

# Report to JPACT: Progress made on the Regional Transportation Safety Strategy

September 2021



Metro

Regional transportation safety strategy

## 2-YEAR PROGRESS REPORT

June 2021

# Purpose

Report on

- adopted regional safety performance targets
- progress made over the last two years, by state, regional, local and community partners, implementing the 2018 Regional Transportation Safety Strategy
- Metro's annual safety work program

Receive input from JPACT members on prioritizing safety in the next two years



**VISION ZERO  
BY 2035.**

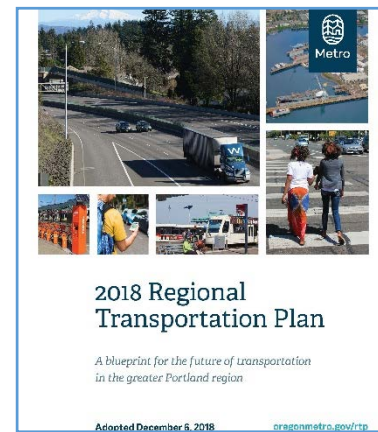
**ONE DEATH IS  
TOO MANY.**

Every three days  
someone is killed  
in a traffic crash  
in our region.

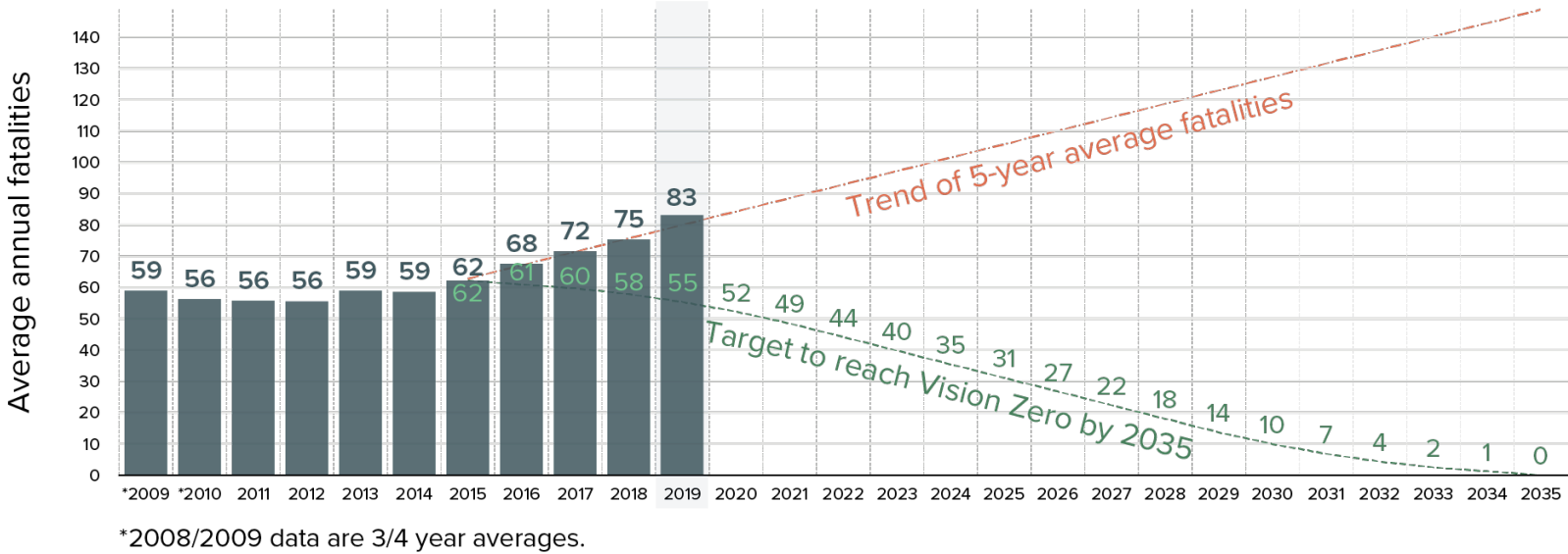
Every day  
someone is  
seriously injured.

# Regional safety strategy

- Adopted 2018
- Topical plan of the 2018 RTP
- Safe system approach
- Racial equity and public health framework
- Data driven
- 6 strategies, 50 actions
- Implemented by state, regional, local and community partners
- Zero deaths and serious injuries by 2035 – performance target



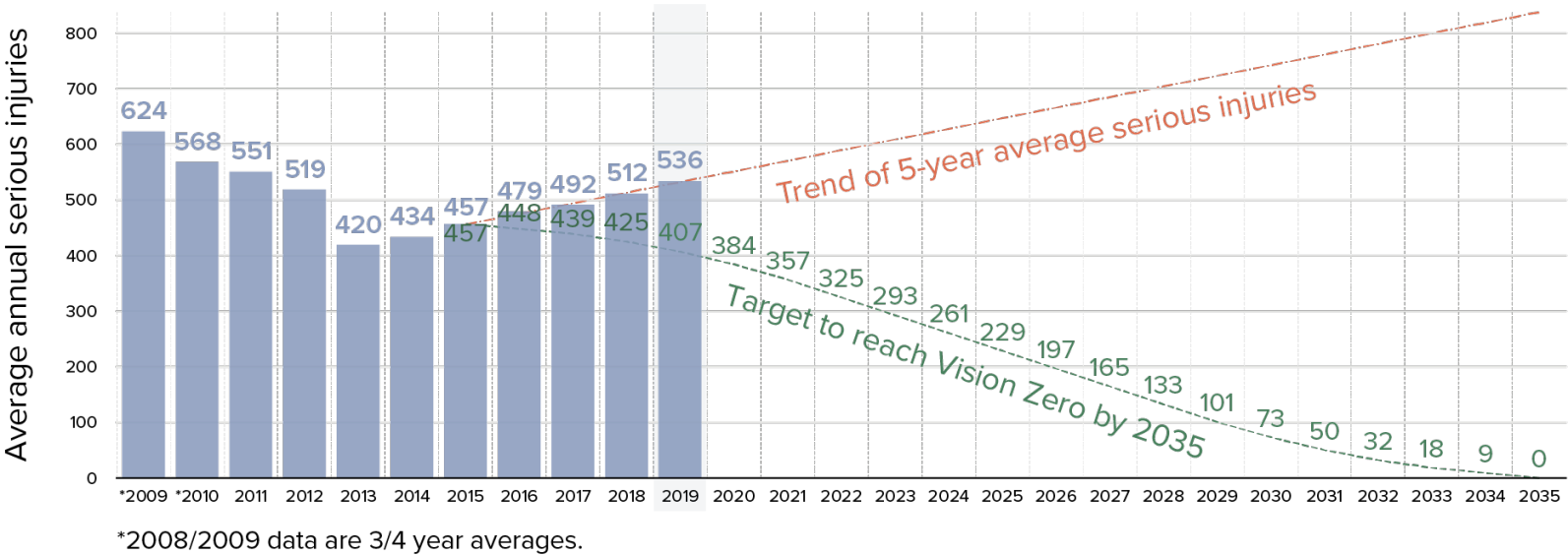
# Fatalities



## Progress on safety performance targets

Traffic deaths and life changing injuries are increasing, and we are not currently on track to achieve Vision Zero.

# Serious injuries



# Traffic fatalities cost our region over \$1 billion a year.

## \$1.1B

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Annual cost to our region from traffic deaths.

Source: Metro; Guidance on the Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2021 Update





## NOT EVERYONE IS EQUALLY SAFE ON OUR ROADWAYS.

**Systemic racism creates inequities in transportation safety and enforcement.** We know that Black, Indigenous, Latinx, Asian and other people of color are more likely to be killed in a traffic crash. These community members are also less safe from harassment and other types of violence on our roadways. More data and analyses is needed to fully understand disproportionate impact in all three counties and the region.



**2x**

In Multnomah County, Black people are twice as likely to die in a traffic crash.<sup>iv</sup>



**76%**

of pedestrian deaths occurs in the communities in our region where **more people of color, people with lower incomes and people with limited English proficiency live.**<sup>vi</sup>



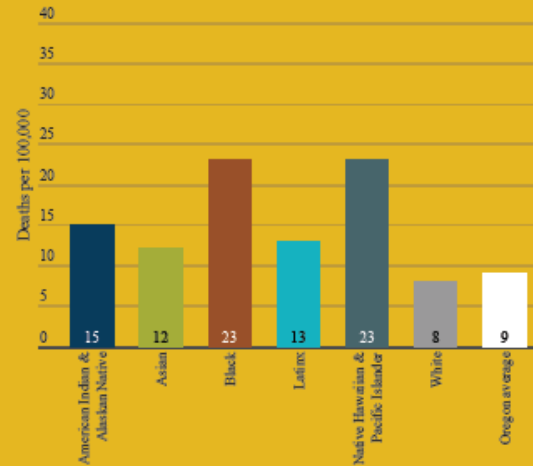
**80%**

Nationally, **Black people are 80 percent more likely to be killed by drivers while walking than White, non-Hispanic pedestrians.**<sup>v</sup>

Black people are the most common targets of racial bias crimes in Portland, 60 percent of which take place in public spaces. Black pedestrians are stopped by police at higher rates than other races. Drivers are less likely to yield to Black people crossing at a crosswalk.<sup>vii</sup>

**Fatal pedestrian injury rates by race, Oregon (2014-2018)**

In Oregon, **Black people experience the greatest disparity in pedestrian deaths, followed by Indigenous, Latinx and Asian people who also have a higher rate of pedestrian injury than the state average.**



Source: ODOT, Pedestrian Injury and Social Equity in Oregon, 2021.<sup>iii</sup>

**In 2020, Black people accounted for 18.5% of traffic deaths in Portland.**

**That's three times higher than residents' share of Portland's population.**<sup>viii</sup>

**Progress report**  
More action is needed to reduce racial disparities in traffic safety

## 2-YEAR REGIONAL TRANSPORTATION SAFETY STRATEGY PROGRESS REPORT


**Progress report**  
We have made progress on some actions, could prioritize safety more

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
<b>1. Protect vulnerable users and reduce disparities</b>		Filled nearly 100 miles of combined sidewalk, trail and bikeway gaps and prioritized safety in funding decisions.  Expanded understanding of the disproportionate impact of crashes on Black people and people walking.	Prioritize equity and pedestrian safety in project funding and roadway design.  Prioritize community-led safety investments in communities of color and lower income communities.
<b>2. Design roadways for safety</b>		Developed new state, regional and local street design standards.  Identified safety needs and opportunities on many high injury corridors.	Prioritize making our top-10 most dangerous and high-risk urban arterials safe for pedestrians.
<b>3. Reduce speeds and speeding</b>		Modernized statewide speed setting methodologies.  Lowered speed limits on local roadways in Portland.  Installed more fixed speed cameras in more communities.	Continue to lower posted speeds. Legalize fixed-speed cameras for use in all jurisdictions and on all roadways.  Design current projects to manage speeds for safety.
<b>4. Address aggressive and distracted driving</b>		Implemented one of the strictest distracted driving laws in the U.S.  Began reporting through the Statistical Transparency of Policing (STOP) Program.	Coordinate regional support of vehicle technology-based solutions.  Continue to implement recommendations in Oregon's distracted driving report.
<b>5. Address impaired driving</b>		Maintained status quo as impairment has increased and resources have not kept pace.	Coordinate to accelerate the incorporation of Alcohol Detection Systems into vehicles at the state and federal level.  Coordinate to lower legal blood alcohol content levels.
<b>6. Engagement and coordination</b>		Developed regional Safe Routes to School campaign.  Ongoing coordination and policy making at state, regional and local levels.	Integrate the safe system approach into everything we do.  Coalesce leadership around Vision Zero.  Engage the public to demand safer streets and increase regional collaboration.

Key	
Action completed	
Substantial progress made	
Progress made, but more action is needed	
Minimal progress made	
No progress made	



# Strategy 1: Protect vulnerable users and reduce disparities

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
1. Protect vulnerable users and reduce disparities		<p>Filled nearly 100 miles of combined sidewalk, trail and bikeway gaps and prioritized safety in funding decisions.</p> <p>Expanded understanding of the disproportionate impact of crashes on Black people and people walking.</p>	<p>Prioritize equity and pedestrian safety in project funding and roadway design.</p> <p>Prioritize community-led safety investments in communities of color and lower income communities.</p>

## Progress report

Progress made,  
but more action  
is needed


# Strategy 2: Design roadways for safety

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
2. Design roadways for safety		Developed new state, regional and local street design standards.  Identified safety needs and opportunities on many high injury corridors.	Prioritize making our top-10 most dangerous and high-risk urban arterials safe for pedestrians.

## Progress report

Progress made,  
but more action  
is needed


# Strategy 3: Reduce speeds and speeding

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
3. Reduce speeds and speeding		Modernized statewide speed setting methodologies. Lowered speed limits on local roadways in Portland. Installed more fixed speed cameras in more communities.	Continue to lower posted speeds. Legalize fixed-speed cameras for use in all jurisdictions and on all roadways.  Design current projects to manage speeds for safety.

**Progress report**  
Minimal progress  
made




# Strategy 4: Address aggressive and distracted driving

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
4. Address aggressive and distracted driving		<p>Implemented one of the strictest distracted driving laws in the U.S.</p> <p>Began reporting through the Statistical Transparency of Policing (STOP) Program.</p>	<p>Coordinate regional support of vehicle technology-based solutions.</p> <p>Continue to implement recommendations in Oregon's distracted driving report.</p>


**Progress report**  
Minimal progress  
made

# Strategy 5: Address impaired driving

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
5. Address impaired driving		Maintained status quo as impairment has increased and resources have not kept pace.	Coordinate to accelerate the incorporation of Alcohol Detection Systems into vehicles at the state and federal level.  Coordinate to lower legal blood alcohol content levels.

**Progress report**  
Minimal progress  
made

# Strategy 6: Engagement and coordination

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
6. Engagement and coordination		Developed regional Safe Routes to School campaign. Ongoing coordination and policy making at state, regional and local levels.	Integrate the safe system approach into everything we do. Coalesce leadership around Vision Zero. Engage the public to demand safer streets and increase regional collaboration.

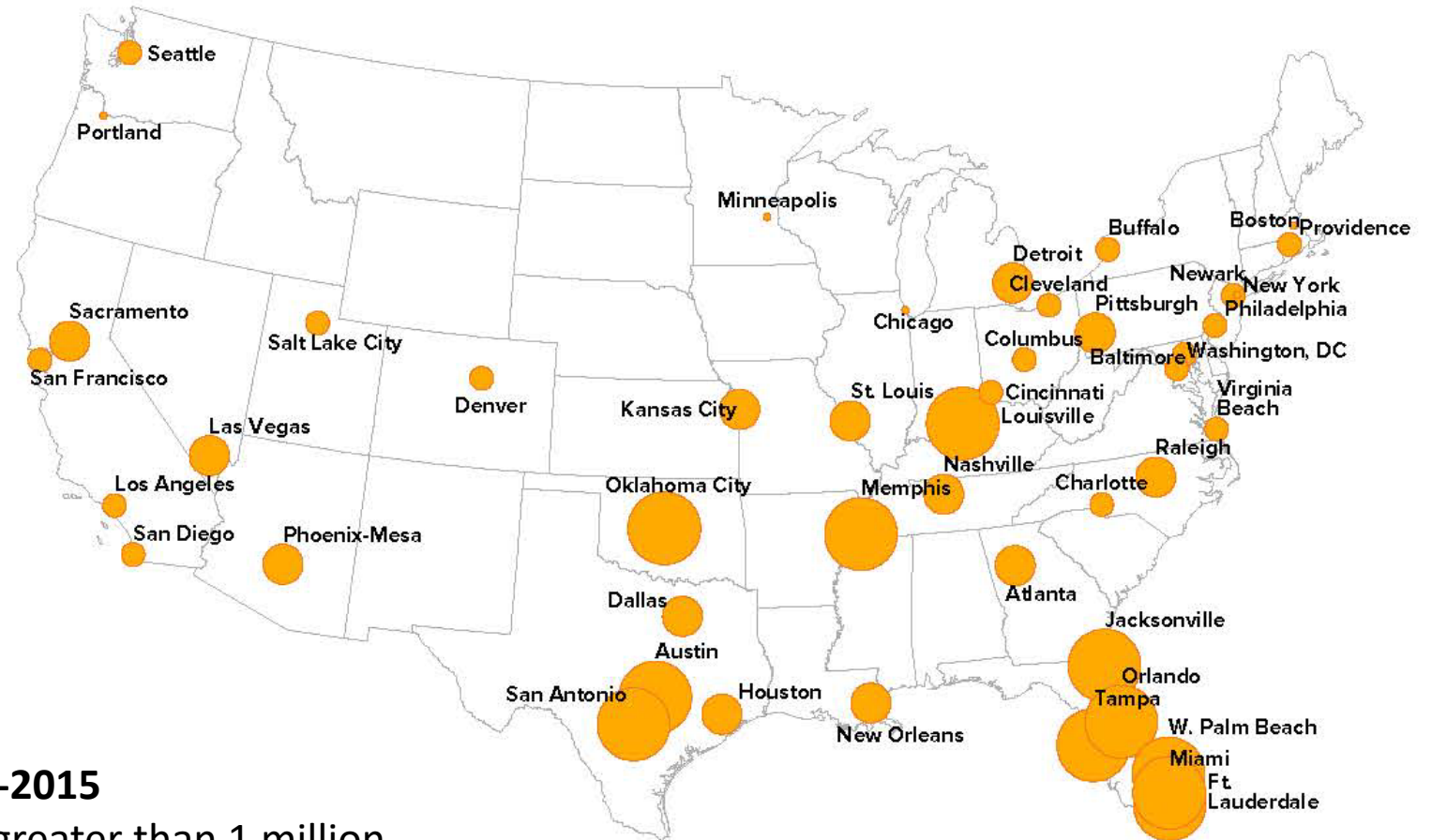
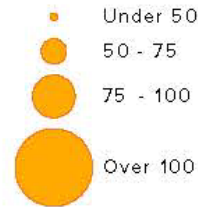
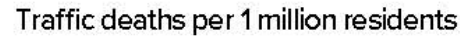
## Progress report

Progress made,  
but more action  
is needed



## Progress report: Do more of what is working

Land use.  
Shorter trips.  
More transit, walking, bicycling.  
Less VMT/capita.



## Traffic deaths by urban region, 2011-2015

## U.S. urban regions with populations greater than 1 million

# Progress report: Prioritize safety over speed, and other strategies



Source: FHWA



**Accommodating human mistakes**



**Keeping impacts on the human body at tolerable levels**

**Safe speeds.** Speed management strategies and technologies are estimated to save 4,000 lives each year nationally.

**Safe vehicles.** Incorporating Advanced Driver Assistance Systems, technologies which exist today, into all vehicles, is estimated to save up to 10,000 lives a year nationally.

**Safe road users.** Incorporating Alcohol Detection Systems, technologies which exist today, into all vehicles, is estimated to save up to 9,000 lives annually.<sup>11</sup>

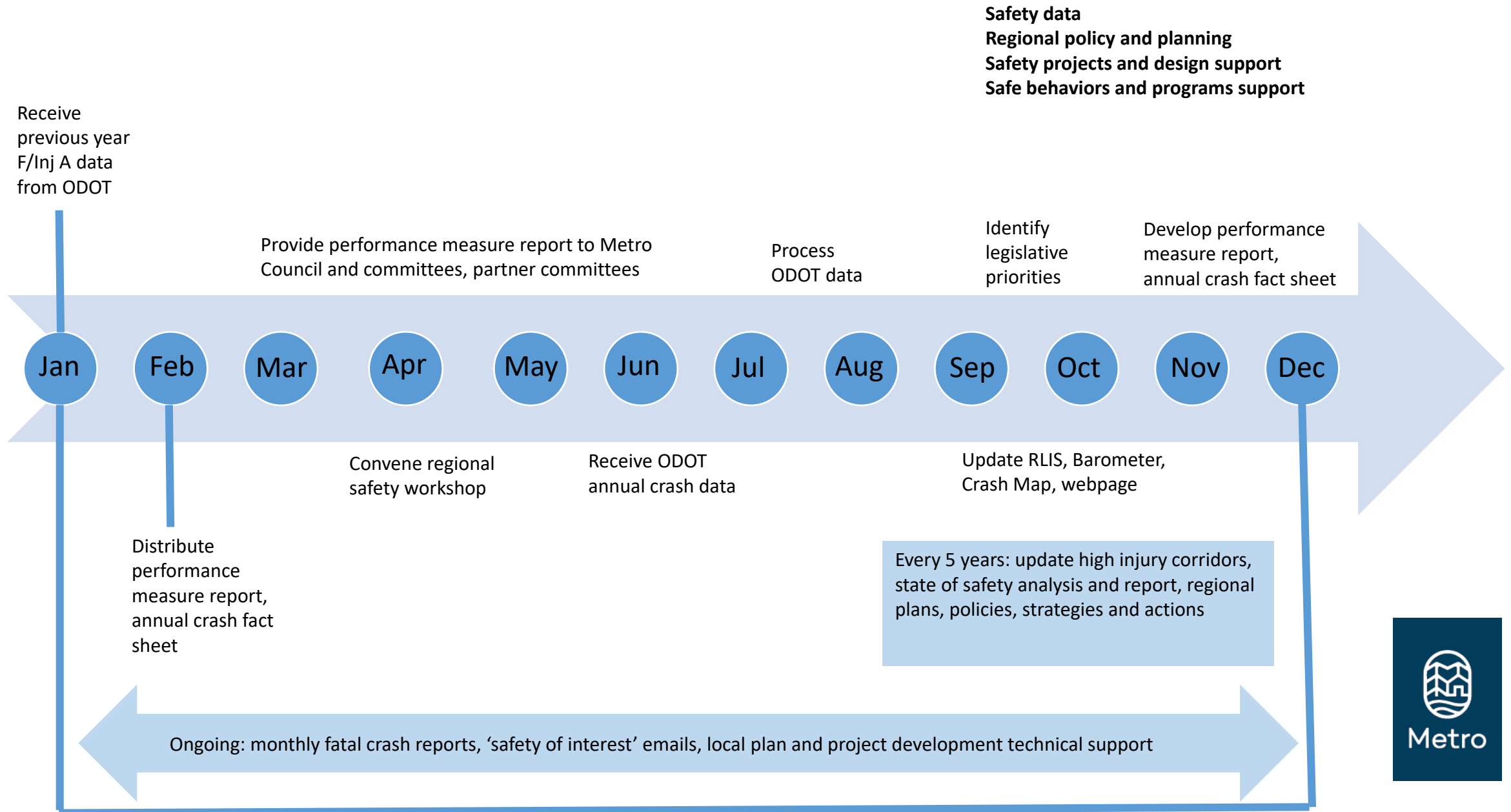
**Safe roads.** Roadway design improvements that are safety-outcomes based are estimated to save 3,000 lives a year nationally.

**Safe EMS.** Improved emergency response to crashes is estimated to save 2,500 lives a year.

**Safe system for all.** Shifting to more transit, walking, and bicycling trips is estimated to save 3,000 lives a year nationally.

Sources: National Safety Council, Rand Report; Insurance Institute for Highway Safety - Highway Loss Data Institute; AAA Report; APTA Report.

# Metro's role: Annual regional transportation safety work program





# Questions and input on prioritizing safety in the next two years



Source: FHWA

What regional partners could do in the next two years	
Prioritize equity and pedestrian safety in project funding and roadway design.	
Prioritize community-led safety investments in communities of color and lower income communities.	
Prioritize making our top-10 most dangerous and high-risk urban arterials safe for pedestrians.	
Continue to lower posted speeds. Legalize fixed-speed cameras for use in all jurisdictions and on all roadways.	
Design current projects to manage speeds for safety.	
Coordinate regional support of vehicle technology-based solutions.	
Continue to implement recommendations in Oregon's distracted driving report.	
Coordinate to accelerate the incorporation of Alcohol Detection Systems into vehicles at the state and federal level.	
Coordinate to lower legal blood alcohol content levels.	
Integrate the safe system approach into everything we do.	
Coalesce leadership around Vision Zero.	
Engage the public to demand safer streets and increase regional collaboration.	

# Thank you

[www.oregonmetro.gov/regional-transportation-safety-plan](http://www.oregonmetro.gov/regional-transportation-safety-plan)



Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

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