

# APPENDIX: 2018 REGIONAL TRANSPORTATION SAFETY STRATEGY

## 2-YEAR PROGRESS REPORT - STRATEGIES AND ACTIONS

This progress report provides a high-level summary of actions taken by state, regional, local, and community partners in 2019 and 2020 to implement the **six strategic action areas** and over **50 actions** of the **2018 Regional Transportation Safety Strategy**. The Safety Strategy is a long-range plan implemented by many different partners with a goal of eliminating traffic deaths and life-changing injuries by 2035. It will take several years for the policies, projects and programs to be fully implemented and evaluated.

This progress report is not intended to be an exhaustive inventory nor is it a quantitative assessment; it is a snapshot to provide examples and a general understanding of what has been achieved since the Safety Strategy was adopted by the Metro Council at the end of 2018. The status of each of the strategic actions was determined based on a review of policies, projects and programs undertaken since 2018, and interviews with community partners and staff from state and local agencies. This progress report is intended to be an evolving document that is added to over time, and will be used to inform the update of regional plans and policies. Language for some actions has been shortened for conciseness.

Key	
Action completed	
Substantial progress made	
Progress made, but more action is needed	
Minimal progress made	
No progress made	

	Strategy	Status	What regional partners have done since 2018
<b>1</b>	<b>Protect vulnerable users and reduce disparities</b>		<b>Filled several miles of sidewalk and bikeway gaps and prioritized safety in funding decisions. Expanded understanding of the disproportionate impact of crashes on Black people and people walking.</b>
<b>1.1</b>	Implement Safe Routes to School programs and infrastructure projects, prioritizing schools in areas with a higher concentration of populations of people with lower incomes, people of color and people with low-English proficiency.		ODOT and Metro launched newly funded programs focused on increasing equity, and in 2019, issued the first round of non-infrastructure grants. Local programs funded by ODOT and Metro, such as those in Hillsboro and Beaverton, are developing context sensitive approaches. Agencies are exploring new equity criteria in order to identify the areas where funding will advance equity most quickly. ODOT funded over \$10 million in capital SRTS projects in the region in 2019, 2020 and 2021.
<b>1.2</b>	Provide culturally and age appropriate ongoing education of traffic laws and street designs.		ODOT is working with the City of Portland and grassroots organizations like APANO and Latino Network to develop culturally sensitive materials. There are challenges to matching up program funding with communities. Oregon Driver Manual is now available online in Spanish and English in audio and written format; some other safety publications are also available in Spanish.
<b>1.3</b>	Increase opportunities to provide education and products to increase visibility of people walking and bicycling.		Metro RTO and Safe Routes to School Programs provide funding for education and awareness. Portland Bureau of Transportation and Metro "Kids Are Everywhere, Drive Like It" campaign launched in 2021 and is available to Safe Routes to School partners. City of Tigard launched a "20 is Plenty" lawn sign campaign. Coordination among partners is improving with efforts such as the regional SRTS committee. ODOT provides safety publications and materials.
<b>1.4</b>	Improve data collection and reporting of race and ethnicity in crashes; bike and pedestrian counts; and risk factors and locations for bicycling, walking and motorcycling.		Multnomah County, City of Portland, ODOT, Metro and Oregon Walks released data and analysis providing new understanding of the disproportionate impact of crashes on people of color and people with low incomes. Multnomah County provided analysis on harassment and other ways that Black people are not safe while traveling. A new statewide systemic pedestrian and bicycle safety analysis identified high-risk locations for people walking and bicycling on state highways. State and local agencies continue to develop count programs. Race and ethnicity data is not readily available in ODOT crash data. Analysis for each county is needed.
<b>1.5</b>	Implement safety features on large trucks, including rear wheel and side guards, sensors, front and side mirrors, and high visibility cabs.		Side guards have been a standard feature on all new heavy trucks purchased by the City of Portland since 2019. Following up on their Side Guard Project, Portland Bureau of Planning and Sustainability now requires all garbage and recycling contractors have side guards by 2022. The city produced a pilot project report that will benefit other agencies, businesses and jurisdictions.
<b>1.6</b>	Evaluate pedestrian and bicycle crash locations and risk factors in Transportation System Plans (TSPs) through analysis of existing data and development of new data sources.		A new statewide systemic pedestrian and bicycle safety analysis identified high-risk locations for people walking and bicycling on state highways incorporated into ODOT's Active Transportation Needs Inventory. PedPDX, Portland's 2019 pedestrian plan, identifies risk factors for pedestrian safety and prioritizes locations. As local agencies develop more in-depth safety action plans, risk factors and locations will be incorporated into TSPs. Regional and state TSP guidance should be updated to reflect this need.
<b>1.7</b>	Complete the regional active transportation network, filling sidewalk gaps and bicycle gaps on the designated regional pedestrian and bicycle network, including arterial roadways, by 2040.		Projects in the 2018-2021 MTIP are projected to add 37 miles of sidewalks, 44 miles of on-street bikeways and 15 miles of regional trails. Recent data on miles added through locally funded transportation projects is not readily available, but it is anticipated that local and private investments will increase the miles of sidewalks, bikeways and trails in the region.

1.8	Prioritize funding for projects that reduce serious crashes, increase safety for people of color, people with low income, people with low-English proficiency, vulnerable users, at high risk locations.		Thirty-eight percent of 2021-2024 MTIP funding went to safety. A little over \$458 million was invested in safety projects, over 95% in equity areas. 2022-24 RFFA funded projects prioritized safety and equity, as will the 2025-27 cycle. Progress has been made on identifying where to prioritize funding. Safety projects were prioritized in the failed regional transportation measure. ODOT's Active Transportation Needs Inventory identifies priority locations on state highways and is used to identify the 2024-27 STIP strategic bicycle and pedestrian projects. Proposed federal transportation legislation includes \$20 billion to reduce crashes and fatalities, especially for cyclists and pedestrians. ODOT and PBOT committed funding for 82nd Avenue. Need continues to outweigh investments.
1.9	Pursue policies and tools to reduce vehicle miles traveled (VMT), including congestion pricing, multimodal facilities, transit and Transportation Demand Management programs.		Progress has been made to develop policies and explore tools. Metro and ODOT are updating the interim regional mobility policy where safety is a key outcome. Metro is finalizing a report on approaches to congestion pricing. Many regional and local policies are centered on reducing VMT per capita, including the Governor's Executive Order 20-04 and the Every Mile Counts Program.
2	<b>Design roadways for safety</b>		<b>Developed new state, regional and local street design standards. Identified safety needs and opportunities on many high injury corridors.</b>
2.1	Use context sensitive design and safety countermeasures in transportation projects, especially for pedestrians.		Cities and counties are starting to design more context sensitive pedestrian projects, such as the East Forest Grove safety project on the Tualatin Valley Highway. The project includes safety countermeasures such as a road diet, pedestrian street lighting, sidewalk infill and more frequent, protected crossings. New street design guidelines from ODOT and Metro provide guidance on frequency of pedestrian crossings, bicycle facility selection based on land use context, and other safety measures such as medians and roundabouts.
2.2	Develop and adopt Complete Streets policies and Complete Streets checklists.		Cities and counties in the region have implicit or explicit complete streets policies, consistent with the Regional Transportation Plan. The Portland Bureau of Transportation is an example of agency that has developed a Complete Streets checklist that is used during project design and development. Additionally, in its 2019 Vision Zero update, the Bureau committed to include a pedestrian safety visibility review as part of all PBOT capital projects, paving projects, and development review. ODOT's Blueprint for Urban Design process includes a Concurrence Form to support the design process. Chapter 6 of Metro's Designing Livable Streets and Trails Guide provides a step-by-step checklist to support outcomes-based design.
2.3	Provide context sensitive best practices for Safe System street design in the Designing Livable Streets regional street design guidelines and tools.		Metro completed the Designing Livable Streets and Trails Guide in 2019, which provides context sensitive best practices to support Safe System street design.
2.4	Review standards for auto travel lane widths and develop criteria to explore making 10' travel lanes the preferred standard for arterial roadways in certain contexts, allowing more right-of-way for wider sidewalks, protected bikeways and other safety features.		Ten foot travel lanes are recommended as the preferred width in the Metro Designing Livable Streets and Trails Guide; contextual guidance is provided to determine if wider widths are needed, such as for transit. The ODOT Blueprint for Urban Design provides a series of design considerations or criteria to determine appropriate widths and allows for 10 foot travel lanes with design approval from the State Roadway Engineer. The City of Portland's preferred lane width is 10 feet, with exceptions (Traffic Design Manual, (2020)). Most other local jurisdictions maintain width standards of 11 or 12 feet.
2.5	Develop criteria, spacing standards, policies for enhanced pedestrian crossings.		ODOT's Blueprint for Urban Design, Metro's Designing Livable Streets and Trails, City of Portland's Crosswalk Evaluation Guidelines and PedPDX provide spacing standards for enhanced pedestrian crossings. TriMet is in the process of developing a Pedestrian Crossing Analysis to identify priority crossing gaps at transit stops.
2.6	Explore policies to make protected bike lanes the preferred design for arterial roadways with posted speeds of 30 mph or higher, and/or average daily traffic above 6,000 autos per day, and/or heavy truck volumes.		ODOT's Blueprint for Urban Design, Metro's Designing Livable Streets and Trails, the City of Portland's Traffic Design Manual and Washington County's Complete Streets update recommend the highest level of protection possible on high traffic and high speed urban arterials.
2.7	Expand illumination of the transportation system by requiring development to include lighting; integrating lighting into transportation improvement projects, where appropriate.		Some roadways and intersections would benefit from more pedestrian street lighting. Several projects in the 2021-24 MTIP and in the 2022-24 Regional Flexible Fund allocation will include pedestrian lighting. Street lighting was a focus in the Regional Transportation Funding Measure package of projects. The Regional Transportation Plan tracks inclusion of lighting in projects. Recent analysis by the City of Portland identified high crash streets that would benefit from having lighting on both sides of the street, and the city has begun to add lighting to the highest priority streets.
2.8	Investigate and perform engineering reviews of serious crashes. Conduct routine evaluation of effectiveness of traffic safety interventions.		Most agencies conduct some form of investigation when a fatal crash has occurred. In October, Clackamas County will begin convening a Fatal Review Board that includes the County Sheriff, medical examiner, traffic engineer, safety outreach coordinator, behavioral specialist, district attorney and public health. Transportation agencies are also evaluating the effectiveness of safety projects as they are developed. ODOT provides periodic updates to an extensive list of countermeasures with crash reduction factors.
2.9	Standardize Highway Safety Manual crash prediction project analysis to guide project development as part of the traffic analysis procedure.		The Highway Safety Manual is used by ODOT and some other agencies, but is not required. Barriers to using the manual, such as availability and quality of crash and road inventory data, stand in the way of standardizing use of the Manual in selecting countermeasures and prioritizing projects. Applying the HSM using the Safe System Approach is a demonstrated best practice.
3	<b>Reduce speeds and speeding</b>		<b>Modernized statewide speed setting methodologies. Lowered speed limits on local roadways in Portland. Installed fixed speed cameras in more communities.</b>
3.1	Design arterial roadways to achieve appropriate safe target speeds for the roadway context, generally 35 mph or lower, using design elements that have been shown to effectively result in lower speeds.		New design guidance and speed setting rules support target speeds of 20-35 mph in urban areas, but the lower range design and target speeds recommended for the urban context (20-25 mph) and suburban context (30-35 mph) have generally not been applied in recent design projects, which in turn limits including some traffic calming design elements.

3.2	Change state law to increase the number of jurisdictions eligible for fixed speed camera installation, especially at high injury locations. Utilize speed feedback cameras given the low cost and effectiveness and immediate information to drivers.		In the 2021 State Legislature, HB 2530 repealed the sunset on authorization to operate fixed photo radar on urban high crash corridors in the City of Portland, but did not extend the authority to use fixed speed cameras to any other cities or to counties. In the 2019, 2020 and 2021 legislative sessions legislation was proposed to expand authority to operate fixed photo radar in high crash corridors to all cities, but did not move forward. Speed feedback cameras are used on a regular basis in the region. Use is constrained by resources.
3.3	Utilize authority provided through House Bill 2409 to issue speeding tickets through [fixed] red light cameras. Change state law to increase the number of jurisdictions eligible to use this tool.		Per ORS 810.437, cities, but not counties, may issue a citation for speeding from fixed red light cameras on the basis of photographs from a camera and other technology. Portland has an established program that is being expanded, and cities such as Sherwood, Tigard and Beaverton have expanded Photo Red Light Enforcement Programs to include Speed Enforcement. Cities with programs have reported safety benefits. Many barriers, including cost and administration, limit the number of jurisdictions using this effective safety feature.
3.4	Work with ODOT to modernize speed setting practices, including a multi-modal approach to set speed limits, incorporating factors such as land use, crash history and the presence of vulnerable road users.		ODOT modernized the process for conducting speed zone investigations and determining recommendations effective May 1, 2020. Land use context must be considered within cities and lower speed thresholds are identified for denser land uses. The 50th percentile (+/- 10 mph) is used in communities outside of city limits.
3.5	Fund and install intelligent speed adaptation technologies that alert the vehicle traveling over the speed limit, prioritizing high risk and high injury corridors.		Most jurisdictions in the region use a variety of technologies to help calm traffic. Some jurisdictions have begun to use radar signs alerting the location of fatal crashes. Metro's TSMO strategic plan prioritizes using technology to manage speeds and increase safety. Constrained resources and competing priorities limit the deployment of technologies.
3.6	Use flexibility to set design speeds below the posted speed to increase safety. Use the safe system approach to set speed limits.		New guidance in the Metro Designing Livable Streets and Trails Guide, and ODOT's Blueprint for Urban Design provides guidance on where target and design speeds are the same, and using a safe system approach. New ODOT speed setting practices use a context sensitive approach, based on practices in the City of Portland. Use of the safe system approach and using the same target and design speed are still primarily limited to Portland.
3.7	Change Oregon speed zone law from basic rule limits to limits only to reduce confusion and increase compliance with speed limit.		Basic speed rule is used in Oregon; all travel on public streets and highways in Oregon is subject to the basic speed rule, where drivers are expected to use good judgment in selecting their speed.
4	<b>Address aggressive and distracted driving</b>		<b>Implemented one of the strictest distracted driving laws in the US. Began reporting through the Statistical Transparency of Policing (STOP) Program.</b>
4.1	Focus high visibility enforcements on dangerous behaviors and high injury corridors, while using STOP data to track and reduce the disproportionate impacts on people of color and people with low incomes.		Oregon conducts high visibility enforcement during April's Distracted Driving Awareness Month along with a media campaign. Availability of law enforcement to conduct high visibility enforcements is limited. The Statistical Transparency of Policing (STOP) Program has produced two reports since it was created in 2017.
4.2	Increase penalties for dangerous behaviors, identifying actions to reduce the disproportionate impacts from fines on people of color and people with low incomes.		Oregon adopted one of the strictest distracted driving laws, with some of the highest fines in the U.S. Courts have the ability to waive the fine for first-time offenders who attend an approved Distracted Driving Avoidance course. Oregon made progress to reduce the disproportionate impact of fines: effective October 1, 2020, HB 4210, the state does not suspend, revoke, nor not allow driver's license renewal for failure to pay fines and fees.
4.3	Support implementation of recommendations identified in the Reducing Distracted Driving in Oregon report and House Bill 2597, "Distracted Driving Law."		Oregon's 2017 law prohibits drivers from using any function of the phone that requires holding or touching, and is the strictest in the nation. It is still too soon to tell if the harsher penalties in the law are leading to lower incidents of distracted driving, however, Oregon is one of the 10 states with the lowest numbers of distracted driving deaths per miles traveled, based on 2015-19 data.
4.4	Support auto insurance companies to provide lower auto insurance costs to drivers that install technologies to turn off phone while driving.		Usage-based auto insurance is available and may be slowly growing in use (privacy issues are a concern). This action could be revised to focus on encouraging or requiring drivers to use existing technology, such as cell phone blocking technologies that automatically activate when driving (Apple released its Do Not Disturb While Driving feature in the fall 2017 but the app is not widely used). Clackamas County is developing micro-targeting media messaging aimed at teenagers to turn off phones when driving.
4.5	Identify a process that supports state and local partners to engage in outreach regarding safe driving behaviors to members, workforces and customers of private sector companies that operate large numbers of vehicles.		Regional partners effectively stopped legislation that would have preempted local control over Transportation Network Companies (TNCs), such as Uber and Lyft, which would have had huge safety implications. The City of Portland has strong TNC regulations in place.
4.6	Support legislation to increase frequency of driver education, testing, inclusion of urban transportation safety in test materials and driver's license renewal.		No progress in this action. Review action for possible revision. New Oregon residents with out-of-state license are typically not required to take a driving test.
5	<b>Address impaired driving</b>		<b>Maintained status quo as impairment has increased and resources have not kept pace.</b>
5.1	Identify funding to send law enforcement to Drug Recognition Experts (DRE) training, and training to prevent profiling.		Approximately 4% of all law enforcement officers in Oregon are Drug Recognition Experts, many of them in the region, program and training is funded through ODOT. A DRE school and Oregon DUII Multi-Disciplinary Impaired Driving Conference will occur in 2021. ARIDE classes are also held across the state.
5.2	Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.		A bill to lower Oregon's per se limit to 0.05 was introduced by the GAC-DUII (HB3132) but the bill was not given a hearing in House Judiciary. There are discussions about reintroducing this concept for 2022.

5.3	Implement pre-paid morning parking programs in areas where appropriate (to prevent towing/ticket for drivers who choose another way home).		The City of Portland's 2018 Performance-Based Parking Management Manual includes recommendations to delay parking enforcement until 10 am to encourage impaired drivers to leave their cars overnight without concern of getting a parking ticket or being towed. The recommendation has been challenging to implement. Portland and other cities provide free on-street parking the day after some holidays.
5.4	Promote use of apps such as SaferRide developed by NHSTA, which provide people easy ways to find a safe ride home.		Agencies focus broadly on creating a culture of shared responsibility and encouragement, though may not promote apps to prevent drunk driving. Apps such as SaferRide are promoted in the media. Portland's Safe Ride Home program provides safe rides home at a discounted rate around holidays.
5.5	Explore opportunities to support the U.S. DOT to work with industry groups and vehicle manufacturers to further the use of technology to reduce impaired driving.		Several anti-DUI technologies, such as the breath-analyzing interlock, exist and are, or will soon be, available for use in private vehicles. Potential new federal auto safety standards are being proposed. Efforts by Mothers Against Drunk Driving and the Road to Zero Coalition are pressing lawmakers to adopt new regulations that could save up to 10,00 lives a year. ODOT's DUII committee provided support for the HALT Act, which is included in the INVEST in America Act passed by the US House of Representatives.
5.6	Support culturally appropriate safety programs and educational messages, paired with outreach and investments, to curb the risk of impaired driving. Coordinate with public health initiatives and partners.		Agencies are focused broadly on creating a culture of shared responsibility and encouragement. Clackamas County is using a positive cultural framework outlined in the TSAP to meet people where they are. Program activities are designed to understand context, be culturally sensitive, establish positive norms.
5.7	Support research to better understand the impacts of increased access to Transportation Network Companies (TNCs) such as Uber and Lyft, and to transit, in reducing the prevalence of drunk driving.		Revise action to track a wide range of safety issues related to Transportation Network Companies (such as TNCs parking in bike lanes and impacts of increased VMT) and continue to monitor the safety impacts of TNCs. The Metro Emerging Tech Implementation Study includes updated research of TNCs and impacts to safety and equity. Recent research has not found a significant relationship between increases in TNC trips and decreases in drunk driving crashes or DUII arrests. TriMet provides free service on New Year's Eve.
6	<b>Ongoing engagement and coordination</b>		<b>Developed regional Safe Routes to School campaign. Ongoing coordination and policy making at state, regional and local levels.</b>
6.1	Develop Metro work program to implement actions where Metro is a lead or one of several leads. Include work program elements to support implementing actions where Metro is not the lead.		Metro has developed work plan and shared with Metro advisory committees and partners.
6.2	Convene transportation safety meetings with local and state partners as needed. Identify police and fire representatives to participate in regional coordination meetings.		Metro staff meet with state and local partners on an ad hoc basis. An informal, open membership safety working group may be convened periodically to share updates on safety related topics. Fire and police representatives will be invited to participate when a regional working group is convened.
6.3	Provide an annual Vision Zero report back to Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, reporting on MAP-21 safety targets and regional safety plan implementation.		Annual reports are provided to the Transportation Policy Alternatives Committee (TPAC) and performance measure reports are posted on the Metro safety webpage. Reports to JPACT and Metro Council are provided as needed.
6.4	Review the strategies and actions of the Safety Strategy prior to each update of the Regional Transportation Plan and update as needed.		Review has started in 2-year progress report. The Regional Transportation Safety Strategy will not be updated in 2023, but the update of the 2023 Regional Transportation Plan will provide an opportunity to assess effectiveness of safety strategies and actions in achieving regional safety policies and goals. Review by regional partners will be important.
6.5	Update Metro webpage annually with MAP-21 transportation safety performance measure data; include data on race and ethnicity as available. Update and maintain regional crash map tool and crash map. Develop a regional crash prediction modeling tool that utilizes and links social and environmental factors with injury data.		Metro safety webpage is updated with transportation safety performance measure data, including safety measures by equity focus areas. Regional crash maps and tools are updated each year with ODOT crash data. A regional crash prediction modeling tool has not yet been developed, pending funding and resources.
6.6	Identify opportunities to engage and partner with community based organizations and advocates. Conduct targeted outreach/education to communities near high injury arterials and intersections, focusing on historically marginalized communities.		Oregon Walks' 2021 Fatal Pedestrian Crash Report provides an example of critical safety advocacy providing monitoring and community safety concerns. The 2021 Regional Transportation Safety Forum co-hosted by Multnomah County REACH and Metro engaged community based organizations and advocates. In 2019, the Portland Bureau of Transportation (PBOT) adopted Moving to Our Future: PBOT's Strategic Plan 2019-2022. The strategic plan emphasizes PBOT's stronger commitment to transportation justice and calls for more community-driven, culturally responsive outreach and education.
6.7	Support development Transportation Safety Action Plans and Vision Zero targets; include a transportation safety plan in the updates of Transportation System Plans; participate in local, regional and state safety activities.		Several local safety action plans (TSAPs) providing in-depth analysis and local safety solutions were developed around the same time as the Regional Transportation Safety Strategy. Tigard has since developed a TSAP and Clackamas County has updated its TSAP. More funding is needed to develop plans for every community in the region. Proposed federal transportation legislation includes a new Safe Streets for All program to fund state and local Vision Zero plans.

<b>6.8</b>	Identify opportunities to develop safety workshops on Safe System approach and priorities, including racial equity and public health.		The Federal Highway Administration is developing a Safe System Approach training. Additionally, national organizations, such as the Vision Zero Network, periodically provide webinars on the topic. Metro shares these opportunities through a monthly safety email.
<b>6.9</b>	Convene regular local safety meetings of state and local transportation and public health professionals, equity representatives, police and fire, and community and advocacy organizations.		Clackamas County and several cities, including Beaverton, Lake Oswego, Oregon City, Gladstone and West Linn, have committees or commissions dedicated to traffic safety. Other agencies address safety issues at general transportation committee meetings, or modal committees, such as freight or bicycle and pedestrian committees. ODOT convenes several safety related committees on specific topics such as DUII and Motorcycle Safety.
<b>6.10</b>	Develop an annual, culturally appropriate mass media regional safety campaign annually.		Metro, the Portland Bureau of Transportation and Safe Routes to School programs in the region developed a campaign that reminds drivers that kids are everywhere. Materials are in multiple languages and available for partners to use. Campaigns have not been developed every year. Action may need to be revised. Additionally, ODOT's Safety Program provides a variety of safety materials available on a variety of platforms. Clackamas County is developing a Distracted Driving Campaign that is designed to be culturally appropriate. Media continues to shape public perceptions around safety. Update action to focus on micro-targeting and use of social media.
<b>6.11</b>	Support safety legislation, regulations and funding at the state and federal level that implement Vision Zero and do not increase racial disparities.		Metro developed transportation safety and equity legislative principles and coordinated with partners to support equitable safety related legislation in the 2021 Legislature. Safety advocates provided essential support in getting safety related policy and funding legislation passed. Safety and equity are considered in regional funding efforts and decisions. ODOT safety committees and PBOT the City of Portland developed critical traffic safety legislation.
<b>6.12</b>	Monitor federal and state autonomous vehicle (AV) policies and ensure that they do not place the burden of safety on vulnerable users.		HB 4063 created the Task Force on Autonomous Vehicles (AVs) to develop automated vehicle legislation. The Task Force's 2019 Final Report to the Oregon State Legislature provides a series of materials and recommendations related to safety, including requiring companies wanting to test AVs on Oregon roads to register and provide notification. The Task Force set guidelines and requirements for collecting crash data, and provided basic law enforcement guidance on how to respond.
<b>6.13</b>	Update the Regional Transportation Functional Plan to require Transportation System Plans to include a transportation safety plan.		Update of the Regional Transportation Functional Plan is included in the work program for the update of the 2023 Regional Transportation Plan. This policy change will be proposed as part of the update.
<b>6.14</b>	Update Sections 0020 (2); 0030 (1) and (2); and 0060 (1)(c) of OAR 660-012-0000, the Oregon Transportation Planning Rule.		This action may be addressed during the update of the Regional Transportation Functional Plan.
<b>6.15</b>	Best practices recommend that police periodically review, update and conduct trainings to reflect new traffic safety priorities.	N/A	Review action with police and fire representatives. Revise as needed to be actionable.