

2018 RTP: Draft Regional Transportation Safety Strategy

Metro Council Work Session

April 10, 2018

2018 RTP: Draft Regional Transportation Safety Strategy

1. Sets regional safety policies
2. Updates current plan
3. Identifies recommended strategies and actions to reduce fatal and severe injury crashes
4. Uses data-driven Vision Zero safe system approach
5. Applies a public health and equity lens
6. Meets Federal safety requirements



DISCUSSION DRAFT

2018 Regional Transportation Plan

Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

March 20, 2018

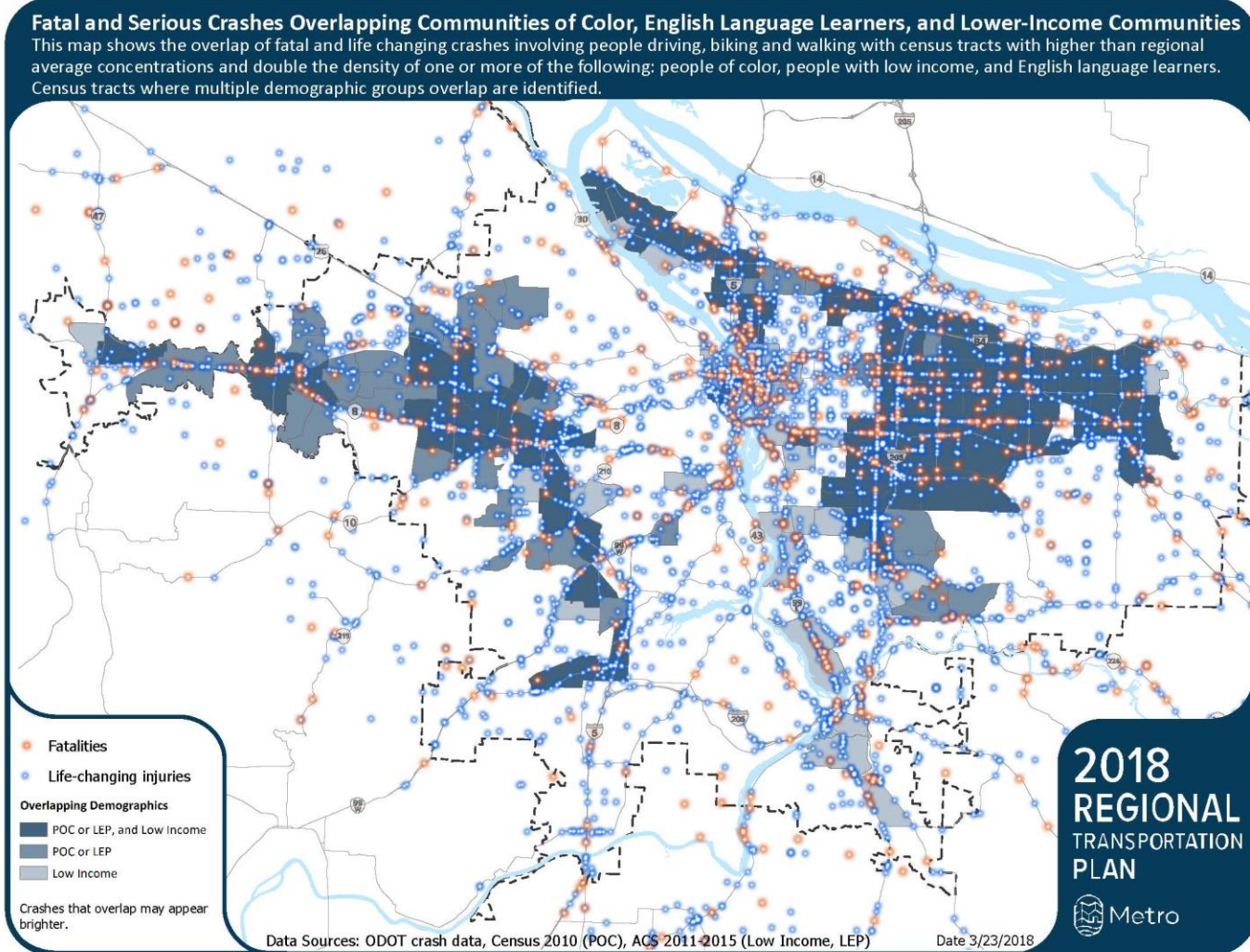
oregonmetro.gov/safety

Top three findings

1. Traffic deaths are increasing and are disproportionately impacting people of color, people with low incomes and people over age 65
2. Traffic deaths are disproportionately impacting people walking
3. A majority of traffic deaths are occurring on a subset of arterial roadways

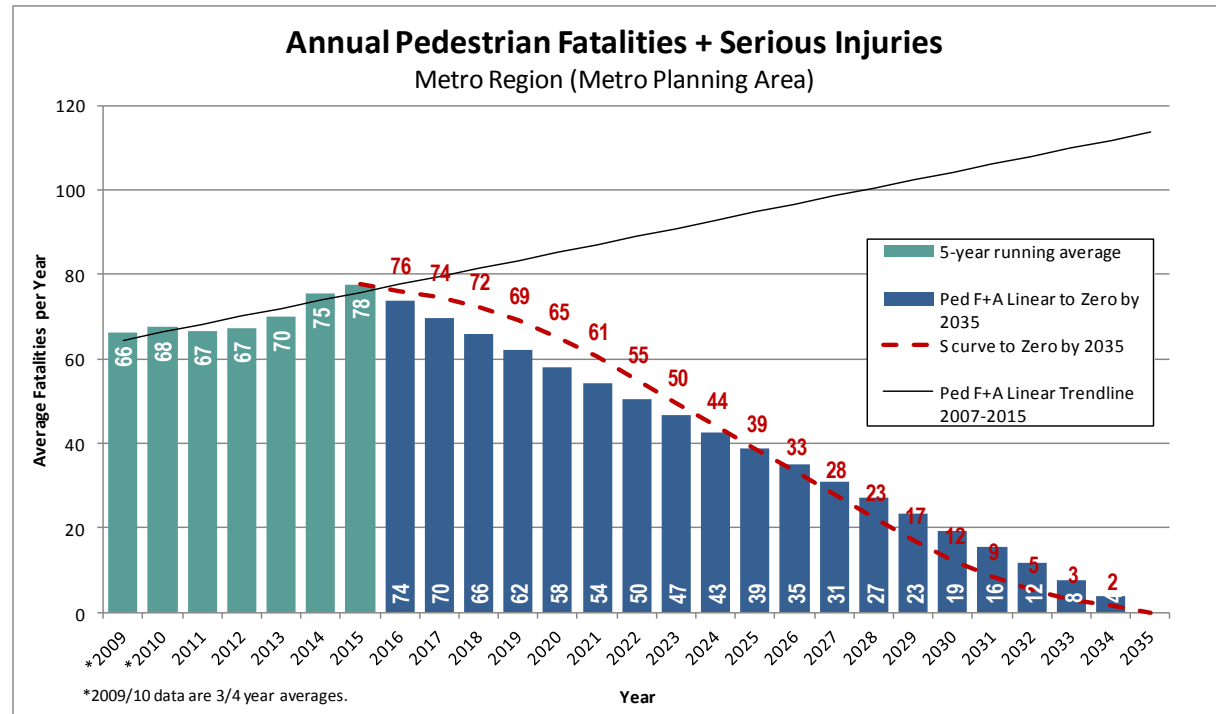


Traffic deaths are increasing and are disproportionately impacting people of color, people with low incomes and people over age 65



Traffic deaths are disproportionately impacting people walking

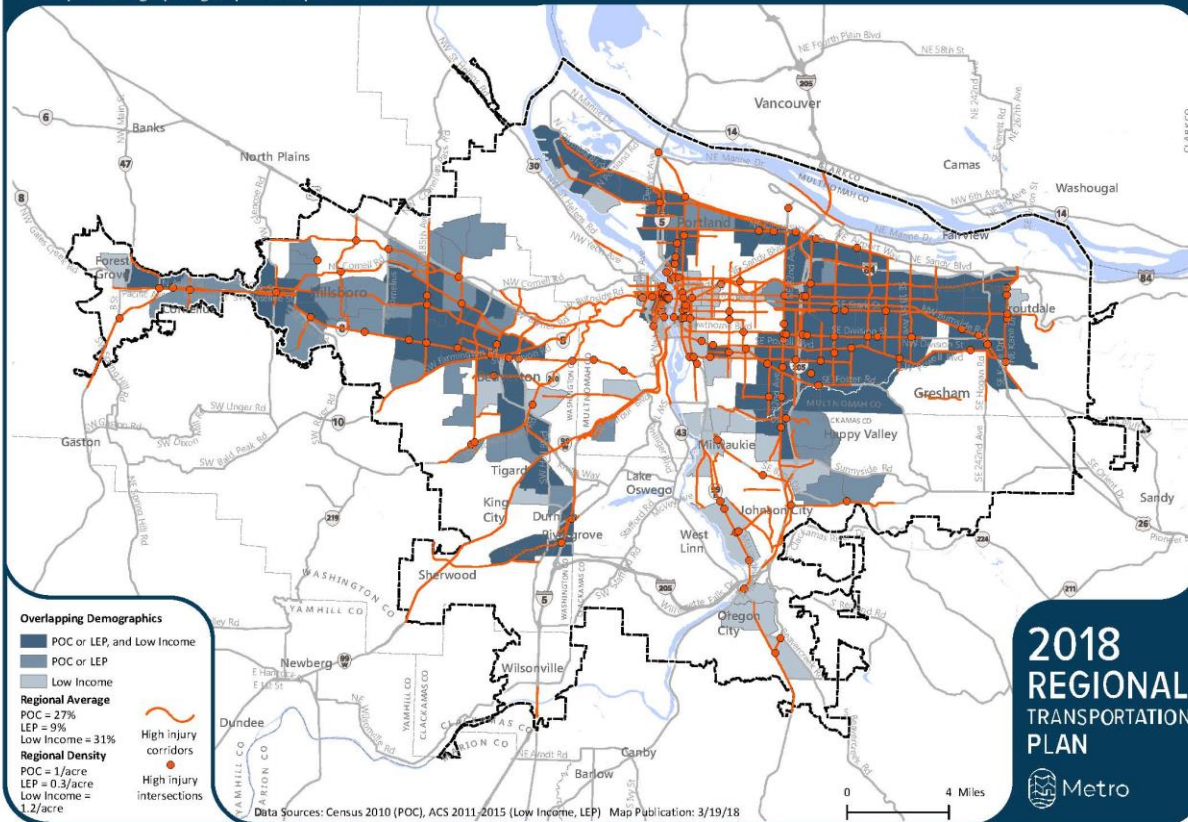
Pedestrian deaths are the most common type of fatal crashes in the region



A majority of traffic deaths are occurring on a subset of arterial roadways

High Injury Corridors Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of regional high injury corridors and road intersections with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



A combination of high speeds and speeding, mixing of different modes, and lack of separation (medians, cycle tracks, intersection treatments, access management) can contribute to deadly crashes

Achieving Vision Zero with a Safe System approach – guiding principles

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

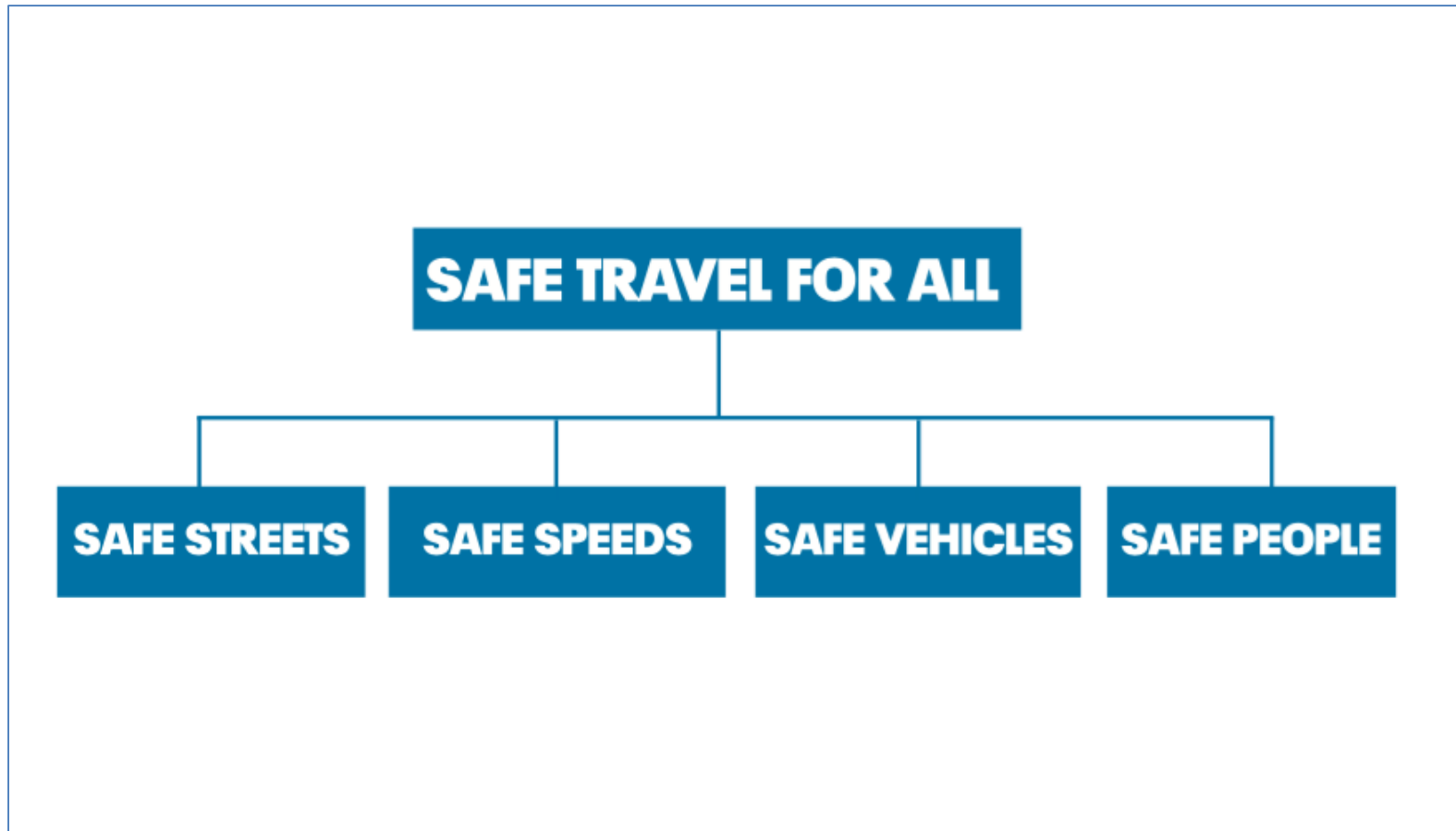
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

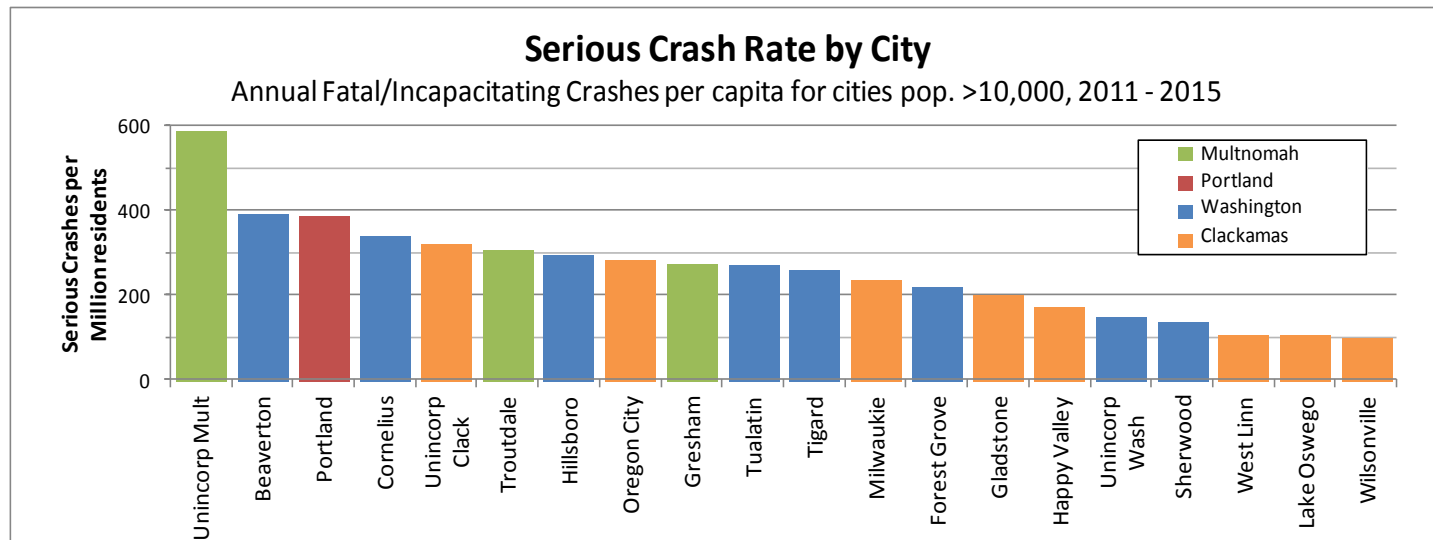
Saving lives is **NOT EXPENSIVE**

Safe travel for all requires a multi-pronged approach



2018 RTP Vision Zero target for 2035

By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a sixteen percent reduction by 2020 (as compared to the 2015 five year rolling average), and a fifty percent reduction by 2025.



2018 RTP Safety and Security Goal

Goal 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.



2018 RTP Safety and Security Objectives

Objective 5.1 Transportation Safety

Eliminate fatal and severe injury crashes for all modes of travel.

Objective 5.2 Transportation Security

Reduce vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.



2018 RTP Safety Policies *(new)*

1. Focus safety efforts on eliminating traffic deaths and severe injury crashes
2. Prioritize safety investments on high injury and high risk corridors and intersections
3. Prioritize vulnerable users with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults

2018 RTP Safety Policies, cont. *(new)*

4. Increase safety and security for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system
5. Make safety a key consideration in all transportation projects, and avoid replicating a known safety problem with any project or program
6. Employ a Safe System approach and use data and analysis tools to support data-driven decision making
7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects

Six safety strategies

- 1 Protect vulnerable users and reduce disparities
- 2 Design roadways for safety
- 3 Reduce speeds and speeding
- 4 Address aggressive and distracted driving
- 5 Address impairment
- 6 Ongoing engagement and coordination

People Killed While Walking



National pedestrian traffic deaths, 2008-12, and race by census tract. Source: Dangerous by Design, 2011 and Safe Routes to School National Partnership

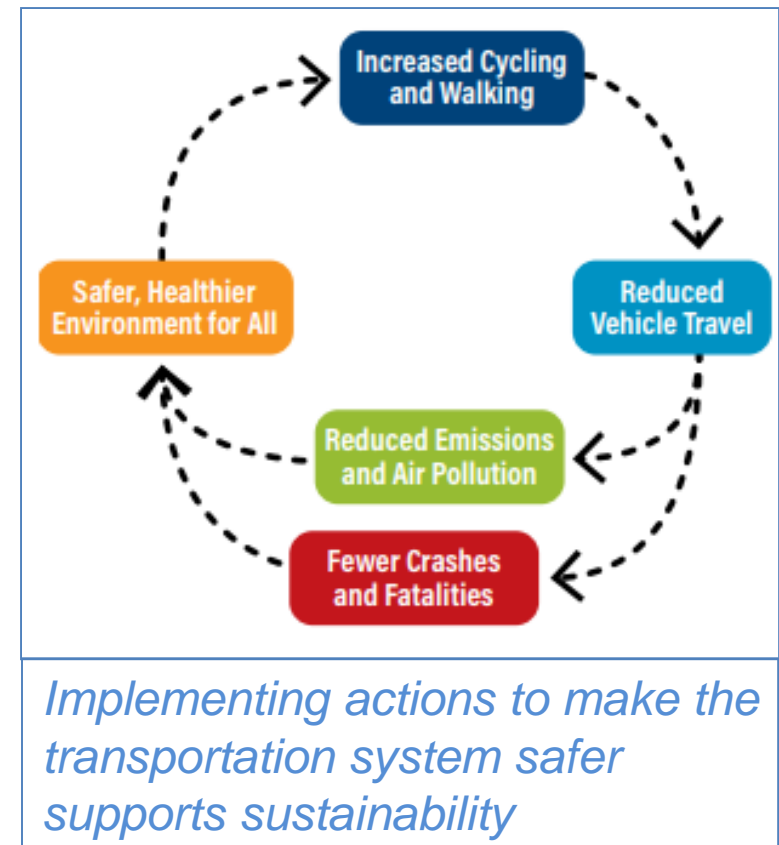
People Killed While Walking by Income



National pedestrian traffic deaths, 2008-12, and census tract per capita income. Source: Governing, 2014 and Safe Routes to School National Partnership

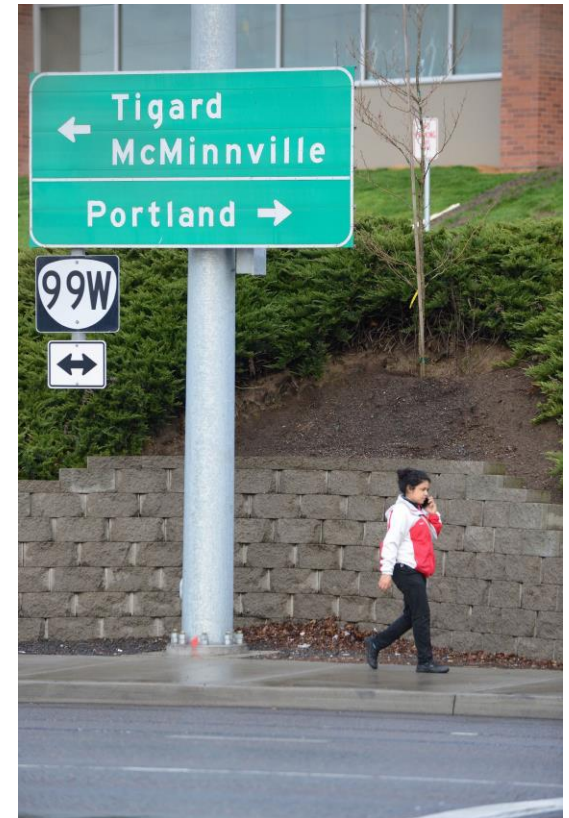
Each strategy has a set of actions

- Multi-pronged actions to address design, enforcement, regulations, education/outreach, and coordination
- Identify actions that are proven or recommended to reduce serious crashes
- Emphasize systemic solutions over individual behavior change
- Potential disproportionate equity impacts from enforcement should be addressed



Implementation - the next five years

1. Sustain and increase current efforts
2. Develop Metro work program
3. Ongoing engagement and coordination
4. Implement and update adopted land use, transportation and safety plans
5. Complete safety projects in 2018 RTP



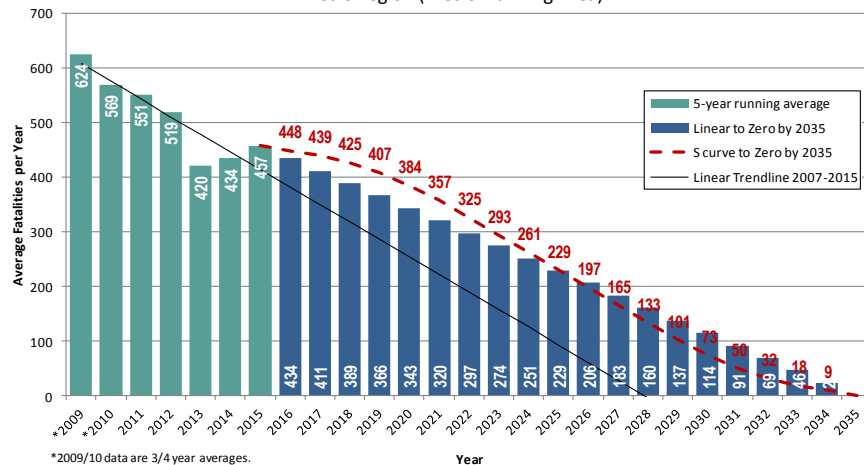
Measure progress – annual safety targets

Reporting Year (based on a 5-year rolling average)	FHWA Performance Measures						
	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Non-Motorized Fatalities and Serious Injuries (People)
		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)	
2011 - 2015 (Base)	62	0.9	4.0	457	6.4	29.4	113
2014 - 2018	58	0.8	3.6	425	5.8	26.5	105
2015 - 2019	55	0.7	3.4	407	5.5	25.1	101
2016 - 2020	52	0.7	3.2	384	5.1	23.4	95
2017 - 2021	49	0.6	2.9	357	4.7	21.5	88

Note: Due to rounding, addition of numbers across modes may result in minor variation from totals.

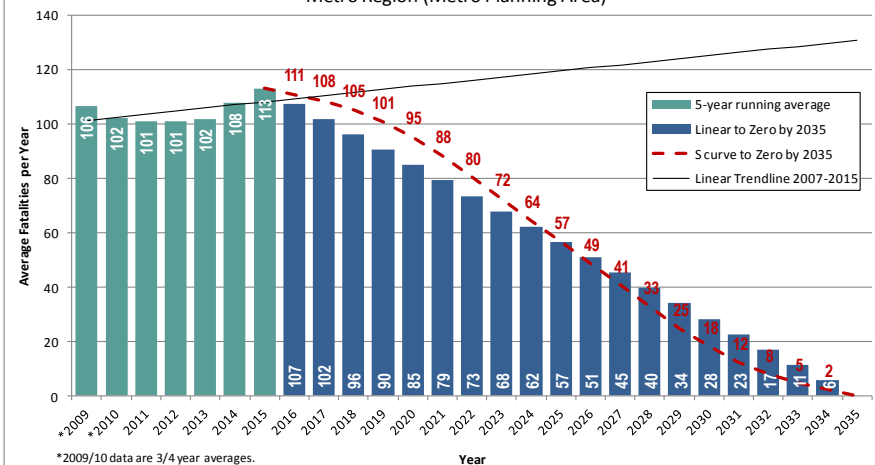
Annual Motor Vehicle Involved Serious Injuries

Metro Region (Metro Planning Area)



Annual Non-Motorized (Ped+Bike) Fatalities + Serious Injuries

Metro Region (Metro Planning Area)



Next steps

- 4/19 –JPACT
- 4/24–MPAC
- 4/25-6/28– Update Draft Safety Strategy
- 6/29– 45-day public comment
- 8/14 – 10/ 1– Finalize Draft Safety Strategy
- 10/10 &18– MPAC/JPACT recommendation to Council
- 11/11– Direction from Metro Council to finalize Safety Strategy
- 12/6– Metro Council considers adoption of Final Safety Strategy

Potential challenges moving forward

1. **Prioritizing funding for safety**, especially in high injury and high risk corridors and intersections.
2. **Applying a racial and income equity lens** within the plan and in implementation strategies.
3. **Adoption** of the Draft Safety Strategy; the 2012 Regional Transportation Safety Plan was not adopted due to a lack of consensus on how to fund the plan.



Questions for Council

1. Has Council direction on the transportation safety policy been adequately addressed?
2. Does Council feel prepared to support the Draft Safety Strategy moving forward?
3. Is there additional Council policy direction on transportation safety?

