Transportation Safety Action Plan
Steering Committee #1 – November 30th, 2023

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Agenda

- Welcome & Introductions

- Project Overview

- Study Area, Scope, Schedule

- Safe System Approach

- Existing Conditions Summary

- Breakout Groups

- Next Steps

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Introductions

Steering Committee: Name, role, representing agency, organization, constituency

- Carol Hatfield (Hillsboro School District)
- Craig McDonald (TriMet)
- David Gardner (COH Risk Mgmt)
- Deanna Palm (Hillsboro Chamber of Commerce)
- Elisa Joy "EJ" Payne (Downtown Partnership)
- Felipe Lopez (Community Member)
- Jeff Gurske (COH Fire)
- Jeff Pazdalski (Westside Transportation Alliance)

- Jimmy McClure (COH PW Ops)
- John Haide (WashCo Bikes)
- Josh Roll (ODOT)
- Joy Relton (Community Member)
- Julie Wright (Commission for the Blind)
- Justin DeMello (COH Economic Development)
- Kaylee Vazquez Burgos (Hillsboro Youth Advisory)
- Kevin Harrison (COH Police)
- Lake McTighe (Metro)

- Lindsay Huber (StreetTrust)
- Mat Dolata (COH Trans. Systems Planning)
- Nansi Lopez (Centro Cultural)
- Nick Baker (COH Community Development)
- Shelley Oylear (Washington County)
- Swetha Mettala Gilla (Community Member)
- Tara Huffman (Transportation Committee)

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Project Overview

What is the TSAP and why do we need it?

- Evaluates safety issues on our roadways based on data and community input
- Identifies and prioritizes solutions to guide investment decisions
- Required by Federal government to qualify for Safe Streets for All (SS4A) Grants
- Last update was in 2017

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We've completed many of the 2017 Actions!

Design, Enforcement, Education, Interagency and Interdepartmental Collaboration

- Expanded the Safe Routes to School Program
- Improved signal timing
- Applied latest design standards to new projects
- Upgraded ADA ramps with TUFF Program
- Built more of our bike/ped network
- Created social media and education campaigns for safe driving
- Increased targeted enforcement to address seat belt use and impaired driving

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Benefits to the City of Hillsboro

Aligning With City Council Goals and Priorities

- Will give the community a chance to actively be heard and participate in pursuing several the City Council's Mission and Core Values:
  - Respect for Diverse Voices and Ideas
  - Culture of Teamwork and Communication
  - Innovation
- People will be able to more readily access their needs, provide for their families, achieve their personal goals, and contribute to their community.

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Community Engagement

- Goal: Engage the community at the involve level, working directly with community members to ensure that community feedback influences the process and outcomes of the TSAP update
- Outreach will be done through an equity lens, ensuring various voices and perspectives are represented and reflected in the final plan
- Key strategies include:
  - In-Person Outreach Events
 - Fact Sheets, Comment Cards, Outreach Displays
  - Online and In Person Open Houses
  - Project Website

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Project Scope

Study Area

- Public roads within city limits
- Roadway owners
  - City of Hillsboro
  - Washington County
  - ODOT
- Emphasis areas, high priority locations, and solutions will focus on City owned roadways
  - Recognizing opportunities across jurisdiction collaboration

Legend:
- City Limits
- Waterbodies
- Parks and Open Spaces
- Light Rail Transit
- Freight Rail
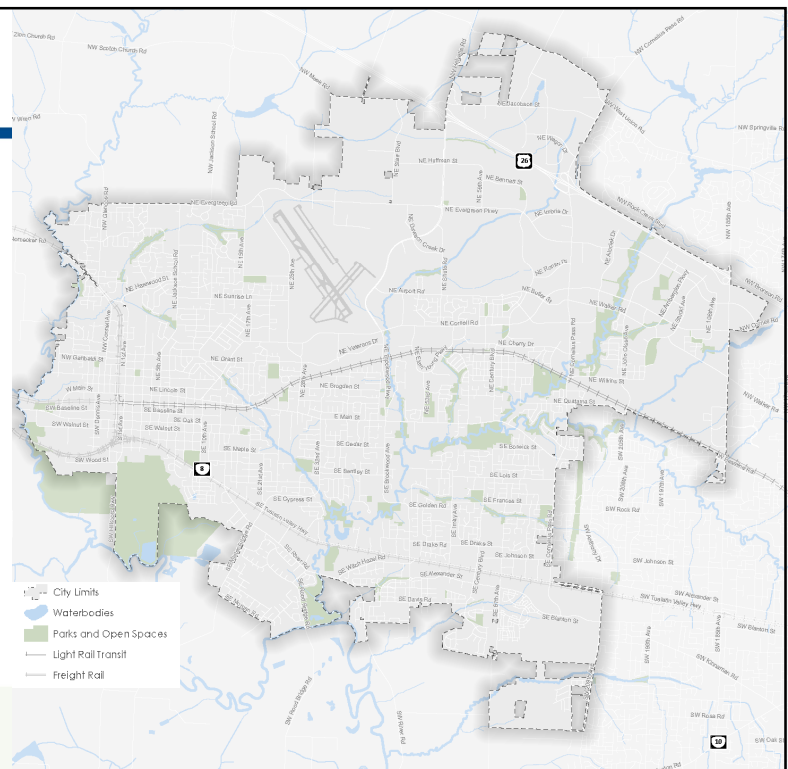
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SS4A Action Plan Components

- *Vision & target(s)*
- *Oversight group*
- *Data-driven*
- *Engagement*
- *Equity/Demographics*
- *Projects/strategies*
- *Performance measures*

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Project Overview: Schedule

Existing Conditions Analysis	Safety Solutions Development	Performance Measurement	Report Sharing and Adoption		
Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	July-Aug

Community Engagement Plan

Community Engagement

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Project Framework

Due Diligence → **Network Screening**

Countermeasure Development → **Implementation** → **Monitoring**
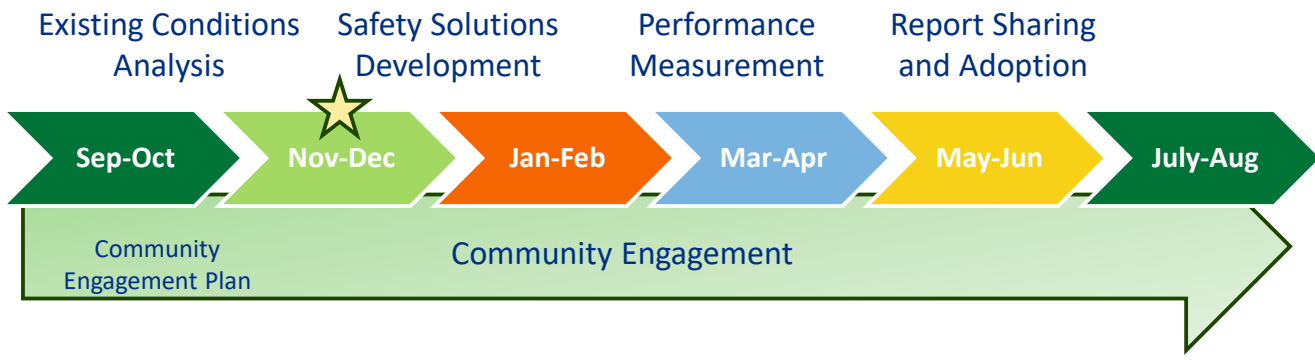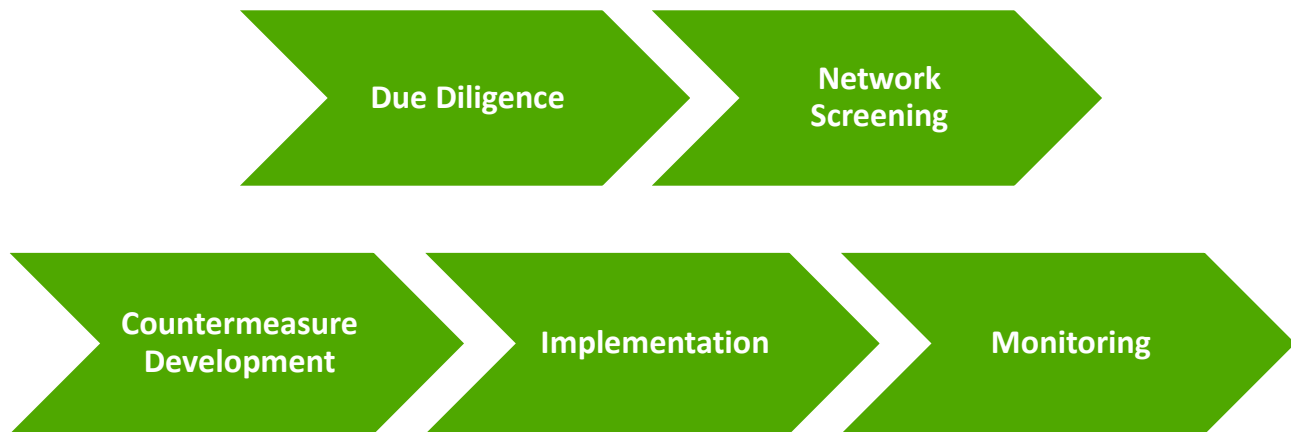
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Safe System Approach

Mindset shift

- Injury prevention vs. crash prevention
- Less emphasis on people's choices > will make mistakes

*Imagine the City of Hillsboro as a place where **nobody** has to die or be seriously injured from crashes*

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Safe System Approach

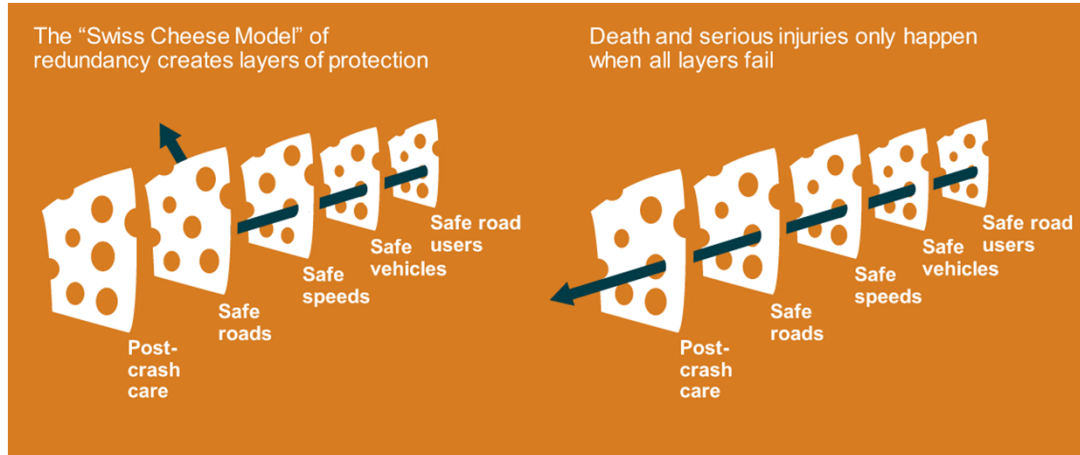**The Swiss Cheese Model**

The "Swiss Cheese Model" of redundancy creates layers of protection

Death and serious injuries only happen when all layers fail

Figure source: FHWA

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Proven Success

SUCCESSFUL SAFE SYSTEM ADOPTERS

| Sweden	Netherlands	Australia	New Zealand
Vision Zero	Sustainable Safety	Safe System	Safer Journeys
60-70%	**50-60%**	**50-60%**	**50-60%**
Reduction in fatalities 1994-2015	Reduction in fatalities 1994-2015	Reduction in fatalities 1994-2015	Reduction in fatalities 1994-2015

Source: World Resources Institute

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Existing Conditions Summary

Crash Patterns & Characteristics: Temporal

Crash Count by Crash Severity and Year (2017-2021)
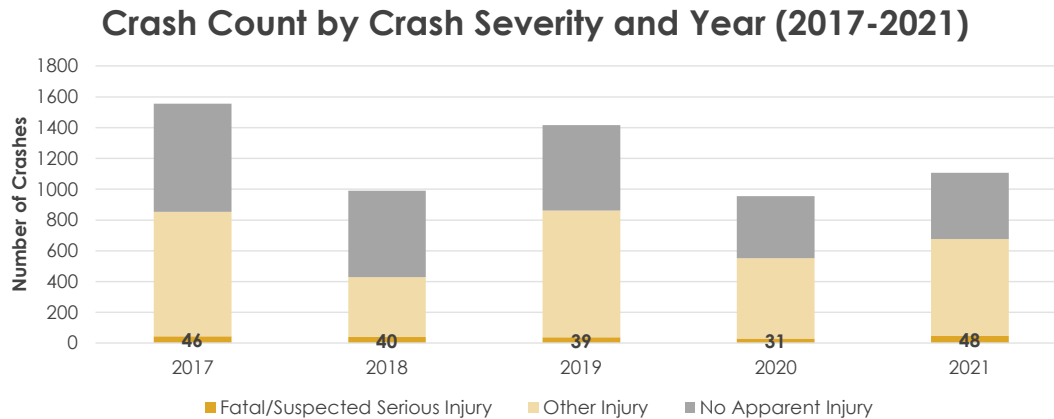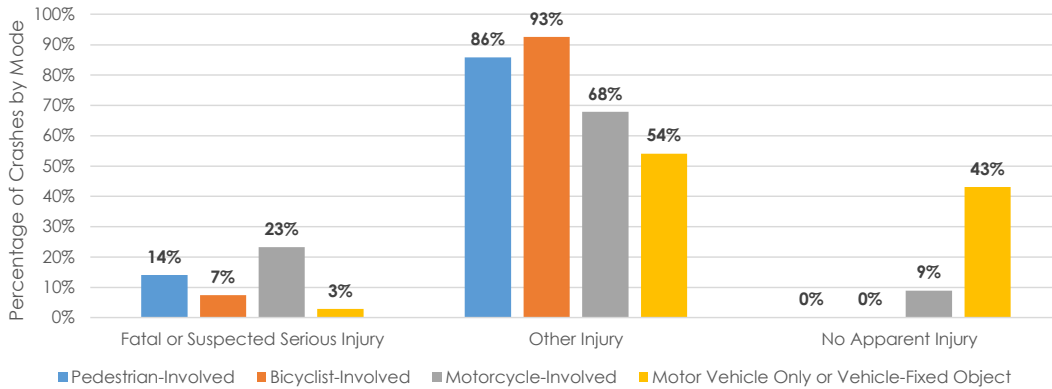

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Existing Conditions Summary

Potential Emphasis Areas

- Pedestrian and Bicycle Crashes
- Aggressive Driving
- Impaired Driving
- Intersection Crashes
- Turning Movements and Rear End (on 40+ MPH roadways) Crashes
- Older Drivers
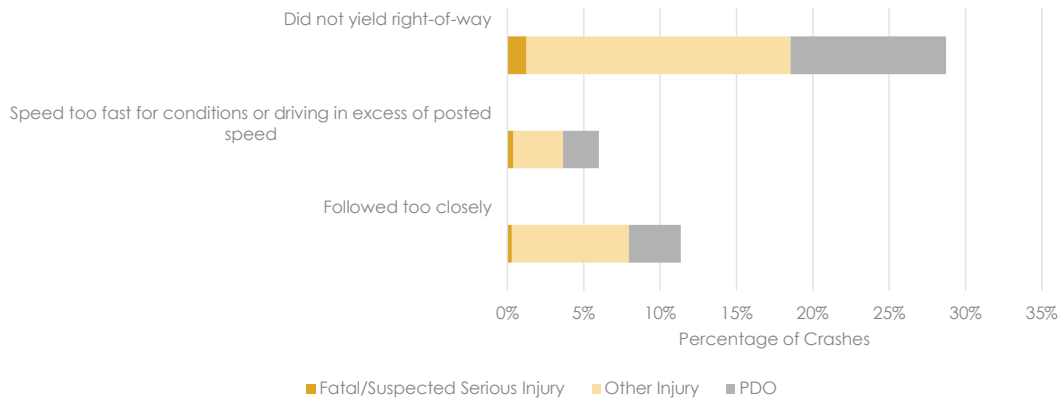
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Existing Conditions Summary

Crash Patterns & Characteristics: Pedestrian and Bicycle Crashes
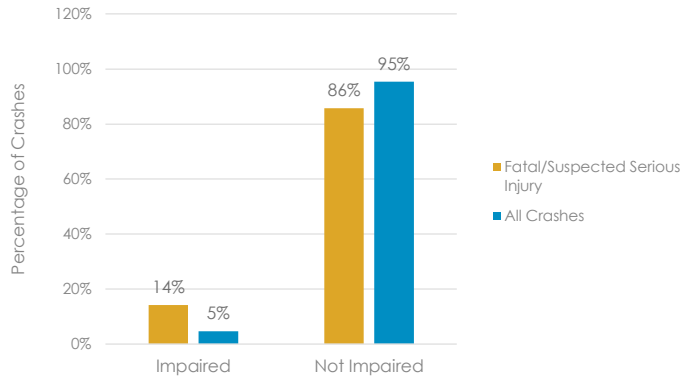

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Existing Conditions Summary

Crash Patterns & Characteristics: Aggressive Driving

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Existing Conditions Summary

Crash Patterns & Characteristics: Impaired Driving

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Existing Conditions Summary

Crash Patterns & Characteristics: Intersection Crashes

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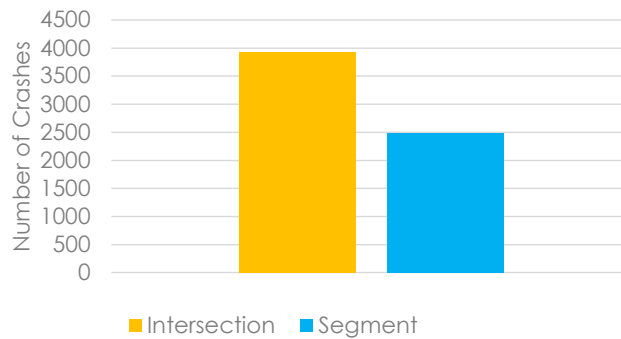
Existing Conditions Summary

Crash Patterns & Characteristics: Turning Movements and Rear End (on 40+ MPH roadways) Crashes
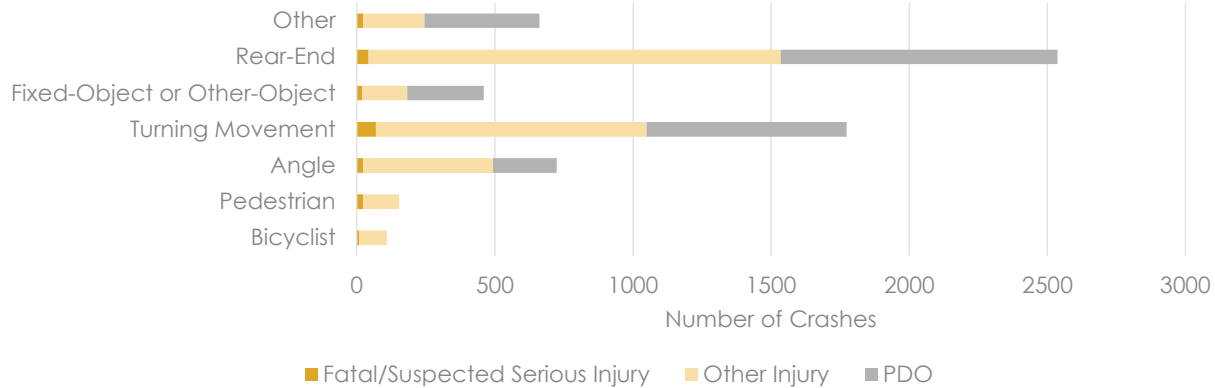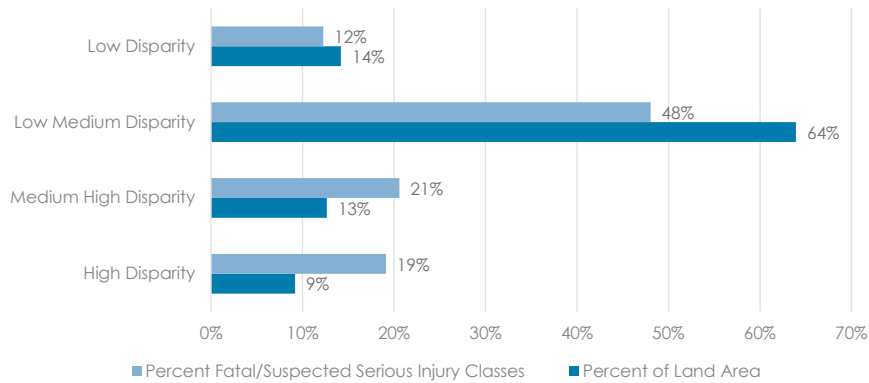

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Existing Conditions Summary

Crash Patterns & Characteristics: Older Drivers

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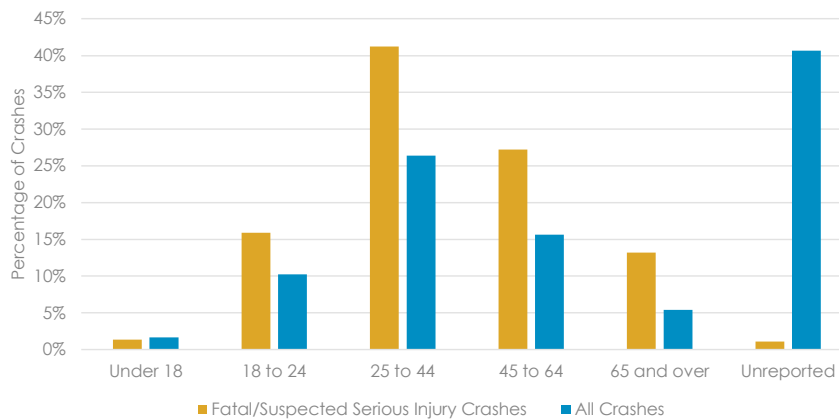
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Existing Conditions Summary

Crash Patterns & Characteristics: Equity and Safety

Low Disparity: 12%, 14%
Low Medium Disparity: 48%, 64%
Medium High Disparity: 21%, 13%
High Disparity: 19%, 9%

■ Percent Fatal/Suspected Serious Injury Classes   ■ Percent of Land Area

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Existing Conditions Summary

Potential Emphasis Areas

Potential Emphasis Areas Hillsboro TSAP Update	City of Hillsboro TSAP (2017) Crash Trend	Washington County TSAP (2016) Safety Focus Areas	Oregon TSAP Emphasis Areas
Pedestrian and Bicycle Crashes	✓	✓	✓
Aggressive Driving	✓	✓	✓
Impaired Driving	X	✓	✓
Intersection Crashes	✓	✓	✓
Turning Movements and Rear End (on 40+ MPH roadways) Crashes	✓	X	X
Older Drivers	X	X	✓

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Existing Conditions Summary

Intersection and Segment Screening Results
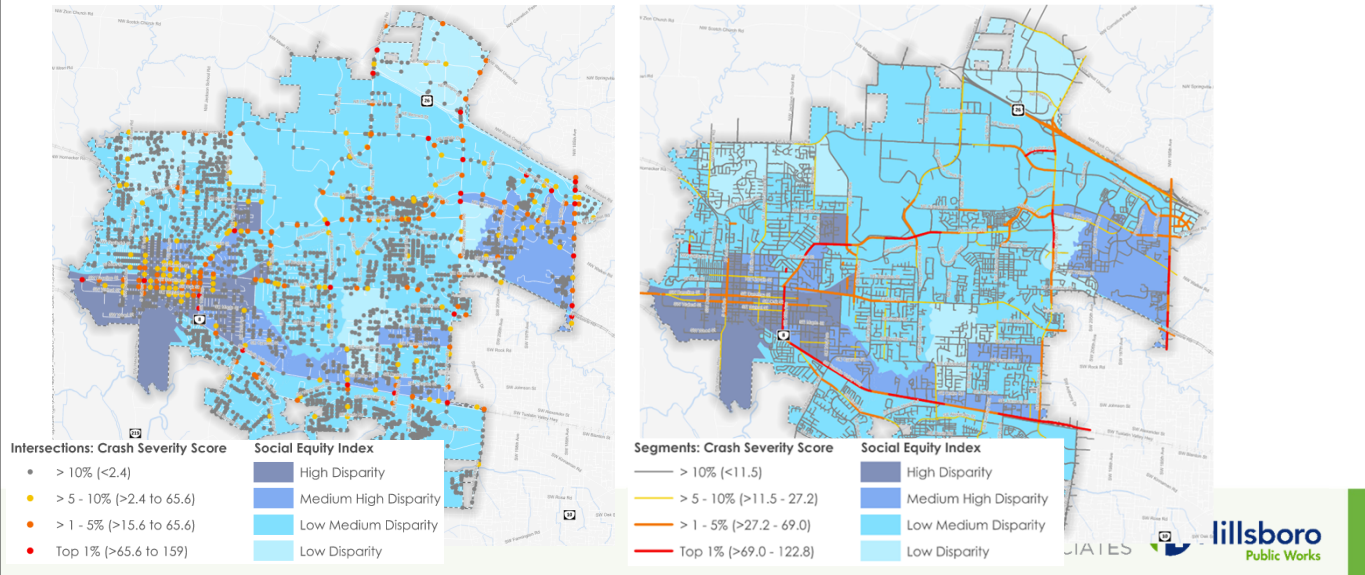
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Existing Conditions Summary

**Potential High Priority Locations**

Intersection	Social Equity Index
SE Johnson St / SE Century Blvd	Medium High Disparity
NE John Olsen Ave / NE Wilkins St	Medium High Disparity
E Main St / NE 5th Ave	Medium High Disparity
NE John Olsen Ave / NE Walker Rd	Medium High Disparity
SE 9th Ave / SE Walnut St	High Disparity

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Existing Conditions Summary

INRIX Safety View

- Near Miss Detection
- Vulnerable Road User Index
- Total Risk Score
  - Crash Risk
  - Seatbelt Risk Score
  - Hard Braking Risk Score
  - Speeding Risk Score
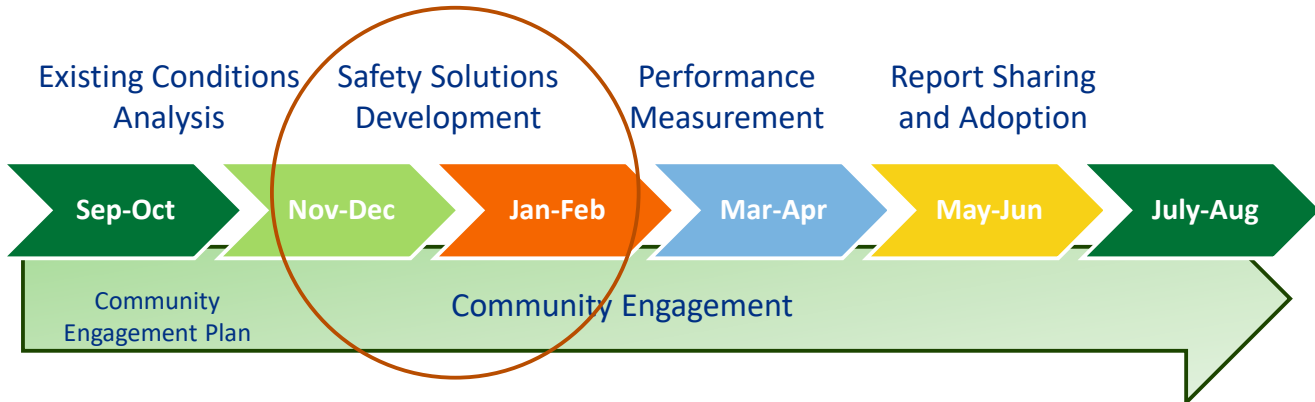 - Vehicle Body Type Risk Score
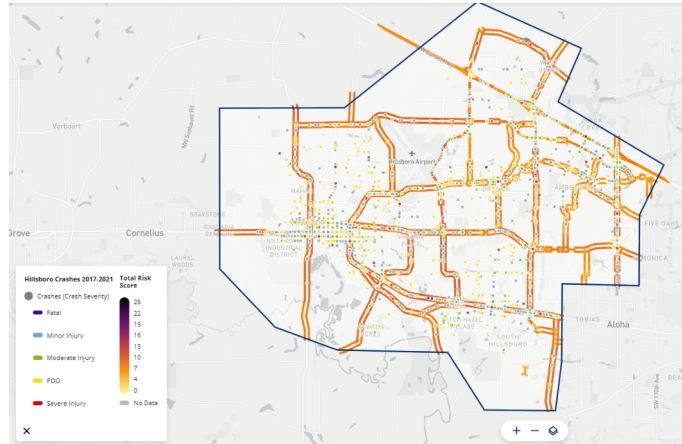
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Breakout Groups/Discussion

Questions

- What role do you/your constituency play in transportation safety? What role do you want to play?

- What are your/your constituency's primary transportation safety concerns?

- What are you currently doing; want to be doing? What do you need to accomplish your safety goals?

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Next Steps

Existing Conditions Analysis

Safety Solutions Development

Performance Measurement

Report Sharing and Adoption

Sep-Oct | Nov-Dec | Jan-Feb | Mar-Apr | May-Jun | July-Aug

Community Engagement Plan

Community Engagement

Steering Committee, Online Open Houses, Online Survey, In-Community Connections

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