



Metro

Regional Safe Streets for All Transportation Safety Update to EMCTC TAC

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Overview

- Provide an overview of Metro's Safe Streets for All grant and program
- Questions and discussion on SS4A program, including coordination with Multnomah County and cities
- Questions and discussion on information and approach in the *Safe Streets for All: A transportation safety update to JPACT and the Metro Council* report

Safe Streets for All (SS4A) grant

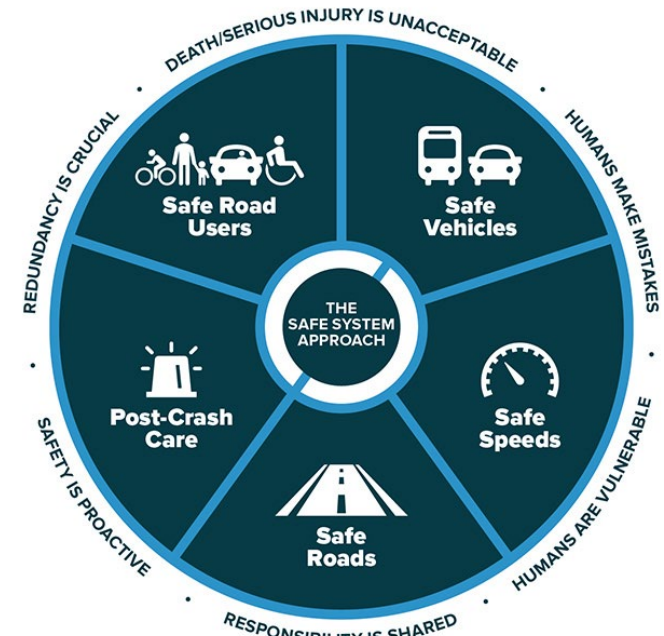
Metro and jurisdictional partners received a federal FY22 SS4A grant

- Metro led application with Tigard, Washington County, and Multnomah County (with cities of East Multnomah County)
- \$2.4 million grant, total of \$3 million dedicated funding to develop and implement regional and local safety plans over 2-year work program through 2025
- Three more grant cycles – 2024, 2025, 2026



Metro Safe Streets for All Program

- Coordinate and collaborate with partners on data, legislation, strategies, projects, engagement
- Increase and diversify leadership and engage practitioners and communities
- Lead with equity and public health
- Expand understanding and application of the Safe System approach and grow a culture of safety
- Develop and share data and analytics
- Focus on advancing safety outcomes





Desired safety outcomes

- Fatal and serious injury crash rates move towards zero
- The Safe System Approach is used, traffic speeds are lowered, and safety increases for all users
- Safety is prioritized in all transportation projects
- Equity outcomes improve and people feel safe
- Immediate, low-cost, effective treatments are implemented, without waiting for larger projects
- Safety is a key consideration when defining system adequacy or deficiency

SS4A program builds on a solid foundation

- Benefitting from decades of land use planning and transit investments; lower VMT/capita and safer streets
- Working with partners for over a decade on safety planning; regional agreement that safety is a priority and ‘more needs to be done’
- Leading the nation with adopted ambitious Vision Zero targets, data analysis and strategies
- Building on adopted policies, projects and regional coordination in the 2023 RTP

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SAFETY

2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region's approach to safety

In 2021, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2050. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering

Figure 1. Components of the Safe System approach



Did you know...

About half (50%) of planned capital investments in the financially constrained 2023 RTP were safety benefit projects.

Traffic fatalities in the Portland region have been increasing, except among people bicycling.

Spending on alcohol and drug use are the most common contributing factors for crashes in the region. From 2018 to 2022, 30% of crashes were involved in 30% of fatal crashes.

Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.

The Portland region has fewer fatal crashes than other metro regions. Though it is the only metro population region in the US, it has the sixth highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.

The regional pedestrian fatality rate increased from 0.16 in 2015 to 0.21 in 2022. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making drivers more cautious of pedestrians.



2018 Regional Transportation Plan Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

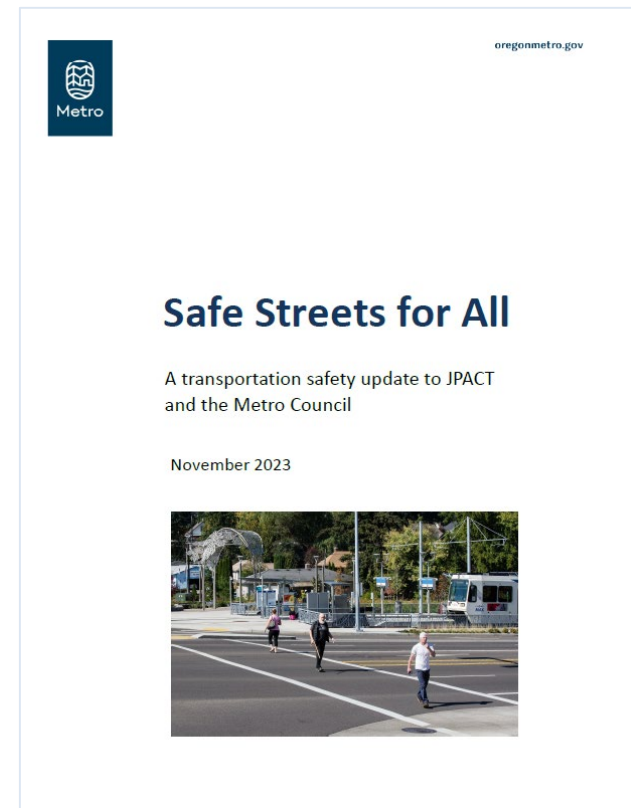
December 6, 2018

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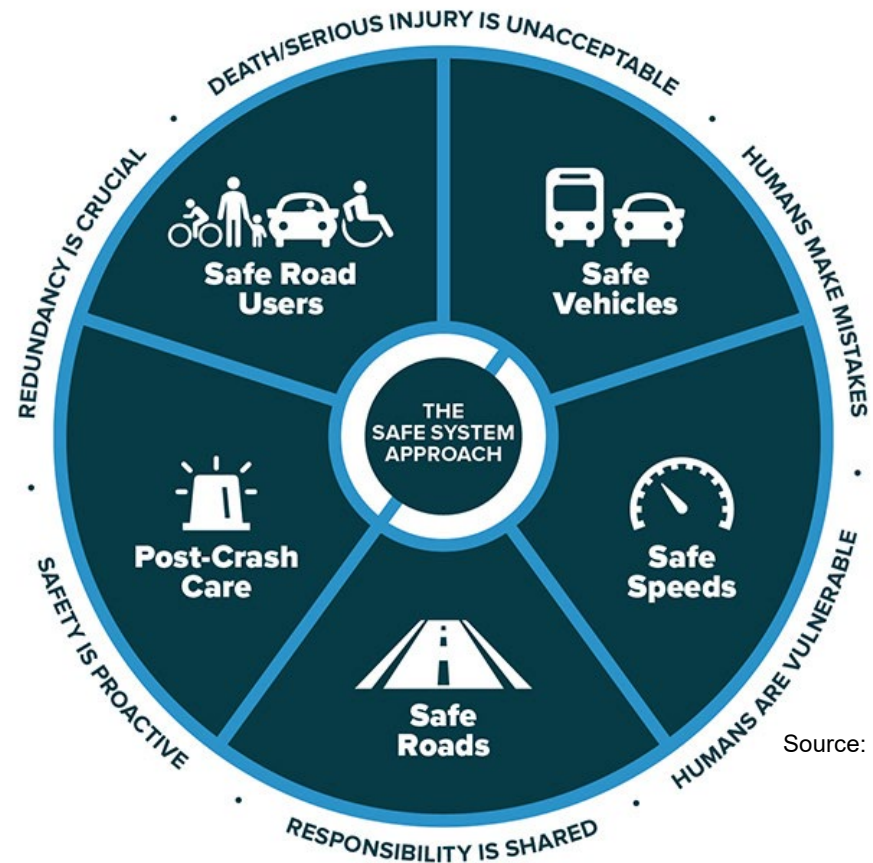
Safe Streets for All report

- Provides overview of Safe System approach, basic safety challenges, what has been done and what could be done
- Frames initial discussions with regional partners as Metro and jurisdictional partners develop SS4A work plans



Applying the Safe System Approach

The Safe System approach relies on multiple, complementary safety interventions for all people who use our roadways to prevent crashes from occurring in the first place and to reduce harm if a crash occurs.



Source: FHWA

The Safe System Approach
5 Elements and 6 Principles

Leading with equity and public health

Including holistic solutions to address upstream public health issues including mental health, discrimination, substance abuse, income inequality, and housing and job insecurity, will make roadways safer for everyone.

Figure 2 Upstream Approach to Public Health Issues



Figure 2 illustrates an upstream approach to addressing roadway safety. Core to the concept is promoting healthy environments including roads and streets, preventing injury by creating a transportation system where traffic crashes do not result in serious injury, and addressing social injustice to address the root causes of traffic safety disparities.

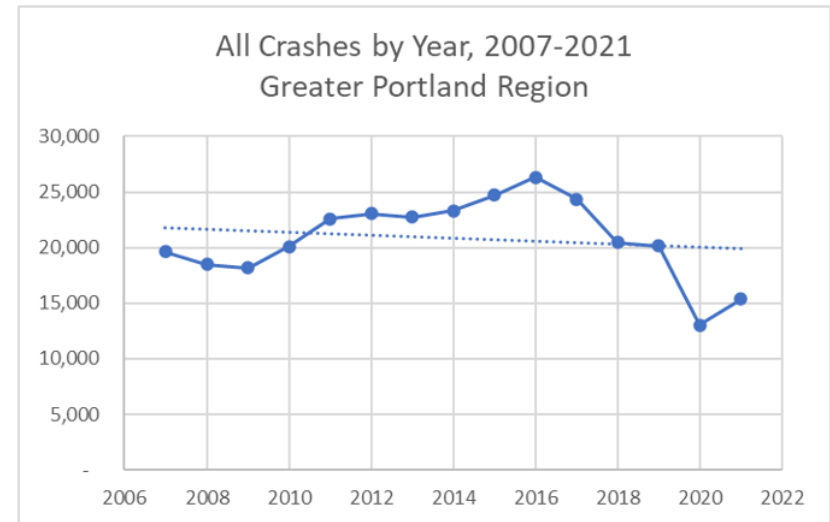
Source: BCCDC Foundation for Population and Public Health

Focus on reducing serious crashes

While the total number of crashes has decreased since 2007, the number of deadly crashes has increased.

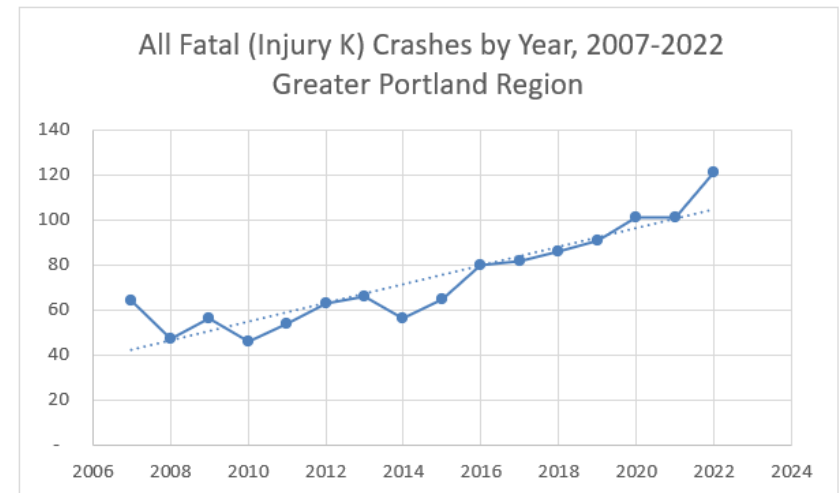
This pattern points to the need to understand what contributes to fatal and serious injury traffic crashes and how to address those factors, if we are to meet our safety goals.

Figure 4 All Crashes by Year, 2007-2021 Greater Portland Region



Source: ODOT crash data 2007-2021

Figure 5 All Fatal (Injury K) Crashes by Year, 2007-2022 Greater Portland Region



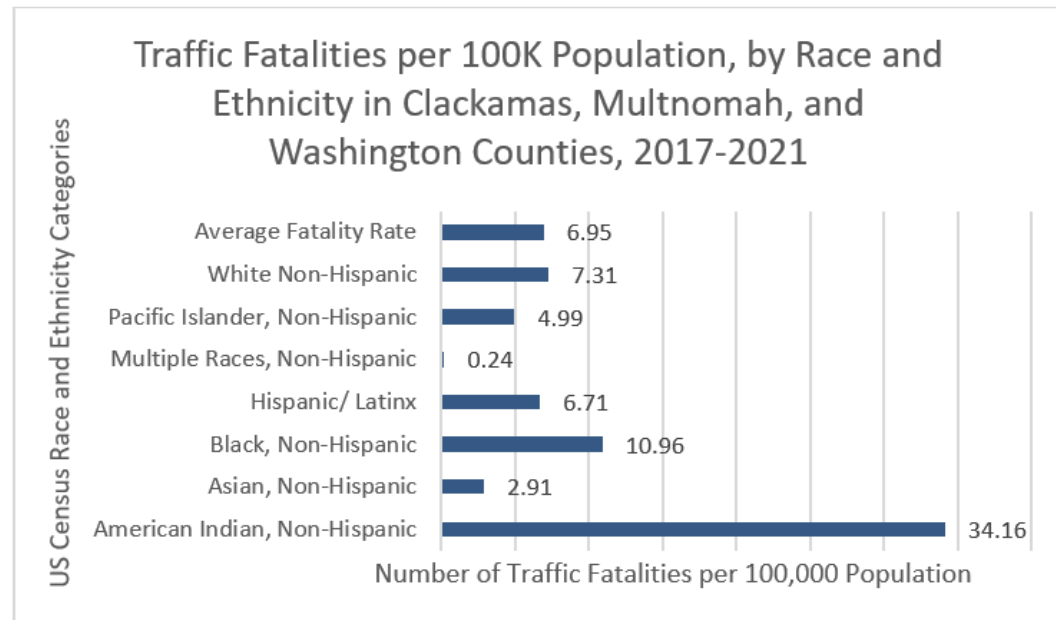
Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022

People of color and poorer areas are disproportionately impacted

Native Americans and Black people are being killed in traffic crashes at higher rates than white people.

65% of all serious crashes, occur in areas identified as Equity Focus Areas.

Figure 7 Traffic Fatalities per 100k Population, by Race and Ethnicity in Clackamas, Multnomah, and Washington Counties, 2017-2021



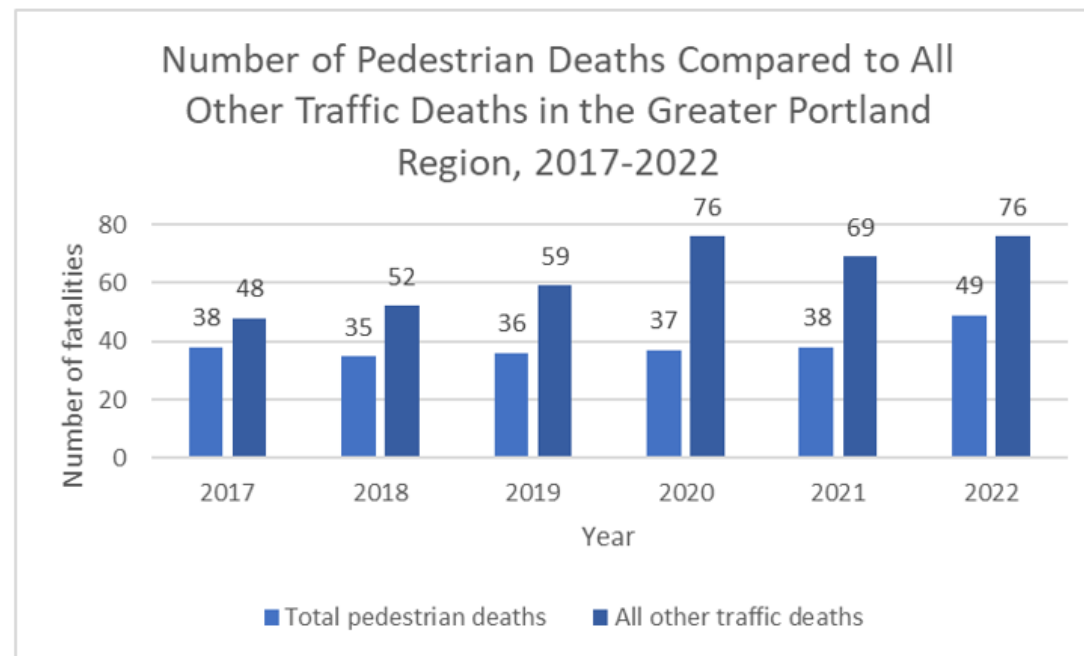
Source: Fatality Analysis Reporting System, 2017-2021, Race and Ethnicity Population Estimates 2020 Census, Metro

People walking are disproportionately impacted

While pedestrians are involved in only 2.5% of all crashes, they represent 38% of all traffic fatalities.

75% of pedestrian deaths occur in dark or dim conditions.

Figure 8 Number of Pedestrian Deaths Compared to All Other Traffic Deaths in the Greater Portland Region, 2017-2022



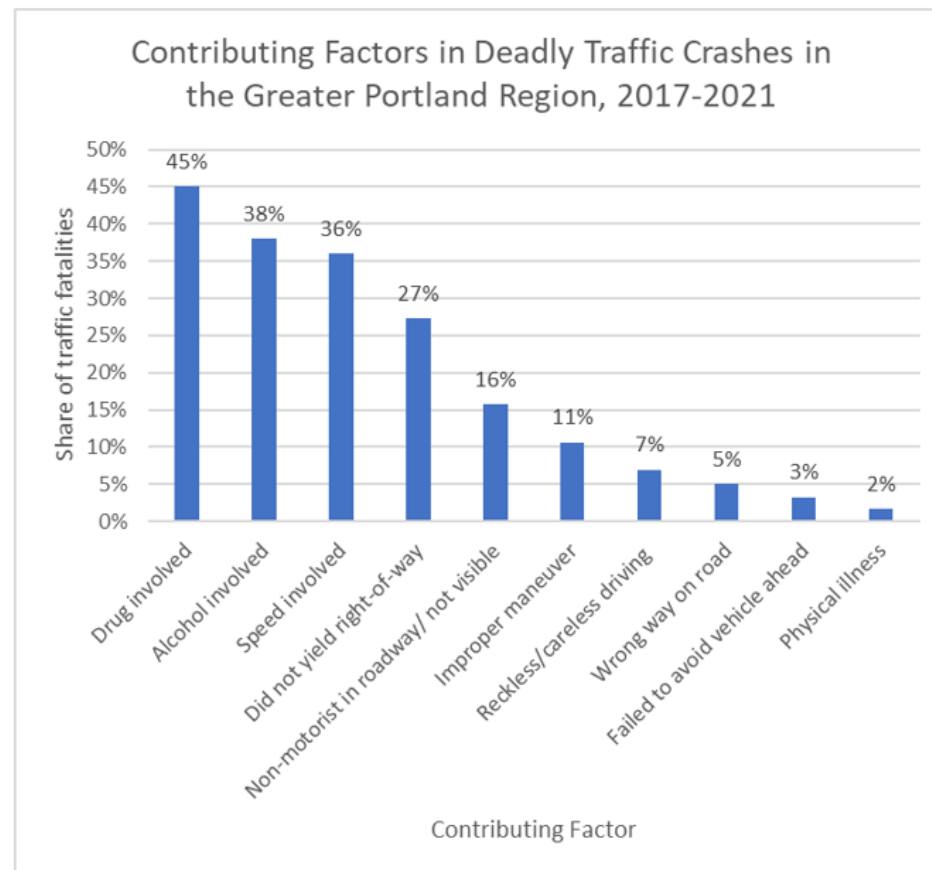
Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022

Speed and intoxication are leading contributing factors

While there are many factors that contribute to the likelihood of a crash occurring, higher speeds and drugs and alcohol are among the top contributing factors to deadly crashes in the region.

Better data on distracted driving is needed.

Figure 9 Contributing Factors in Deadly Traffic Crashes, Greater Portland Region, 2017-2021



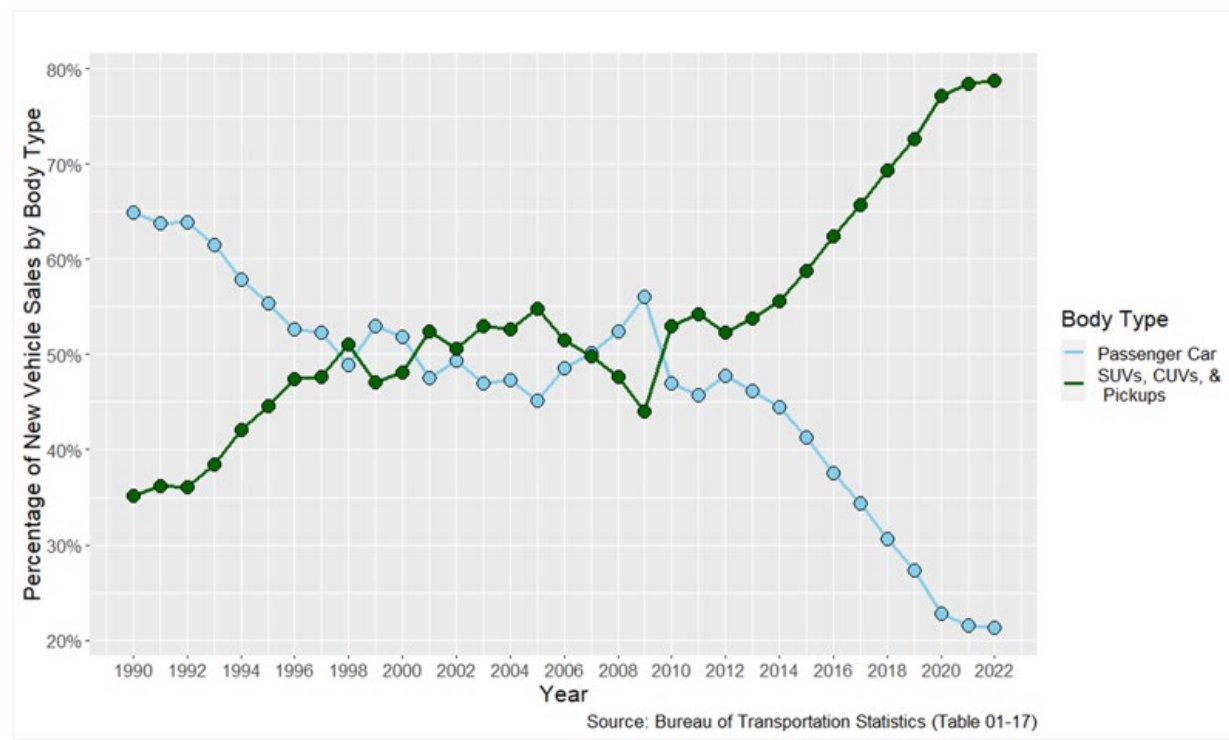
Source: ODOT crash data 2007-2021

Crash causes, speed involved flag, drug and alcohol involved flag

Larger and heavier passenger vehicles play a role

The growing share of heavier passenger vehicles correlates to the increase in deadlier crashes overall and pedestrian fatalities.

Figure 11 Percentage Change of New Vehicle Sales by Body Type, 1990-2022

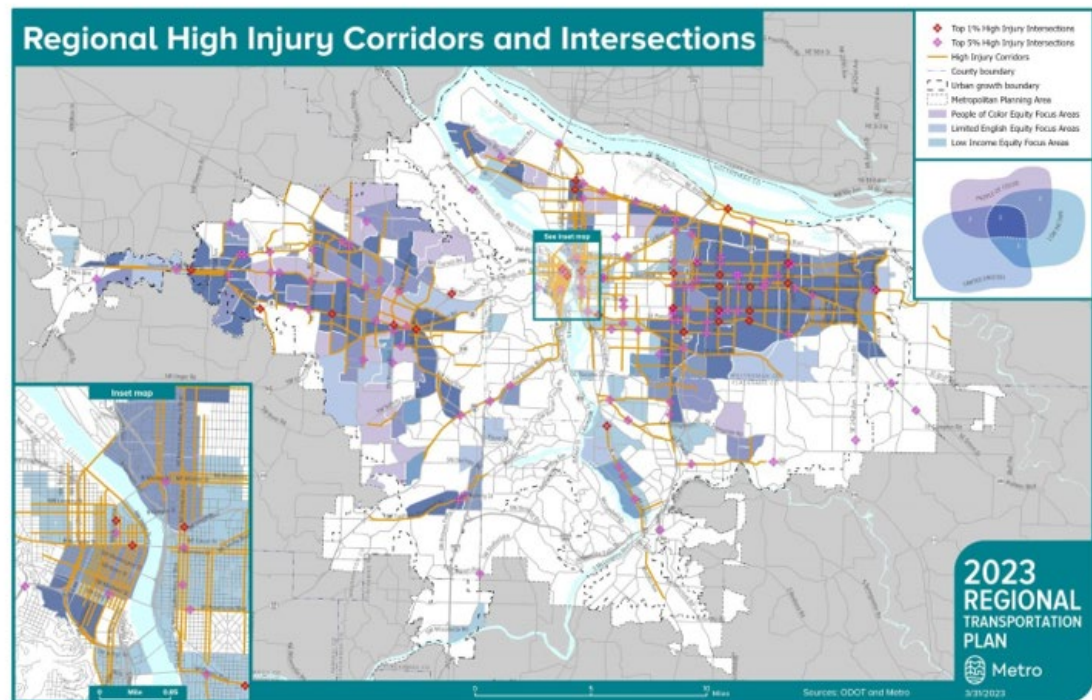


Urban arterials pose the greatest risk

68% of traffic deaths and serious injuries occur on just 6% of roadway miles in the region – most of these roads are urban arterials.

There is more than one fatality every year, on every mile, of the deadliest high injury corridors in the region.

Figure 14 Regional High Injury Corridors, Intersections and Equity Focus Areas¹⁵



Source: 2023 Regional Transportation Plan

Taking action –developing coordinated strategies

The actions needed to significantly improve safety are multi-year endeavors.

Regional partners have been taking actions to target our most significant and urgent problems to improve road traffic safety, though it may take years of sustained effort to realize substantial reductions in lives lost due to traffic crashes.

Table 3 Planned and proposed safety strategies

Safe System Approach element	Planned and proposed safety strategies for the next two years
Safe People	Continue investments in stable housing, harm prevention, and behavioral health. Support legislation to lower legal limits for blood alcohol content (BAC) to 0.05 or lower. Countries with lower BAC levels have lower fatality rates. Develop in-depth pedestrian traffic crash analysis with corresponding countermeasures and strategies. Develop in-depth crash victim analysis (age, seat belt use, BAC level, etc.)
Safe Roads	Form a regional work group and convene interagency partners for coordination. Develop strategies for additional funding (including SS4A) and prioritize HSIP and other funding for systemic, corridor wide safety interventions on the urban arterials where most deadly crashes occur, with a focus on pedestrian safety and speed reduction. Pilot ODOT Vulnerable User Crash Response team. Hold workshops on street design, such as "Improving Pedestrian Safety on Urban Arterials: Learning from Australasia" . Implement findings from the Oregon Vulnerable Road User Assessment Safety Assessment . Develop regional high injury corridor profiles. Develop in-depth assessment of primary causes and contributing factors of serious crashes for each county and city in the region.
Safe Vehicles	Identify and focus on interventions and incentives to reduce the impact of heavier vehicles. Support legislation that prioritizes people when considering the safety of new cars . Gather data to understand kinetic energy involved in crashes. Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles.
Safe Speeds	Focus on reducing speeds on high injury urban arterials through automated enforcement, roadway design and lowering posted speeds to a maximum of 30mph. Increase the number of fixed speed and red-light cameras in the region. Develop SS4A safety camera toolkit to support implementation. Hold workshop on speed setting and speed management.
Post-Crash Care	Complete a scan of best practices for EMS response times to crash sites and assessment of needs. Review state and national (NRSS) strategies on post-crash care to identify strategies that could be supported at the regional level. Use planned data exchange to link EMS response activities and hospital outcomes.

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