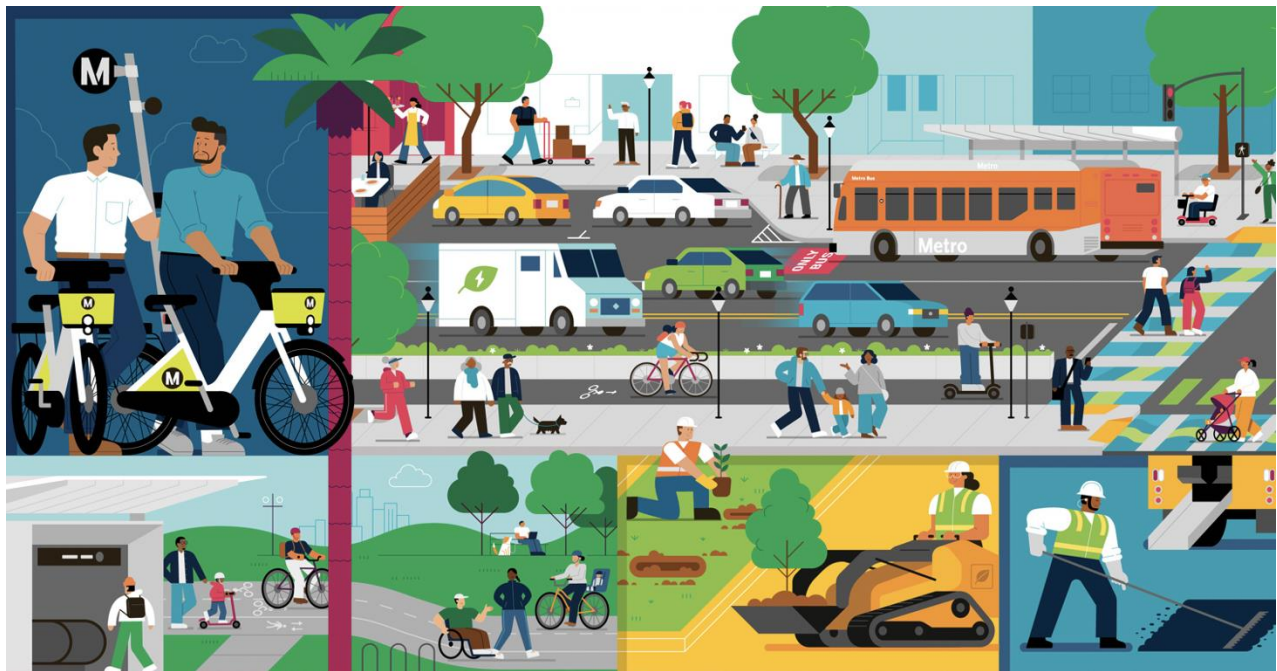


# Street Safety, Data Sharing and Collaboration Policy and Action Plan



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## **POLICY**

### **Policy Statement**

Metro has an interest in promoting street safety through data sharing and collaboration with local, state, and federal agencies, especially in locations with a nexus to transit including rail crossings and bus stops in LA County.

### **Purpose**

1. Improve Safety –Collaborate with local, state, and federal agencies to reduce and eliminate traffic related fatalities and serious injuries with a transit nexus such as at light rail crossings and at or near bus stops.
2. Robust Data Sharing & Analysis– Contribute to a better understanding of death, serious injury, vis a vis demographic factors and risk in the public right of way to inform and improve action by Metro and partner agencies, including a scorecard for Local Return to leverage pursuit of external grant opportunities;
3. Equity Lens – Reduce and eliminate disparities in traffic-related deaths and injuries and elevate the needs of marginalized communities and vulnerable users of the public right of way with a transit nexus such as at light rail crossings and at or near bus stops; and
4. Improve Collaboration – Advance partnership efforts to improve safety with a focus on intergovernmental coordination, including support of LA County’s Street Safety Plan and City of LA’s Street Safety Plan, and support pursuit of joint external grant opportunities.

### **Scope**

The action plan below includes strategies to achieve the goals of this policy, linked to relevant Metro roles: these roles are transit operator, funder, planner and builder, data provider, legislative advocate, educator, and innovator.

The policy commits Metro to an annual progress report that will provide updates on all committed activities and track progress toward goals

### **Background and Context**

The Los Angeles County Metropolitan Transportation Authority (Metro) developed this Street Safety, Data Sharing and Collaboration Policy to help improve safety for street users in Los Angeles County. In the County, vehicle collisions killed more than 700 people and injured nearly 90,000 in 2019 – an unacceptable cost of the status quo on the County’s streets. Further, these crashes are not evenly distributed, killing and injuring Black, Latino, Native Hawaiian and other Pacific islander and unhoused residents as well as people walking and cycling at greater rates than other people; this represents a major barrier to equitable transportation.

In January 2021, the Metro Board of Directors called for a Street Safety, Data Sharing and Collaboration Policy that considers Metro’s roles: including planning, funding, operations, and

legislative advocacy (File #: 2020-0928). The direction builds upon Vision 2028, the agency's strategic plan. As the transportation agency for LA County, Metro has a supporting role to promote and improve street safety. Local jurisdictions and state agencies plan, design, build and maintain streets and set and enforce speed limits and traffic rules and therefore have frontline responsibility for street safety. Local jurisdictions also adopt and implement street safety plans. The City of Los Angeles, for example, adopted a Vision Zero plan in 2015; Los Angeles County adopted a Vision Zero plan in 2019 for unincorporated area roads. Metro does not control direct 'levers' of safety, and this Street Safety, Data Sharing and Collaboration Policy is not the same as local street safety or local jurisdiction Vision Zero plans. Instead, this policy identifies ways Metro can utilize its multiple roles and its unique countywide transportation perspective to positively impact, influence, and partner for street safety – especially for the County's most vulnerable people and at locations with a transit nexus such as at light rail crossings and at or near bus stops.

In developing the policy, Metro staff identified and explored the agency's multiple roles to advance street safety; these roles are transit operator, funder, planner and builder, data provider, legislative advocate, educator, and innovator. Objectives and actions for each of these roles are described in the policy. Each role involves a separate, but overlapping area of influence, that when implemented, is designed to improve safety outcomes for all street users in the County.

In carrying out this policy, Metro will assist and encourage local safety policies and programs. Many jurisdictions have adopted Vision Zero Plans or similar programs over the prior decade, utilizing their roles as owners of local streets to redesign roadways and infrastructure with a goal of reducing crashes and ultimately eliminating traffic deaths. These plans and programs align with Metro's own safety principles, to reduce crashes and crash severity and protect the most vulnerable street users, established through Vision 2028, the 2014 Metro Complete Streets Policy and other plans.

Given the multifaceted functions of Metro, strategies and actions are described and organized by functional role (operator, funder, etc.). A collected summary of activities, goals, responsible party, and required resources is included as Attachment C.

**Why A Safe Systems Approach?**

*The Safe Systems approach embodies the current best practices in safety by incorporating safety into all aspects of the transportation system, including the five main elements: safe users, safe vehicles, safe speeds, safe street design, and post-crash care.*

*The core principles of Safe Systems create the underpinnings of the Vision Zero strategies by affirming that, along with other principles, no death or serious injury is acceptable and by acknowledging that road users are vulnerable and make mistakes.*

The Street Safety, Data Sharing and Collaboration Policy comes at a time of increased focus on this issue across all levels of government. Of particular note, this policy explicitly endorses the **Safe Systems Approach** promulgated in the United States by FHWA and seeks to adopt various aspects of that approach within the context of Metro activities.

This policy recognizes the outsize burden of street violence on vulnerable and marginalized communities and road users. As such, the policy considers equity within each section of the action plan. Informed by state data on vehicle collisions and County mortality records, the policy takes account of currently existing inequities, whereby Black, Latino, Native Hawaiian and Other Pacific Islander residents, people experiencing homelessness, youth, males and people walking and cycling are more likely to be killed and injured while using streets.<sup>1</sup> Other

vulnerable populations including people with disabilities and seniors have their mobility curtailed because of unsafe street conditions. (See Appendix 2, Data Trends and Existing Conditions). As such, policy implementation will prioritize and center experiences of disproportionately impacted communities and road users including detailed tracking, analysis, and if necessary, corrective action going forward.

This policy recognizes Metro's unique role in LA County's transportation ecosystem. The actions in this policy center ways that Metro can optimize its functions as Countywide transportation authority and on opportunities for Metro to partner and support local jurisdictions in their street safety efforts. In addition to specific actions included, the policy commits to consider impacts and potential enhancements related to street safety in all agency functions. As such, future activities not specifically described here may be developed and described in future progress reports.

This policy is similar in intent and structure to the Metro Complete Streets Policy adopted in 2014. This policy reinforces the goals and policy intent and includes updates to the Complete Streets Policy as described in Attachment F.

**Roles and Responsibilities**

Upon approval of the policy, the CEO will designate a team with responsibility for executing the policy. The team will be responsible for development, execution and reporting of all actions included in the policy, including annual progress reports. All of the actions in this policy require varying levels of coordination and partnership with other public agency and private sector entities. Metro's role as lead, partner, or support is included for each action in the Action Plan.

<sup>1</sup> *Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2021. <https://tims.berkeley.edu/>*

## ACTION PLAN

This action plan is presented and organized by functional roles within Metro, and describes objectives, actions, and next steps. It further includes a brief equity discussion for each role. The action plan across all roles is compiled in tabular form in Appendix 1. The table notes actions that require further definition and detailed work planning, as well as those that are contingent on resources that are unidentified or uncommitted at the time of policy preparation. Items noted as such will be further developed by staff and described in future progress reports. For contingent/un-resourced actions, staff is prompted to identify and seek resources in future years, or to defer or remove actions that are not adequately resourced.

### 1. Operator

Metro's transportation operations span the geography of Los Angeles County and provides multiple modes of transit including bus and rail, and shared mobility options of Metro Micro and bike share.

#### **OBJECTIVES**

Support all goals of this policy by:

- > Continuing progress on implementing bus priority treatments that protect vulnerable road users
- > Enhancing Metro's safety emphasis for transit vehicle operations
- > Utilizing operations data and Improving data collection

#### **ACTIONS**

1. Continue to evaluate opportunities to deliver bus priority treatments that have safety improvements along corridors that have a history of collisions. *Metro Role: Partner*
2. Continue to explore and test new bus safety technologies that may provide ways to prevent collisions and injuries involving transit passengers and vulnerable road users. *Metro Role: Lead*
3. Build out and fully utilize Metro transit operations data capacity. Data will be used to:
  - a. Identify specific locations for immediate safety interventions (e.g., hazard removal) as well as medium- or longer-term infrastructure improvements in collaboration with jurisdictions
  - b. Inform Metro plans and capital projects
  - c. Provide better understanding of incidents to improve training protocols and day-to-day operational practice*Metro Role: Lead*
4. Identify and address deficiencies in current Metro data collection and analyses systems. Includes developing specific recommendations to augment Metro data and analysis resources as needed. *Metro Role: Lead*

5. Integrate Metro transit data with other data compilation and analysis activities within this policy and coordinate and collaborate with other Metro policies.  
*Metro Role: Lead*

### **EQUITY**

Like other people walking or rolling, Metro riders are often exposed to unsafe street conditions and after their transit trip. Data collection is a building block for understanding where disproportionate impacts occur. The above actions center on collecting and utilizing data with the goal of remedying any currently unidentified safety issues in the county from a public transportation operations' perspective. As Metro's core ridership is predominantly low-income and BIPOC, disaggregated sociodemographic data is critical to a disproportionate impacts analysis. Future reporting on these actions will include equity analysis to ensure full understanding of how data, analysis and targeted interventions that ensue are resulting in benefit or harm. This equity focused assessment will be included in progress reports prepared for this policy and will identify and recommend corrective action where needed and commit to utilizing Metro's equity tools including the Rapid Equity Assessment, Equity Planning and Evaluation Tool, and Equity Focus Communities (EFCs) maps, among others as developed.

### **NEXT STEPS/REPORTING**

Metro will develop reporting criteria related to safety changes associated with bus priority treatment projects. These criteria will include the type of roadway change made and the effect on the number of reported collisions after the treatments were installed. Staff will also develop reporting criteria related to new safety technologies piloted and implemented on its vehicles.

The first progress report prepared pursuant to this policy will provide detailed set of recommendations related to operational data capabilities and will include specific resource requirements at that time. Updates on all activities described will be included in future progress reports prompted by this policy.

### **2. Planner/Builder**

Another Metro function is the countywide planner and builder of transportation infrastructure including bus rapid transit, rail, highway, and active transportation projects. This role encompasses the transit project delivery phases from early planning through construction. This regional perspective for planning, evaluating and building transit projects uniquely positions Metro to support and partner on street safety issues around the county. This policy does not change Metro's 2013 Supplementary Modifications to Transit Projects Policy which addresses requests for Metro to pay for upgrades to third party facilities (betterments).

### **OBJECTIVES**

Support all goals of this policy by:

- > Elevating and coordinating safety considerations in Metro countywide plans
- > Enhancing Metro project delivery practices to result in safer streets

### **ACTIONS**

1. Coordinate and align street safety goals across multiple Metro planning functions. Specifically, goals established in this policy will be coordinated through the concurrent development of the Active Transportation Strategic Plan

- (ATSP) and incorporated in future updates of the Long Range Transportation Plan and Metro's updates to its Strategic Plan, and other plans.
2. Currently, Vision 2028, Metro's Strategic Plan, states Metro's commitment to street safety and reduction of collisions and injuries on transit and on streets, which this policy supports. *Metro Role: Lead*
  3. Overlay Metro countywide mode-specific plans such as ATSP, Goods Movement, Bus Rapid Transit. Work with municipalities and partner agencies to prompt the development and implementation of more holistic complete streets network plans, including dedicated curbside areas for deliveries. *Metro Role: Partner*
  4. Continue and refine current First/Last Mile (FLM) program efforts which provide a street safety lens for Metro transit project planning. Specifically, consistently deploy newly developed methodology within FLM plans to identify and appropriately address safety issues in future station areas. *Metro Role: Partner*
  5. Review and improve, where possible, current safety-focused methodologies in Metro Highway Program project delivery functions wherein Metro plans, designs, and environmentally clears projects to be implemented/maintained by other agencies. Specifically, this review will consist of utilizing planning techniques deployed or required by various partner agencies on highway projects and may further consist of adapting practices utilized in FLM planning or in other non-highway efforts. *Metro Role: Partner*
  6. Develop and promulgate a consistent standard for temporary active transportation facilities when construction of Metro projects necessitates disruption of existing facilities. This standard will have the effect of providing a minimum baseline comparable to currently existing common local standards, but will also require:
    - a. Consideration of all modes/users of the roadway with emphasis on reducing harm to vulnerable users
    - b. Minimizing detours and closures affecting people walking, riding bicycles, people with disabilities and/or using mobility devices.  
*Metro Role: Partner*
  7. Identify opportunities to more effectively address issues identified in transit operational data including:
    - a. Incorporating street design improvements in Metro capital projects
    - b. Exchange data with organizations for their use in Vision Zero and related programs
    - c. Consideration as a project selection criterion in discretionary funding programs
    - d. Establishing clear points of contact with all affected cities to address reported issues  
*Metro Role: Partner*

### **EQUITY**

Equity considerations within planning and project delivery functions vary greatly by context. Some actions described here relate to countywide and long-range planning activities. These actions have the effect of setting/refining safety goals and directing resources. As roadway deaths and serious injuries disproportionately affect vulnerable populations, this policy commits



to a detailed analysis and reporting on impacts across communities to allow for corrective action over time. Analysis will utilize and/or be informed by Metro equity tools. For project specific activities, such as identifying and addressing safety hotspots within a given project’s footprint, robust community involvement will identify and prompt specific interventions to meet project-specific and community needs.

### **NEXT STEPS/REPORTING**

The ATSP update incorporating safety goals is anticipated to be adopted in Spring 2023. Opportunities to promote multimodal network planning activities will be explored with any recommendations for subsequent action in the first progress report for this policy. Highway Program planning methodology utilization of safety techniques is intended to be an on-going process, with any specific changes to be reported in future progress reports. The first progress report under this policy will provide a detailed update on a standard for temporary facilities including specific steps to formalize the standard.

### **3. Funder**

As a critical public transportation funder in LA County, Metro administers local, state and federal funds for transportation projects. Metro provides pass-through funding to local jurisdictions for street improvements and safety enhancements, including Local Returns. Metro also manages discretionary funding programs.

### **OBJECTIVES**

Support Goals for by elevating the consideration of safety throughout Metro’s funding mechanisms.

### **ACTIONS**

1. Refine safety related criteria and requirements in Metro discretionary, competitive funding programs. Refinements may include geographic targeting to preference funding safety improvements to identified hot spots, requirements for all participating projects such as integration of best practices for project design. *Metro Role: Lead*
2. Track and encourage use of Local Returns for safety improvements. Develop ways to track and report how funded projects are addressing street safety, such as a score card. *Metro Role: Support*

### **EQUITY**

Metro funding programs have broad reach and as such mirror equity consideration for street safety. These programmatic and countywide considerations are described in the “Data Trends and Justifications” section, which further notes disproportionate impacts across a number of marginalized and vulnerable populations. As such, this policy commits to on-going and detailed assessment of benefit and potential harm to vulnerable and/or marginalized communities, and to corrective action where needed. Metro’s existing equity assessment tools will be utilized to understand where any disproportionate impact is occurring related to benefits or harms to communities. Any future equity assessment tools that Metro develops would also be utilized.

### **NEXT STEPS AND REPORTING**

Refinements to discretionary programs will be integrated on an on-going basis as each applicable program is prepared for its next funding cycle.

Specific steps to highlight, encourage, and report on best practices for Metro funded projects will be refined and developed by staff and included in the first progress report under this policy. Tools, analysis, and resources that may be applied to funding programs will be considered by Metro staff and described in future progress reports.

### **3. Data Collaborator**

Metro gathers and shares information on its services and programs and hosts Los Angeles County Regional Integration of Intelligent Transportation Systems (RIITS), which provides data sets related to arterial traffic and multi-modal travel patterns. There is an opportunity to enhance the utility of Metro data for safety efforts by collaborating with partners and filling gaps in the safety data ecosystem, especially.

#### **OBJECTIVES**

Support all goals of this policy by improving data availability and tools that will help Metro and its partners:

- > increase understanding of existing conditions, vulnerable road user exposure to serious injury and mortality, and the impacts of safety programs and interventions.
- > develop and deploy data resources that are unique to Metro
- > provide information and insight to inform other aspects of this policy, especially those that target and deploy resources (e.g., for funding programs)
- > provide a consistent framework to track equity considerations and improvements; and
- > strengthen partnerships and collaboration by supporting cross-agency data compilation, analysis and sharing

#### **ACTIONS**

This policy proposes detailed assessment and collaboration to advance the state of the street safety data landscape in LA County. This will allow Metro and partners to better understand the needs to identify, collect, analyze, and maintain street safety related data assets, as well as how that data can be used to inform decisions and investments that equitably advance street safety in Los Angeles County. Metro can contribute unique data in some areas (e.g. data derived from transit operations), can convene other entities with data functions, and can prioritize data collection and sharing related to and locations with a transit nexus such as at light rail crossings and at or near bus stops. This effort will require participation and concurrence of multiple agencies and disciplines in LA County. For example, local jurisdiction departments such as public works, public health, public safety, planning, transportation, etc. will all need to participate and be committed to advancing street safety data collection and analysis. Regional, state, and federal representatives should also be part of the effort to ensure alignment across the region. Data and analysis activities can be further informed through community level discussion, especially among populations most affected by traffic violence. Metro will convene collaborative process to:

1. Develop methodologies for analyses such as deploying a standard of disaggregated demographic data collection. *Metro Role: Partner*
2. Promote data collection and reporting by jurisdictions throughout Los Angeles County, including identifying opportunities to promote and support active transportation user counts especially by local jurisdictions *Metro Role: Support*

3. Encourage collection and metrics specific to equity considerations such as demographic data collection and analysis of disproportionate impact. *Metro Role: Support*
4. Partner with federal, state, regional, and local stakeholders who are also seeking to improve data collection and advance street safety. *Metro Role: Partner*
5. Develop opportunities to utilize RIITS to better link and share travel, speed and safety data and generally consider and develop approaches to make data easily available. *Metro Role: Partner*
6. Craft a data implementation plan comprised of the above and other actions determined by the team, and to be included in future updates prepared under this policy. *Metro Role: Partner*

### **EQUITY**

Through data collection, analyses, and applications, this policy seeks to recognize and eliminate disparities in data collection, transportation access and investment, and exposure to crashes that result in serious injuries and fatalities. Implementation of these actions will include deploying Metro equity tools such as the Rapid Equity Assessment, Equity Planning and Evaluation Tools, use of EFC maps, analysis of demographic data to understand disproportionate impacts in greater detail. Metro will seek input and information exchange with communities and populations most affected by traffic violence.

### **NEXT STEPS/REPORTING**

Through collaborative process, protocols for data collection and analyses, as well as Street Safety, Data Sharing and Collaboration Policy driven applications will be established. Future progress reports will include a data implementation plan and status updates from the Governance Team.

## **4. Legislative Advocate**

Metro's strategic legislative advocacy role is focused on advancing and protecting Metro's authority and the transportation interests and priorities of Los Angeles County in line with Board-directed goals outlined in Vision 2028 Strategic Plan, the Long-Range Transportation Plan (LRTP), Equity Platform, and other Metro policies and plans.

### **OBJECTIVES**

Support Street Safety goals by influencing State and Federal safety policies and resources.

### **ACTIONS**

1. Metro's 2022 State and Federal Legislative Programs include a goal to "[m]onitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities." Upon adoption of a new Metro Street Safety, Data Sharing and Collaboration Policy, future annual legislative programs should include a goal to advance implementation of the Street Safety, Data Sharing and Collaboration Policy. *Metro Role: Support*

**EQUITY**

Legislation that does not consider the disproportionate harm to vulnerable individuals could perpetuate disproportionate impact from unsafe streets. Review of pending legislation will use Metro's equity tools such as the Rapid Equity Assessment and EFC maps to assess disproportionate or unintended impacts from new legislation.

**NEXT STEPS/ REPORTING**

Future progress reports will include tracking how many and which bills and regulatory processes advancing street safety and street safety equity Metro supported, and how many passed. Additionally, staff will develop detailed legislative strategies to address disparities and measure impact of those strategies. The first progress report under this policy will assess and present a baseline for disproportionate impacts for all relevant overburdened populations, including but not limited to BIPOC, older adults and youth, people with disabilities, people walking and cycling, and people experiencing homelessness. In determining potential items for the agency's annual legislative strategy, Metro will consult with affected populations and communities, following best practices from Metro's Community-Based Organization Partnering Strategy. Staff will research and track legislation that can reduce disparities and advocate to ensure that local, state and federal legislation improve equity in street safety.

**5. Educator**

Metro's function in community education centers on increasing transit safety awareness and providing education to residents of Los Angeles County who interact with Metro's public transportation system through various safety programs. Metro's programs include rail safety for street-running light rail alignments (Metro A Line, E Line, L Line and new Crenshaw/LAX Line).

**OBJECTIVES**

Supports safety goal by:

- > Proactively educating communities along Metro's light rail system.

**ACTIONS**

1. Provide online and in-person transit safety education to schools, recreation centers, libraries, community centers within a 1.5-mile radius of at-grade rail lines. *Metro Role: Lead*
2. Provide transit safety education to senior centers, and independent living facilities throughout Los Angeles County. *Metro Role: Lead*
3. Collaborate with Operations and Corporate Safety to evaluate trends & create safety outreach. *Metro Role: Lead*
4. Conduct educational and marketing campaigns focused on transit safety, including September Rail Safety Month. Campaigns will be targeted on digital & social media platforms, including Twitch.TV, Facebook, Instagram, Snapchat, Connected TV, and YouTube. Additional outreach targets ads at grocery stores and gas stations, for transit riders and drivers. *Metro Role: Lead*
5. Continuous engagement at local community events within a 1.5-mile radius of at-grade Metro rail lines. *Metro Role: Lead*
6. Provide hands on travel training for teachers, students, older adults, and community members as requested. *Metro Role: Lead*

7. Deploy Rail Safety Advisors to conduct safety outreach on Metro’s new street-running rail lines, extensions to existing light rail lines and special projects such as intersection evaluation for grade crossing gates and pedestrian swing gates.

*Metro Role: Lead*

### **EQUITY**

Trains, vehicular, and pedestrian incidents along Metro’s at-grade rail lines impact populations, disproportionately impacting BIPOC, older adults and youth, people with disabilities and people experiencing homelessness. As such, Community Education & Mobility Programs, Arts + Community Enrichment Team will continue to develop outreach methods that address any potential disparities in its efforts to provide transit safety education to the populations mentioned above and that frequent at-grade rail lines. All educational printed materials and presentations are provided in Spanish and other heavily used languages. In addition, the team will evaluate the impact of its existing and new outreach methods with a priority for marginalized groups within Equity Focused Communities.

### **NEXT STEPS/ REPORTING**

Upon adoption of this policy, Metro will coordinate with other local agency partners, assess the effectiveness of on-going efforts countywide, and determine the need and role for any new or augmented public awareness activity. Metro will additionally develop and execute trainings and professional exchange activities where necessary and valuable. Of note, other provisions of this policy may prompt specific training program needs. Specific activities may be recommended to the Board either on an ad-hoc basis or in the context of the first annual progress report related to this policy.

## **6. Innovator**

Metro’s mission is world class transportation, and the agency conducts pilot projects and partnerships to help innovate and improve mobility in LA County.

### **OBJECTIVES**

Support all goals of this policy by piloting and testing technologies and approaches that reduce risk of death and serious injuries with emphasis on reversing disproportionate harm to vulnerable populations and road users and improving safety for locations with a transit nexus such as at light rail crossings and at or near bus stops.

### **ACTIONS**

1. Work with local jurisdictions, agencies, and vendors/manufacturers to identify and advance promising connected vehicle technology and intelligent transportation systems that improve street safety, including through partnerships, unsolicited proposals and RFIs. *Metro Role: Support*
2. Pilot vehicle safety technologies such as advanced emergency braking, emergency lane keeping assist, intelligent speed assistance and drowsiness and distraction detection on select Metro, local agencies’, and private entities’ vehicles; track their performance and consider implementing those that improve safety and reduce risk across fleets. *Metro Role: Partner*
3. Monitor developments in semi-autonomous and autonomous vehicle technology to encourage that they are deployed in a way that improve the speed and reliability of transit and that they are not deployed on public streets if they cannot adequately detect and protect pedestrians, cyclists and persons

using wheelchairs and other mobility assistance devices. Metro can also encourage autonomous vehicles in urban areas be introduced in shared fleets so that they can be well-regulated and actualize the promise of reductions in vehicles, parking, and congestion. *Metro Role: Support*

### **EQUITY**

Metro will develop more detailed strategies to use innovation methods to address disparities and measure impact of those strategies. For example, pilots related to micro-transit, camera bus lane enforcement and other innovations that can impact street safety can collect demographically disaggregated data. Subsequent reports will assess progress. In designing safety innovation programs, staff will consult with affected populations and communities utilizing best practices from Metro's Community-Based Organization Partnering Strategy; and will provide technical assistance to under-resourced jurisdictions and communities to help them to participate in applications and pilot programs (methodology to be developed in first annual report). Staff will seek to identify, assess and pilot innovations such as new technologies and partnerships in ways that can reduce disparities in injuries and deaths.

### **NEXT STEPS/ REPORTING**

Future progress reports will provide updates on technologies that Metro has tested and unsolicited and solicited or solicited proposals on street safety that Metro has received. Further, staff will identify best practices for identifying locations that have reduced deaths and injuries informed by approaches for consideration.