

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): 2018 RTP: Draft Regional Transportation Safety Strategy

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Purpose/Objective

Purpose: Update on how the Draft Regional Transportation Safety Strategy ("Draft Safety Strategy") implements MPAC, JPACT and Metro Council policy direction.

Objective: MPAC understands how policy direction has been addressed and provides further input, if needed, to finalize the Draft Safety Strategy for the public comment period starting June 29, 2018.

Action Requested/Outcome

No action is required at this time.

1. Has policy direction been adequately addressed?
2. Does MPAC have additional input on the Draft Safety Strategy?

What has changed since MPAC last considered this issue/item?

MPAC last provided direction on the Draft Safety Strategy at the April 12, 2017 meeting. At that meeting, MPAC 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 serious 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 safety projects 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 Draft Safety Strategy recommends continuing to track Share of Safety projects to better understand investment in safety and in race and income marginalized communities, 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, crash risk 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 MPAC 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.
2. Explicitly prioritize investments on Regional High Injury Corridors and Intersections, especially in race and income marginalized communities.

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)

What packet material do you plan to include?

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