



City of Hillsboro Transportation Safety Action Plan

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

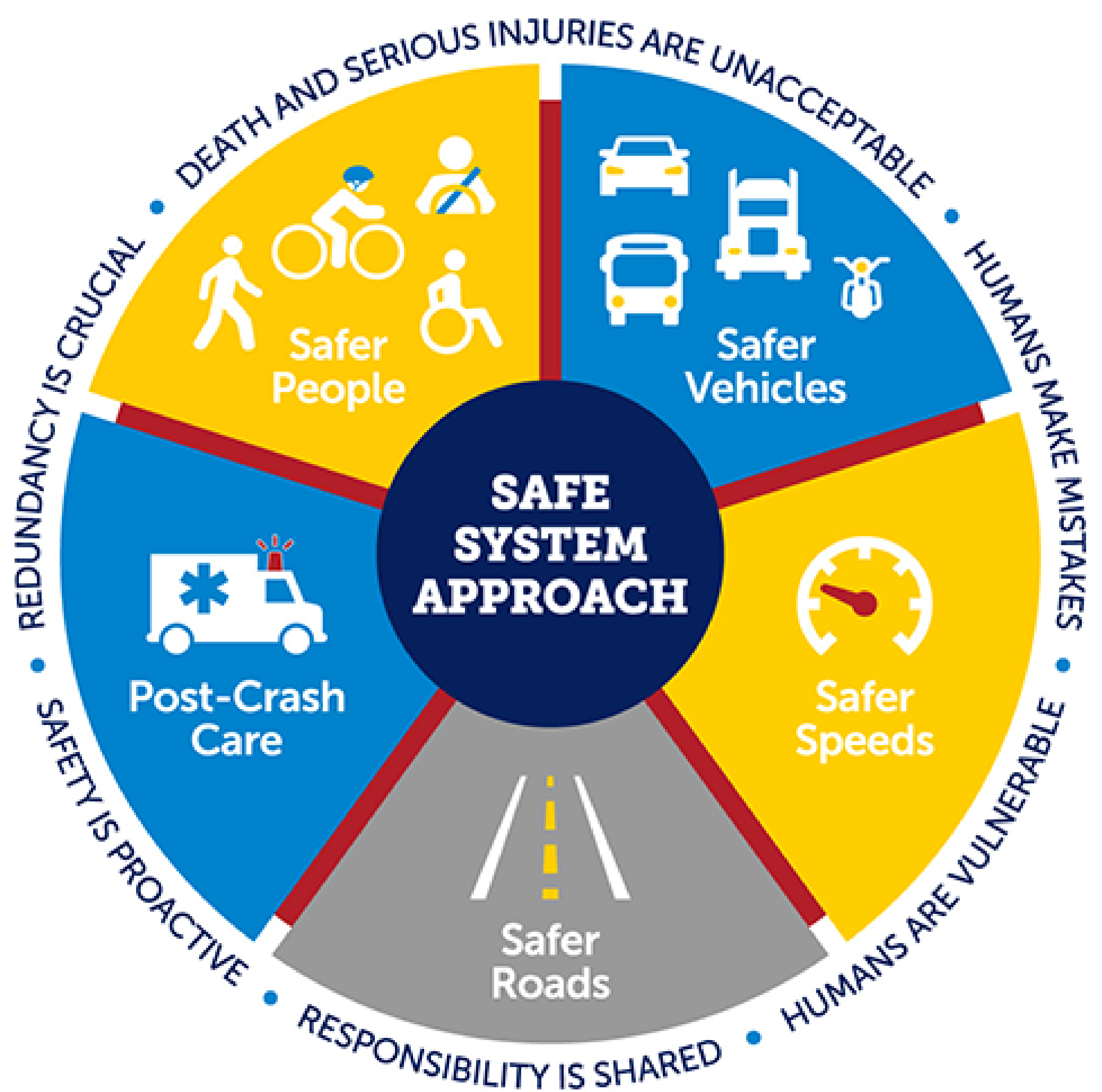


Safe System Approach

Safety is a shared responsibility. We need safer vehicles, safer speeds, safer people, safer roads, and effective post-crash care.

The approach is based on these key understandings:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial





City of Hillsboro Transportation Safety Action Plan

Project Schedule



Community and Agency Engagement



City of Hillsboro

Transportation Committee, City Council
 Public Works Engineering and Operations
 Fire
 Police
 Risk Management
 Community Development
 Transportation Systems Planning
 Economic Development
 Parks & Recreation

Partners

Washington County
 TriMet
 Metro
 ODOT

Community

Hillsboro Youth Advisory
 Westside Transportation Alliance
StreetTrust
 Hillsboro Chamber of Commerce
 Community Members
 Transportation Committee Member
 Downtown Partnership
 Hillsboro School District/Parent
 Advisory
 Centro Cultural
 Commission for the Blind
WashCo Bikes



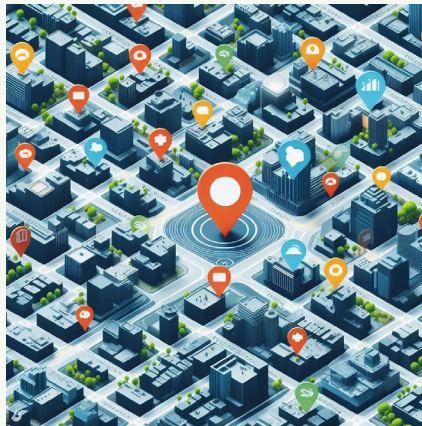
City of Hillsboro Transportation Safety Action Plan

As part of the TSAP's engagement process, the City is collecting feedback to determine community priorities and show trends of concern that might need to be addressed in the Plan. In addition to various face-to-face events, the City is also gathering data through the [Engage Hillsboro website](#), which gives community members two opportunities for feedback – a **map-based** tool to identify specific concerns, and a **survey** which asks about more general concerns.

Map Based Responses



56% of the responses express a concern with vehicle speeding.



32% of comments are concentrated in the downtown area and 19% in the Orenco Station area

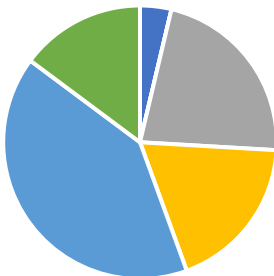


The majority of concerns (70%) have come from non-motorized users (walking, biking, scooter, mobility device)

Survey Responses

Survey responses show a marked difference in perceived safety for different modes.

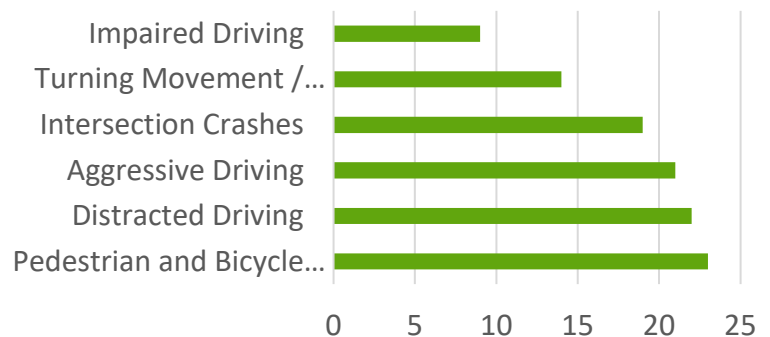
Respondents Who Felt "Not at All" Safe



- Automobile
- Walking
- Scooter
- Bicycle
- Mobility Device

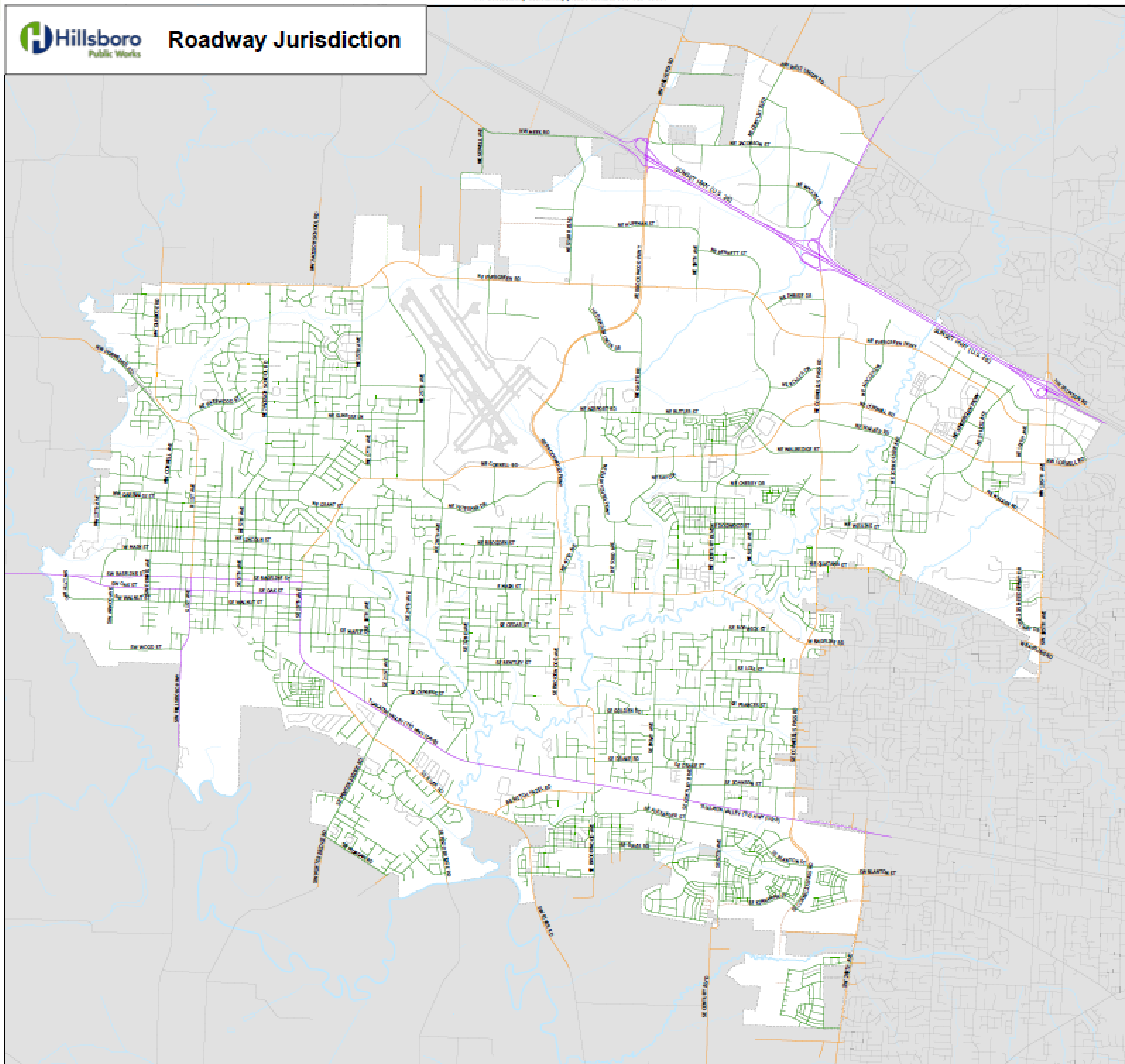
Survey responses show the community priorities for emphasis areas

Community Emphasis Areas





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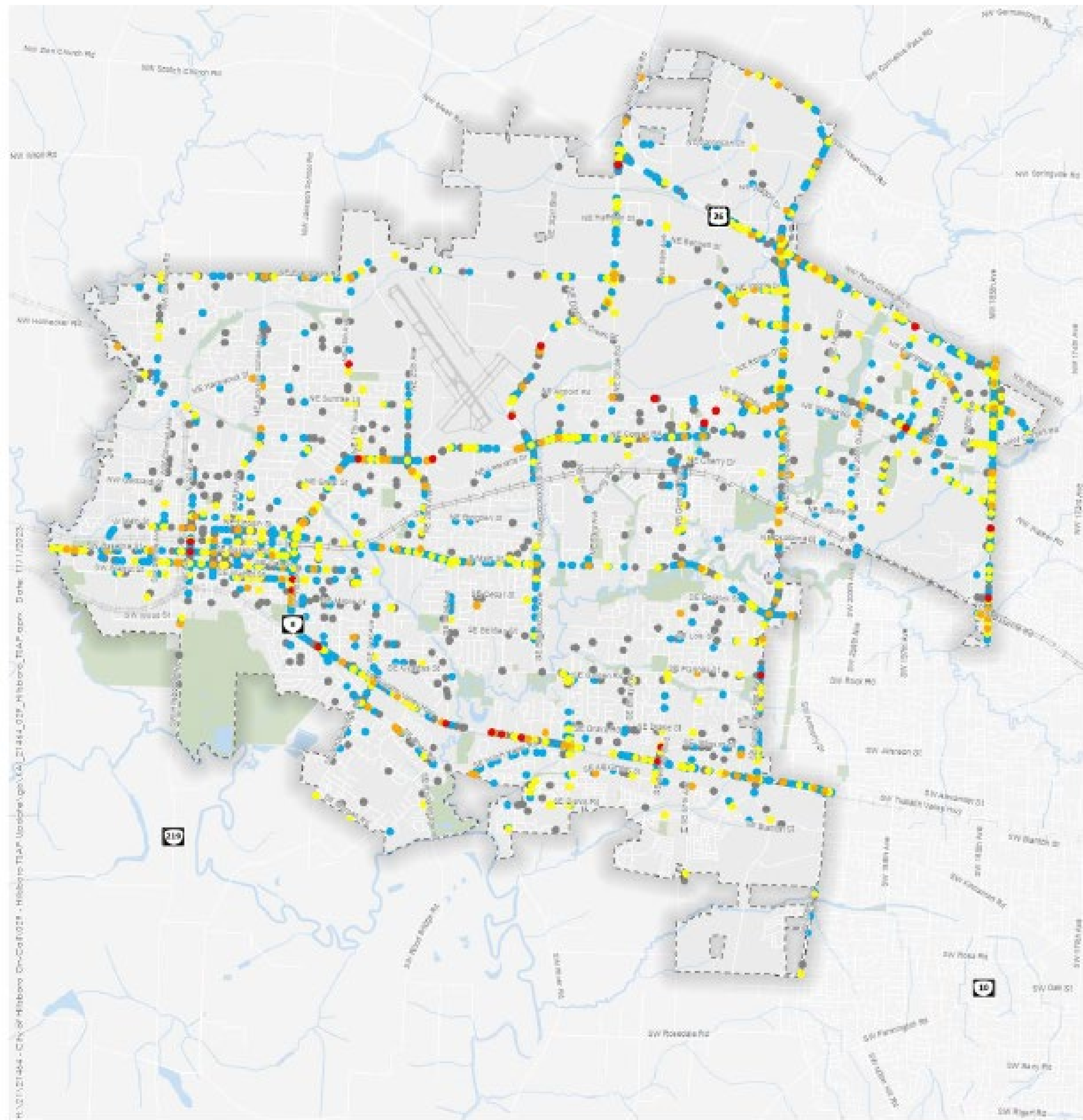


Study Area and Roadway Jurisdiction

- The analysis includes all public roads within city limits
- Roadway owners
 - City of Hillsboro
 - Washington County
 - Oregon Department of Transportation (ODOT)
- Solutions will focus on City owned roadways
- The highest crash locations are on County and ODOT roads
 - City can not make improvements to County and ODOT roads
 - TSAP will share data and analysis resources with partner agencies
 - City will advocate for and support safety improvements on County and ODOT roads



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- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury
- City Limits
- Waterbodies
- Parks and Open Spaces
- Light Rail Transit
- Freight Rail



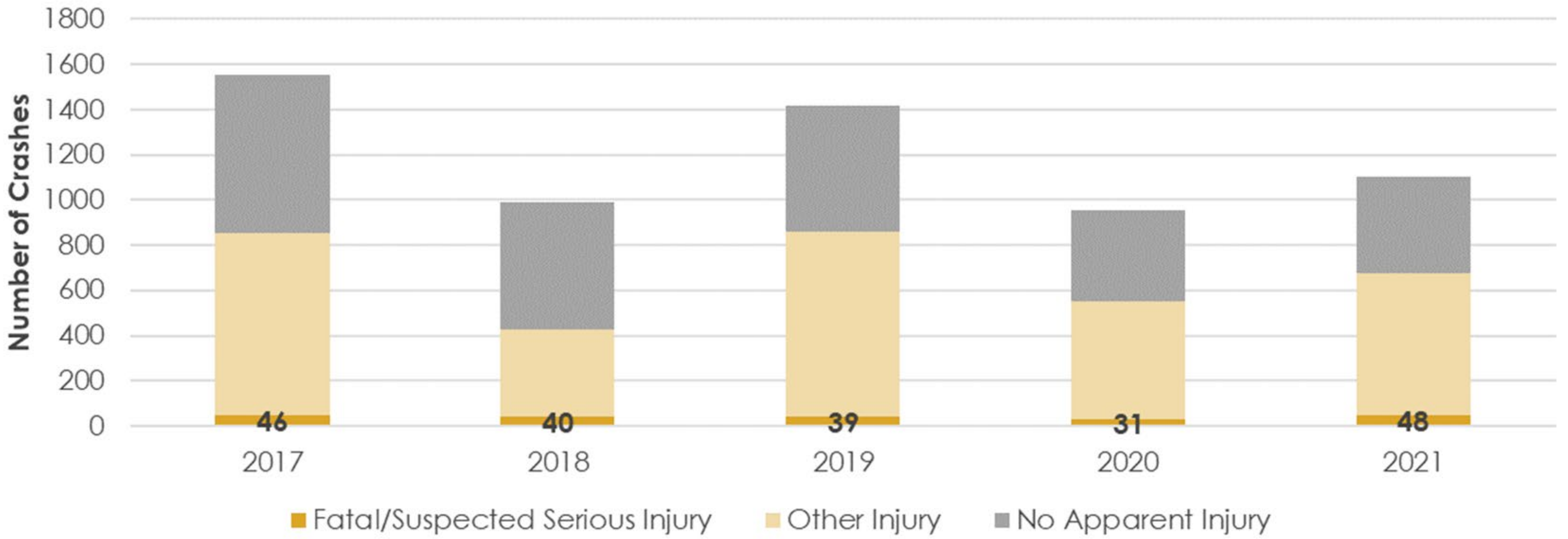
Figure 3

**Reported Crashes (2017-2021)
City of Hillsboro**



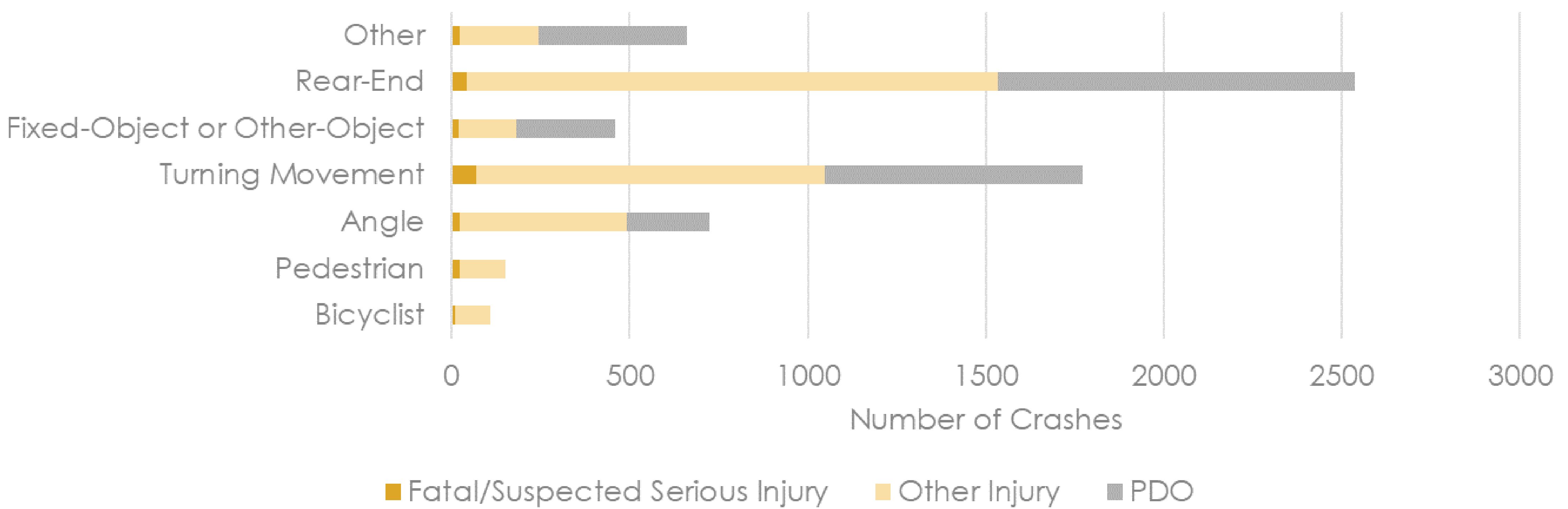
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Crash Count by Crash Severity and Year (2017-2021)



The number of crashes is going down, but the number of fatalities and serious injuries are going up.

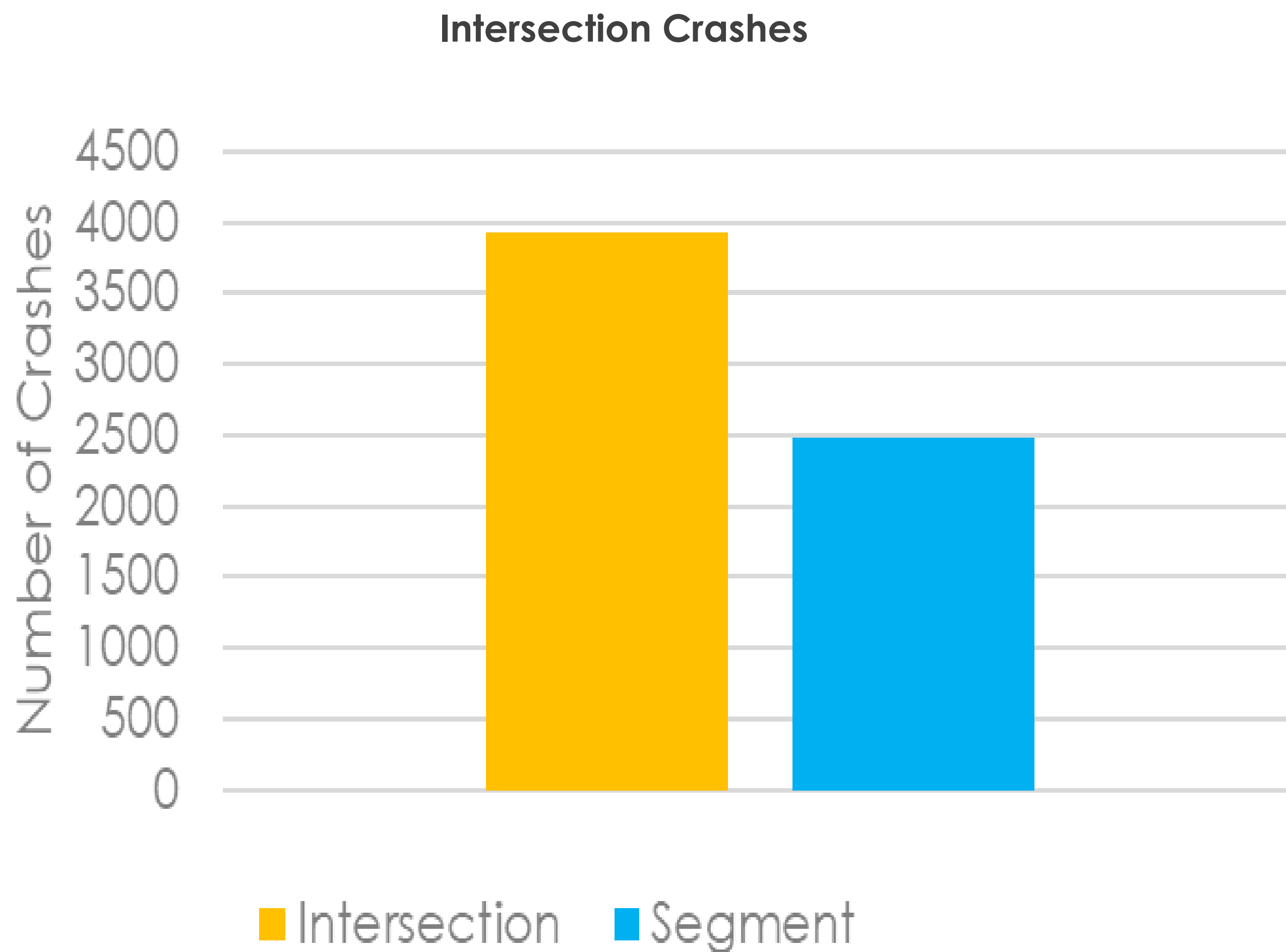
Turning Movements and Rear End (40+ MPH) Crashes



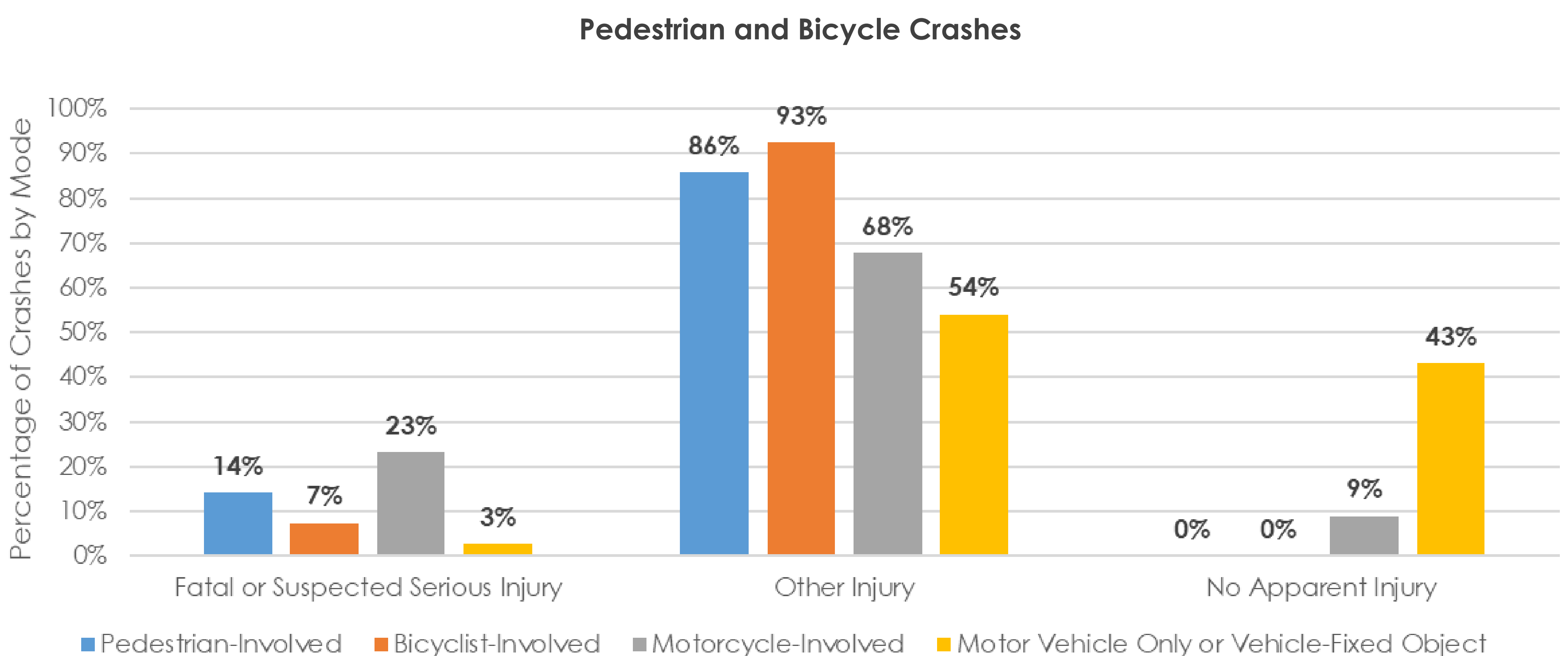
On roads with speeds 40mph or greater, rear-end and turning movements make up most of the crashes.



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Most of the crashes in Hillsboro occurred at Intersections. This is because there are more conflicts between roadway users such as slowing, turning, and crosswalks. Everyone must make more decisions in a short period of time.



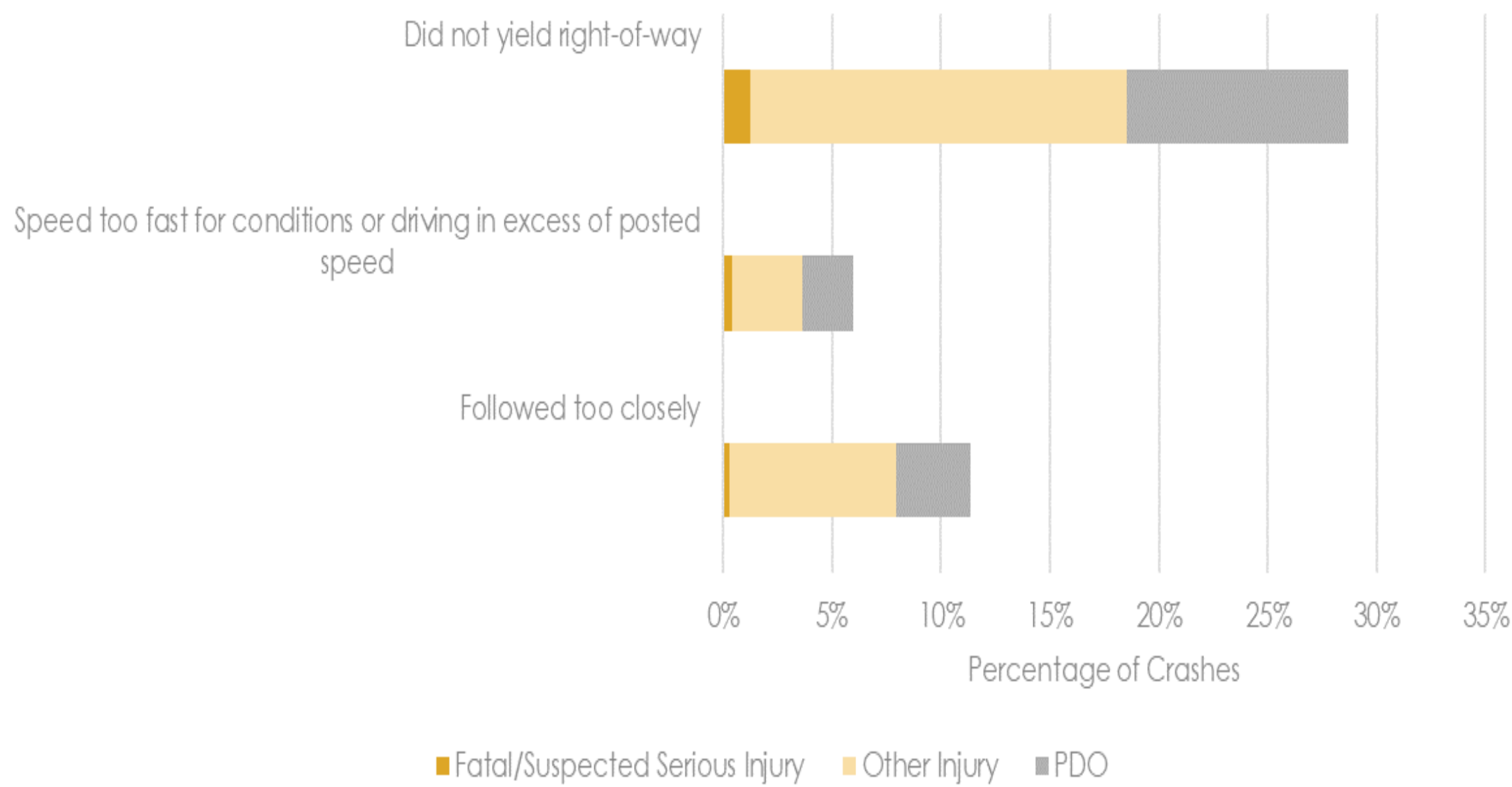
Nearly all Vehicle-Pedestrian and Vehicle-Bicycle crashes resulted in an injury. Motorcycle crashes experience the highest rate of fatal and serious injury.



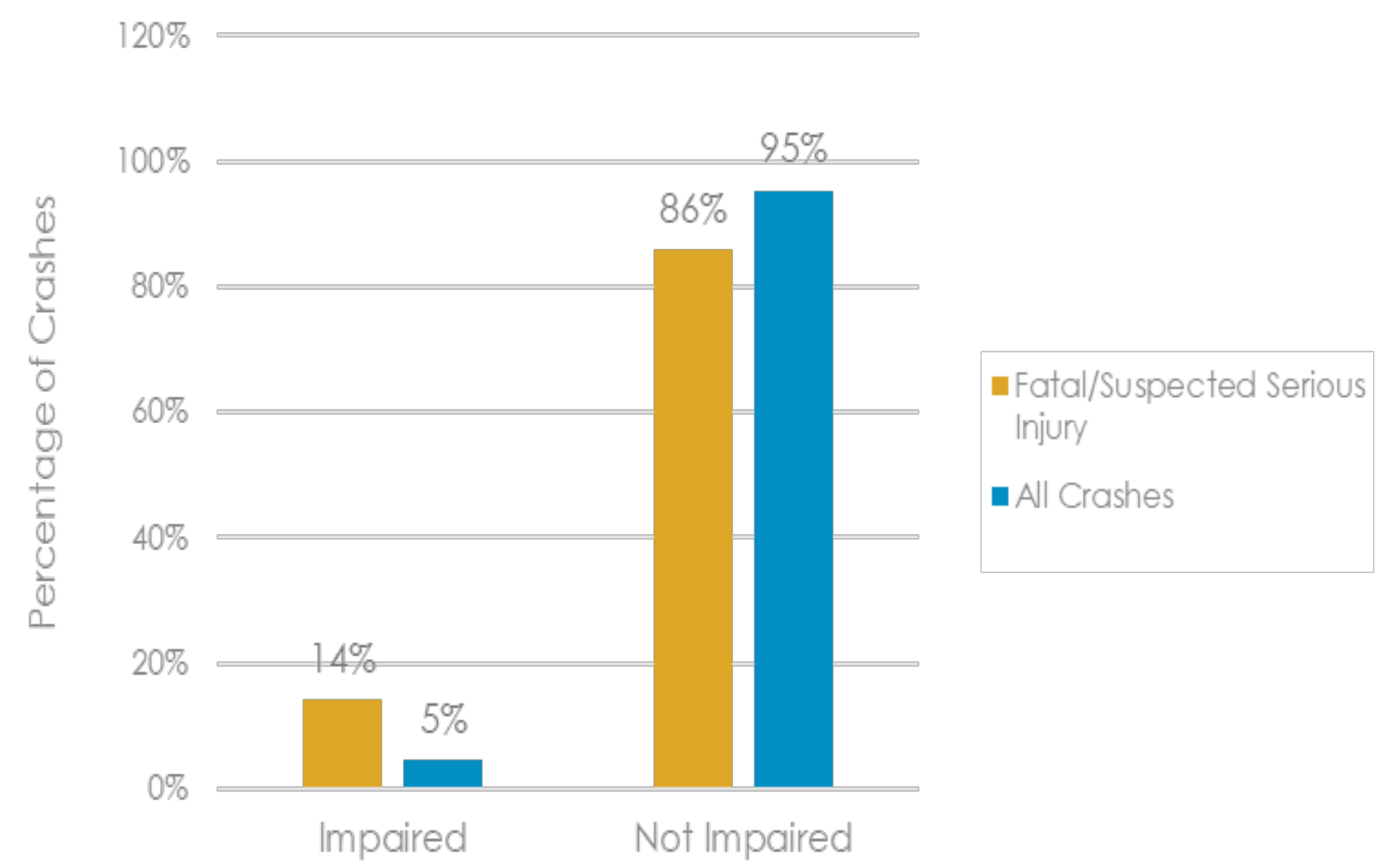
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Driver Behavior

Aggressive Driving



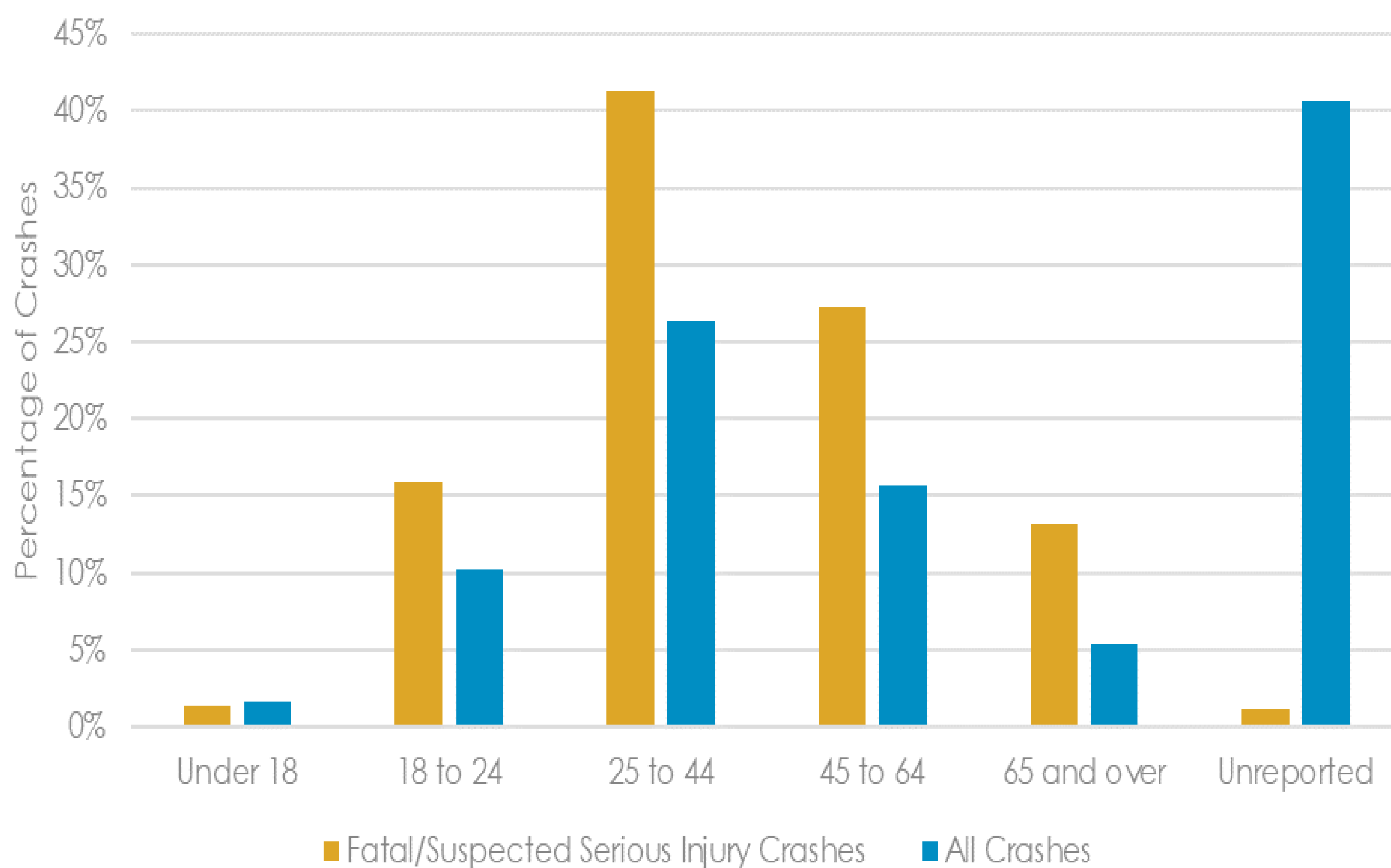
Impaired Driving



Aggressive and Impaired driving are behaviors that increase the risk of fatalities and injuries.

Driver Age

Driver Age and Injury

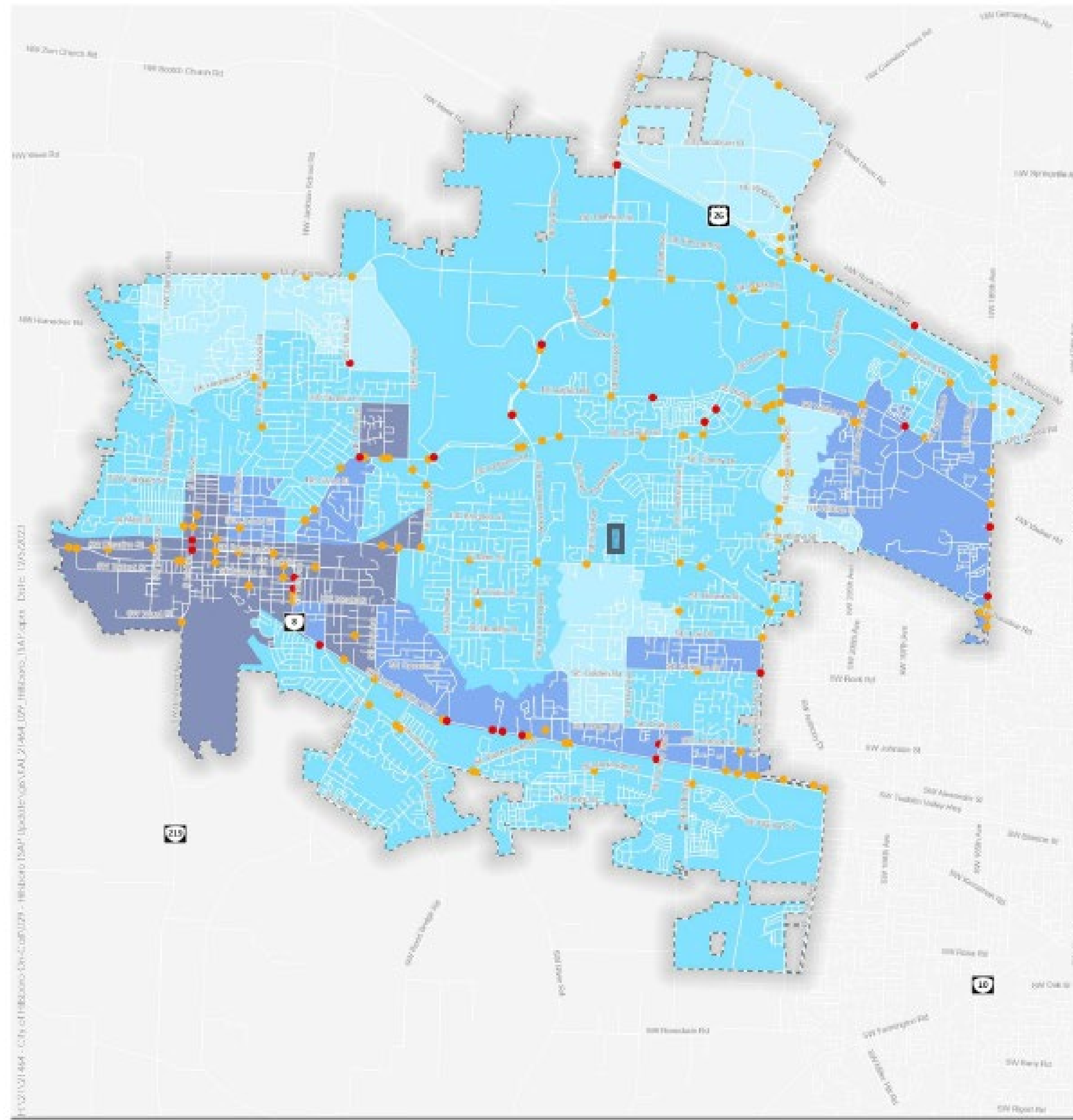


Drivers between the ages of 25 – 64 experience the most fatal and serious injury crashes.



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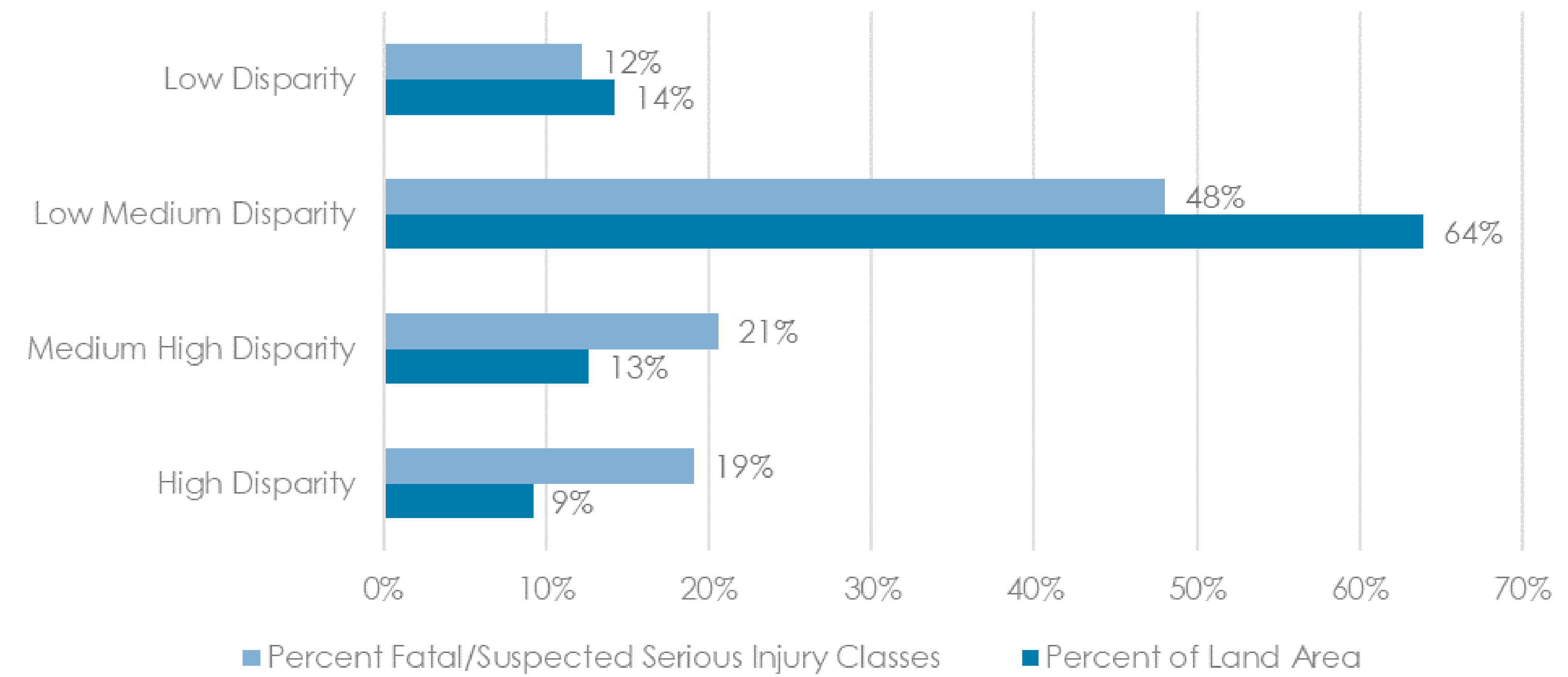
ODOT's Social Equity Index covers the entire state. It uses American Community Survey data to evaluate the degree to which Oregonians are likely experiencing disparities in service, access, and investments. It considers age, ability to work, income, language, race/ethnicity, and household access to vehicles.



• Fatal
 • Suspected Serious Injury
 City Limits
 High Disparity
 Medium High Disparity
 Low Medium Disparity
 Low Disparity

0 0.5 1 1.5 Miles

Figure 6
Fatal and Suspected Serious Injury Crashes (2017-2021)
 City of Hillsboro



Hillsboro's high and medium-high disparity communities cover less than 25% of the land and have 40% of the City's fatal and serious injury crashes.



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High Priority Intersection: SE Johnson St & SE Century Blvd

21464.29 Hillsboro TSAP

January 2024



KITTELSON & ASSOCIATES

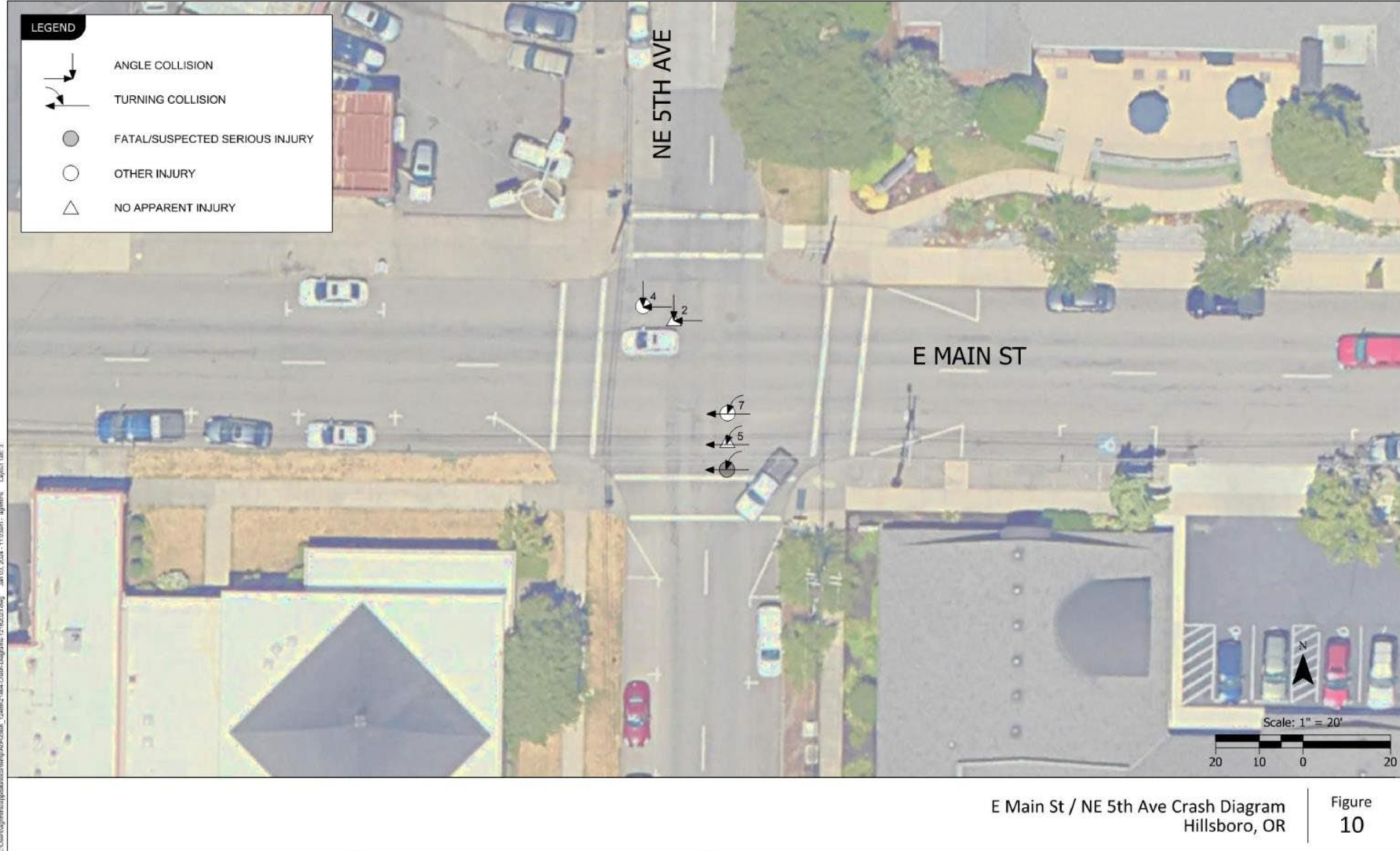


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High Priority Intersection: E Main St & NE 5th Ave

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January 2024



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High Priority Intersection: NE John Olsen & NE Walker Rd

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High Priority Intersection: SE Walnut St & SE 9th Ave

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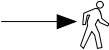





January 2024





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LEGEND

-  COLLISION W/ PED.
-  REAR-END COLLISION
-  TURNING COLLISION
-  FATAL/SUSPECTED SERIOUS INJURY
-  OTHER INJURY
-  NO APPARENT INJURY

E Main St / SE 24th Ave
Hillsboro, OR

Figure
20