



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 30, 2016
TSAP: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda B** – 2016 Oregon Transportation Safety Action Plan

Requested Action:

Request approval to adopt the 2016 Oregon Transportation Safety Action Plan as a statewide topic plan that is part of the Oregon Transportation Plan and approve adoption of the supporting information for the 2016 Oregon Transportation Safety Action Plan as part of the record, including the “Findings of Compliance with Applicable State Law and Administrative Rules.”

Background:

Oregon’s first Transportation Safety Action Plan (TSAP) was adopted in 1995, focusing efforts to reduce death and injury on Oregon’s transportation system. The plan was held up nationally as a model for reducing crash rates and crash severity. In less than 10 years, a substantial portion of the original plan had been accomplished or was in progress. The plan was updated in 2004 by the Oregon Transportation Safety Committee and adopted by the Oregon Transportation Commission. The 2004 plan was created through a public process including multiple stakeholders and in compliance with state and federal law. It was subsequently amended in 2006 for consistency with new federal legislation adopted at that time. In 2011, a third plan was developed and adopted. The 2011 plan identified new partnerships, better practices, and more aggressive methods.

The 2016 Transportation Safety Action Plan--Oregon’s Strategic Highway Safety Plan, as updated, recognizes that Oregon’s population is changing, growing, aging, and that transportation needs are changing as well. For example, in 1995 cell phones were an expensive tool and antilock brakes and airbags were barely a part of the driving picture. Today, automobile safety technology features are standard, cell phones are common for most citizens, and connected and autonomous vehicles are on the horizon. As transportation systems become more complex and integrated, the need to develop and expand strong partnerships among state and local agencies, community groups, businesses, and the media to achieve the envisioned safe transportation system grows. Only with a shared commitment can the actions in this new plan be fully and effectively implemented.

Plan Milestones

The plan was developed by a Policy Advisory Committee that included all members of the OTSC and representation from Area Commissions on Transportation, Metropolitan Planning Organizations, city, county, regional and tribal governments, and public interest groups representing mode-specific

interests (bicyclists and pedestrians, commercial trucking, motorcyclists), safety-related businesses and nonprofit organizations, as well as other state agency programs with transportation safety responsibilities. All materials can be found on the committee's website at <http://www.oregon.gov/ODOT/TD/TP/Pages/tsappac.aspx> .

Outreach activities were conducted in a manner consistent with the Oregon Transportation Plan; including Goal 7, Coordination, Communication and Cooperation; and Statewide Planning Goal 1: Public Involvement. The process was also in compliance with Federal Highway Administration requirements for the development and adoption of Strategic Highway Safety Plans. There were many stages of stakeholder outreach.

- In September and October, 2014, a consultant conducted 22 interviews among the Oregon Department of Transportation divisions involved in transportation safety programs and projects. The purpose of the interviews was to assess knowledge and perceptions of the 2011 Transportation Safety Action Plan and to seek suggestions for the development of the next iteration of the plan.
- In November, 2014, public meetings were held in eleven locations (with a twelfth meeting cancelled due to ice hazards, replaced by an ad hoc meeting with freight haulers iced in at the same hotel). Participants represented included local, regional and tribal governments; private business; bicycle, walking and motorcycle interests; the freight industry; ODOT region safety staff, engineering and planning staff; and the Federal Highway Administration.
- A stakeholder email list was generated through these meetings. All participants who entered their email addresses on sign-in sheets were signed up for periodic updates on the developing plan through the project website. At the end of this first meeting cycle over 300 people had signed up: over the course of the project the list grew to 534 subscribers.
- Listening meetings targeting local, regional and tribal governments, safety practitioners and stakeholders, and the general public were held in January 2016 in the headquarters cities of ODOT's five regions, and a virtual open house was made available to include people not participating in the in-person meetings. All of these points of contact included an update on the plan development process and an opportunity to submit comments.
- Presentations on the plan were provided to numerous groups throughout the course of the project, including meeting with ODOT leadership teams that have a direct interest in safety, and a concentrated effort to engage Area Commissions on Transportation statewide during the public review period. Ongoing efforts included meetings with state advisory bodies such as the Oregon Bicycle and Pedestrian Advisory Committee, the Oregon Public Transit Advisory Committee, the Governor's Advisory Committee on Motorcycle Safety, the Governor's Advisory Committee on Driving Under the Influence of Intoxicants, Oregon Freight Advisory Committee and others.
- A tabling event was held at the statewide Transportation Safety Conference in October 2015.

- A public comment period of 45 days was authorized by Oregon Transportation Commission on June 16 and ended August 1, 2016.
- The Oregon Transportation Commission held a public hearing at their July 21, 2016 regularly scheduled meeting.
- The Transportation Safety Action Plan Policy Advisory Committee met August 9, 2016, to review public comments received and make related changes to the draft plan. At the end of the meeting, The Oregon Transportation Safety Committee convened and accepted the draft plan as amended for referral to the OTC.

Public Review Comments Received

The Public Review Draft Transportation Safety Action Plan resulted in comments from 18 people, five of whom responded as private citizens and the other representing local and regional government, active transportation groups and the Federal Highway Administration.

All comments and a summarized comment log were provided to PAC members for their final committee meeting on August 9, 2016. The committee focused on a handful of key comment themes during the meeting discussion and also considered language changes to the policies and strategies based on the public input. A log of the comments and responses, and copies of the comment letters are attached.

Public Review Comments – Themes

The public comments were often complimentary and supportive of the plan. The themes discussed below include both the most common and the most passionate issues raised in written comments during the Transportation Safety Action Plan public comment period and the OTC public hearing in July 21, 2016.

Infrastructure was the most frequent issue discussed. There was broad support for the plan's focus on context sensitive facility design, most frequently recommending design focused on bike and pedestrian friendly intersections. Design and engineering to reduce auto speeds was also a common thread. Access management was pointed to as an important safety tool.

Risky Behaviors: Speeding was the second biggest concern expressed. Several correspondents believe designing and building roads to discourage speeding should be a high priority. Modification of speed laws to give local governments more control over speeds on local roads was another common response. Enforcement of speed laws was also encouraged.

The discussion of Safety Culture showed a wide range of viewpoints. While correspondents representing local and regional governments were supportive of the focus on personal responsibility, others want to assign most of the responsibility for safe travel for all system users to vehicle drivers.

Vulnerable Users include several distinct groups of system users but the comments focused primarily on bicycle and pedestrian concerns. These items overlapped with the speed and infrastructure discussions. There is a strong interest in bicycle-specific facility design, including an interest in retrofitting intersections to improve bicycle safety.

Implementation is recognized to be a daunting prospect by several correspondents. The need for commitment to transportation safety is understood to include state, regional and local programs. There is an interest in more specific remedies for safety problems to make it simpler for local governments to help implement the plan.

Implementation

Recognizing the broad scope of Transportation Safety Action Plan programs and relationships with local providers, implementation work for the Transportation Safety Action Plan has been a focus for the project since its early phases. Implementation work areas identified to date include:

- Implementation Planning to support work addressing new focus areas in this plan
- Ongoing and refined communication and outreach efforts
- State Transportation Safety Action Plan program and structure assessment to identify opportunities for improved delivery

The Transportation Safety Action Plan is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement agencies, emergency medical service providers, and others across the state to improve transportation safety in Oregon. Over time, and with focus, the vision of zero fatalities and life-changing injuries on Oregon roadways by 2035 can be achieved. The partnerships developed in creating this plan provide an understanding of the roles everyone can play to address safety and build trust in and ownership of the Transportation Safety Action Plan. The result will be a coordinated, multidisciplinary approach to implementing transportation safety improvements that reduce injuries and save lives.

Attachments

- Attachment 1 – 2016 Oregon Transportation Safety Action Plan) (*Including the “Findings of Compliance with Oregon’s Statewide Planning Goals” found in Appendix C of the Plan*)
- Attachment 2 – Transportation Safety Action Plan Policy Advisory Committee Membership
- Attachment 3 – Record of Parties Notified of Public Review
- Attachment 4 – Transportation Safety Action Plan Public Review Period Comments and Responses
- Attachment 5 – Written Public Comments on the Public Review Draft
- Attachment 6 – Public Involvement Plan Implementation Summary

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Erik Havig	Troy Costales	Walter McAllister	Nancy E Murphy
Michael Rock	Amanda Pietz	Doug Bish	Region Planning Managers
Region Managers			