



Department of
Land Use & Transportation

TRANSPORTATION SAFETY ACTION PLAN SUMMARY OF FINDINGS AND RECOMMENDATIONS

March 27, 2018

INTRODUCTION:

Transportation safety is a top priority for Washington County. The personal, financial and societal loss for every person killed or seriously injured in transportation crashes is incalculable. The loss of even one family member, co-worker, or friend is tragic. Our goal is to strive toward zero transportation-related serious injury and fatality crashes. Washington County's Transportation Safety Action Plan (TSAP) is a data-driven strategic plan used to identify crash trends and target areas for improvement.

The TSAP was funded by a grant from the Oregon Department of Transportation. Department of Land Use & Transportation (LUT) staff worked closely with staff from ODOT, the Washington County Sheriff's Office, Tualatin Valley Fire & Rescue, local cities and other entities to develop the TSAP. The TSAP team reviewed crash data to identify factors and trends, identified crash-reduction strategies, and developed a series of recommendations, which are outlined herein. Nearly 150 comments were received through our outreach efforts with agency partners and advocacy groups, as well as an online open house.

Coordination, collaboration and communication among traffic safety partners will be key to the successful implementation of these recommendations. We also believe that accountability is just as important as action. Periodic progress reports will be prepared for the Board of Commissioners, and the Board will also be involved as changes to policy and programs are proposed.

We have been hard at work on many of these safety initiatives already. However, the legislature's passage of House Bill 2017 last year will allow us to dedicate additional funding to implementation of these recommendations in the coming years.

The final TSAP report can be viewed online at www.co.washington.or.us/TSAP.

SUMMARY OF KEY FINDINGS:

Between 2010 and 2014, 80 people were killed and 735 were seriously injured in transportation-related crashes in Washington County. To evaluate whether these values are high or low, Washington County data was compared with several generally comparable counties—Clackamas, Deschutes and Lane. Washington County had the lowest rates of serious injuries and fatalities per capita.

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Our review of crash data in Washington County indicated the primary contributing elements in fatality and serious injury crashes are:

- **Pedestrians**
Pedestrian-involved crashes have the highest number of fatalities (28 out of 80). About two thirds of pedestrian fatalities and serious injuries occurred in the dark, often in locations without street lighting. Half of pedestrian fatality and serious injury crashes occurred at intersections.
- **Speed**
Twelve percent of fatality or serious injury crashes were speed-related. Speeding was a more common factor in rural crashes than urban crashes.
- **Intersections**
Nearly half of all fatality and serious injury crashes occurred at intersections, with the most common types of crashes being rear-end and turning-related.
- **High-crash Corridors**
Nearly 40 percent of fatality and serious injury crashes occur on urban arterial roads. Certain major roads have a higher incidence of fatality and serious injury crashes—so-called “High-crash corridors.” In Washington County, these include the following County roads: 185th Ave., Murray Blvd. and Cornell Rd., plus several ODOT facilities: Highway 217, TV Hwy. and Hwy. 99W.
- **Distraction and Impairment**
From 2010 to 2014, 154 people in Washington County were killed or seriously injured because of impaired driving. Half were associated with a driver hitting a fixed object. Crashes involving impairment were often correlated to other contributing factors such as speeding, pedestrians and disregarding traffic laws.

SUMMARY OF RECOMMENDATIONS:

The TSAP’s strategies and recommendations are based on the four “E”s of transportation safety:

- **Engineering:** roadway planning, design, traffic, maintenance and operations
- **Enforcement:** state and local law enforcement agencies
- **Education:** prevention specialists, communication professionals, educators and community advocacy groups
- **Emergency Response:** first responders including paramedics, fire and rescue

Based on the TSAP crash data analysis and input from our safety partners and the public, LUT staff recommend the following action items to help reduce crashes in these six target areas over the next five years:

- **Road Design Standards Update and Speed Management**
 - Update County Road Standards
 - Form an executive committee chaired by the Director of LUT and comprised of elected officials and/or executives from Washington County cities to conduct a safety-focused review of existing roadway design standards.

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- Review existing operating speeds compared to posted speeds and develop policies for achieving desired speeds on existing and new roads based on roadway classifications and/or the specific roadway context.
 - Develop a context-sensitive approach to determine appropriate design speeds and posted speeds.
 - Review how roadway design factors such as lane widths affect vehicle speeds.
 - Expand eligibility for traffic calming through the Neighborhood Streets Program (NSP) to certain “residential collector” roads.
 - Support the Sheriff’s Office speed enforcement activities including the use of radar trailers, visible patrols, directed patrols, and covert traffic monitoring by providing data and coordinating equipment deployment.
 - Investigate new technologies, methods, and best practices for speed enforcement.
- **Transit Stops and Pedestrian Crossings**
 - Conduct a workshop with Washington County cities and TriMet to discuss existing policies and practices and create common guidelines, policies and a permitting process for evaluating existing and proposed transit stop locations. Evaluation criteria should include pedestrian access, Americans with Disabilities Act (ADA) compliance and illumination.
 - Review and update the County Mid-Block Crossing Policy to streamline the application and review process based on roadway classification or other efficiencies.
 - Review intersection design standards for potential opportunities to reduce pedestrian-involved crashes.
 - Develop a process to review and prioritize requests for illumination, pedestrian crossings, and transit stop improvements.
- **Roadway Illumination**
 - Develop a process to identify and prioritize locations for new illumination or illumination upgrades for safety such as along transit or pedestrian routes.
 - Create, publish and maintain a flowchart of the process for requesting and installing illumination for safety and security on County roadways. Include information about initiating an illumination request, determining who will own/maintain the illumination, identifying funding, and how construction can be accomplished. Identify and improve any deficiencies, inconsistencies or oversights in the process.
- **Policy and Legislation**
 - Support state legislation clarifying laws about distracted driving, cell phone use while driving and driving under the influence of marijuana. Support the expansion of laws restricting cell phone use to include current cell phone capabilities (social media, games, internet, etc.) and other in-vehicle and mobile technologies that contribute to distracted driving.
 - Support state legislation to clarify legal definitions of aggressive driving to improve enforcement and adjudication of aggressive driving offenses.

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- **Safety Messaging**
 - Continue current County outreach programs and coordination with other groups and agencies working towards developing a comprehensive safety culture. Current programs/groups include, but are not limited to Safe Routes to School, Traffic Safety Committee, ODOT Region 1 DUII Working Group and the Be Seen Be Safe campaign.

- **Support Law Enforcement Efforts**
 - Support the Sheriff's Office in their mission to reduce crashes through enforcement priorities: impaired driving, speeding, following too close, lane departure, and distracted driving.
 - Support the Sheriff's Office TSAP.
 - Support full staffing of officers in the Sheriff's Office to assist with traffic enforcement.