



**Subject:** 7.a. Draft Central Lane MPO Transportation Safety Action Plan

**Staff Contact:** Ellen Currier, Lane Council of Governments

**Action Requested:** Conduct Public Hearing on Draft Safety Plan; provide feedback to staff

### **Background**

The Central Lane Metropolitan Planning Organization’s (MPO) Regional Safety and Security Plan is the first of its kind for our region. In 2015, the MPO and Lane County began collaboration on an innovative planning process that addresses the growing need to prioritize safety throughout our transportation system. At the December 2016 MPC meeting, staff provided an overview of our collaborative planning process to develop transportation safety plans for both the MPO and rural Lane County. The draft findings and strategies for the MPO plan and an overview of the launch of the Safe Communities Program were also provided to MPC members at that time.

### **Discussion**

The attached draft Central Lane MPO Transportation Safety Action Plan outlines a regional vision, goals, performance measures, and implementation strategies that are built around safety “Emphasis Areas” (Risky Behaviors, Vulnerable Users, Infrastructure, and Foundational) and are consistent with ODOT’s Transportation Safety Action Plan. The following vision and six goals are the foundation of this data driven plan.

### **Vision**

Central Lane Metropolitan Planning Organization envisions a future with a strong culture of safety that prioritizes safety for all people regardless of mode and recognizes the importance of every life traveling on our transportation network.

### **Goals**

**Goal 1: Create a Culture of Safety and shared responsibility** -The culture around transportation needs to evolve so that all road users understand the risk and responsibility they have when traveling on our transportation network. This goal begins with our public partner agencies creating a safety culture that prioritizes saving lives; and continues by expanding beyond the public sector to create recognition among all community members that safety is the priority for all people.

**Goal 2: Build infrastructure that is safe for all people regardless of mode and ability** - Recognize the role of engineering in building a safer- to make it harder for human error to impact safety outcomes. Plan, design, construct, operate, and maintain transportation systems to reduce fatalities and severe injuries for users of all modes.

**Goal 3: Create a transportation network that supports livable communities** -Ensure that we are building walkable and bikeable streets that comply with regional livability standards. Support planning, design and implementation of safe systems, enforcement, and emergency response services.

**Goal 4: Prepare for advanced technologies** -Research and prepare regional policies for future automation of vehicles, signal, and infrastructure technology. Stay up to date on the role of technology in improving safety through vehicle improvements such as vehicle automation and enforcement technologies.

**Goal 5: Focus on collaboration and cooperation between and within regional agencies** -Create and support a collaborative environment for safety providers and transportation system planners and owners, and public and private stakeholders, including advocacy groups and health providers to work together to reduce crash frequency and severity.

**Goal 6:** Invest in safety. Invest in our regional transportation dollars in safety projects. Use data to prioritize funding strategically on high crash corridors and to provide safer intersections, pedestrian and bicycle facilities, and lower speeds where possible.

Tracking safety performance over time will be done with an adopted set of performance measures. The performance measures that the MPO began collecting as part of this planning process and will be adopted in this plan include:

1. Number of roadway facilities
2. Number of roadway severe injuries
3. Roadway fatalities per vehicle miles traveled
4. Roadway severe injuries per vehicles miles traveled
5. Combined non-motorized fatalities and non-motorized severe injuries

Within those categories, MPO will also monitor the performance measures of

1. Speed involved severe and fatal crashes
2. Driving Under the Influence of Intoxicants (DUI) involved severe and fatal crashes
3. Severe and Fatal Crashes by Road Classification
4. People walking involved severe and fatal crashes
5. People bicycling involved severe and fatal crashes

Over the next year, the MPO will work with Federal Highway Administration and ODOT to either adopt ODOT's safety targets or set MPO specific own targets for safety improvements.

**Attachment:** Draft Safety Plan

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