

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4894, FOR THE PURPOSE OF ADOPTING THE 2018 REGIONAL TRANSPORTATION SAFETY STRATEGY

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Prepared by: Lake McTighe
503-797-1660

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. In these roles, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Regional Transportation Safety Strategy and supporting implementation recommendations in this resolution as part of the update of the 2018 Regional Transportation Plan.

The 2018 Regional Transportation Safety Strategy (RTSS) (Exhibit A to this resolution) is a topical plan of the 2018 Regional Transportation Plan (RTP) and provides updated or new regional safety goals, objectives, policies, targets and performance measures. As a topical plan of the RTP, the RTSS implements the transportation safety elements of the RTP. As directed by the work plan of the 2018 RTP, the RTSS updates and replaces the region's first Regional Transportation Safety Plan, completed in May 2012.

Safety was identified as one of eight key policy focus areas for the update of the 2018 RTP in an effort to make greater strides towards eliminating fatal and serious injuries from traffic crashes. At the federal and state levels safety targets are more ambitious and there is increasing focus on serious crashes and data-driven interventions to make roadways safer.

The RTSS implements federal requirements that metropolitan planning organizations address thirteen planning factors, including the safety and security planning factors to "increase the safety and security of the transportation system for motorized and non-motorized users" and set safety targets and performance measures. The RTSS also helps achieve national transportation goals, as adopted by Congress "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads."

The RTSS implements state requirements within the Transportation Planning Rule that regional transportation system plans must be consistent with the Oregon Transportation Plan and its topical and modal plans, including the Oregon Transportation Safety Action Plan.

Planning process

Development of the 2018 Regional Transportation Safety Strategy (RTSS) was guided by a regional transportation safety work group (refer to Attachment 1) as part of the update of the 2018 Regional Transportation Plan (RTP). The work group met seven times and provided input and technical expertise. The Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) provided policy and technical guidance throughout the process. Development of the RTSS was informed by federal, state, county and city transportation safety policies and plans.

A draft RTSS was released for the 45-day public comment period on June 29, 2018. The RTSS will be finalized to reflect recommended changes from the public comment period, as shown in Exhibit B to this resolution. Refer to Appendix D of the 2018 RTP for more information about the regional planning and decision-making process and related public participation and engagement activities that also informed development of the RTSS.

Updated and new policies

The 2018 Regional Transportation Safety Strategy (RTSS) is a topical plan of the 2018 Regional Transportation Plan (RTP) and provides updated or new regional safety goals, objectives, policies, targets and performance measures.

Safety and security goal (updated)	Goal 5 Safety and Security: People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.
Safety and security objectives (updated)	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.
Safety target (updated)	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.
Performance measures (updated and new)	In accordance with federal requirements, the RTSS provides performance measures for the number of people killed and seriously injured in traffic crashes in the region, per 100 million miles traveled (per VMT) and the number of non-motorized fatalities and serious injuries, as shown in Figure 52. Metro will also track the fatal and serious injuries per 100 thousand people. Performance targets for each of the measures are based on a five-year rolling average.
Safety policies (new)	Policy 1. Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.
	Policy 2. Prioritize safety investments, education and equitable enforcement on high injury and high risk corridors and intersections, with a focus on reducing speeds and speeding.
	Policy 3. Prioritize investment that benefit people 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.
	Policy 4. Increase safety for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.
	Policy 5. Make safety a key consideration in all transportation projects, and avoid replicating or exacerbating a known safety problem with any project or program.
	Policy 6. Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision making.
	Policy 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.

	Policy 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling and taking transit.
	Policy 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis
Regional high injury corridors and intersection map (new)	The Regional High Injury Corridors and Intersections are identified to help prioritize safety near term investments. Metro will update this map every five years. In the interim, other safety investments may be identified that warrant priority based on other data and analysis.

Strategies and actions

To address the most common causes and types of fatal and serious injury crashes identified in the region, strategies and actions in the RTSS were developed in response to the crash data, patterns and trends in the 2018 Metro State of Safety Report and the 2017 Regional High Injury Corridors and Intersections Report, which are incorporated in the RTSS. Six strategies and over fifty actions are identified. The RTSS does not mandate adoption or implementation of the safety strategies and actions described in the plan; they are identified as best practices to support achieving regional safety goals, objectives and targets. The six strategies are: 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 impaired driving; 6) Ongoing engagement and coordination.

Implementation

Metro's activities for implementation of the RTSS start with development of a work program for the Regional Transportation Safety Program. The program will be coordinated with federal, state and local activities. Implementation of adopted transportation and land use plans and development of local transportation safety plans will also implement the RTSS.

ANALYSIS/INFORMATION

1. Known Opposition None Known

2. Legal Antecedents

Federal laws and actions:

- Transportation Equity Act for the 21st Century (TEA-21), signed into law in 1998.
- Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), signed into law in 2005.
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- 23 USC 150: National goals and performance management measures, as of August 19, 2018.

State laws and actions:

- OAR 660, Division 12 Oregon Administrative Rules for Transportation Planning
- Oregon Transportation Plan, last amended May 17, 2018.
- Oregon Transportation Safety Action Plan, adopted 2016.

Metro Council actions:

- Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update), adopted by the Metro Council on December 3, 2015.
- Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on October 13, 2016.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on December 6, 2018.

3. Anticipated Effects

The following are anticipated effects of this action:

- Staff will produce a final RTSS that reflects recommended changes identified in Exhibit B to this resolution.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated safety goals, objectives and policies adopted in the 2018 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local transportation system plan updates.
- The RTSS will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.

4. Budget Impacts No additional financial impact beyond the adopted Metro budget.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 18-4894.

Getting there



with a connected region

2018 Regional Transportation Plan

Transportation Safety Work Group

Background

The safety work group was one of eight technical work groups identified to provide input and technical expertise to support the 2018 Regional Transportation Plan (RTP) update. In this role, the work groups advised Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Briefings on the progress of the safety technical work group were made to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) as needed to prepare for Regional Leadership Forums (joint meetings of the Metro Council, MPAC and JPACT to consider public input and provide policy direction to staff), and other policy committee briefings. The Transportation Safety work group met seven times from 2016 through 2017.

Work group charge

The safety technical work group was an informal forum to work through issues before going to TPAC and MTAC as recommendations.

1. Provide technical input and make clear recommendations to Metro staff on the update of the 2012 Regional Transportation Safety Plan including:
 - a. Safety target(s) and performance measures
 - b. Strategies and actions
2. Provide updates on relevant projects related to the charge of the work group.
3. Provide information to relevant networks, leadership and/or staff about the progress of updating the Regional Transportation Safety Plan – share any questions and concerns with the work group and work group lead.
4. TPAC and MTAC members of the work group serve as liaisons to TPAC and MTAC.
5. Assist in public outreach by providing advice and using personal networks to “get the word out.”
6. Assist Metro staff with reporting on progress of work group to Metro and other organization’s technical and policy committees.
7. Identify issues that may need to be resolved by Metro Council, MPAC and JPACT.

Work Group Members

The work group consisted of topical experts and representatives from MTAC and TPAC, or their designees. The following list includes all work group members that participated.

Attachment 1 to Staff Report for Resolution No. 18-4894

First Name	Last Name	Title	Affiliation
Luke	Pelz	Senior Transportation Planner	City of Beaverton
Stacy	Revay	Transportation Planner	City of Beaverton
Kelly	Clarke	Senior Transportation Planner	City of Gresham
Jay	Higgins	Associate Transportation Planner, Urban Design and Planning Department	City of Gresham
Chris	Strong	Transportation Planning Manager, Transportation Division	City of Gresham/ MTAC member
Tegan	Enloe	Project Manager, Public Works, Transportation Division	City of Hillsboro
Amanda	Owings	Traffic Engineer	City of Lake Oswego
Clay	Veka	Program Manager, Vision Zero Action Plan/High Crash Corridor Program	City of Portland
Zef	Wagner	Associate Planner	City of Portland
Dana	Dickman	Safety Section Manager	City of Portland
Zoe	Monahan		City of Tualatin
Alice	Cannon		City of Tualatin
Mike	Ward	Civil Engineer, Engineering	City of Wilsonville
Joe	Marek	Transportation Safety Program Manager, Transportation Engineer	Clackamas County
Anthony	Buczek	Transportation Engineer	Metro
Tom	Kloster	Planning Manager, Planning and Development Department/ Work Group Chair	Metro
Lake	McTighe	Senior Regional Planner, Project Manager/ Work Group Lead	Metro
Aszita	Mansor	Transportation Engineer	Multnomah County
Eileen	Cunningham	Transportation Engineer	Multnomah County
Brendon	Haggerty	Program Specialist	Multnomah County Health Department
Becky	Bodoyni	Program Specialist, Community Wellness and Prevention Program	Multnomah County Health Department
Andrea	Hamberg	Program Supervisor	Multnomah County Public Health Department
Kari	Schlossbauer	Pacific Northwest Regional Policy Manager	National Safe Routes to School Partnership
Nick	Fortey	Senior Community Planner	OR Division, FHWA, U.S. DOT/ TPAC member

Attachment 1 to Staff Report for Resolution No. 18-4894

First Name	Last Name	Title	Affiliation
Noel	Mickelberry	Executive Director	Oregon Walks
Jake	Davis	Volunteer, Plans and Projects Committee	Oregon Walks
Katherine	Burns	Traffic Analyst, Traffic Division	Region 1, ODOT
Lidwien	Rahman	Principal Planner	Region 1, ODOT
Stephanie	Noll	Executive Director	The Street Trust
Rob	Sadowsky	Director	The Street Trust (formerly the BTA)
Jeff	Owen	Active Transportation Planner	TriMet
Dyami	Valentine	Senior Planner, Department of Land Use & Transportation	Washington County
Stacy	Shetler	Principal Traffic Engineer, Department of Land Use & Transportation	Washington County