transportation safety, highlighting those that have changed since the region's first Regional Transportation Safety Plan was completed in March 2012. In particular, the report highlights policies that reflect:

- Continued emphasis on improving transportation safety
- Growing use of the *Towards Zero Deaths* and *Vision Zero* frameworks and targets
- Use of data, performance measurement, and evaluation
- Recognition of vulnerable users
- Integration of equity and public health perspectives

Performance measures serve as the dynamic link between RTP goals and plan implementation by formalizing the process of target-setting, evaluation and monitoring to ensure the RTP advances toward achievement of the region's transportation, land use, economic, and environmental goals. The RTP

refers to the process of plan development, evaluation and monitoring over time as the performance measurement system, as shown in Figure 1.

Figure 1. RTP Performance Measurement System



2014 RTP Safety Performance Measures

Metro’s *Performance Measures Scoping Report* (April 2016) provides the background and context for reviewing and refining adopted regional transportation performance measures and targets for the 2018 RTP.¹ The report describes the three layers of measurement in the 2014 RTP. These are listed in the table below with the corresponding safety measures.

Table 1. 2014 RTP Safety Performance Measures

Type of RTP Measure	2014 RTP Safety Measure
RTP Performance Targets set time bound, quantifiable goals for achieving the region’s desired policy outcomes for investment in the region’s transportation system. These measures use a combination of modeled and observed data.	“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 average.”
RTP System Evaluation Measures compare the base year conditions with alternative investment packages (projects) to document how well each package of transportation investments performs on an array of measures that are linked to RTP goals, and in most cases, overlap with the RTP performance targets.	No safety evaluation measure set. The RTP states “Unable to predict/forecast system safety. To be addressed in plan monitoring”
RTP Monitoring Measures support the region’s federally-required Congestion Management Process reporting between RTP update cycles.	“Number of fatalities, serious injuries and crashes per vehicle mile traveled for all modes of travel region-wide.”

¹ See the 2018 RTP Performance Measures page: <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/performance> and the meeting packet for April 25, 2016

The *Performance Measures Scoping Report* identifies several considerations for updating safety performance measures and targets. These considerations are highlighted below along with progress made thus far.

1. Discuss the possibility of adopting a more ambitious “Vision Zero” target (eliminating all fatalities) with RTP safety work group. The draft Oregon Transportation Safety Action Plan has included a vision zero statement and target for 2035. The city of Portland has adopted a Vision Zero target. Clackamas County has adopted Towards Zero Deaths policy. The RTP Equity Work Group and the RTP Safety Work Group have provided input to develop a proposed zero deaths and severe injuries target. The proposed zero fatalities and deaths by 2040 target is described below in the RTP Performance Target section.
2. The region does not currently forecast the regional safety target, though this could be explored. The RTP Transportation Equity Work Group has recommended including a crash exposure measure (increased VMT) in the equity analysis. Metro staff are exploring potential crash prediction models and future exposure through increased VMT. If a reasonable methodology is identified it would be applied to the Safety Performance Target and would allow for a safety RTP System Evaluation Measure. Discussion of a forecasted measure is described below in the RTP System Evaluation Measure section.
3. State DOTs and MPOs are required to set performance targets for the Federal safety performance measures identified in MAP-21.² Metro will include the Federal safety performance measures and annual targets in the RTP Monitoring Measures; progress on meeting the annual targets will be reported on in will report on them in each RTP update. Recommended targets are described below, in the RTP Monitoring Measures section. ODOT has until April 14, 2017 to set required safety targets. Within six months of ODOT’s targets adoption, Metro must also set its first safety targets. ODOT has incorporated the required performance measures and draft targets in the draft Transportation Safety Action Plan (TSAP). ODOT is expected to begin safety target-setting discussions with metropolitan planning organizations (MPOs) and other stakeholders this summer. Metro is proposing (see below under Monitoring Measures) to use the target setting approach recommended by ODOT.
4. Metro has had limited resources and capacity to track System Monitoring Measures every two years as intended. Also, observed data is not always readily available; crash data for example, is usually at least one year old. Metro will be moving toward a new online “Mobility Corridors” tool for monitoring. Metro must report on the Federally required performance measures identified in MAP-21. Metro will report on these measures in each update of the RTP, and in the Metropolitan service district report of performance measures that Metro is required to submit in accordance with ORS 197.301 to the Department of Land Conservation and Development (DLCD) every two years.

² The final safety rule can be accessed at: <http://safety.fhwa.dot.gov/hsip/rulemaking/>. Significant federal rulemaking activities to implement the performance provisions first included in the Moving Ahead in the 21st Century Act (MAP-21) Act and subsequent provisions contained in the Fixing America’s Surface Transportation (FAST) Act have been underway for nearly 4 years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Proposed 2018 RTP Safety Performance Target

RTP Performance Targets set time bound, quantifiable goals for achieving the region’s desired policy outcomes for investment in the region’s transportation system. These measures use a combination of modeled and observed data.

The proposed 2018 RTP Safety Performance Target: “By 2040, eliminate fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants.”

This target would replace the current 2014 safety Performance Target. Progress towards the target would be measured in the RTP Monitoring Measures (see below), and possibly forecasted with a System Evaluation Measure (see below).

Potential 2018 RTP System Evaluation Measures for Safety

RTP System Evaluation Measures compare the base year conditions of the transportation system with alternative investment packages (projects) to document how well each package of transportation investments performs on an array of measures that are linked to RTP goals, and in most cases, overlap with the RTP Performance Targets.

Metro has not forecasted crashes or crash exposure in past RTPs. Exploring this measure has been recommended by the RTP Transportation Equity Work Group. Staff are currently exploring possible methodologies for forecasting crashes and/or crash exposure and therefore being able to evaluate alternative investment scenarios (projects) for safety. *The following potential measures and methodologies are preliminary and could change.*

The RTP Transportation Equity Work Group recommended the following safety system evaluation measures, to be developed in coordination with the Safety Work Group and the Performance Measures Work Group; the measures would be applied in the equity analysis, as well as system wide.

Table 2. Transportation Safety System Evaluation Measures Recommended by Equity Work Group

Community Priority	System Evaluation Measure Description
Safety – Infrastructure Disparities	<u>Safety Investments on the High Injury Network</u> : Identified transportation safety investments are mapped to illustrate which overlap with the high injury network and in key community geographies. Assess whether investments are being made evenly in certain communities with evident transportation safety issues (as indicated by the categorization as a high injury facility).
Safety –Exposure	<u>Non-Interstate Vehicles Miles Traveled Exposure</u> : The sum of all non-interstate vehicle miles traveled (VMT) would be totaled for key community geographies and based on the transportation investment program, look at how VMT changes in key community geographies and correlate traffic safety exposure.

The first proposed measure “Safety Investments on the High Injury Network” measures infrastructure disparities. Transportation safety projects would be mapped and analyzed using GIS. Metro has developed a regional High Injury Network (see below) to support analysis. Metro has also developed a definition of a “transportation safety investment” in order to better track and measure safety investments in the 2018 RTP.

Proposed Definition of a Transportation Safety Investment for the 2018 RTP

To better reflect and track how safety is being addressed in the 2018 RTP, Metro will identify transportation projects in the RTP whose primary desired outcome is to address a safety issue (e.g. high-risk roadway feature, gap in bicycle or pedestrian facility) using documented improvements. While safety is an element of all transportation projects, only some projects will be identified as “safety projects” in the RTP. For a project to be identified as a safety investment in the 2018 RTP it must:

1. Include a proven safety countermeasure(s) to address a specific documented risk on the Regional High-Injury Network³; AND
2. Allocate a majority of the project cost to:
 - Documented improvements based on known high-risk roadway features correlated with specific severe crash types and/or known potential risk factors; AND/OR
 - Improving safety for vulnerable users (pedestrians or bicyclists) and therefore improving safety for all users (protected bikeways/sidewalks, protected crossings) ; AND/OR
 - A designated Safe Routes to School project (does not need to be on the High-Injury Network); AND/OR
 - An FHWA identified proven safety countermeasure: e.g. roundabouts, backplates with retroreflective borders for traffic signals, road diet, pedestrian hybrid beacon, medians and pedestrian crossing islands, safety edge; AND/OR
 - Provide lighting at an intersection or crosswalk.

The second proposed measure “Non-Interstate Vehicles Miles Traveled Exposure” measures future exposure to crashes by calculating vehicle miles traveled (VMT) by TAZ. Increase in VMT would translate to increased exposure to motor-vehicle related crashes. Metro staff are reviewing current research and practice using this method, as well as more complex models that include a range of variables and predict crashes.

Proposed RTP Monitoring Measures for Safety

RTP Monitoring Measures support the region’s federally-required Congestion Management Process reporting between RTP update cycles. Metro has had limited resources and capacity to track System Monitoring Measures every two years as intended. Metro will be moving toward a new online tool for

³ High Injury Network (HIN) is a set of corridors where more than 50% of fatal and severe crashes in the region occur. The HIN was identified by Metro using a replicable, iterative and data driven methodology in order to measure safety of the region’s arterials and to support prioritization of corridor safety efforts. The regional HIN is another tool, in addition to city and county identified high crash corridors. The HIN does not replace locally identified corridors.

monitoring, and Metro must report on the Federally required performance measures identified in MAP-21. Metro will report on these measures in each update of the RTP.

The 2014 RTP safety monitoring measure will be replaced by the following measures. These measures include the required five FHWA safety measures, and additional monitoring measures proposed by Metro. The measures will monitor the number of fatalities, serious injuries and crashes per vehicle mile traveled and per capita for all modes of travel region-wide.

Table 2. FHWA Performance Measures and RTP System Monitoring Measures

Proposed RTP Monitoring Measures for Safety	Required by FHWA Safety PM Rule⁴
1. Fatalities	
a. Fatalities (Number of People)	x
b. Fatalities / 100M Vehicle Miles Traveled (VMT)	x
c. Fatalities / 100K Population	
2. Serious Injuries	
a. Serious Injuries (Number of People)	x
b. Serious Injuries / 100M VMT	x
c. Serious Injuries / 100K Population	
3. Non-motorized Fatalities and Serious Injuries	
a. Non-motorized Fatalities and Serious Injuries (Number of People)	x
b. Non-motorized Fatalities and Serious Injuries / 100M VMT	
c. Non-motorized Fatalities and Serious Injuries / 100K Population	
4. Pedestrian Fatalities and Serious Injuries	
a. Pedestrian Fatalities (Number of People)	
b. Pedestrian Serious Injuries (Number of People)	
c. Pedestrian Fatalities / 100M VMT	
d. Pedestrian Serious Injuries / 100M VMT	
e. Pedestrian Fatalities / 100K Population	
e. Pedestrian Serious Injuries/ 100K Population	
5. Bicycle Fatalities and Serious Injuries	
a. Bicycle Fatalities (Number of People)	
b. Bicycle Serious Injuries (Number of People)	
c. Bicycle Fatalities / 100M VMT	
d. Bicycle Serious Injuries / 100M VMT	
e. Bicycle Fatalities / 100K Population	
e. Bicycle Serious Injuries/ 100K Population	

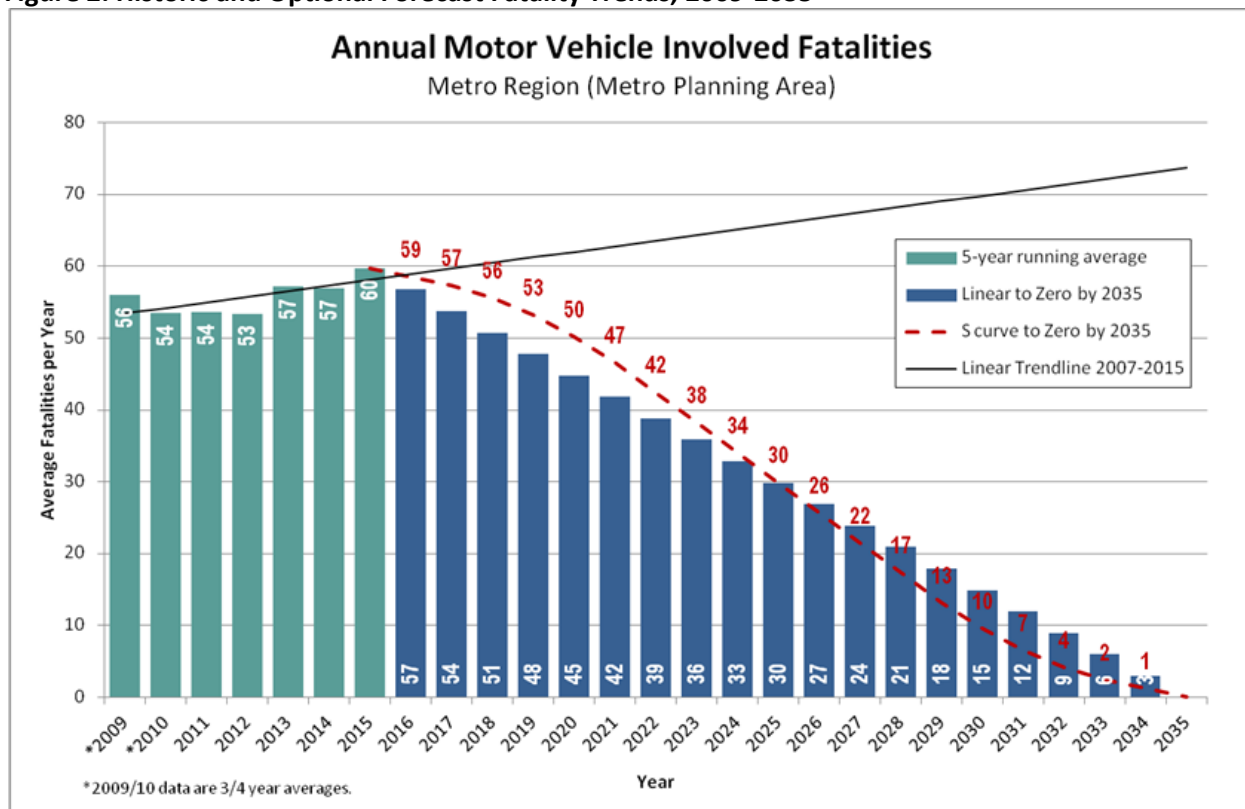
Annual Targets for FHWA Safety Performance Measures

State DOTs and MPOs are required to have an annual target for each of the of the five FHWA safety measures. The targets are based on a five year rolling average and are applicable to all roads. Once established, Metro will be required to report on these measures, and will do so in each RTP and .

⁴ The final safety rule can be accessed at: <http://safety.fhwa.dot.gov/hsip/rulemaking/>

Metro is proposing to use the approach recommended by the Oregon Department of Transportation (ODOT) in the draft 2016 Oregon Transportation Safety Action Plan. The TSAP recommends setting targets based on the the S-curve forecast trend (the dotted line in the figure below).

Figure 2. Historic and Optional Forecast Fatality Trends, 2009-2035



The **S-curve forecast method** was developed assuming the five-year average number of crashes may be relatively flat in the near future; start to decline in a few years in recognition of different projects, programs and actions implemented in the region and/or automated vehicles; an flatten out again in the future as it becomes more difficult to address the remaining fatalities.

In the Draft 2016 Oregon Transportation Safety Action Plan, ODOT identified three other trend forecasting options: 1) Straight line to zero by 2035 (shown in Figure 2 above); 2) A 3-percent reduction per year (a conservative approach that would not achieve zero by 2040); 3) Trend-line, based on data 2009-2015 (while the trend-line for the state is trending down, the trend-line for the region is trending up.⁵

⁵ The Draft 2016 Oregon Transportation Safety Action Plan can be accessed on ODOT's website https://www.oregon.gov/ODOT/TD/TP/TSAP/Draft_TSAP.pdf

Getting there safely



2018 Regional Transportation Plan update

REGIONAL TRANSPORTATION SAFETY PLAN

Transportation Safety Policy Framework Report

July 2016

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project website: www.oregonmetro.gov/rtp

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TABLE OF CONTENTS

Introduction.....	2
Federal Policies.....	3
MAP-21	3
FAST Act.....	4
Toward Zero Deaths	6
Global Actions.....	6
State Policies	7
Oregon Transportation Plan	7
Oregon Transportation Safety Action Plan.....	7
Oregon Highway Plan	8
Other State Plans.....	8
Implementing the Highway Safety Improvement Program	9
Regional Policies.....	11
2014 Regional Transportation Plan	11
Climate Smart Strategy.....	11
2014 Regional Active Transportation Plan	12
Social Equity Related Policies	13
Federal Regulations	13
State and Regional Related Policies	13
Public Health Related Policies	15
International.....	15
Federal.....	15
State and Regional Related Policies	15
Local Policies.....	17
Acronyms.....	21
Definitions	22

INTRODUCTION

This report provides an overview of the policies that currently exist at the federal, state and regional level related to transportation safety, highlighting those that have changed since the region's first Regional Transportation Safety Plan (RTSP) was completed in March 2012.¹ In addition to federal, state and region policies, this report includes an overview of equity and health policies as they relate to transportation safety. It also includes city, county and transit profiles documenting policies and actions taken at the local level.

The information in this report will provide the content for the "Federal, State & Regional Policy Framework" chapter of the updated Regional Transportation Safety Plan, planned for adoption in 2018 as part of the update of the 2018 Regional Transportation Plan. More importantly, however, the information in this report sets the direction and framework for the update of the Regional Transportation Safety Plan, including updated goals, performance measures, targets, and actions.

Since the Regional Transportation Safety Plan was completed in 2012, transportation safety has continued to be a central focus at the federal, state, regional and local levels. Efforts to eliminate fatal and serious crashes, Towards Zero Deaths and Vision Zero, have expanded across the country; states, regions, counties and cities are adopting Towards Zero Deaths or Vision Zero in an effort to highlight the urgency of improving transportation safety and to provide a policy framework that leads to less fatal and serious crashes sooner.

Public health and equity are also being tied more explicitly to transportation safety policies because of the direct relationship of crashes to health, and the growing recognition that some populations, including people with low incomes and older adults, can be disproportionately impacted by crashes.

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

FEDERAL POLICIES

The federal transportation planning process requires Metropolitan Planning Organizations (MPOs) to address ten planning factors, including safety.² The degree to which each factor is addressed will vary depending on the unique conditions of the area, but efforts should be made to think through and carefully consider how to address each factor.

The safety factor has created challenges for some MPOs as to how safety should be addressed. SAFETEA-LU 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. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

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.³ 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).⁴

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 924) was released in March, 2016.^{5,6} Metro will be required to report on the safety and other federal performance measures. Each of the performance

² The Metropolitan Planning Program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process. Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under Map-21 these planning factors remained unchanged. Two additional planning factors were added under the FAST-Act.

³ 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.

⁴ https://www.fhwa.dot.gov/map21/safety_overview.cfm

⁵ 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

⁶ 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.”

measures are required to have an annual target, set by states and MPOs. The targets are based on a five-year rolling average.⁷

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.

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.

⁷ 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 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.⁸

Additional FAST ACT policy changes related to safety⁹

- 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.

⁸ FHWA Bicycle and Pedestrian Program Resources:
www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm

⁹ AASHTO Summary of the FAST Act:
<http://fast.transportation.org/Documents/AASHTO%20Summary%20of%20FAST%20Act%202015-12-16%20FINAL.pdf>

- 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.

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 2012.¹⁰ 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.¹¹ Since 2012, the following elements of the strategy have been developed:

- A growing number of state and cities have adopted "Zero" fatality visions.¹²
- 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.¹³

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."¹⁴ 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.

¹⁰ US DOT FHWA Safety, Toward Zero Deaths: <http://safety.fhwa.dot.gov/tzd/>

¹¹ Safer Roads for a Safer Future- a Joint Safety Strategic Plan <http://www.towardzerodeaths.org/strategy/>

¹² 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

¹³ Toward Zero Deaths: A National Strategy on Highway Safety (June 2014)

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

¹⁴ http://www.who.int/roadsafety/decade_of_action/plan/plan_english.pdf?ua=1

STATE POLICIES

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 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 (TSAP) in 2016.

In 2013, ODOT and the Oregon Health Authority (OHA), Public Health Division, officially signed a Memorandum of Agreement on coordination and joint policy objectives. The two agencies identified joint work tasks that will create efficiencies and leverage resources, such as data collection and research.

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the long-range blueprint for the state's transportation system. The OTP's Goal 5 – Safety and Security, sets statewide policy for improving the safety for all modes and transportation facilities. The OTP serves as the framework for the Oregon Transportation Safety Action Plan, and all ODOT modal and topic plans. The Transportation Safety Action Plan serves as Oregon's Strategic Highway Safety Plan, as required by federal law.

Oregon Transportation Safety Action Plan

Oregon is in the process of updating the state's Transportation Safety Action Plan (TSAP).¹⁵ 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. The draft plan identifies specific actions for vulnerable users, risky

¹⁵ ODOT Transportation Safety Action Plan update <https://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>

behaviors, infrastructure, and improved systems and includes a zero deaths and life-changing injuries vision.¹⁶

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

Oregon Highway Plan

Based on both the OTP and TSAP, the Oregon Highway Plan (1999), the plan emphasizes “Efficient management of the system to increase safety, preserve the system and extend its capacity.” Safety is referred to throughout the plan. Goal 2: System Management seeks to create a transportation system the “Enhances system efficiency and safety.” Policy 2F: Traffic Safety, calls for the state to continually improve safety for all users of the highway system and to address safety problems with treatments involving engineering, education, enforcement, and emergency medical services. A set of actions are identified to implement Policy 2F. Under Investment Policies, the plan states that safety is an element of all major programs, and that it is the policy of the State of Oregon to place the highest priority for making investments in the state highway system on safety and managing and preserving the physical infrastructure.” The plan also directs ODOT to: “Focus safety expenditures where the greatest number of people are being killed or seriously injured.”

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.

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

¹⁶ 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

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

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

ODOT Highway Safety Improvement Guide - In April 2016, ODOT published the “ODOT Highway Safety Improvement (HSIP) Guide.”¹⁷ 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.¹⁸

All Roads Transportation Safety - Following the Federal HSIP requirements, ODOT has developed a new safety program, known as the All Roads Transportation Safety (ARTS)

¹⁷ https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/odot_safety_program_guide.pdf

¹⁸ 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 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

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.¹⁹

¹⁹ https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/odot_safety_program_guide.pdf

REGIONAL POLICIES

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

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.²⁰

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

Two goals in the 2014 RTP directly relate to safety. Goal 5: Enhance Safety and Security states that multi-modal transportation and infrastructure and services must be safe and secure for the public and goods movement. Goal 7: Enhance Public Health states that multi-modal transportation infrastructure and services provide safe, comfortable and convenient options. Policy 1 of the Arterial and Thoroughway Network Vision is to "Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access." This policy notes that "safety is a primary concern on the regional arterial system" and directs Metro to develop "an objective metric to measure safety on the region's arterials, regardless of jurisdiction."

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.²¹ 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.

²⁰ <http://www.oregonmetro.gov/regional-transportation-plan>

²¹ <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

Safety for people of all ages and abilities is a primary topic in the Regional Active Transportation Plan (ATP) 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 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

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.²² 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 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.²³ 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

²² 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.”

²³ The Six Desired Outcomes are: Equity, Vibrant Communities, Leadership on Climate Change, Transportation Choices, Economic Prosperity, Clean Air and Water.

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 RELATED POLICIES

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.²⁴ 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.”²⁵

State and Regional 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.

The health of Oregonians is also directly connected to transportation safety.
-Oregon Transportation Options Plan, 2015

- *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

²⁴ http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/

²⁵ http://www.cdc.gov/physicalactivity/walking/call-to-action/index.htm?s_cid=bb-dnpao-calltoaction-002

considerations identified in the paper include supporting integrating health into transportation planning.

- *Oregon Health Authority,, Oregon Pedestrian Safety Policy and Systems Change Strategies, 2012-2015*²⁶ - This best practices summary provides policy, systems and environmental change strategies for improved pedestrian safety in Oregon.
- *Oregon Health Authority, Oregon Injury and Violence Prevention Plan, 2016-2020*²⁷ - 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*²⁸ – 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.

²⁶ http://www.safekidsoregon.org/wp-content/uploads/2013/07/OHA8611_-OR-Safety-Policy_final.pdf

²⁷ <https://public.health.oregon.gov/DiseasesConditions/InjuryFatalityData/Documents/OregonInjuryPreventionPlan.pdf>

²⁸ https://public.health.oregon.gov/HealthyEnvironments/TrackingAssessment/HealthImpactAssessment/Documents/CCC%20HIA/CCC%20HIA%20031714%20FINAL_version%201.2.pdf

LOCAL POLICIES

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, 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.

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ARTS	All Roads Transportation Safety
ATP	Regional Active Transportation Plan
CIPP	Capital Improvement Plan and Program
DLCD	Department of Land Conservation and Development
DOT	Department of Transportation
FAST ACT	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
HIA	Health Impact Assessment
HIN	High Injury Network
HSIP	Highway Safety Improvement Plan
HSM	Highway Safety Manual
JPACT	Joint Policy Advisory Committee on Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIRE	Model Inventory of Roadway Elements
MMLOS	Multi Modal Level of Service
MMUCC	Model Minimum Uniform Crash Criteria Guideline
MPA	Metro Planning Area
MPAC	Metro Policy Advisory Committee
MPO	Metropolitan Planning Organization
MTAC	Metro Technical Advisory Committee
MVT	Motor Vehicle Traffic
NHTSA	National Highway Traffic Safety Administration
RATP	Regional Active Transportation Plan
RTP	Regional Transportation Plan
RTFP	Regional Transportation Functional Plan
RTSP	Regional Transportation Safety Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
OASIS	Oregon Adjustable Safety Index System
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OTP	Oregon Transportation Plan
UGMFP	Urban Growth Management Functional Plan
SHSP	Strategic Highway Safety Plan
SMART	South Metro Area Regional Transit
SPIS	Safety Priority Index System
SRTS	Safe Routes to School
TPAC	Transportation Policy Alternatives Committee
TSAP	Transportation Safety Action Plan
TSP	Transportation System Plan
TZD	Toward Zero Deaths
VMT	Vehicle Miles Traveled
WHO	World Health Organization

DEFINITIONS

American Association of State Highway and Transportation Officials (AASHTO)- is a nonprofit, nonpartisan association representing highway and transportation departments in the United States. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

Association of Oregon Counties (AOC) is a statewide organization representing Oregon's 36 counties. The organization united counties to advocate, communicate, and educate through information sharing and consensus development.

All Roads Transportation Safety (ARTS) program addresses safety on all public roads in Oregon, including non-state roadways. The program is blind to jurisdiction, uses data, and works collaboratively with local road jurisdictions (cities, counties, MPO's and tribes) to reduce fatal and serious injury crashes in Oregon.

Code of Federal Regulations (CFR) is a codification of the general and permanent rules published in the Federal Register by the Executive departments and agencies of the Federal Government.

Capital Improvement Plan and Program (CIPP) works to ensure limited public funds in Multnomah County are invested in transportation projects providing the greatest public benefit through a two-part process. The Capital Improvement Plan identifies and ranks transportation improvement needs on county roadways and bridges over the next 20 years. The Capital Improvement Program assigns anticipated revenues to the highest priority projects for a five-year period.

Department of Land Conservation and Development (DLCD) is a state department that aims to protect the farm and forest lands and Oregon's natural resources, foster livability through sustainable community development, ensure conservation of coastal rivers and ocean resources, development and manage a clear and consistent land use system, and foster regional collaboration and local decision making regarding land use issues. The department implements Oregon's land use and planning statutes while assisting local governments in land use planning.

Fixing America's Surface Transportation (FAST Act) is five-year legislation to improve the Nation's surface transportation infrastructure, including roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

Federal Highway Administration (FHWA) is a U.S. Department of Transportation agency that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal owned lands.

Federal Motor Carrier Safety Administration (FMCSA) is a federal administration within the U.S. Department of Transportation that aims to reduce crashes, injuries, and fatalities involving large trucks and buses.

Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems to help modernize public transportation. FTA also oversees safety measures and helps develop next-generation technology research.

Health Impact Assessment (HIA) is a means of assessing the health impacts of policies, plans, and projects in diverse economic sectors using quantitative, qualitative, and participatory techniques.

High Injury Network (HIN) is a set of corridors where more than 50% of fatal and severe crashes in the region occur. The HIN was identified by Metro using a replicable, iterative and data driven methodology in order to measure safety of the region's arterials and to support prioritization of corridor safety efforts. The regional HIN is another tool, in addition to city and county identified high crash corridors. The HIN does not replace locally identified corridors.

Highway Safety Improvement Program (HSIP) is a core Federal-aid program administered by the Federal Highway Administration. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

The Highway Safety Manual (HSM) introduces a science-based technical approach that takes the guesswork out of safety analysis. The HSM provides tools to conduct quantitative safety analyses, allowing for safety to be quantitatively evaluated alongside other transportation performance measures such as traffic operations, environmental impacts, and construction costs.

Joint Policy Advisory Committee on Transportation (JPACT) is comprised of transportation representatives from across the region, and makes recommendations to the Metro Council on transportation needs and developments plans for the region.

KABCO Injury Scale was developed by the National Safety Council (NSC) and is frequently used by law enforcement for classifying injuries:

- K – Fatal;
- A – Incapacitating injury;
- B – Nonincapacitating injury;
- C – Possible injury; and
- O – No injury

League of Oregon Cities (LOC) is a governmental entity formed by an intergovernmental agreement by Oregon's incorporated cities. It is governed by a 16-member Board of Directors and works with its member cities to help local government better serve the citizens of Oregon.

Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance-based Federal program, with safety being one of the six performance areas.

Model Inventory of Roadway Elements (MIRE) is a recommended listing of roadway inventory and traffic elements critical to safety management, intended as a guideline to help transportation agencies improve their roadway and traffic data inventories.

Multi Modal Level of Service (MMLOS) is the degree to which the urban street design and operations meets the traveling needs of each user types (auto, transit, bicycle, and pedestrian).

Model Minimum Uniform Crash Criteria Guideline (MMUCC) - a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. The Guideline is designed to generate the information necessary to improve highway safety within each state and nationally. This data set, originally published in the MMUCC Guideline, 1st Edition (1998), has been revised three times, most recently in the 4th Edition (2012), in response to emerging highway safety issues.

Metro Planning Area (MPA) Metro Planning Area Boundary is the geographic area used for all data analysis in the Regional Transportation Safety Plan.

Metro Policy Advisory Committee (MPAC) advises the Metro Council on growth management and land use issues at the policy, through the amendment or adoption of the Regional Framework Plan.

Metropolitan Planning Organizations (MPOs) are agencies created by federal law to provide local elected officials' input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. MPOs must plan for regional transportation planning expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning process for their urbanized area. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of MPOs activities.

Metro Technical Advisory Committee (MTAC) is a 35-member committee of planners, citizens, and business representatives that provide detail technical support to the Metro Policy Advisory Committee.

National Highway Traffic Safety Administration (NHTSA) is responsible for reducing deaths, injuries, and economic losses resulting from motor vehicle crashes. The agency investigates safety defects in motor vehicles, sets and enforces fuel economy standards, helps states and local communities reduce the threat of drunk drivers, promotes the use of safety belts, child safety seats and air bags, investigates odometer fraud, establishes and enforces vehicle anti-theft regulations, conducts research on driver behavior and traffic safety, and provides consumer information on motor vehicle safety topics.

Regional Active Transportation Plan (RATP) identifies a vision, policies, and actions to create a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking, and public transit. It includes new updated pedestrian and bicycle network vision maps, network concepts and functional classifications and policy recommendations.

Regional Transportation Functional Plan (RTFP) contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan and its modal plans, including those for active transportation, freight movement, and high capacity transit.

Regional Transportation Plan (RTP) is a guide for future investments in the region's transportation system, updated every four years by Metro. The plan establishes policies and priorities for travel by motor vehicle, transit, foot and bicycle, movement of goods and services, and street design and the efficient management of the overall system.

Regional Transportation Safety Plan (RTSP) was completed in March 2012 and was the first of its kind for the region. The goal of the RTSP is to help the region reduce fatalities and serious injury crashes. The RTSP serves as a data-driven framework and specifically urban-focused safety plan to build upon ODOT's statewide success and reduce fatalities and serious injuries in the Portland Metropolitan region. The plan was developed in response to a Federal Highway Administration recommendation. Metro worked with local governments, ODOT, TriMet, practitioners and researchers to draft the plan.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides funding for highways, highway safety, and public transportation in order to address current and future transportation challenges, such as improving safety and reducing traffic congestion. SAFETEA-LU established the Highway Safety Improvement Program (HSIP) to indicate the importance of transportation safety at the federal level.

Oregon Adjustable Safety Index System (OASIS) performs adjustable SPIS calculations, allowing users to vary the SPIS formulas and thresholds.

Oregon Department of Transportation (ODOT) works to provide safe, efficient transportation through programs related to Oregon's system of highways, roads, and bridges; railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation.

Oregon Health Authority (OHA) is a state agency that includes most of the state's health care programs, including Public Health, Addictions and Mental Health, the Oregon Health Plan and employee benefits, and is dedicated to helping people and communities achieve optimum physical, mental, and social

Oregon Transportation Plan (OTP) is a 25-year transportation plan, adopted in 2006, that comprehensively assesses state, regional, and local and both public and private transportation facilities and services in order to create a safe, efficient, and sustainable transportation system that enhances Oregon's quality of life and economic vitality.

Urban Growth Management Functional Plan (UGMFP) works to implement regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO). UGMFP provides tools to meet goals of the 2040 Growth Concept, Metro's long-range growth management plan for the Portland metropolitan area.

Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

South Metro Area Regional Transit (SMART) is a full service transportation system offering ways to travel within Wilsonville and outlying areas, including Canby, Salem, and the south end of Portland. The system operates bus routes, Dial-a-Ride (providing service to the elderly and disabled), and an alternative transportation program which promotes transit, walking, bicycling, and ridesharing.

Safety Priority Index System (SPIS) is a method for identifying potential safety problems on state highways developed by the Oregon Department of Transportation by performing network screening on the state highway network and to identify and prioritize those sites that have promise as sites for potential safety improvements and merit further investigation.

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools.

Transportation Policy Alternatives Committee (TPAC) provides technical input to the Joint Policy Advisory Committee on Transportation (JPACT) on transportation planning and funding priorities for the Metro region. TPAC reviews regional plans and federally funded transportation projects, advises area leaders on transportation investment priorities and policies related to transportation, and helps identify needs and opportunities for involving the public in transportation matters.

Transportation Safety Action Plan (TSAP) is a statewide transportation mode and topic plan that further defines and implements the Oregon Transportation Plan's (OTP) goals, policies, strategies, and key initiatives, acting as the safety element for the OTP.

Transportation System Plan (TSP) is the long-range plan guiding transportation investments in the City. The TSP meets state and regional planning requirements and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements.

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.

Vision Zero is a safety philosophy adopted by the Portland City Council that rejects the notion that traffic crashes are simply "accidents" but instead are preventable incidents that can be systematically addressed. As part of Vision Zero, Portland is taking steps to slow speeds through road design, lowering speed limits and automated enforcement.

World Health Organization (WHO) is the directing and coordinating authority on international health within the United Nations' system, providing leadership on health matters, shaping the research agenda, setting norms and standards, articulating ethical and evidence-based policy options, providing technical support, and monitoring the health situation and assessing health trends.

Westside Express Service (WES) is a commuter rail line serving Beaverton, Tigard, Tualatin, and Wilsonville. WES runs every 30 minutes during the weekday morning and afternoon rush hour.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



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www.oregonmetro.gov/rtp



**Safety Work Group Meeting Summary
(Draft until approved by work group)**

May 20, 2016, 9:00 AM to Noon | Metro Regional Center, Room 270

ATTENDED (Work Group):

Becky Bodoyni, Multnomah County Health
Anthony Buczek, Metro
Tegan Enloe, Hillsboro
Nick Fortey, FHWA
Todd Juhaz, Beaverton
Tom Kloster, Metro
Joe Marek, Clackamas County
Lake McTighe, Metro
Jeff Owen, TriMet
Amanda Owings, Lake Oswego
Lidwien Rahman, (alternate for ODOT/Oregon Walks)
Kari Schlosshauer, SRTS National Partnership
Chris Strong, Gresham
Aszita Mansor, Multnomah County
Dyami Valentine, Washington County
Clay Veka, Portland

ATTENDED (Interested Persons/Metro Staff/ Invited Guests):

Nancy Murphy (ODOT, presenting on draft TSAP)
Charlie Tso
Clint Chiavarini, Metro
Jamie Snook, Metro
Grace Cho, Metro
John Mermin, Metro
Alexa Todd, Metro
Peggy Morell, Metro

Follow-up actions

- ✓ Provide work group with information on Portland, Clackamas County and Oregon Safety Action Plans, including public comment dates for Oregon TSAP
- ✓ Provide work group with information on alternate methods to set speeds
- ✓ Investigate how to access ODOT's weekly "preliminary fatal list" and 3-month batches of fatal and injury reports – provide work group with information
- ✓ Meet with TriMet and determine if work group can provide timely input on BeSeen campaign
- ✓ Invite ODOT crash analysis staff to present at upcoming work group meeting to talk about crash data analysis process and proposed changes to speed up data availability

Welcome & Overview

Tom Kloster, meeting chair, welcomed the workgroup and emphasized its importance due to the increased attention to safety from elected officials and the public.

Lake McTighe, safety work group lead, recapped the agenda for the meeting.

Work Group member introductions

Work group members introduced themselves and shared outcomes they'd like to see come out of the Regional safety work group. Themes included:

- A collective, regional safety vision
- Consistency in safety plans around the region
- Clarifying the role of Metro in safety planning
- What goals we want to set regionally
- Common goals that address diversity of communities
- Develop broad regional support for agencies to move forward
- Forecasting future safety outcomes
- Lend legitimacy to achieving safety
- Influence local engineers
- Influence local safety action plans
- Performance measures & implementation strategies
- Completion of city, state, region benchmarks
- Systemic countermeasures that address prevalent trends
- Better understanding of funding sources for safety
- Look at other crash data, e.g. AAA, trauma
- Elevate conversation of tradeoffs (frankly and honestly) of safety vs. other factors, e.g. speed, efficiency
- Recommendation for an updated (possibly more aggressive) regional safety performance target
- Clear guidance for local Transportation System Plans in the Regional Transportation Functional Plan
- Safety as a priority for funding
- Elevation safety as a priority outcome, e.g. safe routes to school
- Recognize safety anywhere people go (not just at hotspots)
- Tools that smaller communities can use – address safety as barrier to walking, bicycling
- Vision zero as a regional strategy
- Learning from / sharing resources with all the different jurisdictions in the room
- Improved safety for all users, with an emphasis for the most vulnerable communities

Safety Work Group purpose, charge and schedule

Lake provided a brief overview of the purpose, charge and schedule for the work group and emphasized the workgroup as an informal venue to hash out ideas. Lake strongly encouraged members to reach out to their colleagues, elected officials, decision makers and others between meetings to help pull out the issues – identifying where the “rub” will be when trying to implement safety policies/projects.

Overview of regional safety trends

Anthony Buczek provided an overview of the 2012 Regional Transportation Safety Plan and the workgroup that developed it.

During Q&A members made the following comments:

- When the updated plan goes back to JPACT it provides an opportunity to describe what the safety results have been since 2012 (when JPACT voted against funding a regional safety program) – need to show that it is important to be more aggressive.
- The workgroup should spend some time developing guidance to public education campaigns relating to safety, e.g. nighttime visibility which can be tricky to implement as sponsors may be accused of “victim-blaming.”
- Distinguish between “speeding” and “speed” which are different but can be blurred; higher posted speeds can result in death, even if people are not speeding. Using clear language is important.
- Be careful of a false dichotomy between mobility and safety, as it is possible for people to get where they want to go (access and mobility) safely; mobility does not necessarily mean “fast.”
- Interest in whether there are geographic concentration of regional crashes
- Interest in performance of impacts of rural road design (both within and outside the urban area).
- Need to get data faster. The ODOT data takes 1.5 years to be published.
 - Local police often provide weekly reports, but not all jurisdictions have the staff to compile, process and analyze these
 - ODOT sends out a weekly preliminary list of fatalities. (Not everyone was aware of this, so Lake will follow up and send out the contact info to the group).
 - Lake will ask if ODOT’s Salem crash unit staff to present to this workgroup and explain why it takes so long to get data published
 - ODOT is developing a process (for 2016 data) that will focus on fatal and severe crashes first and raise the property damage only threshold from \$1500 to \$3000 in order to get the data out quicker
- What levers can be addressed to influence safety. Which ones have the biggest impact? Which provide short term vs. long term impact? Would be good to provide that sort of impact analysis, ala the Climate Smart Communities Plan, to safety actions and strategies
- Consider qualitative ways to help decision-makers process safety-related actions – e.g. a star rating for different types of actions
- Re-examining the regional complete streets strategy and the desire to provide facilities that serve all modes; challenging to provide greater separation in some instances
- Many small actions add up to make an impact on safety
- Age may be a factor in crashes (drivers and pedestrians)
- Interest in role of other demographic factors, such as race and ethnicity

Status of recommended actions from the Regional Transportation Safety Plan (RTSP)

Lake provided a brief overview of actions completed since the RTSP was adopted in 2012.

During this research Lake realized she’d like to get to more specificity for the actions, e.g. how often should jurisdictions perform crosswalk enforcement actions and which ones Metro should lead vs. local vs. state. She asked members to review this handout and consider if the region has been doing enough.

Policy context overview – what’s changed?

Lake provided a brief overview of what safety related policies have changed at the federal, state and regional levels since the RTSP was adopted in May 2012 and mentioned that a full policy report will be completed in the future.

Federal – safety performance measures, more funding, continued focus on Toward Zero Deaths State – Draft Transportation Safety Action Plan, new guidance on how to implement the Highway Safety Improvement Plan (HSIP).

Regional – 2014 Regional Transportation Plan (RTP) updated safety performance target, Regional Active Transportation Plan (ATP) adopted, Climate Smart Strategy adopted.

Overall – more focus on safety, greater push to be more ambitious. Her overview also includes a summary of equity and public health. Some data suggest low-income and people of color are more susceptible to traffic fatalities/serious injuries.

A member suggested defining what is meant by equitable from a regional perspective and to use the City of Portland’s Vision Zero work as a starting point.

Lake asked members to send her any comments, edits on the Policy context overview memo, which will be finalized in a Policy Framework Background Report

Understanding Vision Zero/Towards Zero Deaths

To orient the group Lake played a video from the Rhode Island DOT with interviews of the public regarding setting a target, showing the progress of their thinking of what a reasonable fatality target is in the abstract vs. when asked what the target should be for their own family (“Zero”!)

Oregon – Transportation Safety Action Plan (TSAP), Vision Statement

Nancy Murphy from ODOT presented on the Vision Zero statement in the draft Transportation Safety Action Plan. She described the emphasis areas and example actions: infrastructure, risky behaviors, vulnerable users, improved safety. Members commented about the need for road cross sections to be changed to achieve a desired speed before trying to lower the speed limit. ODOT commented that in the past the state had to set the design speed 10 mph above the posted speed, but now it can set it at the same mph as the posted speed. Another member mentioned FHWA guidance that points to other methodologies to set posted speed limits, in addition to using the 85th percentile method. Nancy noted that the public comment period for the draft TSAP will be 6/16 to 8/1 and encouraged members to send in comments.

Clackamas County – Driving Towards Zero

Joe Marek presented on the County’s TSAP, adopted in 2012 – the first in the state; will be updated in fall 2016. It includes the target to reduce fatal & serious injury crashes by 50% and ultimately to zero. It takes a broad approach (4 E’s) not just engineering. It recognizes the need for culture change, outreach to schools, social services, public messaging on buses and in libraries, behavioral health, juvenile department, and housing authority. It includes 3 main policies – healthy people, safe roads, vibrant economy. The County restructured the budgeting process and created three departments, safety, capital and maintenance – reflecting County’s prioritization of safety. Work group members asked about balancing engineering and health/environment. Joe gave the example of the County doing a road safety audit and an HIA, to guide engineer’s decisions.

City of Portland - Vision Zero

Clay Veka presented on the City's Vision Zero project, including the following vision statement: "Working together, we will make equitable and data driven actions that will eliminate deaths & serious injuries for all who share Portland streets by 2025." A task force developed the vision statement last fall. There was debate about the urgency – landing at 10 years, since 20 years seemed not urgent enough. The actions will be available for review in the next few weeks. This Fall the final plan will be up for adoption. The current challenge is narrowing the list of actions. A member commented that it was great to see equity included in the City vision statement and noted that it's been a challenge for the State to define equity in a way that is understandable to all parts of the state. A member suggested defining equity in terms of safety.

Discussion and direction on regional safety target

Lake asked members to provide words, elements, qualities, etc. that should be included in an updated Regional safety target.

- Fatal/severe
- Zero
- Aggressive driving
- Date (aggressive date)
- Youth/older adults
- Historically underrepresented communities
- Interim targets
- Data driven
- Risk factors (including the crash that didn't happen)
- Speed (not speeding)
- Risk exposure
- Monitoring
- Safety culture
- "All who share the roads"
- Years of life lost
- Design of infrastructure
- Proactive
- Health
- Equity
- What's in it for me (getting to changing the culture)
- Education
- Place
- Inspire
- Prioritizing
- Measureable/measurements
- Innovation beyond standards
- Reduce conflicts
- Awareness
- Recognizable
- Envision safety
- Infrastructure influencing behavior

Lake asked members to describe challenges, opportunities, and concerns around setting a target of zero.

- Compassion and non-judgmental
- Strategic vs. hot spot fixes
- Cocoon nature of autos
- Data driven/proactive vs. emotion/media driven (where to focus resources)
- Trade-offs
- Marketing/branding
- Emerging technologies
- Procurement/government contracts (allowing for pub-private partnerships)
- Appropriate community involvement
- Jurisdictional control
- Policies and goals vs. decision making
- Institutionalizing
- Relationship of politics-public-decision makers
- Innovations beyond standards
- Fear
- Politics
- Liability
- Data (Focus, lack of accuracy, missing, hidden)
- Cost to implement
- Accountability
- Competing priorities
- Diversity of region
- Deferral/putting it off
- “Crashes are a part of life” attitude
- Assuming that technology will fix it
- Mobility standards
- Getting there fast
- Human factors
- Cultural shift

Next steps and adjourn

Lake described next steps and asked members to email her with feedback on the meeting if they don't have time to fill out a feedback form.

Meeting summary prepared by John Mermin