



## STAFF REPORT/RESOLUTION

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director   
**DATE:** March 25, 2014  
**SUBJECT:** **Safety Management Assessment for Clark County (April 2014),  
Resolution 04-14-07**

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### AT A GLANCE - ACTION

*The RTC Board is asked to adopt the Safety Management Assessment for Clark County (April 2014). The Safety Management Assessment process and initial data were reviewed at the February RTC Board meeting. The Safety Management Assessment report is a required planning element under the Metropolitan Planning Organization (MPO) federal planning process. The Safety Management Assessment provides data analysis and recommendations to improve transportation system safety in the Clark County region.*

### INTRODUCTION

Safety for all modes of travel is an important component of the metropolitan transportation planning process. Federal Legislation designates safety as a stand-alone planning factor and mandated that MPO's, such as the RTC, develop a safety element to be incorporated into the long-range transportation plan. The MPO safety element must be consistent with the State's Strategic Highway Safety Plan.

The purpose of the Safety Management Assessment for Clark County is to analyze metropolitan trends and to establish a coordinated planning process to meet the minimum requirements of the law. The overriding goal of the safety assessment process is to provide for evaluation and management of the transportation system in ways that improve safety. The current safety assessment is data driven to identify trends in the region's collision data and includes recommended strategies to reduce fatalities and serious injuries for all modes on the region's roadways. The goal of the Safety Management Assessment for Clark County is the same as that of Washington State's Strategic Highway Safety Plan – Target Zero, which is to reduce traffic fatalities and serious injuries to zero by 2030.

Washington State's Target Zero, encourages and promotes good safety practices in the design and operation of the transportation system, as well as promoting safety by system users. The Safety Management Assessment for Clark County was developed in support of the statewide Target Zero Plan.

RTC's initial Safety Management Assessment was completed in 2011. The 2014 update focused on the analysis of collision data, the formation of a Safety Committee, identification of short term strategies and projects that could serve to advance transportation safety, and development of a final report.

The RTC Board reviewed the Assessment's preliminary data analysis, collision trends and factors at the February Board meeting. The Regional Transportation Advisory Committee (RTAC) reviewed the preliminary analysis and data in January and the final draft report at their March 21 meeting. The RTAC has recommended adoption by the RTC Board. At the April RTC Board meeting, staff will present an overview of the final draft Safety Management Assessment and the RTC Board will be asked to adopt the report. Following adoption by the RTC Board, the Safety Management Assessment for Clark County (April 2014) will be incorporated into the next update to the Regional Transportation Plan (RTP).

### **SAFETY MANAGEMENT ASSESSMENT RECOMMENDATIONS**

In order to meet the regional goal and reduce traffic fatalities and serious injuries to zero by 2030, the region must take action to implement the recommendations of the Safety Management Assessment. These recommendations include the following:

- The State's Target Zero safety plan should be considered as the regional framework for building partnerships and resources to reduce traffic fatalities and serious injuries within the region. Partner organizations should take steps to follow the priorities and implement the strategies identified in the state's safety plan, Target Zero.
- Regional partner organizations should focus on addressing the most common factors for fatalities and serious injuries in Clark County. These factors include impairment, young drivers, speeding, run-off-the-road, distracted driving, and intersection safety. Points awarded under the Safety criteria in the regional project selection evaluation process should prioritize investments to address these same factors.
- Additional effort in public information, enforcement, and engineering should be focused on improving safety concerning distracted driving, pedestrians, motorcyclists, and young drivers where an increasing trend is shown for fatalities and serious injuries.
- Local jurisdictions should consider the specific project recommendations of the Safety Committee and program appropriate improvements at high collision intersections.
- The regional transportation partners should work together to develop regional standards for traffic signal control and timing to reduce collisions at signalized intersections.
- National safety recommendations should be implemented to improve transportation safety. This includes the recommendations included in the Manual on Uniform Traffic Control Devices and the Federal Highway Administration's Proven Safety Countermeasures.

### **NEXT STEPS**

Implementation of the Safety Management Assessment recommendations will need to be a multi-agency and concerted effort. Implementation steps that RTC can lead and or partner with local agencies may include the following:

- The RTC’s VAST Steering Committee should consider and develop (where appropriate) regional standards for traffic signal control.
- RTC should participate in a regional safety forum that includes partner agencies of engineering, enforcement, education, and emergency medical service to build partnerships and resources to reduce traffic fatalities and serious injuries within the region.
- RTC should use the analysis and recommendation of the Safety Management Assessment to develop and implement safety performance measures as required under federal law.

**POLICY IMPLICATION**

The federal planning process mandates that MPO’s develop a safety element as part of their long-range transportation plans. The Board’s adoption of the Safety Management Assessment for Clark County (April 2014) and its recommendations is the initial step to meet that requirement. The recommendations of the Safety Management Assessment will be incorporated into the next update of the Regional Transportation Plan (RTP).

**BUDGET IMPLICATION**

The budget for the Safety Management Assessment comes from federal, state, and local resources used to develop the Regional Transportation Plan. These funds are included in the annual adopted RTC Budget and Unified Planning Work Program.

**ACTION REQUESTED**

Adoption of Resolution 04-14-07, "Safety Management Assessment for Clark County (April 2014)".

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2014,  
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

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Jack Burkman  
Chair of the Board

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Matt Ransom  
Executive Director

Attachment