

Memo

Date: April 9, 2018
To: Joint Policy Advisory Committee on Transportation and interested parties
From: Lake McTighe, Senior Transportation Planner
Subject: 2018 RTP: Draft Regional Transportation Safety Strategy

Purpose

The purpose of this agenda item is to update and receive feedback from the Joint Policy Advisory Committee on Transportation (JPACT) on the Draft Regional Transportation Safety Strategy ("Draft Safety Strategy") before it is refined and released for public comment on June 29, 2018. JPACT will be asked to make a recommendation to the Metro Council on adoption, by Resolution, of the final Regional Transportation Safety Strategy on October 18, 2018.

Questions for JPACT

1. Has past policy direction been adequately addressed?
2. Does JPACT have further input or questions on the Draft Safety Strategy?

Background

Transportation safety is one of the policy areas for the update of the 2018 Regional Transportation Plan (RTP). Transportation safety, with a focus on serious crashes, is consistently a top concern and priority in public engagement and outreach, including at the 2018 RTP Regional Leadership Forums.

As part of the 2018 RTP, the 2012 Regional Transportation Safety Plan is being updated with the Draft Safety Strategy. The Draft Safety Strategy is a topical plan of the RTP. The Draft Safety Strategy sets regional policies related to transportation safety in the Regional Transportation Plan, analyzes crash data to identify the most common crash types and contributing factors in crashes, and identifies strategies and actions to reduce serious crashes.

The Draft Safety Strategy was developed with policy direction from the Metro Council, JPACT and the Metro Policy Advisory Committee (MPAC). Technical review and guidance is provided by the Transportation Safety Technical Work Group, the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee. (Refer to Chapter 1, Section 1.4 of the Draft Safety Strategy for a description of the planning process and public engagement.)

JPACT policy direction

JPACT last provided direction on the Draft Safety Strategy at the April 20, 2017 meeting. At that meeting, JPACT affirmed that the Draft Safety Strategy should:

1. **Use the Vision Zero framework and target with a goal of zero traffic related deaths and fatalities by 2035.** The Draft Safety Strategy commits to eliminating fatalities and life

changing injuries as a top priority and establishes a 2035 target of zero deaths and severe injury crashes; establishes annual targets to get to the 2035 target and fulfill federal performance measure requirements; and provides a Safe System Vision Zero framework for new safety policies, strategies and actions.

2. **Identify safety projects in the 2018 RTP as a way to measure how safety is being addressed.** A definition of a safety project is included in the Draft Safety Strategy, and projects that reduce crashes and reduce fatal and severe injury crashes have been identified in the draft Project List of the 2018 Regional Transportation Plan (the list is currently being refined).

The Draft Safety Strategy recommends continuing to track safety projects to better understand investments in safety and in race and income marginalized communities. However, the Share of Safety Projects but will not be identified as a system evaluation measure (since it does not measure effectiveness of safety outcomes). (Refer to Chapter 5, Section 5.4 of the Draft Safety Strategy for a summary of projects that address safety in the 2018 RTP.)

3. **Test use of an Exposure to Crash Risk measure.** This measure was tested, but the results were not meaningful and it will not be carried forward as a system evaluation measure in the 2018 RTP. Due to an increase in people and vehicle miles traveled it is assumed that the absolute number of crashes could increase without fully implementing state, regional and local safety plans and adopted transportation and land use plans. It is also assumed that due to lower vehicle miles traveled per person, serious crashes per capita and per vehicle miles traveled could go down (though that is currently not the trend), however it is unknown if crash risk for vulnerable users, including people walking and bicycling, people of color and people with low incomes, will decrease.

The Draft Safety Strategy includes a recommended future implementation task to work with regional partners, Oregon Department of Transportation and the Federal Highway Administration to developing a Crash Prediction Model for future RTP updates to better understand how investments can reduce (or increase) crashes.

4. **Use the Regional High Injury Corridors as a tool to help inform prioritizing investments in the 2018 RTP.** The Draft Safety Strategy prioritizes Regional High Injury Corridors and Intersections, especially in race and income marginalized communities, for regional investments to increase safety. (Refer to Chapter 2 in the Draft Safety Strategy.)

Policy direction from the Metro Council

Since JPACT last provided direction on the Draft Safety Strategy, the Metro Council provided policy direction on March 20, 2018 that has been incorporated into the Draft Safety Strategy:

1. **Use a racial and income equity lens in safety maps and analysis.** The Draft Safety Strategy uses a racial and income equity lens in maps and analysis. One of the top findings of the Draft Safety Strategy is the disproportionate impact of serious crashes on people of color, people with low incomes and people over age 65. Strategies and actions in the Draft Safety Strategy address this finding.

2. **Explicitly prioritize investments on Regional High Injury Corridors and Intersections, especially in race and income marginalized communities.** This policy direction has been incorporated into the Draft Safety Strategy, specifically in new Safety Policy 2 and Policy 3 [refer to Chapter 2 of the Draft Safety Strategy].

Federal safety performance measure requirements

State Departments of Transportation and Metropolitan Planning Organizations must now report on the federally required safety performance measures identified in the federal transportation reauthorization bills MAP-21 and the FAST Act. To meet federal performance measure requirements, Metro has established annual safety performance targets that move towards zero serious crashes by 2035 in the Draft Safety Strategy; the annual targets were identified using a methodology that is consistent with the Oregon Department of Transportation's 2016 Transportation Safety Action Plan. (Refer to Chapter 6 of the Draft Safety Strategy.)

Draft Safety Strategy overview

Below is an overview of the main elements of the Draft Safety Strategy.

- Policy framework, including Vision Zero Safe System approach, equity and public health (Chapter 1)
- New safety policies, updated goals and objectives and targets (Chapter 2)
- Data analysis on contributing factors and crash types (Chapter 3 and the 2018 Metro State of Safety Report)
- Top three safety findings from analysis of data (Executive Summary and Chapter 3)
- Data-driven strategies and actions (Chapter 4)
- Implementation activities (Chapter 5)
- Annual targets to measure progress and meet federal requirements (Chapter 6)

Next Steps

- April 10, 2018 – Present Draft Safety Strategy to Metro Council
- April 19, 2018 – Present Draft Safety Strategy to JPACT
- April 24, 2018 – Present Draft Safety Strategy to MPAC
- April 25-June 28, 2018 – Refine Draft Safety Strategy
- June 29, 2018 – Release Refined Draft Safety Strategy for 45-day public comment period
- August 14 – October 1, 2018 – Finalize Safety Strategy in response to public comment
- October 10, 2018 – Recommendation to Metro Council from MPAC on adoption of the Final Safety Strategy
- October 18, 2018 – Recommendation to Metro Council from JPACT on adoption of the Final Safety Strategy
- November 11, 2018 – Direction from Metro Council to staff on finalizing Safety Strategy for Council consideration
- December 6, 2018 – Metro Council considers adoption of Regional Transportation Safety Strategy, by Resolution

Materials attached

1. Draft Regional Transportation Safety Strategy (March 20, 2018)
2. 2018 Metro State of Safety Report