Draft Safety Recommendations

Safer People

Recommended strategies encourage safe, responsible driving and behavior by people who use our roads through education programs, media outreach and campaigns, trainings, legislation, and compliance.

Safer Vehicles

Recommended strategies include advocating for stricter vehicle regulations and purchasing vehicles with the latest safety technology when replacing vehicles in the City's fleet.

Post-Crash Care

Recommended strategies and projects related to Post-Crash Care include streamlining systems to identify and direct emergency responders to the locations of crashes and implementing strategies to prevent secondary crashes from occurring.

SAFE SYSTEM APPROACH

Safer People · Safer Vehicles · Safer Speeds · Safer Roads · Post-Crash Care

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE · HUMANS MAKE MISTAKES · HUMANS ARE VULNERABLE · RESPONSIBILITY IS SHARED · SAFETY IS PROACTIVE · REDUNDANCY IS CRUCIAL

Safer Roads

Recommended strategies include roadway and intersection projects and standards that remove severe conflicts (such as providing separation between people walking, biking, and rolling and people driving), manage conflicts in time (such as by providing signalized pedestrian crossings), and increase attentiveness and awareness.

Safer Speeds

Recommended strategies include roadway and intersection projects that encourage slower speeds and enforcement to support compliance with slower speeds.

Hillsboro
Public Works

Strategy/Action	Details	
🚸 Safer Roads 🚸		
Pedestrian and Bicycle Operational Improvements	– Implement projects and routes from the Transportation System Plan (TSP) that best accommodate people walking and biking – Fill in gaps in the pedestrian and bicycle network	– Create wider sidewalks and bike facilities and add landscape and physical buffers to existing facilities
Pedestrian and Bicycle Focused Signal Design Improvements	– Install pedestrian countdown timers – Install leading pedestrian intervals – Install bike signal and bicycle detection zones	– Prohibit right-turn-on-red – Implement flashing yellow arrow restrictions during pedestrian calls – Implement protected left-turn phasing
Improve Visibility of Pedestrians and Bicyclists	– Lighting improvements, especially near pedestrian crossings – Install green bike lanes	– Install bike boxes
Pedestrian and Bicycle Crossing Improvements	– Install high visibility pavement markings and advance warning signs – Install curb ramps and extensions – Install raised crosswalk – Install pedestrian refuge island	– Install rectangular rapid flashing beacons – Install pedestrian hybrid beacons – Install additional pedestrian crossings
Signal Phasing Changes	– Install enforcement assistant lights – Install red light cameras	– Install time-of-day restrictions – Add protected phasing
Improve Intersection Visibility / Warning	– Install intersection lighting – Improve signal hardware – Replace doghouse signals with flashing yellow arrow signal heads	– Install signal ahead signs – Improve sight distance – Increase the size and number of signs and add advanced warning signage
Roadway Design Standards	– 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 – Provide standards supportive of traffic calming (e.g. reduce the minimum curb radius and/or lane width requirements)	– 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)Complete and utilize a bicycle and pedestrian toolkit – Complete and utilize a traffic calming toolkit
Geometric Improvements	– Convert intersection from signal or stop-control to roundabout – Construct curb extensions	– Reduce intersection corner radii
Intersection Control Changes (i.e., Two-Way Stop-Control to All-Way Stop-Control or Roundabout)	– Install All-Way Stop-Control	– Install roundabouts
Access Management Standards and Policies	– Access Management can reduce the number and severity of turning-related collision types, especially in the intersection influence areas and on high speed facilities.	
Policy Changes for Transportation	– Include pedestrian and bicycle access and safety as a criterion when siting or redeveloping community services. Include proven pedestrian safety strategies in	– Develop and complete streets and neighborhood policies – Adopt "20 is Plenty" policy

Strategy/Action	Details	
and Land Use Priorities	transportation system plans and roadway design standards – Strengthen safety requirements and analysis in the development review process	
😀 Safer Speeds 😀		
Traffic Calming	– Conduct a road reconfiguration (road diet, lane width reductions) – Install speed humps (cushions) – Install speed feedback signs	– Left-turn calming treatments – Establish target speeds consistent with facility design, safety goals, context, users, and land use. Apply the Blueprint for Urban Design. – Other horizontal deflection features, which may include chicanes, diverters, pinch points, edge islands, and curb extensions.
Focused Enforcement	– 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	– Dedicate adequate police staff to safety coordination within the City – Targeted enforcement to impaired driving, speeding, following closely, and events
Automated Enforcement	– Install red-light running and speeding cameras	
😀 Safer People 😀		
Positive Culture Framework	– Positive Culture Framework (PCF) is an approach that improves health and safety in communities and organizations by building on shared values, beliefs and attitudes that already exist in a culture to promote health and safety	
Education Programs, Media Outreach, and Campaigns	– Education programs about the dangers of speeding, following closely, and drunk driving, Bicycle/pedestrian Safety – All Intersections are crosswalks – Designated driving programs – Diversion education programs (evidence-based) – 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	– Continue the educational program Safety Town, to teach young children different safety concepts including bike, pedestrian, and motor vehicle safety – 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 – Continue providing rules of the road messages through social media – 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
Community Outreach and Engagement	– Neighborhood watch for traffic violations – System to track community feedback – Community incentive programs	– Social media outreach – 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. – Promote safety culture within agencies, organizations, and employers

Strategy/Action	Details	
Aging Road-User Training	– Offer older driver education programs designed to increase awareness of age-related risk, highlight specific driving conditions and situations that are most hazardous to older drivers, and encourage strategies for coping with or avoiding these risky driving conditions	– These can include perceptual trainings, eye scanning training, and physical mobility training
Safe Routes to Schools Program	– Continue expanding the SRTS program	
Additional Staff or Training to Support Safety Focus at Agencies	– Target increased funding for a position that is solely focused on transportation safety planning and engineering – Increase training opportunities for officers and crash re-constructionists on causal issues regarding pedestrian safety and pedestrian/motor vehicle crashes – 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)	– Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws – Provide equity trainings to law enforcement enforcing traffic laws
Safety Legislation and Regulations	– Lobby to strengthen safety legislation and regulations at the State and Federal level – 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
Compliance	– Install enforcement assistant lights	– Install red light cameras
🌐 Safer Vehicles 🌐		
Stricter Vehicle Regulations	– Advocate for stronger national regulations.	
Update Vehicle Fleet	– Explore emerging technology for the City's vehicle fleets.	
🤕 Post-Crash Care 🤕		
Enhanced Emergency Vehicle Preemption	– Provide signal preemption to allow faster response times to reduce the likelihood of fatal crashes	
Enhanced EMS Systems	– Better location system for 911 – System to provide recommended routes based on traffic	– Field triage scheme development – Telemedicine applications
Traffic Incident Management	– Implement traffic incident management best practices on traffic investigations to reduce traffic delays and secondary crashes	