



Metro

# Report to EMCTC TAC

August 2021

*Regional transportation safety strategy*

## 2-YEAR PROGRESS REPORT

June 2021



# VISION ZERO BY 2035.

# ONE DEATH IS TOO MANY.

Sandra

Donald Scott

Cristian Alfonso

Donald Calvin

Steven John

Richard

Uriel

Christal

Zachary B. Tony

Brandon Ana & Kaylee

Eric

Roy

John

Rachelle Galen

Michael David

Richard Angie

Marjorie Zachary Rajkumar

Zachary B. Tony

Lori Susan

Fernando Karl

Magdie Michelle

Michael Zachary O. David

Dionicio Delbert Marilynn Gonzalo Paul

Mathew Robert

Reina Edward

Unknown Jaimie

Michelle Zachary O. Kristine

David

Lowell Mark & Tonja

Heaven

Sergiu Robert

David

Erina

James

Janace

Alicia & Donald

Louanna

Shawn Deontae Lauric

James Charlene & Robin

Deniel Henry Joyden

Theodore

Ortrud

Lance Roy

Dmitriy Naziriy

Anthony

Sergey

Margaret

Michael

Mary

Adam Joshua

Brenda

Pyanin

Amy

Gabriele

Gregory

Josefina

David



## 2018 Regional Transportation Plan Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

December 6, 2018 [oregonmetro.gov/safety](https://oregonmetro.gov/safety)



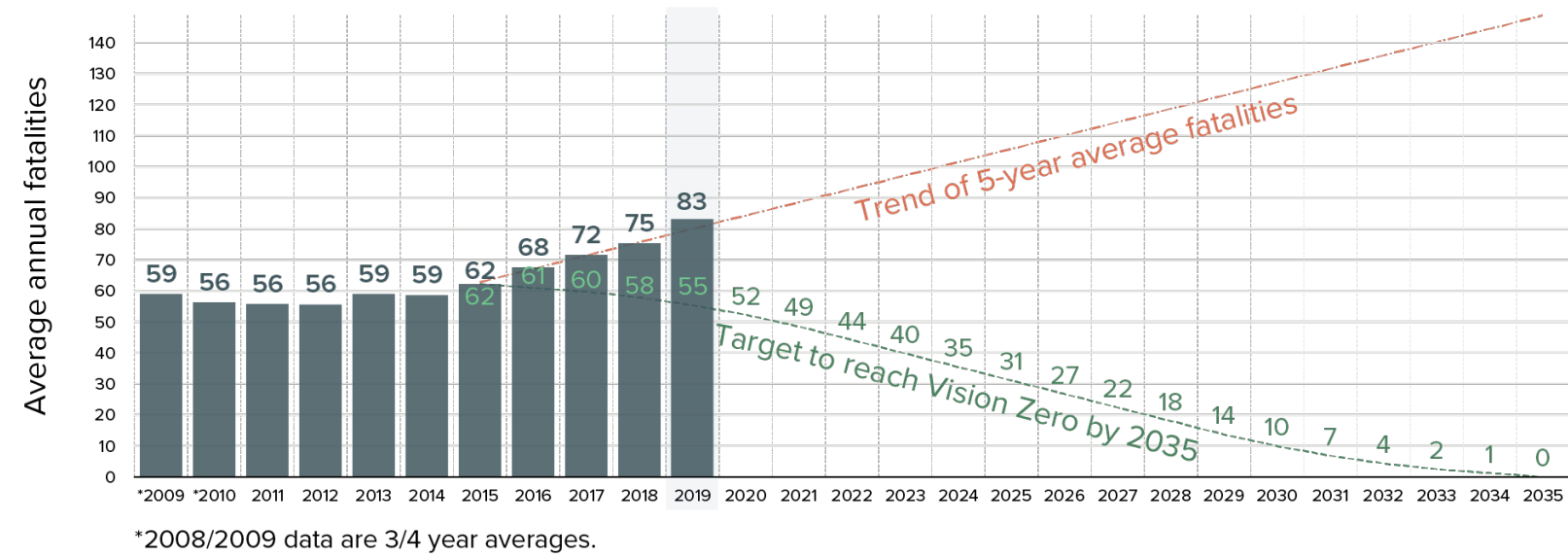
## 2018 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

Adopted December 6, 2018 [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

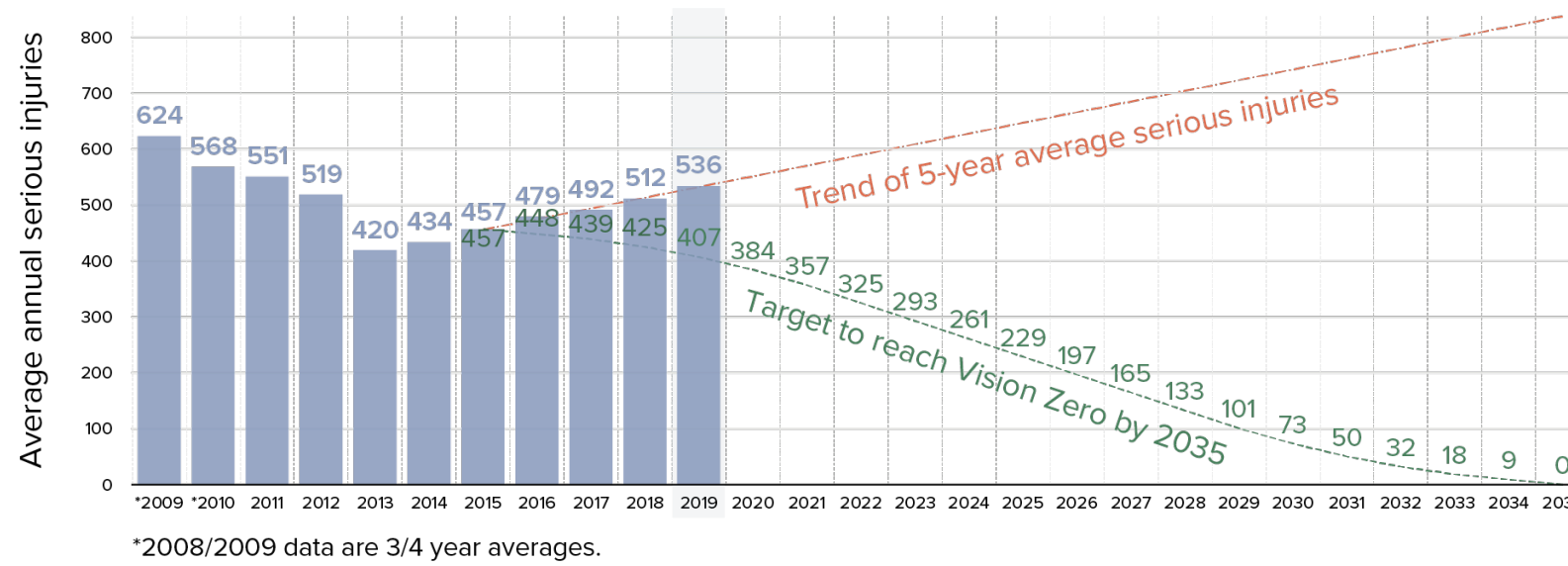


# Fatalities



**Traffic deaths and life changing injuries are increasing, and we are not currently on track to achieve Vision Zero.**

# Serious injuries







## NOT EVERYONE IS EQUALLY SAFE ON OUR ROADWAYS.

**Systemic racism creates inequities in transportation safety and enforcement.** We know that Black, Indigenous, Latinx, Asian and other people of color are more likely to be killed in a traffic crash. These community members are also less safe from harassment and other types of violence on our roadways. More data and analyses is needed to fully understand disproportionate impact in all three counties and the region.



**2x**

In Multnomah County, Black people are twice as likely to die in a traffic crash.<sup>iv</sup>



**76%**

of pedestrian deaths occurs in the communities in our region where **more people of color, people with lower incomes and people with limited English proficiency** live.<sup>vi</sup>



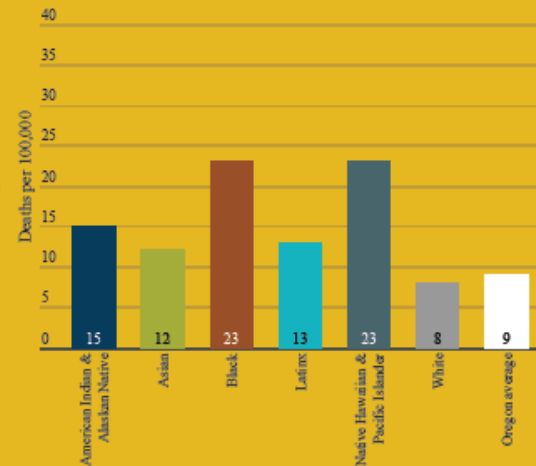
**80%**

Nationally, **Black people are 80 percent more likely** to be killed by drivers while walking than White, non-Hispanic pedestrians.<sup>v</sup>

Black people are the most common targets of racial bias crimes in Portland, 60 percent of which take place in public spaces. Black pedestrians are stopped by police at higher rates than other races. Drivers are less likely to yield to Black people crossing at a crosswalk.<sup>vii</sup>

### Fatal pedestrian injury rates by race, Oregon (2014-2018)

In Oregon, **Black people experience the greatest disparity in pedestrian deaths**, followed by Indigenous, Latinx and Asian people who also have a higher rate of pedestrian injury than the state average.









Source: ODOT, Pedestrian Injury and Social Equity in Oregon, 2021.<sup>iii</sup>

**In 2020, Black people accounted for 18.5% of traffic deaths in Portland.**

**That's three times higher than residents' share of Portland's population.**<sup>viii</sup>

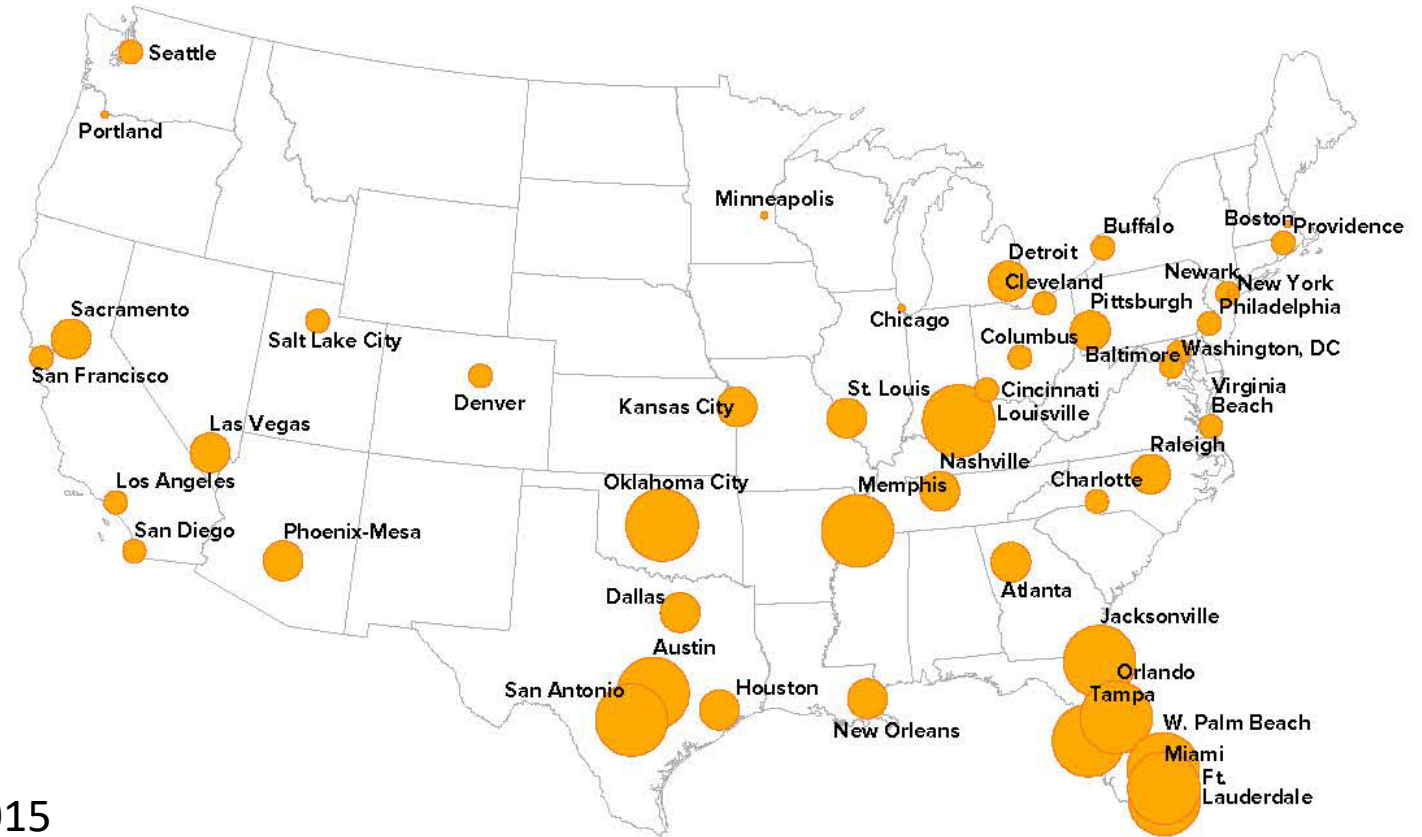
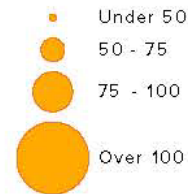
## 2-YEAR REGIONAL TRANSPORTATION SAFETY STRATEGY PROGRESS REPORT

Strategy	Status	What regional partners have done since 2018	What regional partners could do in the next two years
<b>1. Protect vulnerable users and reduce disparities</b>		<p>Filled nearly 100 miles of combined sidewalk, trail and bikeway gaps and prioritized safety in funding decisions.</p> <p>Expanded understanding of the disproportionate impact of crashes on Black people and people walking.</p>	<p>Prioritize equity and pedestrian safety in project funding and roadway design.</p> <p>Prioritize community-led safety investments in communities of color and lower income communities.</p>
<b>2. Design roadways for safety</b>		<p>Developed new state, regional and local street design standards.</p> <p>Identified safety needs and opportunities on many high injury corridors.</p>	<p>Prioritize making our top-10 most dangerous and high-risk urban arterials safe for pedestrians.</p>
<b>3. Reduce speeds and speeding</b>		<p>Modernized statewide speed setting methodologies.</p> <p>Lowered speed limits on local roadways in Portland.</p> <p>Installed more fixed speed cameras in more communities.</p>	<p>Continue to lower posted speeds. Legalize fixed-speed cameras for use in all jurisdictions and on all roadways.</p> <p>Design current projects to manage speeds for safety.</p>
<b>4. Address aggressive and distracted driving</b>		<p>Implemented one of the strictest distracted driving laws in the U.S.</p> <p>Began reporting through the Statistical Transparency of Policing (STOP) Program.</p>	<p>Coordinate regional support of vehicle technology-based solutions.</p> <p>Continue to implement recommendations in Oregon's distracted driving report.</p>
<b>5. Address impaired driving</b>		<p>Maintained status quo as impairment has increased and resources have not kept pace.</p>	<p>Coordinate to accelerate the incorporation of Alcohol Detection Systems into vehicles at the state and federal level.</p> <p>Coordinate to lower legal blood alcohol content levels.</p>
<b>6. Engagement and coordination</b>		<p>Developed regional Safe Routes to School campaign.</p> <p>Ongoing coordination and policy making at state, regional and local levels.</p>	<p>Integrate the safe system approach into everything we do.</p> <p>Coalesce leadership around Vision Zero.</p> <p>Engage the public to demand safer streets and increase regional collaboration.</p>

# Do more of what is working.

Land use.  
Shorter trips.  
More transit, walking, bicycling.  
Less VMT/capita.

Traffic deaths per 1 million residents



Traffic deaths by urban region, 2011-2015  
US urban regions with populations greater than 1 million



# Prioritize safety over speed, and other strategies.



Source: FHWA



**Accommodating human mistakes**



**Keeping impacts on the human body at tolerable levels**

**Safe speeds.** Speed management strategies and technologies are estimated to save 4,000 lives each year nationally.

**Safe vehicles.** Incorporating Advanced Driver Assistance Systems, technologies which exist today, into all vehicles, is estimated to save up to 10,000 lives a year nationally.

**Safe road users.** Incorporating Alcohol Detection Systems, technologies which exist today, into all vehicles, is estimated to save up to 9,000 lives annually.<sup>11</sup>

**Safe roads.** Roadway design improvements that are safety-outcomes based are estimated to save 3,000 lives a year nationally.

**Safe EMS.** Improved emergency response to crashes is estimated to save 2,500 lives a year.

**Safe system for all.** Shifting to more transit, walking, and bicycling trips is estimated to save 3,000 lives a year nationally.

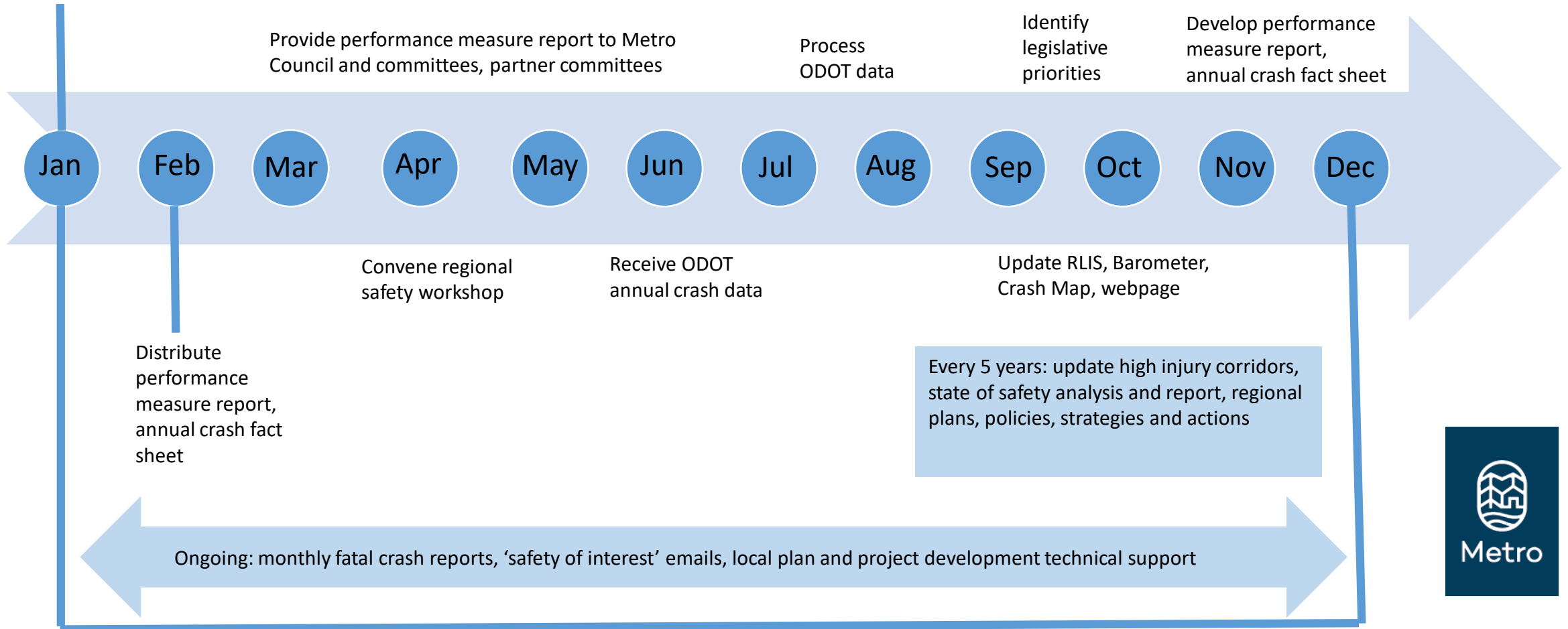
Sources: National Safety Council, Rand Report; Insurance Institute for Highway Safety - Highway Loss Data Institute; AAA Report; APTA Report.

# Annual regional transportation safety work program

February 2021

Safety data  
Regional policy and planning  
Safety projects and design support  
Safe behaviors and programs support

Receive previous year F/Inj A data from ODOT





# Thank you!

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[www.oregonmetro.gov/regional-transportation-safety-plan](http://www.oregonmetro.gov/regional-transportation-safety-plan)



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