AGENDA

Review of TAC Meeting #1

Vision Statement and Guiding Principles

Data Analysis and Trends

Best Practices

Next Steps
TAC Meeting #1 Review

- TAC member roles
- Vision Zero background
- Vision statement
- Safety analysis to-date
Vision Statement

Working together, we will take equitable and data-driven actions that will eliminate serious injuries and deaths for all who share Portland streets by 2025.
DRAFT Guiding Principles

The plan will be **Equitable**
- It will target gaps in infrastructure that contribute to serious injuries and fatalities
- It will address the disproportionate burden of traffic fatalities and serious injuries on vulnerable communities, including people of color, lower income individuals, seniors, children and people who walk, bike and use transit
- It will not result in racial profiling

Actions in the plan will be **data-driven** to address the factors that lead to serious injury and death on Portland’s roadways
- **Safety data** will be gathered from both traditional and innovative sources to identify the location, behaviors, and circumstances—including roadway design issues—related to serious and fatal crashes.
- **Equity data**, including demographics, risk factors, traffic enforcement data and infrastructure gaps linked to crashes, will be used to ensure the plan prioritizes the needs of vulnerable communities

The plan will be **accountable**, setting out clear objectives and measuring performance against them
- Progress will be communicated in annual reports and in an easily accessible dashboard
- Engagement with communities will be an ongoing process
- Success will be measured by the level of investment in underserved communities, equity outcomes and safety metrics
TOP 4 SAFETY TRENDS

City of Portland – Vision Zero
Data Sources

• City of Portland Crash Data
  • 2004-2013 Crash Record

• Fire Incident Reports
  • Trends similar to City of Portland Crash Data

• Trauma Data
  • Status Unknown
LONG TERM TRENDS
Collisions by Mode

<table>
<thead>
<tr>
<th></th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Total</th>
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<tr>
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<td>Pedestrians</td>
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</table>

293 Fatalities  2,145 Serious Injuries
Overall Trends – Yearly

Crash Total: 31, 33, 26, 33, 18, 29, 23, 34, 31, 35

Population: 2,145 Serious Injuries, 293 Fatalities
Yearly Motor Vehicle Trends

- Crash Total
- Injury A
- Fatal
- Population

Population (x10,000):
- 2004: 1,682
- 2005: 22
- 2006: 20
- 2007: 18
- 2008: 13
- 2009: 18
- 2010: 11
- 2011: 24
- 2012: 15
- 2013: 24

Serious Injuries:
- 2004: 185
- 2005: 15
- 2006: 18
- 2007: 11
- 2008: 24
- 2009: 15
- 2010: 24
- 2011: 15
- 2012: 24
- 2013: 24

Fatalities:
- 2004: 5
- 2005: 5
- 2006: 24
- 2007: 24
- 2008: 24
- 2009: 15
- 2010: 24
- 2011: 15
- 2012: 24
- 2013: 24

1,682 Serious Injuries
185 Fatalities
Yearly Pedestrian Trends

- **Crash Total**: 9, 8, 6, 11, 5, 7, 12, 8, 14, 10
- **Population**
  - 2004: 254
  - 2005: 258
  - 2006: 265
  - 2007: 275
  - 2008: 288
  - 2009: 280
  - 2010: 295
  - 2011: 298
  - 2012: 314
  - 2013: 327

- **Serious Injuries**: 90
- **Fatalities**: 592,120

**Vision Zero**

254 Serious Injuries
90 Fatalities
Top Four Safety Analysis Indicators

- Drug/Alcohol
- Speeding
- Intersections
- High Crash Corridors & Intersections
DRUGS & ALCOHOL
Percentage of Fatal Crashes Involving Drugs or Alcohol (All Modes)

- Alcohol: 50%
- Drug: 12%
- Drug & Alcohol Related: 62%
- Other: 38%
Percentage of Fatal Crashes Involving Drugs or Alcohol (Bikes and Pedestrians)

Other 41%
Drug & Alcohol Related 59%

Alcohol 43%
Drug 16%
Crashes Involving Drug & Alcohol

98 Reported Participants in a Fatal Crash with a BAC Result
- 23 below legal limit of 0.08
- 75 reported BAC of 0.08 or greater

Motor Vehicle
- 15 below legal limit
- 50 at or above 0.08

Bicycle
- 1 below legal limit
- 3 at or above 0.08

Pedestrians
- 7 below legal limit
- 22 at or above 0.08

35 Reported Drug-Use Related Fatalities

Reporting issues with Serious Injuries
- Lack of alcohol testing for Serious Injuries
Participant Under the Influence - Fatalities

- **Motor Vehicle**: 66% (65 Fatalities)
- **Pedestrian**: 30% (29 Fatalities)
- **Bicycle**: 4% (4 Fatalities)

In total, 98 crashes were investigated where a BAC level >0.00.
Percent Fatalities – BAC Levels

**193 Motor Vehicle Fatalities**
- Below 0.08: 8%
- 0.08 & Above: 26%
- Others: 66%

**19 Bicycle Fatalities**
- Below 0.08: 5%
- 0.08 & Above: 16%
- Others: 79%

**73 Pedestrian Fatalities**
- Below 0.08: 10%
- 0.08 & Above: 30%
- Others: 60%
Trends of Fatal Crashes by Intoxicated Participant (BAC of 0.08 or more)

**Driver**
- Speeding (68%)
- Roadway Departure (21%)

**Bicycle**
- No clear trends

**Pedestrian**
- Mid-block/non-intersection crossings (45%)
- Disregarding traffic signal (disobeying traffic signal) (14%)
Summary

• 62% of all fatal crashes were drug or alcohol related

• For intoxicated **drivers**, speeding is the behavior that leads to the most fatalities.

• For intoxicated **pedestrians**, crossing the street at non-intersections is the behavior that leads to the most fatalities.
SPEEDING
Fatalities Caused by Speeding

- **Other** 68%
- **Speeding Cause** 32%
- **Too Fast for Conditions** 13%
- **Exceeded Posted Speed** 16%
- **Reckless** 3%

293 Fatalities
Fatalities Caused by Speeding

- Other: 68%
- Speeding Cause: 32%
- Motor Vehicle: 16%
- Bicycle: 6%
- Pedestrians: 10%

293 Fatalities
All Modes – Fatal by Posted Speed

75% of Fatalities occurred on roads 35 mph or higher
75% of Motor Vehicle Fatalities occurred on roads 35 mph or higher.
Bicycle – Fatal by Posted Speed

42% of Bicycle Fatalities occurred on roads 35 mph or higher
Pedestrian – Fatal by Posted Speed

78% of Pedestrian Fatalities occurred on roads 35 mph or higher.
Summary

• Vehicle fatalities are 3 times more frequent on roads with posted speeds of 35 mph or greater

• Pedestrian fatalities are nearly 4 times more frequent on roads with posted speed of 35 mph or greater

• Bicycle fatalities are 1.5 times more frequent on roads with posted speeds less than 35 mph

• All fatalities are 3 times more frequent on roads with posted speeds of 35 mph or greater
INTERSECTIONS
Fatal and Serious Injury Crashes at Intersections

- Other: 46%
- Intersection Related: 54%
- Injury A: 49%
- Fatal: 5%
Intersection Fatalities

**Causes**

- 30% Failure to Yield
- 26% Speeding
- 16% Red Light Running

**Time of Day**

- 55% Night
- 45% Day

(119 fatal intersection crashes)
### Top Causes for Fatal Crashes at Intersections

**Motor Vehicles**
- Failure to yield
- Speeding
- Red light running

**Bicycles**
- Failure to yield
- Running stop signs or traffic signals

**Pedestrian**
- In roadway at unmarked intersection crossing (including high percentage during dark/nighttime conditions)
- Disregarded pedestrian signal
Intersection Fatalities: Types

- **Failure to Yield**
  - Pedestrian Involved (64%)
  - Bicycle Involved (14%)
  - Angle Crash (14%)

- **Speeding**
  - Roadway Departure (48%)
  - Pedestrian Involved (20%)
  - Angle Crash (14%)

- **Red Light Running**
  - Angle Crash (53%)
  - Pedestrian Involved (32%)
Intersection Fatalities: Time of Day

Day
- Pedestrian Involved: 41%
- Road Departure: 12%

Night
- Pedestrian Involved: 59%
- Road Departure: 26%
Summary

• 54% of crashes were at an intersection or intersection related

• 30% of intersection crashes were caused by a failure to yield
  • 78% of those involved a pedestrian or bicycle

• Speeding and red light running were 42% of crashes

• 55% of intersection crashes occurred at night
  • 59% of those involved a pedestrian
  • 26% were roadway departure
HIGH CRASH CORRIDORS

High Speed, High Volume, 2+ Lanes, etc…
Top 25 Crash Intersections – All Modes

Data: 2010-2013, all crash severities

Crashes all uniquely associated with one intersection

Rank by total number of crashes

Rank by collision rate (crashes per million entering vehicles)

Rank by value of injuries based on severity (dollars)

Rank by value rate (dollars per million entering vehicles)

The individual metric ranks were added to together and sorted in ascending order to create overall ranking.

1Intersection rankings provided by PBOT using data from 2010 – 2013 and all crash severities
<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Crashes</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Jurisdiction</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>SE 122ND AVE / SE STARK ST</td>
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<tr>
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</table>

1Intersection rankings provided by PBOT using data from 2010 – 2013 and all crash severities
Top 25 Intersections – All Modes

Top 25 High Crash Intersections (All Modes)
Communities of Concern
Top 25 Intersections – Bicycle

Data: 2010-2013, all crash severities

Crashes all uniquely associated with one intersection.

Filter: Bicycle-involved crashes only

Rank by total number of crashes

Rank by value of injuries based on severity (dollars)

The individual metric ranks were added to together and sorted in ascending order to create overall ranking.

Note: Some intersections have tied rankings.
<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Crashes</th>
<th>Fatalities</th>
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Top 25 Intersections - Bicycle
Top 25 Intersections – Pedestrian

Data: 2010-2013, all crash severities

Crashes all uniquely associated with one intersection.

Filter: Pedestrian-involved crashes only

Rank by total number of crashes

Rank by value of injuries based on severity (dollars)

The individual metric ranks were added to together and sorted in ascending order to create overall ranking.

Note: Some intersections have tied rankings.
## Top 25 Intersections – Pedestrian

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Crashes</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Jurisdiction</th>
<th>All Modes HCI Top 25</th>
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<td>7</td>
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Top 25 Intersections - Pedestrians

Top 25 High Crash Intersections (Pedestrian)

Communities of Concern
Top 25 Intersections – Multimodal Comparison
Top 25 Crash Corridors – All Modes

Data: 2004-2013, fatal and injury A crashes only

Crashes all uniquely associated with one street name*

Rank by collision rate
(crashes per centerline mile)

Rank by value rate of fatalities and injury-A’s
(dollars per centerline mile)

Exclude: freeways and ramps, streets less than ½ mile long, missing street name data.

Overall Ranking

The individual metric ranks were added to together and sorted in ascending order to create overall ranking.

*Street identification based on ordinal (NW, SE...), name (Powell, Division...) and type (Boulevard, Court...) Note: Some segments have tied rankings.
Top 25 Corridors – All Modes

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Note: Draft high crash corridor analysis, results are under revision.
Top 25 Corridors – All Modes

Note: Preliminary draft high crash corridor analysis, results are under revision.
Top 25 Corridors – Bicycle

Data: 2004-2013, fatal and injury A crashes only

Crashes all uniquely associated with one street name*

Filter: bicyclist-involved crashes only

Rank by collision rate
(crashes per centerline mile)

Rank by value rate of bicyclist fatalities and injury-A’s
(dollars per centerline mile)

Exclude: freeways and ramps, streets less than ½ mile long, missing street name data.

Overall Ranking

The individual metric ranks were added together and sorted in ascending order to create overall ranking.

*Street identification based on ordinal (NW, SE...), name (Powell, Division...) and type (Boulevard, Court...)

Note: Some segments have tied rankings.
## Top 25 Corridors – Bicycle

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<th>Serious Injuries</th>
<th>Jurisdiction</th>
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Note: Preliminary draft high crash corridor analysis, results are under revision.
Top 25 Corridors - Bicycle

Note: Preliminary draft high crash corridor analysis, results are under revision.
Top 25 Corridors – Pedestrian

Data: 2004-2013, fatal and injury A crashes only

Crashes all uniquely associated with one street name*

Filter: Pedestrian-involved crashes only

Rank by collision rate
(crashes per centerline mile)

Rank by value rate of pedestrian fatalities and injury-A’s
(dollars per centerline mile)

Exclude: freeways and ramps, streets less than ½ mile long, missing street name data.

The individual metric ranks were added together and sorted in ascending order to create overall ranking.

*Street identification based on ordinal (NW, SE...), name (Powell, Division...) and type (Boulevard, Court...)

Note: Some segments have tied rankings.
## Top 25 Corridors – Pedestrian

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<th>Serious Injuries</th>
<th>Jurisdiction</th>
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Note: Preliminary draft high crash corridor analysis, results are under revision.
Top 25 Corridors - Pedestrian

Note: Preliminary draft high crash corridor analysis, results are under revision.
BEST PRACTICES

City of Portland – Vision Zero
Top Four Safety Trends

- Drug/Alcohol
- Speeding
- Intersections
- High Crash Corridors & Intersections
Top Four Safety Trends: Impairment

In fatal crashes, 50% were alcohol related and 12% were drug related. In crashes resulting in serious injuries, 14% were related to drug and alcohol.
Drug and Alcohol Impairment: Best Practices

Education and Enforcement

- High school-based educational programs teaching kids not to ride with drunk drivers (CDC)
- Training for officers to recognize marijuana impairment
- Stronger enforcement in over-serve areas
Drug and Alcohol Impairment: Best Practices

Engineering and Design Best Practices

- Physical separation of users on roadways posted at 35 MPH or higher
- Better lighting on high crash corridors, particularly near intersections or marked pedestrians crossings
Drug and Alcohol Impairment: Best Practices

Policies

- Increase Alcohol Ignition Interlock Use (CDC)
- Work with rideshare/taxis to develop free-ride program in entertainment district or over-serve areas
- Pre-pay program for morning parking (Seattle)
- Doubling penalties if caught driving drunk with a child under 16 in the vehicle
Top Four Safety Trends: Speeding

- Speeding is a factor in 14% of crashes and higher speeds lead to greater chance of death.
- A pedestrian hit by a vehicle at 20 mph is 90% likely to live; one hit by a vehicle traveling at 40 mph is 90% likely to die.
Speed and Speeding: Best Practices

Education and Enforcement

- Lower speed limits on identified roadways
- Stronger speeding enforcement on high crash corridors
- High quality media campaigns on high crash corridors (i.e. “Speed Kills” campaigns)
- Add speed radar cameras on two high crash corridors each year
Speed and Speeding: Best Practices

Engineering and Design

- Narrow travel lanes and/or implement road diets
- Add traffic calming features such as street trees, curb extensions, median islands, buffered bike lanes, and on-street parking where possible
- Commit to engineering improvements on xx high-crash roadways per year
Speed and Speeding: Best Practices

Policies

- Lower the speed limit on high crash corridors
- Lower the speed limit citywide
- Increase penalties for repeat speeding citations
- High quality media campaign about speeding
- Apply safety performance measures/thresholds when considering plan amendments and TSP updates
Top Four Safety Trends: Intersections

Serious injury and fatal crashes involving pedestrians are most likely when pedestrians are crossing at intersections without a stop control or midblock.

Serious injury and fatal crashes involving bicycles are most likely to occur at intersections from a failure to yield (i.e. right and left hooks by turning vehicles).
Intersections: Best Practices

Education and Enforcement

- Focus traffic citations on key contributing factors (i.e. failure-to-yield and other reckless driving behaviors)
- Transportation safety training through Safe Routes to School and other programs (i.e. “getting ready to drive” component for middle school students)
- Focused enforcement days at intersections with high crash rates for vulnerable users
- Red light running cameras
Intersections: Best Practices

Engineering and Design

- Install Leading Pedestrian Intervals (37% crash reduction for all bike/ped crashes)
- Improve illumination (28-38% reduction in night injury crashes; 42% reduction in all injury bike/ped crashes)
- Roundabouts (78-82% crash reduction)
- Left turn lanes at unsignalized intersections (33-47% crash reduction)
- Convert permitted left turns to protected (99% reduction all left turning crashes)
- Install “No Ped” phase feature with flashing yellow arrow (43% reduction for all ped crashes)
Intersections: Best Practices

Engineering and Design, cont’d

- Install high visibility lane markings through intersections
- Tighten turning radii on corners to slow turning vehicles
- Adopt formal design standards for pedestrian crossing facilities and upgrade existing marked crossings to meet standards
- Use curb extensions and daylight corners to increase pedestrian visibility
Intersections: Best Practices

Policies

- Increase penalties for failure-to-yield and distracted driving citations
- Identify safety enhancements necessary for existing marked crosswalks to meet the crossing design standard
- Ensure sufficient crossing opportunities on multi-lane roadways to serve pedestrians
Top Four Safety Trends: High Crash Corridors

- Drug/Alcohol
- Speeding
- Intersections
- High Crash Corridors & Intersections

Portland’s High Crash Corridors make up only 3% of the road network (based on centerline miles) – but they are where 51% of pedestrian and 36% of traffic fatalities occur.
High Crash Corridors and Intersections: Best Practices

Education

- Convene neighborhood street teams of residents and business owners along HCCs to identify transportation safety challenges, engage in outreach with neighbors and lead change in their neighborhoods
- Innovative education campaigns with print and social media (e.g. “Reckless driving kills” campaign in NYC, “Paris Says Stop”)
High Crash Corridors and Intersections: Best Practices

Engineering and Design Best Practices

- Lower posted speeds on high crash corridors
- Use traffic calming devices, particularly around schools, senior centers and other high activity centers
- Bike lanes (36% reduction for bike injury crashes), added Buffer (11% reduction for bike injury crashes)
- Median barrier/access management (22-39% reduction on all injury crashes)
- Dynamic curve speed warning system (40% reduction for all curve crashes)
High Crash Corridors and Intersections: Best Practices

Engineering and Design Best Practices, cont’d

- Centerline rumble strips (12% reduction all injury crashes)
- Shoulder rumble strips (22% reduction all run off road crashes)
- Monitor signal timing and adjust for longer red clearance cycle at intersections with disproportionate numbers of crashes
High Crash Corridors and Intersections: Best Practices

Policies

- Require annual workplans and reporting by an interagency task force on Vision Zero to update the public on progress toward reducing fatalities and serious injuries on all roadways
- Identify safety-related improvements that can be bundled into infrastructure/development projects
- Collaborate with freight operators to understand needs and ensure safe movement/circulation through the city
Vision Zero Questions for TAC

- Does the overall organization of Best Practices by trend make sense?

- Are education/enforcement, engineering/design, and policy the right buckets for actions?

- Other best practices or ideas we should include?