

# SAFE SYSTEM RECOMMENDATIONS

Look through the following strategies and add notes on the following questions:

- Are you supportive of this strategy/action? What do you think its relative priority is (e.g., high/medium/low)?
- Is your organization listed as one of the lead agencies or partners? If so, do you have the ability to lead, or support?
- Are there strategies or actions where your organization should be a lead or partner?
- Are there strategies/actions your organization is already implementing, or wants to implement, that are not included in this list?

Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
<b>Safer Roads</b>				
Pedestrian and Bicycle Operational Improvements	<ul style="list-style-type: none"> <li>- Implement projects and routes from the Transportation System Plan (TSP) that best accommodate people walking and biking</li> <li>- Fill in gaps in the pedestrian and bicycle network</li> <li>- Create wider sidewalks and bike facilities and add landscape and physical buffers to existing facilities</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> <li>- Bicycle and Pedestrian Advocacy Groups</li> </ul>	-
Pedestrian and Bicycle Focused Signal Design Improvements	<ul style="list-style-type: none"> <li>- Install pedestrian countdown timers</li> <li>- Install leading pedestrian intervals</li> <li>- Install bike signal and bicycle detection zones</li> <li>- Prohibit right-turn-on-red</li> <li>- Implement flashing yellow arrow restrictions during pedestrian calls</li> <li>- Implement protected left-turn phasing</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> <li>- Bicycle and Pedestrian Advocacy Groups</li> </ul>	-
Improve Visibility of Pedestrians and Bicyclists	<ul style="list-style-type: none"> <li>- Lighting improvements, especially near pedestrian crossings</li> <li>- Install green bike lanes</li> <li>- Install bike boxes</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> <li>- Bicycle and Pedestrian Advocacy Groups</li> </ul>	-
Pedestrian and Bicycle Crossing Improvements	<ul style="list-style-type: none"> <li>- Install high visibility pavement markings and advance warning signs</li> <li>- Install curb ramps and extensions</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	-

Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
	<ul style="list-style-type: none"> <li>- Install raised crosswalk</li> <li>- Install pedestrian refuge island</li> <li>- Install rectangular rapid flashing beacons</li> <li>- Install pedestrian hybrid beacons</li> <li>- Install additional pedestrian crossings</li> </ul>		<ul style="list-style-type: none"> <li>- Bicycle and Pedestrian Advocacy Groups</li> </ul>	
Signal Phasing Changes	<ul style="list-style-type: none"> <li>- Install enforcement assistant lights</li> <li>- Install red light cameras</li> <li>- Install time-of-day restrictions</li> <li>- Add protected phasing</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Improve Intersection Visibility / Warning	<ul style="list-style-type: none"> <li>- Install intersection lighting</li> <li>- Improve signal hardware</li> <li>- Replace doghouse signals with flashing yellow arrow signal heads</li> <li>- Install signal ahead signs</li> <li>- Improve sight distance</li> <li>- Increase the size and number of signs and add advanced warning signage</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Roadway Design Standards	<ul style="list-style-type: none"> <li>- Design for appropriate road capacity to reduce crosswalk length and crosswalk conflicts and utilize proven safety countermeasures such as road reconfigurations (4-lane to 3-lane conversions) where appropriate</li> <li>- Provide standards supportive of traffic calming (e.g. reduce the minimum curb radius and/or lane width requirements)</li> <li>- Keep up and incorporate the latest safety design guidance from safety practices, such as the Blueprint for Urban Design (incorporated into ODOT's Highway Design Manual)</li> <li>- Complete and utilize a bicycle and pedestrian toolkit</li> <li>- Complete and utilize a traffic calming toolkit</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation Roadway Engineering Unit</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Geometric Improvements	<ul style="list-style-type: none"> <li>- Convert intersection from signal or stop-control to roundabout</li> <li>- Construct curb extensions</li> <li>- Reduce intersection corner radii</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Intersection Control Changes (i.e., Two-Way Stop-Control to All-Way Stop-Control or Roundabout)	<ul style="list-style-type: none"> <li>- Install All-Way Stop-Control</li> <li>- Install roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
Access Management Standards and Policies	<ul style="list-style-type: none"> <li>- Access Management can reduce the number and severity of turning-related collision types, especially in the intersection influence areas and on high speed facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Department of Transportation</li> </ul>	-
Policy Changes for Transportation and Land Use Priorities	<ul style="list-style-type: none"> <li>- Include pedestrian and bicycle access and safety as a criterion when siting or redeveloping community services. Include proven pedestrian safety strategies in transportation system plans and roadway design standards</li> <li>- Strengthen safety requirements and analysis in the development review process</li> <li>- Develop and complete streets and neighborhood policies</li> <li>- Adopt "20 is Plenty" policy</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Oregon Transportation Commission</li> <li>- Advocacy Groups</li> </ul>	-

### Safer Speeds

Traffic Calming	<ul style="list-style-type: none"> <li>- Conduct a road reconfiguration (road diet, lane width reductions)</li> <li>- Install speed humps (cushions)</li> <li>- Install speed feedback signs</li> <li>- Left-turn calming treatments</li> <li>- Establish target speeds consistent with facility design, safety goals, context, users, and land use. Apply the Blueprint for Urban Design.</li> <li>- Other horizontal deflection features, which may include chicanes, diverters, pinch points, edge islands, and curb extensions.</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> <li>- Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>- Neighborhood Associations</li> <li>- City Police Department</li> </ul>	-
Focused Enforcement	<ul style="list-style-type: none"> <li>- Continue identifying locations within the city for focused enforcement based on crash data and citizen complaints and assigning officers to work those locations on a rotating basis</li> <li>- Dedicate adequate police staff to safety coordination within the City</li> <li>- Targeted enforcement to impaired driving, speeding, following closely, and events</li> </ul>	<ul style="list-style-type: none"> <li>- City Police Department</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	-
Automated Enforcement	<ul style="list-style-type: none"> <li>- Install red-light running and speeding cameras</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- City Police Department</li> </ul>	-

### Safer People

Positive Culture Framework	<ul style="list-style-type: none"> <li>- Positive Culture Framework (PCF) is an approach that improves health and safety in communities and organizations by building on shared values, beliefs and</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Neighborhood Associations</li> </ul>	-
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Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
	attitudes that already exist in a culture to promote health and safety		<ul style="list-style-type: none"> <li>- Bicycle and Pedestrian Advocacy Groups</li> </ul>	
Education Programs, Media Outreach, and Campaigns	<ul style="list-style-type: none"> <li>- Education programs about the dangers of speeding, following closely, and drunk driving,</li> <li>- Bicycle/pedestrian Safety</li> <li>- All Intersections are crosswalks</li> <li>- Designated driving programs</li> <li>- Diversion education programs (evidence-based)</li> <li>- Provide education on benefits of transit, bicycle, and pedestrian modes. Encourage multi-modal transportation to reduce overall demand for vehicle travel. Encouraging mode shifts will increase awareness of the needs of non-auto modes and reduce the number of drivers on the road</li> <li>- Continue the educational program Safety Town, to teach young children different safety concepts including bike, pedestrian, and motor vehicle safety</li> <li>- Continue providing informational brochures concerning rules of the road that highlight some of the most common traffic errors that result in serious injuries or fatalities at public events</li> <li>- Continue providing rules of the road messages through social media</li> <li>- Continue the joint project underway with traffic division and municipal court to provide discounted auto repair for those with faulty vehicle equipment and to restart the Fix-It Ticket Program, where drivers receive a ticket and an educational brochure and then are given the opportunity to take a safety related class to have the ticket fee reduced</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Local News Outlets</li> <li>- School Districts</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Community Outreach and Engagement	<ul style="list-style-type: none"> <li>- Neighborhood watch for traffic violations</li> <li>- System to track community feedback</li> <li>- Community incentive programs</li> <li>- Social media outreach</li> <li>- Neighborhood Traffic Safety Program. This program is designed to protect the environment and quality of life in neighborhoods through the management and control of traffic on neighborhood streets.</li> <li>- Promote safety culture within agencies, organizations, and employers</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Neighborhood Associations</li> <li>- Farmers Markets</li> <li>- City Community Development Department</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Aging Road-User Training	<ul style="list-style-type: none"> <li>- Offer older driver education programs designed to increase awareness of age-related risk, highlight specific driving conditions and situations that are most</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>- Senior Living Facilities</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
	<ul style="list-style-type: none"> <li>hazardous to older drivers, and encourage strategies for coping with or avoiding these risky driving conditions</li> <li>These can include perceptual trainings, eye scanning training, and physical mobility training</li> </ul>			
Safe Routes to Schools Program	<ul style="list-style-type: none"> <li>Continue expanding the SRTS program</li> </ul>	<ul style="list-style-type: none"> <li>City Public Works</li> </ul>	<ul style="list-style-type: none"> <li>School District</li> <li>Neighborhood Associations</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Additional Staff or Training to Support Safety Focus at Agencies	<ul style="list-style-type: none"> <li>Target increased funding for a position that is solely focused on transportation safety planning and engineering</li> <li>Increase training opportunities for officers and crash reconstructionists on causal issues regarding pedestrian safety and pedestrian/motor vehicle crashes</li> <li>Provide the opportunity for law enforcement to take the Pedestrian Safety Training for Law Enforcement online training free through the National Highway Traffic Safety Administration (NHTSA)</li> <li>Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws</li> <li>Provide equity trainings to law enforcement enforcing traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>City Public Works</li> <li>County Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Federal Highway Administration</li> <li>Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Safety Legislation and Regulations	<ul style="list-style-type: none"> <li>Lobby to strengthen safety legislation and regulations at the State and Federal level</li> <li>Include pedestrian and bicycle access and safety as a criterion when siting or redeveloping community services</li> <li>Include proven pedestrian safety strategies in transportation system plans and roadway design standards</li> </ul>	<ul style="list-style-type: none"> <li>Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>City Public Works</li> <li>Advocacy Groups</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Compliance	<ul style="list-style-type: none"> <li>Install enforcement assistant lights</li> <li>Install red light cameras</li> </ul>	<ul style="list-style-type: none"> <li>City Police Department</li> </ul>	<ul style="list-style-type: none"> <li>City Public Works</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
<b>Safer Vehicles</b>				
Stricter Vehicle Regulations	<ul style="list-style-type: none"> <li>Advocate for stronger national regulations.</li> </ul>	<ul style="list-style-type: none"> <li>Oregon Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>City Public Works</li> <li>Advocacy Groups</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Update Vehicle Fleet	<ul style="list-style-type: none"> <li>Explore emerging technology for the City's vehicle fleets.</li> </ul>	<ul style="list-style-type: none"> <li>City of Public Works</li> </ul>	<ul style="list-style-type: none"> <li>City Departments Owning Vehicles</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

Strategy/Action	Details	Lead Agency	Partner	Notes (What's Missing? Do you Agree)
<b>Post-Crash Care</b>				
Enhanced Emergency Vehicle Preemption	<ul style="list-style-type: none"> <li>- Provide signal preemption to allow faster response times to reduce the likelihood of fatal crashes</li> </ul>	<ul style="list-style-type: none"> <li>- City Emergency Operations</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> <li>- County Public Works</li> </ul>	-
Enhanced EMS Systems	<ul style="list-style-type: none"> <li>- Better location system for 911</li> <li>- System to provide recommended routes based on traffic</li> <li>- Field triage scheme development</li> <li>- Telemedicine applications</li> </ul>	<ul style="list-style-type: none"> <li>- Washington County Emergency Medical Services</li> </ul>	<ul style="list-style-type: none"> <li>- City Emergency Operations</li> </ul>	-
Traffic Incident Management	<ul style="list-style-type: none"> <li>- Implement traffic incident management best practices on traffic investigations to reduce traffic delays and secondary crashes</li> </ul>	<ul style="list-style-type: none"> <li>- City Police Department</li> </ul>	<ul style="list-style-type: none"> <li>- City Public Works</li> </ul>	-