

Traffic deaths and serious injuries in the region and county

Multnomah County Bicycle and Pedestrian
Citizen Advisory Committee

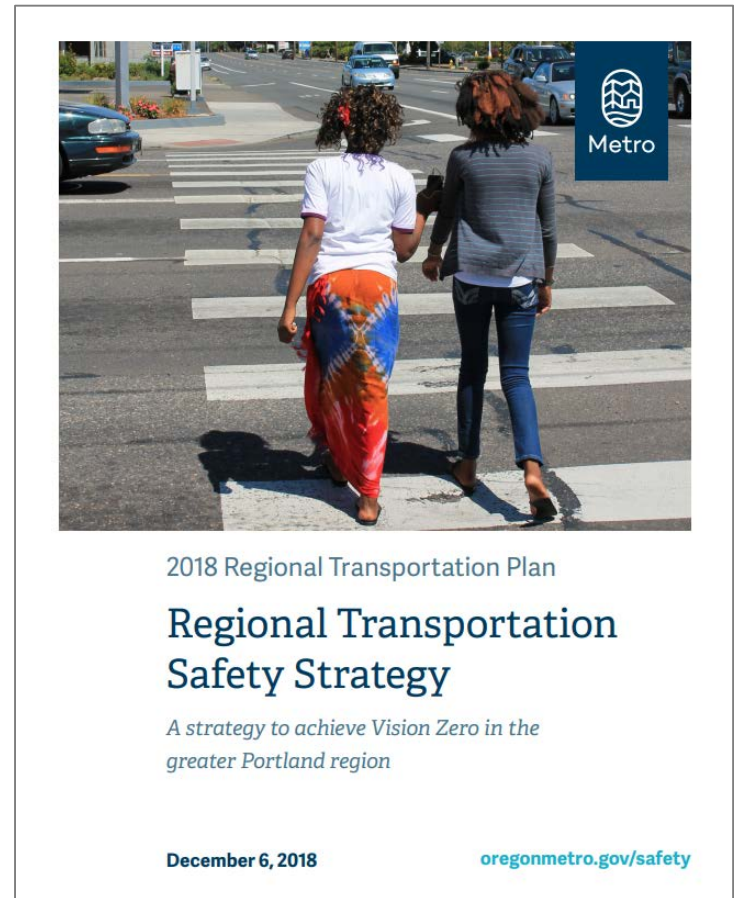
October 14, 2020

Lake McTighe, Regional Planner, Metro
lake.mctighe@oregonmetro.gov

[Oregonmetro.gov/safety](https://oregonmetro.gov/safety)

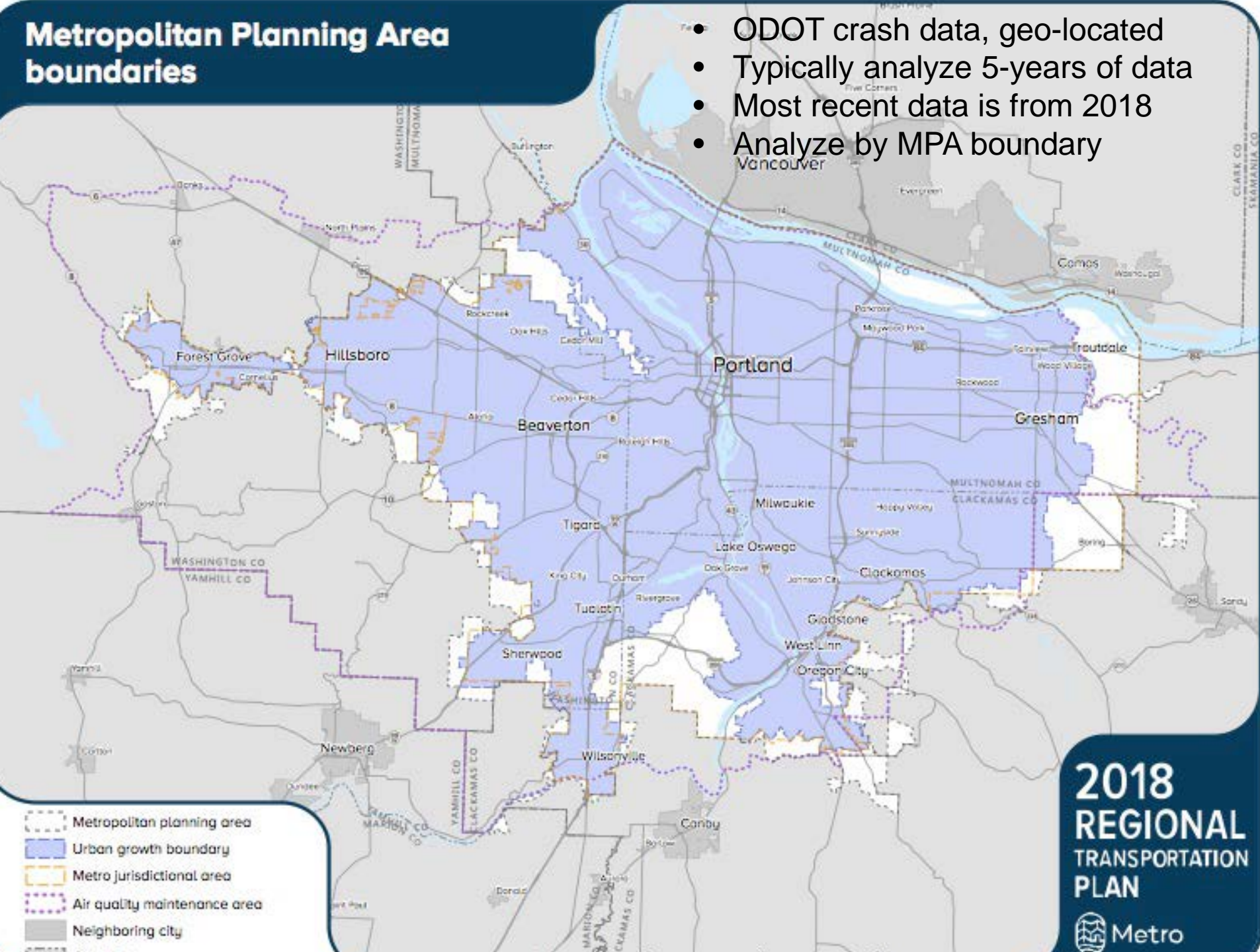
2018 Regional Transportation Safety Strategy

- Adopted by the Metro Council and Joint Policy Advisory Committee on Transportation
- Update the Regional Transportation Plan, added new safety policies
- Data driven policies developed with equity, public health and safe systems lens
- Vision Zero target for 2035



Metropolitan Planning Area boundaries

- ODOT crash data, geo-located
- Typically analyze 5-years of data
- Most recent data is from 2018
- Analyze by MPA boundary

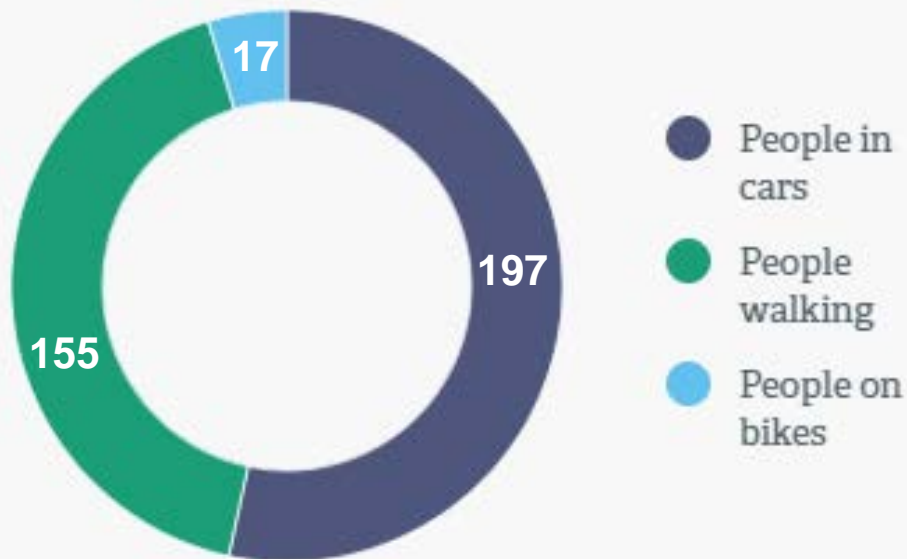


**2018
REGIONAL
TRANSPORTATION
PLAN**



From 2014 to 2018

Fatal crashes by mode

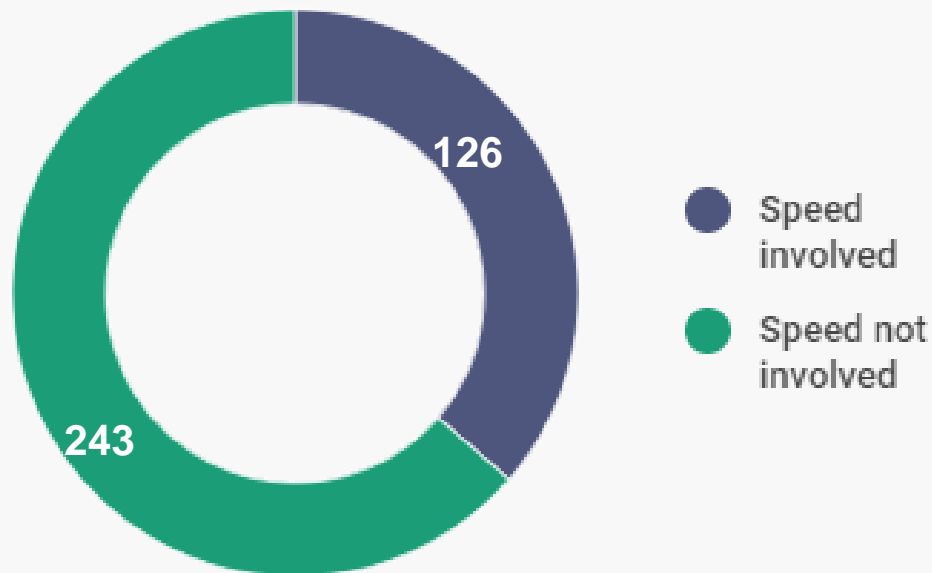


In 2015, 21.7 percent of all fatalities and serious injuries were people walking or bicycling.

In 2018, 21.9 percent of all fatalities and serious injuries were people walking or bicycling.

51% of fatal crashes involve speed

Fatal crashes involving speed



2014-2018 ODOT crash data

In 2018, 87 people were killed and 497 suffered life changing injuries in crashes

	People walking		People biking		People in motor vehicles		Totals
	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities	
2014	60	23	37	1	327	33	481
2015	56	26	33	2	433	38	588
2016	91	33	26	7	476	41	674
2017	67	38	25	4	434	44	612
2018	51	35	27	3	419	49	584

within the Metropolitan Planning Area, ODOT crash data

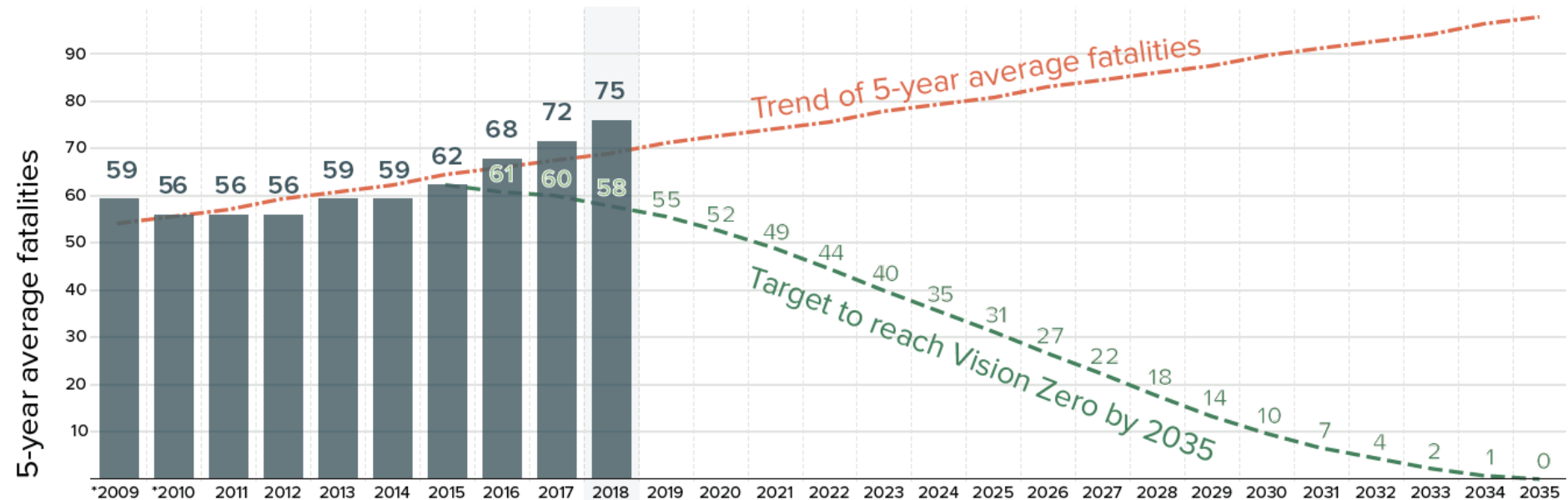
Fatalities in East Multnomah County*

	East Multnomah County (excludes Portland)	3-counties	Oregon
2020 (as of 8/30)	7	66	278
2019	16	136	506
2018	18	117	510
2017	11	110	445
2016	11	129	503

*Fatal crashes in Multnomah County and responded to by Gresham Police Department, Multnomah County Sheriff Department, Oregon State Police

We are not meeting regional fatality targets and we are not on track to zero fatalities

Annual motor vehicle involved fatalities
5-year rolling average, Metropolitan Planning Area



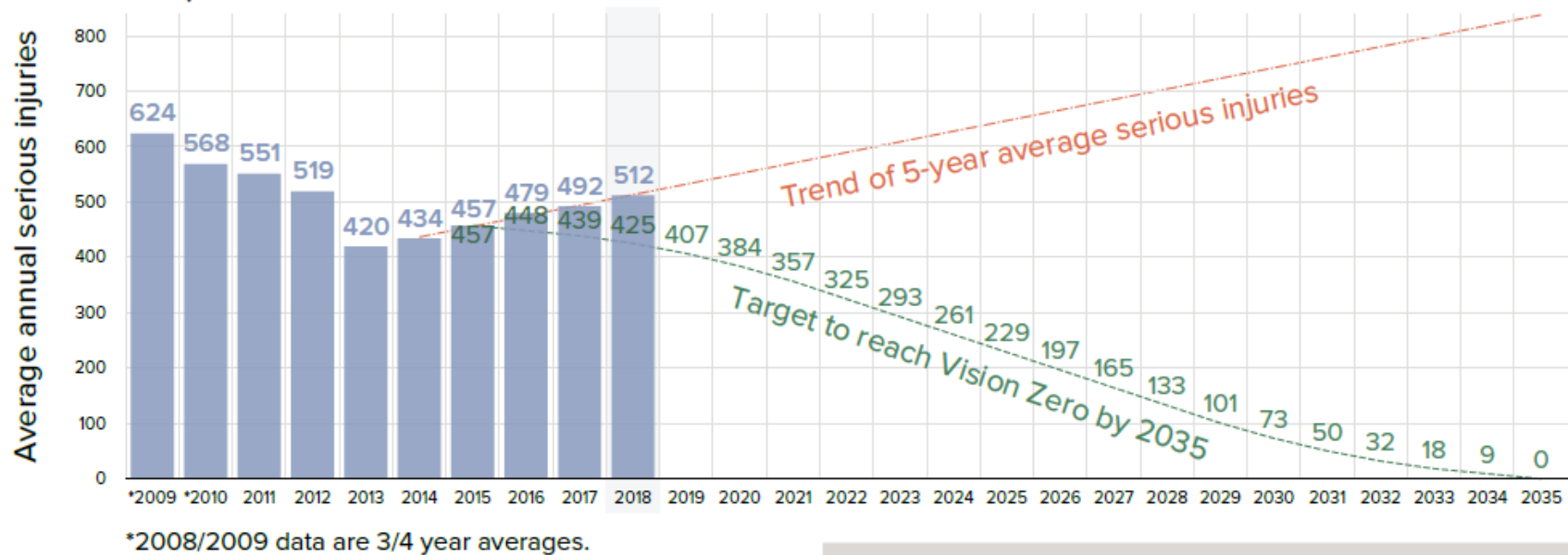
*2009/10 data are 3/4 year averages.

Fatalities and serious injuries needed to decline 7 percent from 2015 to 2018 to be on track to meet the 2018 annual target. Instead, fatalities increased 17 percent, and serious injuries increased 10 percent.

We are not meeting serious injury targets to reach Vision Zero goals by 2035

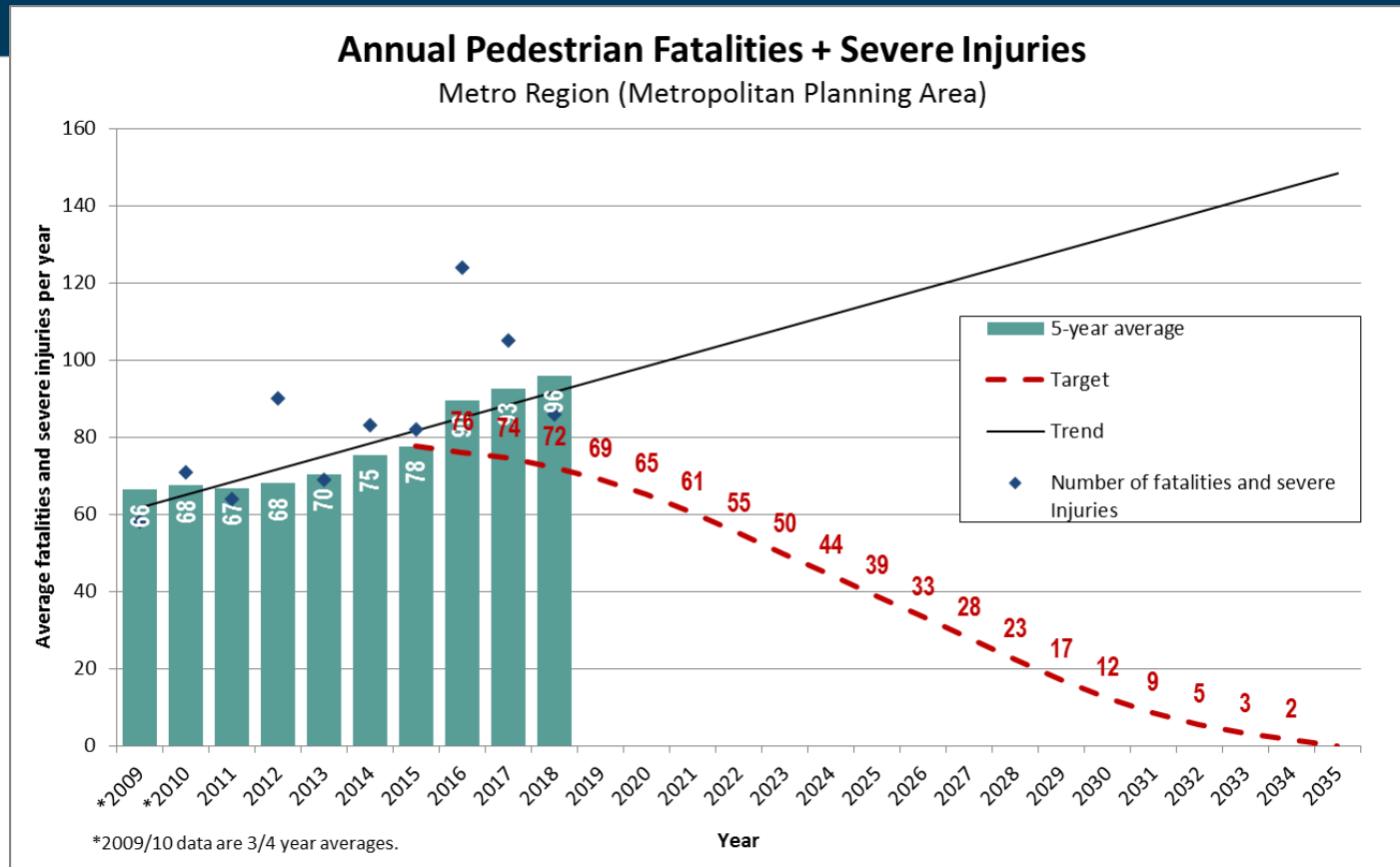
Annual motor vehicle involved serious injuries
5-year rolling average, Metropolitan Planning Area

Serious injuries



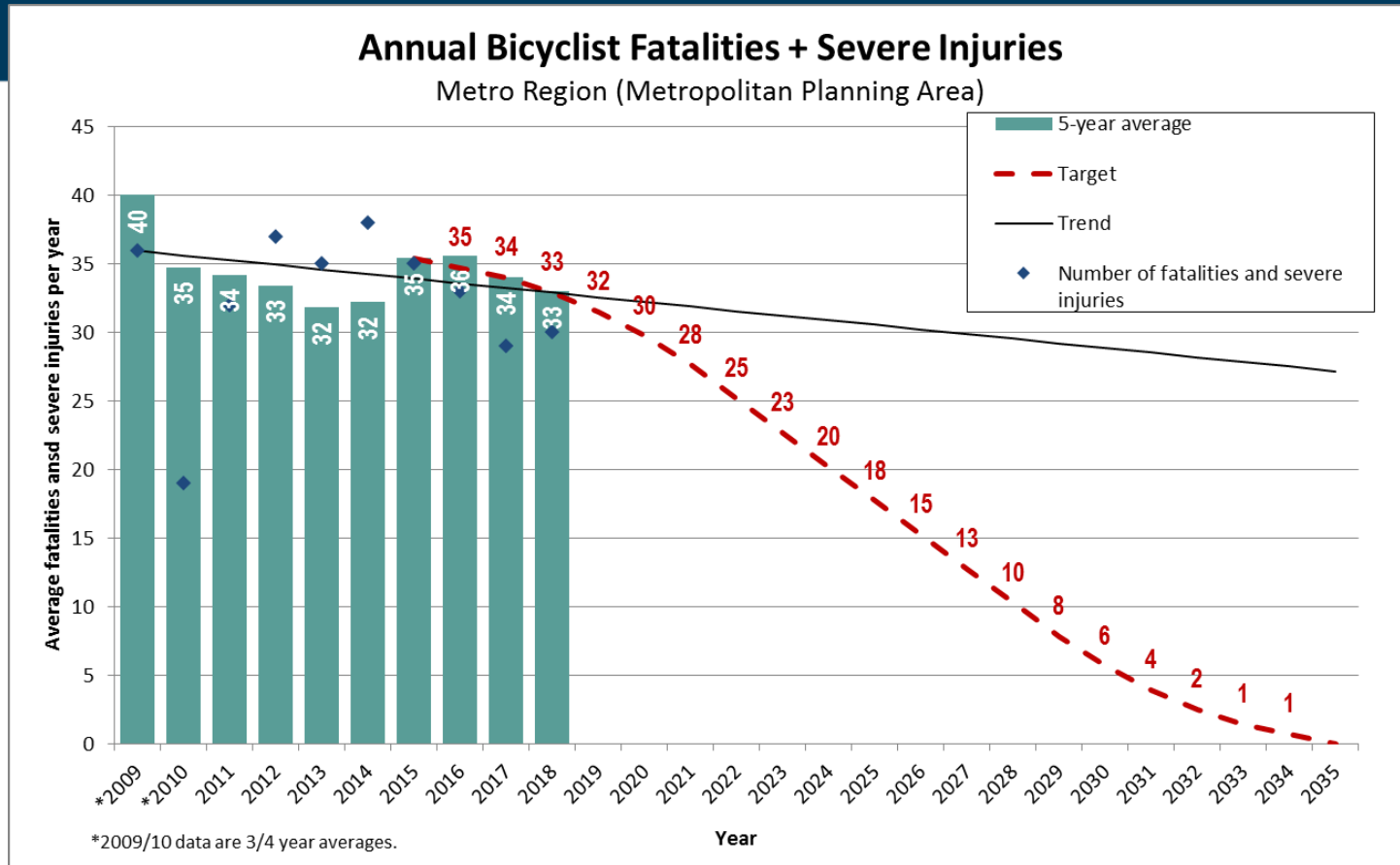
Fatalities and serious injuries needed to decline 7 percent from 2015 to 2018 to be on track to meet the 2018 annual target. Instead, fatalities increased 17 percent, and serious injuries increased 10 percent.

Pedestrians killed in traffic crashes made up 40% of all traffic fatalities in 2018



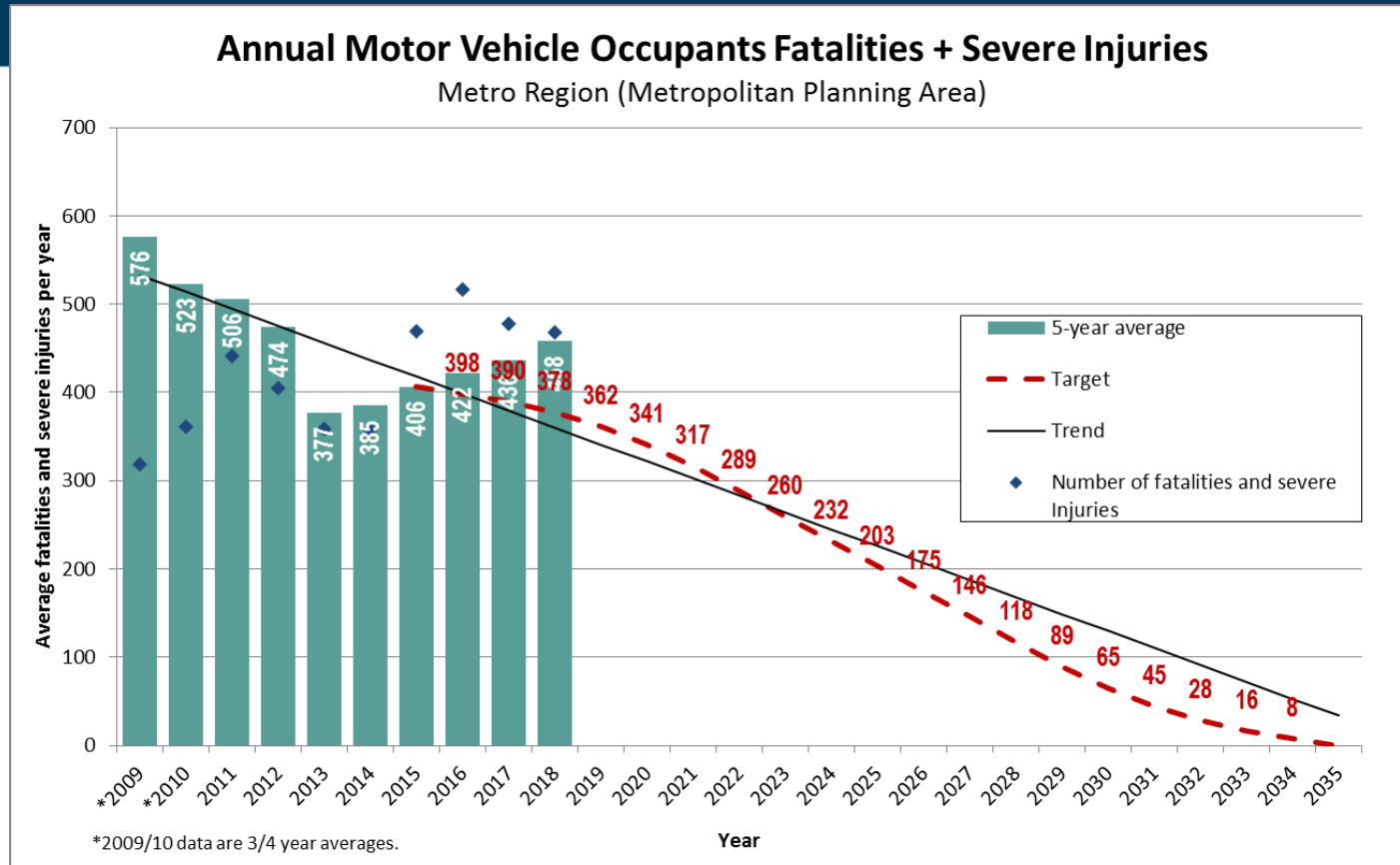
In 2018, there were 35 pedestrian deaths and 51 pedestrians were seriously injured in traffic crashes. There were fewer pedestrian deaths and serious injuries in 2018 compared to 2017, but the average annual pedestrian fatalities and serious injuries, based on a five-year rolling average, has increased each year since 2010.

In 2018, 3.4% of all traffic fatalities were people bicycling



In 2018, there were 3 bicyclist deaths and 27 people bicycling were seriously injured. Average annual bicyclist fatalities, based on a five-year rolling average, have slightly increased each year since 2010. Serious injuries have slightly decreased.

In 2018, 56.3% of all traffic fatalities were people in motor vehicles



In 2018, 49 people died while traveling in a motor vehicle and 419 people were seriously injured. While the trend is in the right direction, average annual fatalities and serious injuries, based on a five-year rolling average, have been increasing since 2013.

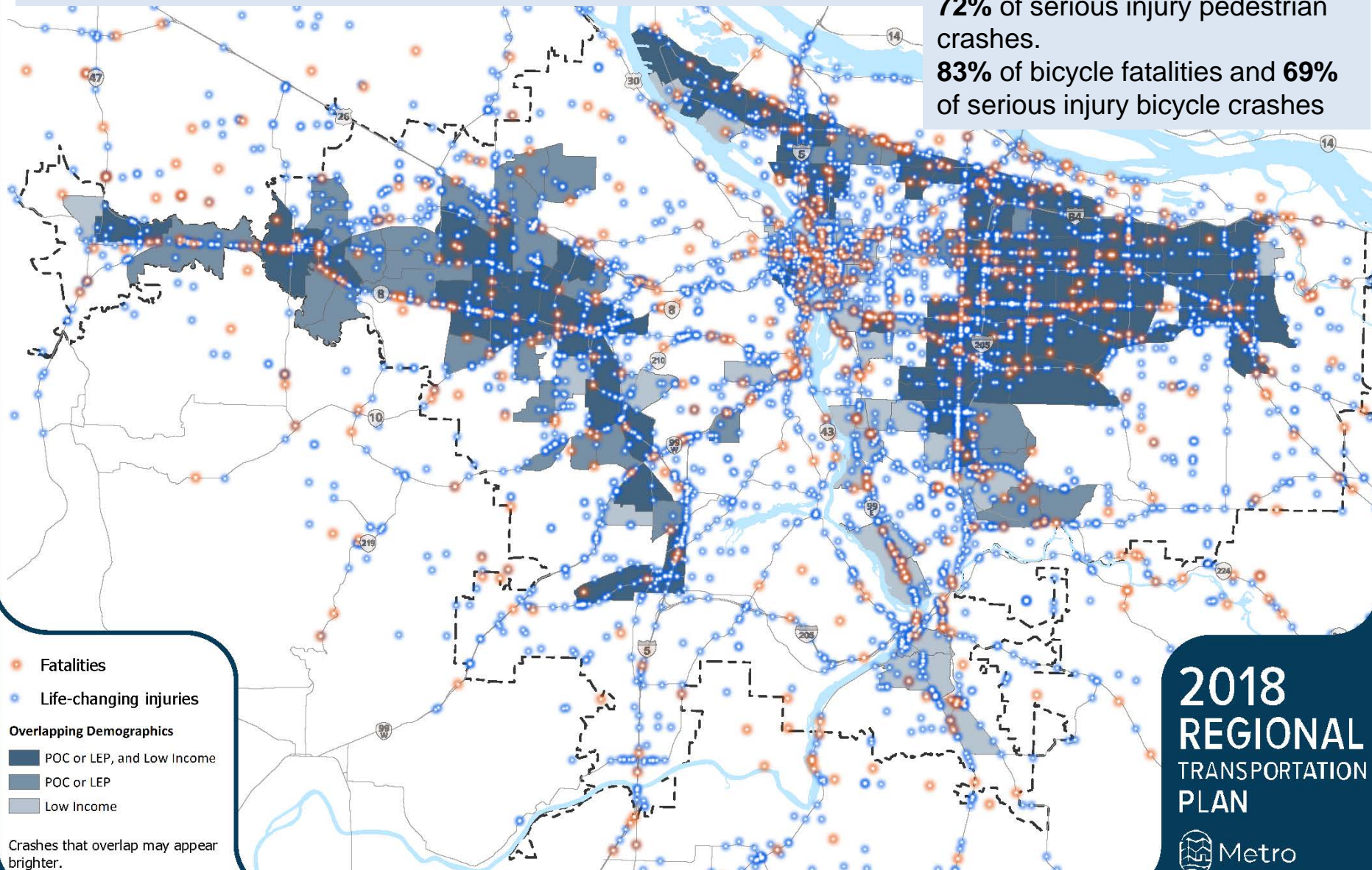
Fatal and Serious Crashes Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of fatal and life changing crashes involving people driving, biking and walking with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.

Regional Equity Focus Areas 56% of the population

67% of pedestrian fatalities and
72% of serious injury pedestrian
crashes.

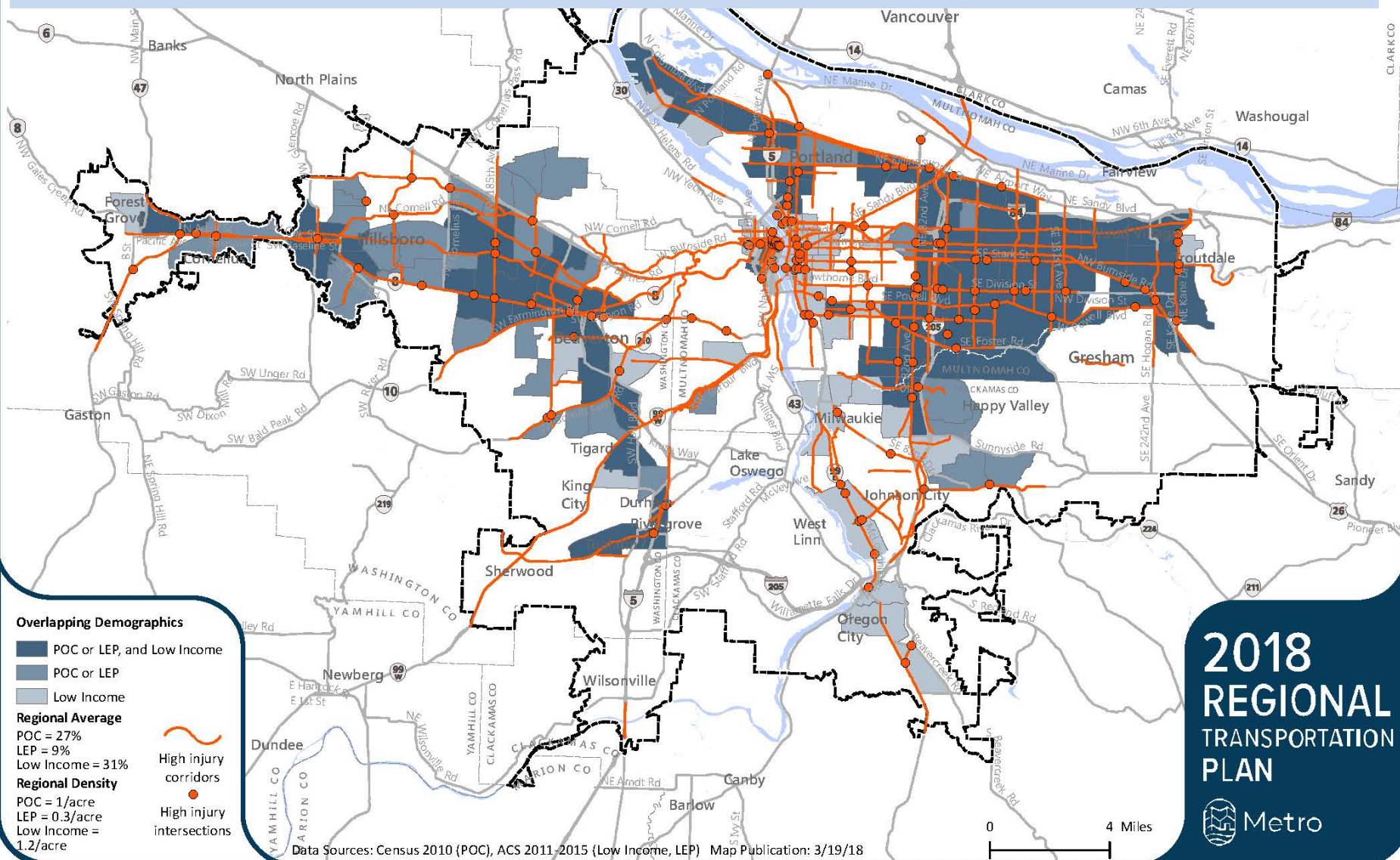
83% of bicycle fatalities and 69%
of serious injury bicycle crashes



High Injury Corridors Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of regional high injury corridors and road intersections with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.

54% of high injury corridors (270 miles) and 71% high injury intersections are in areas with above average densities of people with low-income



Walking while Black, driving while Black, bicycling while Black

- PSU study shows drivers less likely to stop for, more likely to crowd Black pedestrians
- An analysis of court records shows Black residents are charged and fined at higher rates than whites in Multnomah County



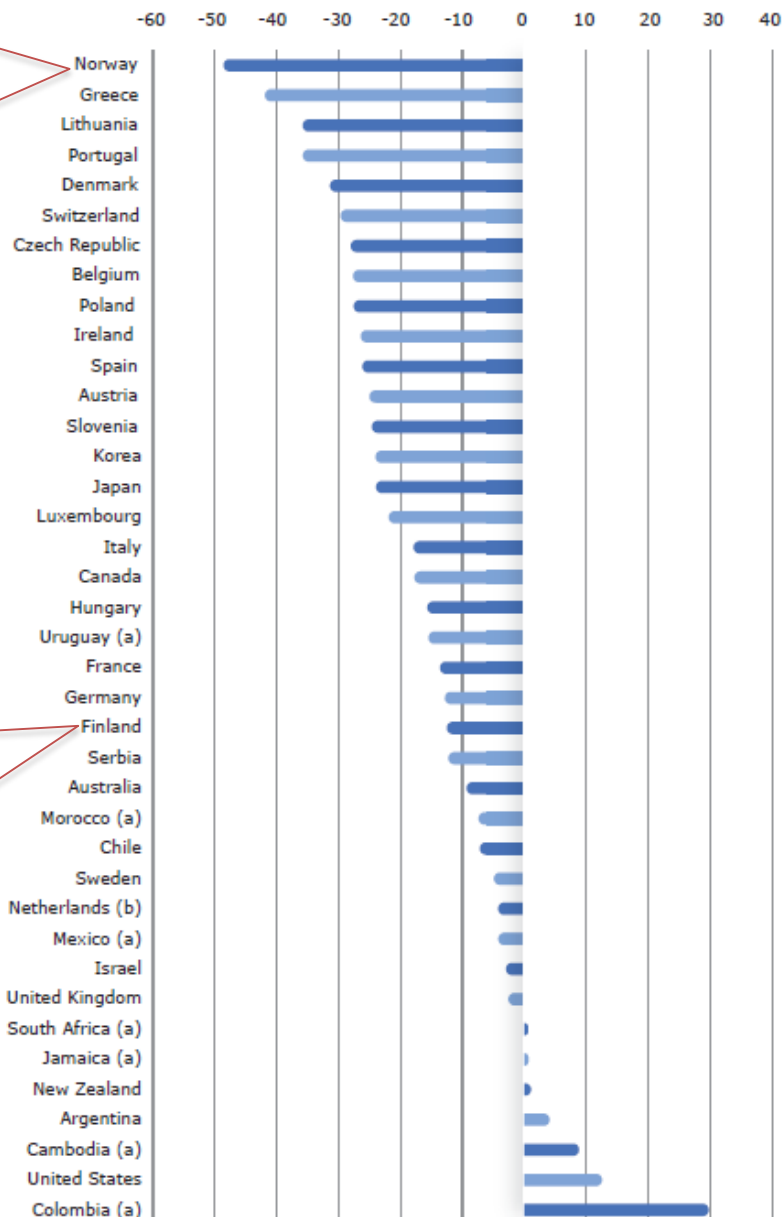
Approaches to centering equity in the regional safety strategy

- Center Black, Brown, Indigenous and People of Color voices throughout processes
- Identify racial and social equity as a desired outcome
- Highlight equity in regional safety and other transportation policies
- De-emphasize enforcement and refer to equitable enforcement
- Promote safety solutions that remove bias

Figure 2. Percentage change in the number of road deaths, 2010-17

Oslo – only one fatality in 2018 and zero pedestrian and bicycle deaths

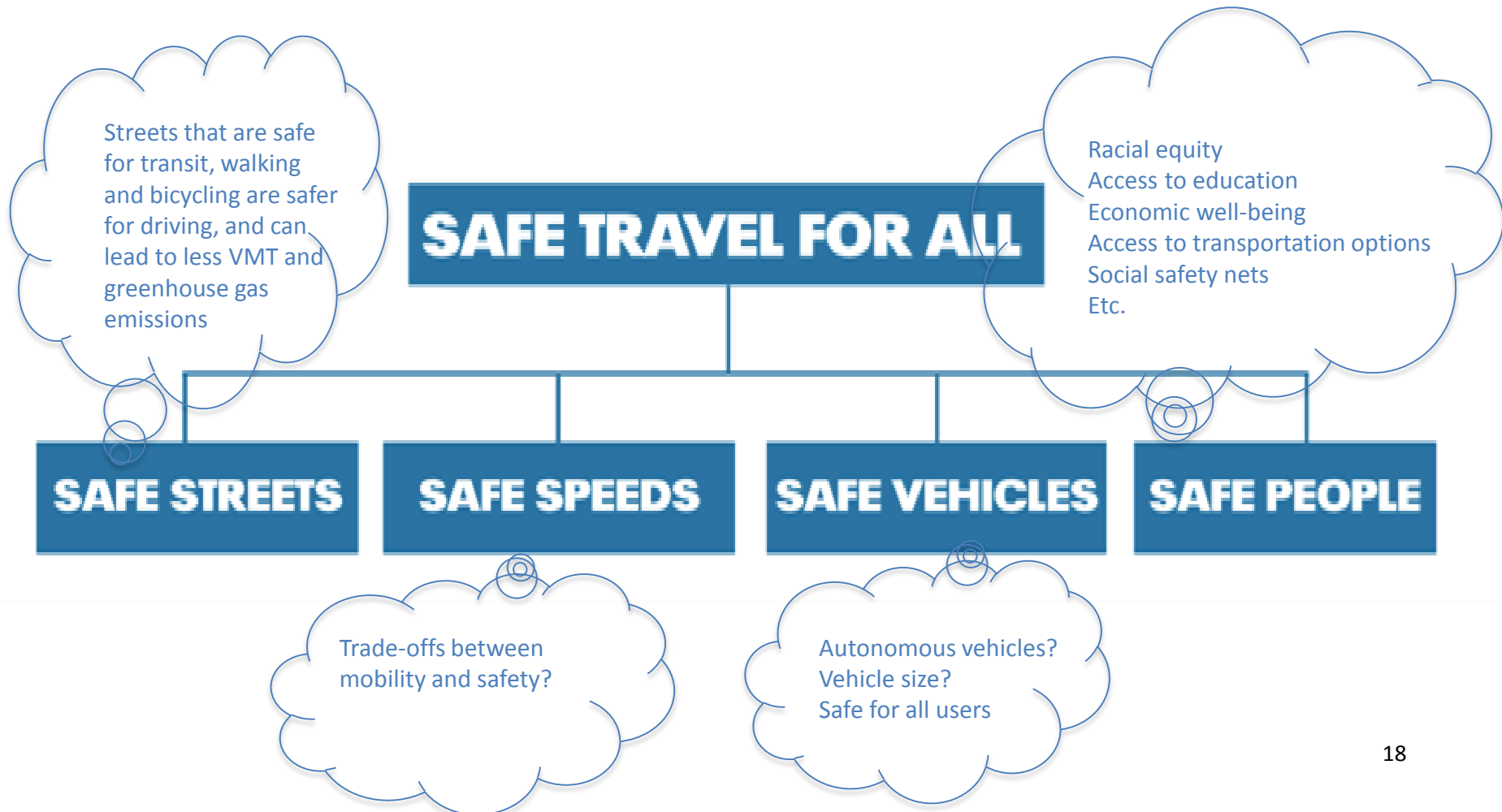
Helsinki – zero pedestrian deaths, 2019



We are not on track for Vision Zero, but it can be done!

Many cities and countries around the world are making progress

Tools to get to Zero: Safe system approach



Tools to get to Zero: Policies

2018 RTP Vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Goal

Goal 5: Safety and Security: People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.

Objectives

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.

Policies

Nine (9) regional transportation safety policies to guide planning, project prioritization, investments and implementation.

Strategies & Actions

Over 50 identified actions for Metro, state DOT, cities, counties and other partners grouped into six strategies.

Targets & Performance Measures

By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.

All policies are adopted in the 2018 Regional Transportation Plan

Tools to get to Zero: multi-pronged strategies



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

Tools to get to Zero: multi-pronged actions, focus on serious crashes

Actions for this strategy are focused on proven countermeasures such as designing arterial roadways that result in slower speeds, lowering posted speeds, and increasing the use of automated speed enforcement. Arterial roadways with higher serious crash rates and Regional High Injury Corridors are prioritized.

#	Strategy ③ Actions	Lead	Partners	Effectiveness
3.1	Design arterial roadways to achieve appropriate safe target speeds for the roadway context, generally 35 mph or less, using design elements that have been shown to effectively result in lower speeds. A majority of excessive speed-related serious crashes occur on arterial roadways.	Cities, counties, ODOT	Metro, TriMet, SMART, public health, advocates	Proven
3.2	Change state law to increase the number of jurisdictions eligible for fixed speed camera installation, especially at high injury locations. Utilize speed feedback cameras given the low cost and effectiveness and immediate information to drivers.	Cities, counties, ODOT	Metro, public health, advocates	Proven

2018 RTP: The majority of planned safety investments are in Equity Focus Areas and on High Injury Corridors located in Equity Focus Areas.

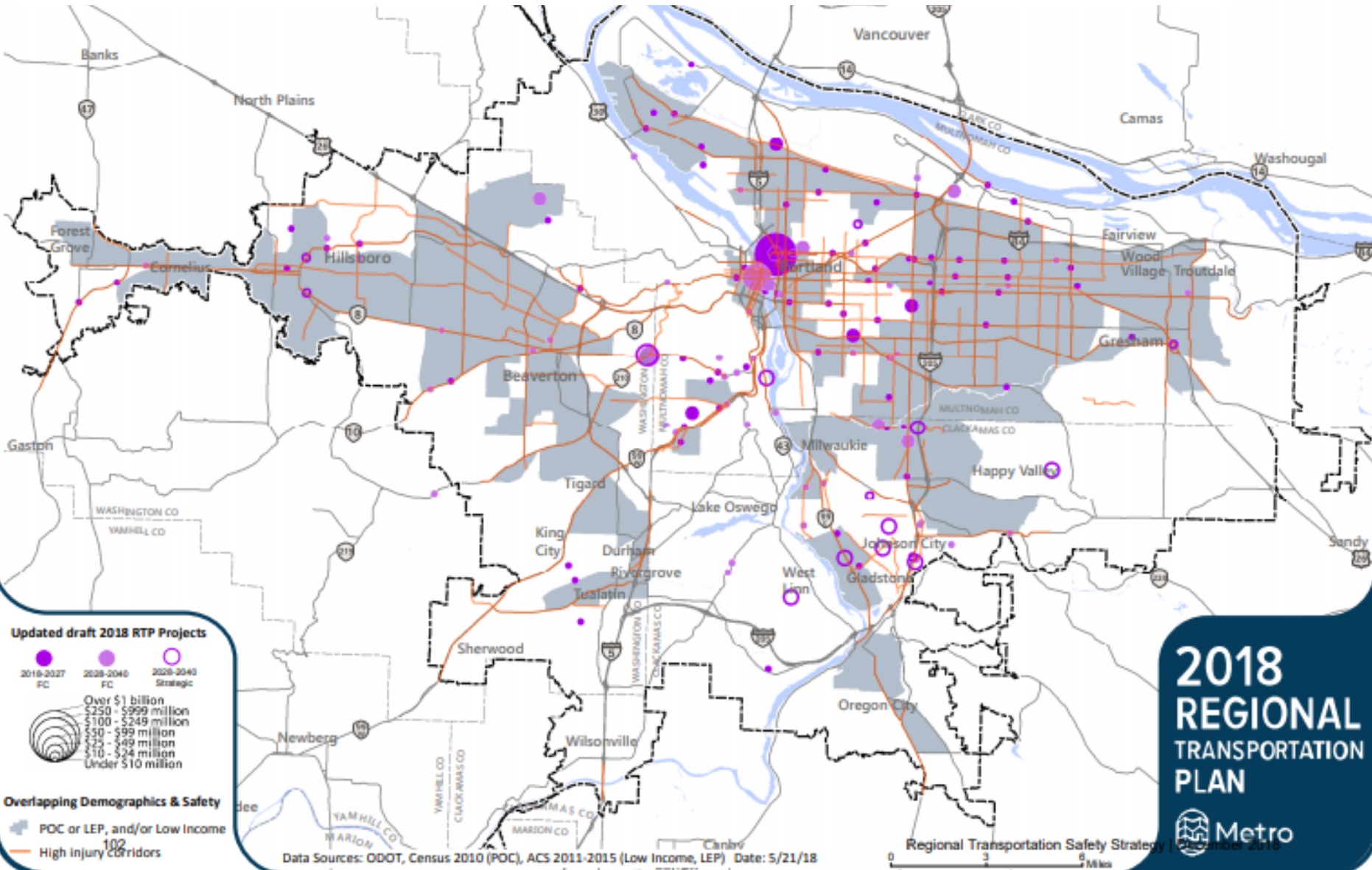
Safety and safety benefit projects in the 2040 Constrained investment strategy of the 2018 RTP		 2018–2027	 2018–2040
Safety projects			
Number of safety projects with the primary purpose of reducing crashes	82	132	
Number of safety projects on a High Injury Corridor*	72	104	
Number of safety projects in Equity Focus Areas*	67	96	
Estimated investment in safety projects (\$2016) <i>includes I-5 Rose Quarter project in first ten years for \$390 million</i>	\$691million	\$ 1 billion	
Safety benefit projects			
Number of safety benefit projects	281	551	
Number of safety benefit projects on a High Injury Corridor*	184	333	
Number of safety benefit projects in Equity Focus Areas*	211	387	
Estimated investment in safety benefit projects (\$2016) <i>includes I-5 Rose Quarter project in first ten years, and I-5 Columbia River and OR 212/224 in 2028-2040 for a total of \$3.6 billion</i>	\$2.3 billion	\$ 7.6billion	

**Does not include projects that are programmatic and are not geographically specific.*

2018 Regional Transportation Plan Projects with the Primary Purpose of Reducing Crashes

This map shows projects in the 2018 Regional Transportation Plan with the primary purpose of "reducing fatal and severe injury crashes" or "reducing crashes," overlapped with regional high injury corridors and census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color or English language learners, and/or people with low income.

Tools to get to Zero: plan more projects focused on safety

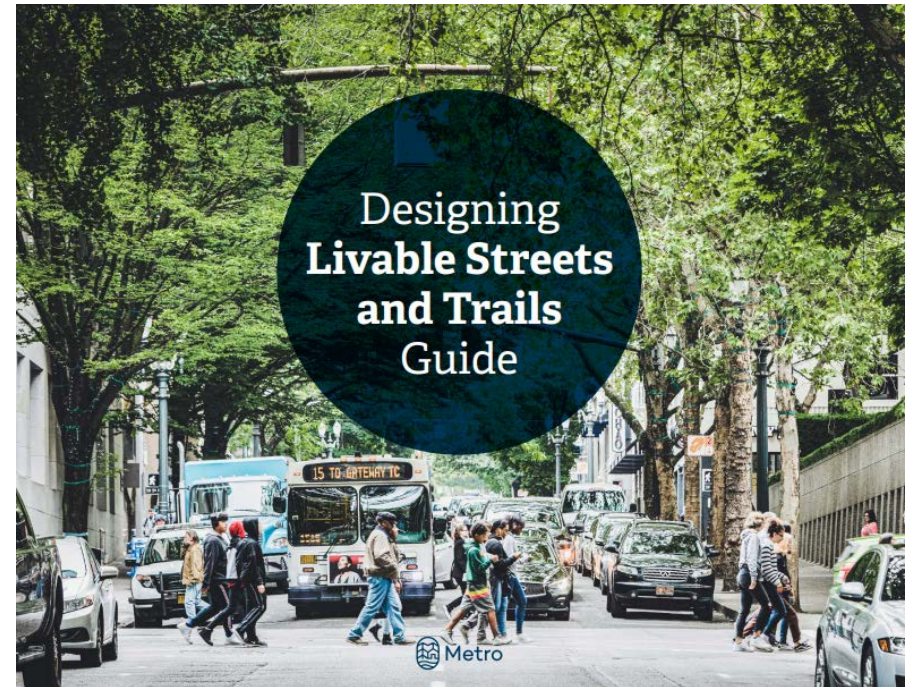


Tools to get to Zero: fund projects that prioritize equity and safety



Tools to get to Zero: design streets for safer speeds, lower VMT

Projects funded by Metro must be consistent with regional street design guidelines.



Tools to get to Zero: Safe Routes to School



Tools to get to Zero: track progress, de-normalize traffic violence

Performance Measure	5-year rolling average			Target achieved?	Better than baseline?	On track to Vision Zero?
	2011-2015 Baseline	2014-2018 Target	2014-2018 Actual			
Number of fatalities	62	58	75	NO	NO	NO
Fatalities per 100 million vehicle miles traveled	0.6	0.5	0.7	NO	NO	
Number of serious injuries	458	426	512	NO	NO	
Serious injuries per 100 million vehicle miles traveled	4.5	4.0	4.9	NO	NO	
Number of non-motorized fatalities and serious injuries	113	105	129	NO	NO	

Traffic deaths are increasing, and are disproportionately impacting people of color, people with low incomes, people walking and people over age 65.

Table 1, Portland metropolitan area traffic fatalities and serious injuries annual performance report, Metro, February 2020

oregonmetro.gov/safety

lake.mctighe@oregonmetro.gov

