Transportation Safety Action Plan

An Element of the Oregon Transportation Plan

October 2011

The 2011 Oregon Transportation Safety Action Plan was recommended for approval by the Oregon Transportation Safety Committee on September 12, 2011. The Plan was formally adopted by the Oregon Transportation Commission on October 20, 2011.

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Implementation of the *Oregon Transportation Safety Action Plan* is dependent upon the availability of funding. Adoption of this plan by the Oregon Transportation Commission does not guarantee adequate financial resources to carry out projects nor can the Commission commit the financial resources of other agencies or public bodies.

Bridal Veil Falls, Columbia Gorge, as viewed from Interstate 84

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front cover photo: U.S. 20 as it stretches across Central Oregon
back cover photo: Columbia Gorge and Mount Hood sunset as viewed from Interstate 84

Winter driving conditions on Interstate 84 near Meacham, Oregon

PREFACE

This document, the third generation of the *Oregon Transportation Safety Action Plan (OTSAP),* is developed as the safety element for the *Oregon Transportation Plan (OTP)* and will be considered part of the *Statewide Transportation Plan*. It is one of several modal or multi-modal plans called for in the *OTP* that defines, in greater detail, system improvements, legislative needs, and financial needs. These plans provide guidance for investment decisions that are reflected in the *Statewide Transportation Improvement Program (STIP)*, the *Highway Safety Performance Plan*, and the operating budgets of implementing agencies. This document, in conjunction with annual performance plans and corresponding annual evaluations, serves to fulfill the role of the *Strategic Highway Safety Plan (SHSP)* document as well.

In developing the *OTP*, the Oregon Transportation Commission (OTC) took an important step in establishing the goals, policies, and actions that would lead to the development of an efficient, effective, and safe multimodal transportation system for Oregon. The *OTP* recognizes the importance of safety, provides general direction, and calls for the development of specific safety initiatives. *OTSAP* identifies a safety agenda to guide the Oregon Department of Transportation (ODOT) and the State of Oregon for the next 20 years.

The mission of ODOT is "to provide leadership and vision in the development and management of a statewide transportation network" and "ensure the safety of transportation system users." Included in ODOT's values, which are intended to guide the behavior in every section of the organization, is "Safety—We take special care to protect the safety and health of both our employees and the public."

While every unit of ODOT recognizes safety considerations in its delivery of services, the most significant transportation safety program responsibilities are carried out by the Transportation Safety Division (TSD), Driver and Motor Vehicle Services (DMV), Motor Carrier Transportation Division (MCTD), Traffic Engineering, and the five regions.

The focal point for transportation safety programs in ODOT is the Transportation Safety Division (TSD) (until 1991, the Oregon Traffic Safety Commission). This division, with guidance from the Oregon Transportation Safety Committee (OTSC) carries out most of the responsibilities established in ORS 802.310. OTSC is a five-member governor-appointed committee that acts as an advisory committee to OTC and ODOT.

The TSD organizes, plans and conducts a statewide transportation safety program by coordinating activities and programs with other state agencies, local agencies, non-profit groups, and the private sector. It serves as a clearinghouse for transportation safety materials and information, and cooperates and encourages research and special studies to support legislative initiatives and new programs.

Much of the funding for the transportation safety programs administered by the TSD is provided through the National Highway Traffic Safety Administration (NHTSA), Federal Highway

Administration (FHWA), and similar federal traffic safety grant programs. These funds, which are programmed through the *Performance Plan*, generally are about five to six million dollars a year. Grants support statewide services such as public information, education, training, and program administration and evaluation and provide a financial incentive to state and local agencies and non-profit groups interested in starting new transportation safety programs.

Additional federally financed safety programs are operated by ODOT and provide safety enhancements to highway maintenance and preservation projects. ODOT programs are available to local agencies to encourage safety improvements that address high crash intersection and road segment problems. Specifically, this third generation of the *OTSAP* also fulfills a role as the *"Strategic Highway Safety Plan"* for Oregon. Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, the most recent federal funding authorization, the FHWA was directed to enter the safety arena in a more holistic way – and states were tasked with developing a plan like the *OTSAP* already in place in Oregon in order to be eligible for Highway Safety Improvement Program federal funding. In 2006, amendments were made to the 2004 *OTSAP* to address new areas of federal interest and concern. The annual *Performance Plan* document serves as the annual work update for the federal SHSP process, and the *Annual Evaluation* document serves the evaluation role requested in SHSP guidance.

This 2011 version of the *OTSAP* challenges us to once again continue the current effective programs, extend and expand successful local initiatives statewide, and initiate new programs. The plan continues to recognize that safety is a community issue and confirms that ODOT should continue to guide and support local agencies and volunteer groups interested in increasing the safety of the roadway, changing driver behavior, and improving vehicle safety.

The renewed *OTSAP* reinforces the safety goals, policies, and actions of the *OTP* by a group of actions to be implemented over the next 20 years and by identifying specific implementation strategies for special Emphasis Area actions that should be in place by the year 2020. Implementation of this renewed *OTSAP* will result in a continued significant decline in the rates of death, injury, and economic loss resulting from transportation-related crashes.

The recommendations in the renewed *OTSAP* reflect the information and ideas that a wide array of transportation safety professionals and citizens presented to the OTSC through various methods, including public meetings. This committee of five persons representing varied transportation safety interests guided the development of the *OTSAP*. Public input was encouraged throughout the planning process. Each of the meetings of the committee was open to the public and an opportunity was provided for public comment. A public meeting was held by the OTC regarding the renewed *OTSAP* in October 2011.

Four main sections follow the **Executive Summary**.

The Transportation Safety Picture: an overview of the current transportation safety environment.

The Vision: the vision for what changes will occur by 2020 and 2030 that will result in a safer transportation system for Oregon.

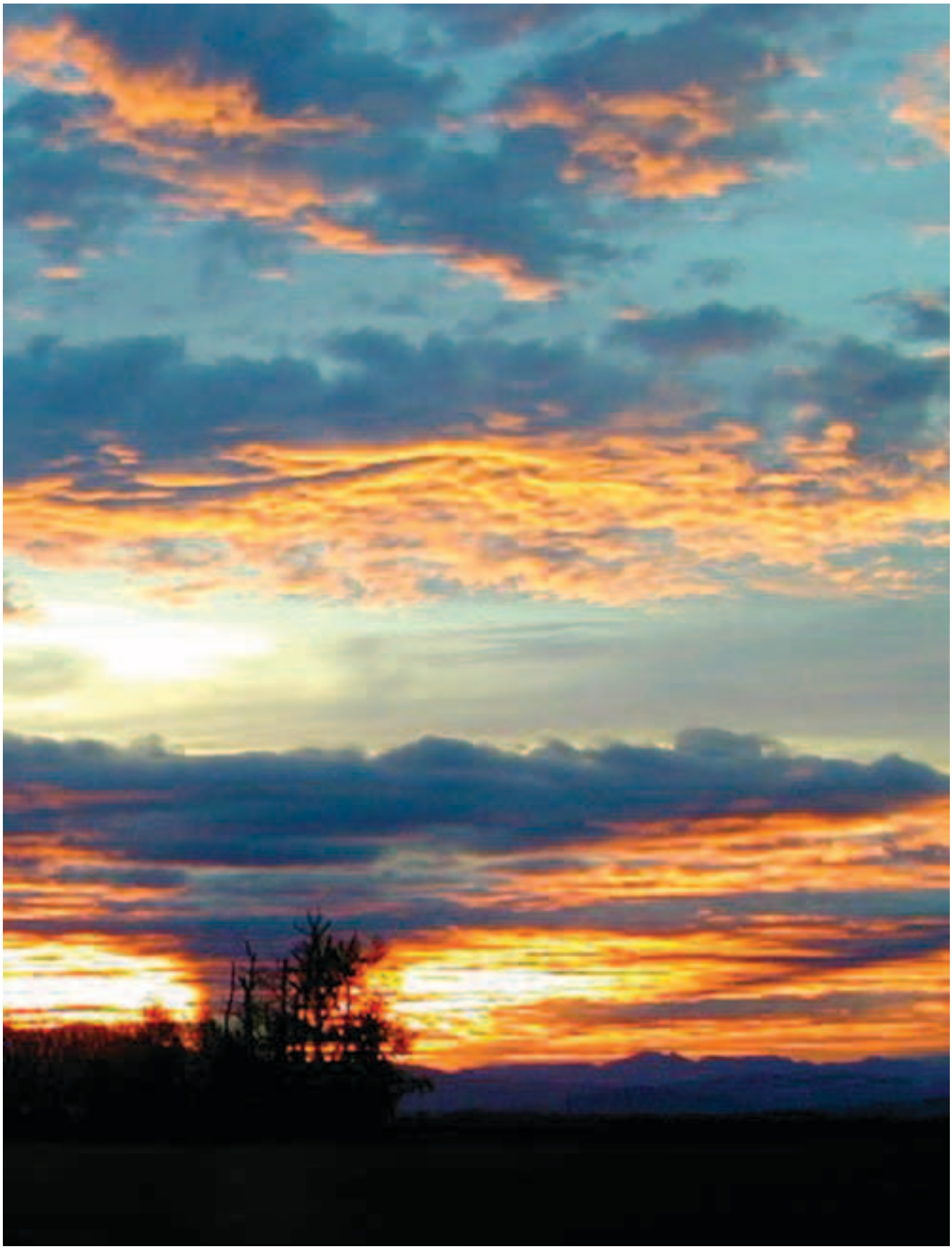
The Actions: the major actions included in the renewed *OTSAP*. Detailed information on the current status of transportation safety problems, countermeasures now in place, and the expected outcome of implementing each of the Emphasis Area actions is provided. Annually updated data supporting the actions is included in the annual *Performance Plan*.

The Implementation Strategy: legislation and investment requirements needed to implement the Emphasis Area actions by the year 2020.

Interstate 84, Mission, Oregon in background

The implementation strategy also includes recommendations for organizational changes needed to implement all actions in the plan. It recommends that a Safety Coalition become more formalized and strengthened to help guide plan implementation. The Highway Safety Management System (SMS), which is required by SAFETEA-LU, will continue to provide an integrated traffic safety records system, methods to measure and evaluate the need for safety improvements such as those called for in this version of the renewed *OTSAP*, and performance measures to monitor results.

Appendices include a list of implementation responsibilities for all actions, a description of the public involvement process including a list of the locations and groups contributing to *OTSAP* development, references to key transportation safety statutes, acronyms and definitions, and findings of compliance with statewide planning goals and the *OTP*.



Halsey sunrise as viewed from U.S. 99

EXECUTIVE SUMMARY

The *Oregon Transportation Safety Action Plan* envisions a future where Oregon's transportation-related death and injury rate continues to decline. We envision a day when days, then weeks and months pass with not a single fatal or debilitating injury occurs. Someday, we see a level of zero annual fatalities and few injuries as the norm.

During the last 20 years, Oregon's traffic death rate has fallen dramatically. The year 1972 marked Oregon's highest traffic death toll when 737 persons died in motor vehicle crashes in Oregon, amounting to 4.8 people killed per 100 million vehicle miles traveled. By 1983, the traffic death rate was nearly halved to 2.7 deaths per 100 million vehicle miles traveled.

In 2009, 377 reported traffic fatalities occurred and Oregon's highway death rate continued to fall to 1.11 people killed per 100 million vehicle miles traveled, just below the national average of 1.13. Deaths related to other transportation modes have fallen only slightly.

Oregon's significant reduction in transportation-related deaths and injuries largely resulted from a public outcry that too many people were dying needlessly, and from citizen demands for tougher laws and more effective programs. Consequently, stricter laws, coupled with aggressive education and public information efforts, have increased safety awareness and encouraged changes in driving behavior. Oregonians have shown a growing confidence in the safety of their transportation system.

While Oregon's progress has been significant, traffic crashes are still the leading cause of death for persons under age 35. In 2009:

- Alcohol and/or other drugs were involved in 38.2 percent of the fatal motor vehicle crashes in Oregon.
- Safety restraints were not used by the fatal victim in 44.6 percent of the fatal motor vehicle crashes in Oregon.
- Speed contributed to 41.6 percent of the fatal motor vehicle crashes in Oregon.
- Drivers less than 21 years of age accounted for 12.29% of the drivers involved in fatal and injury crashes, yet comprised only 6.3% of the driving population.

Moderate reductions in Oregon's highway death toll can be continued through current programs, but a sustained, concentrated effort will prevent many crashes and save a significant number of lives and dollars. This third generation *Oregon Transportation Safety Action Plan* will help sustain and strengthen the focus of our efforts to the factors contributing to the most transportation-related fatalities and injuries and will encourage safety programs and practices that address other significant safety problems. These problems include the rising death toll for pedestrians and roadside workers, secondary crashes occurring on our urban freeways, inadequate emergency response services, and conflicts between motor vehicles and other travel modes.

In developing the original *OTP* in 1992, the OTC established broad, long-range goals, policies, and actions that were designed to help develop an efficient, effective, and safe integrated transportation system for Oregon during the next 20-40 years. The original 1995 *OTSAP* is one of several more specific plans that further defines the *OTP*'s near-term goals and actions.

This third generation *OTSAP* was adopted by the OTC in October of 2011 at the recommendation of the OTSC.

Like the *OTP*, the *OTSAP* continues to recognize that Oregon's population is growing and changing, and that its transportation needs are changing too. As we move through the 21st century, improvements in highway design and aggressive application of new technologies will not only lead to more efficient use of our roadways, but also increase driving safety. Because more people will use public transportation and the pedestrian and bicycle modes, we must provide a transportation system that is not only "balanced, efficient, accessible, environmentally sound, and connective," but also safe and secure.

This renewed *OTSAP* encourages us to develop partnerships among state and local governments, community groups, businesses, and the media to achieve a safer transportation system. With a shared commitment, the actions in the plan can be effectively implemented.

As with its predecessors, this third generation *OTSAP* is a living document that gives direction to our efforts and guides investment decisions. As the actions that this renewed plan recommends are implemented, we will learn more about which programs are most effective and we will make increasingly better decisions. Amendments to this new *OTSAP* should be accomplished through formal OTC action based on the recommendation of the OTSC.

The actions in the renewed *OTSAP* were chosen by the OTSC after thorough consideration of the crash data and information provided by transportation safety experts who presented their views on the most troubling problems and promising solutions. These actions are organized using the framework provided in the *OTP*.

Emphasis Area actions that respond to the factors that contribute to the greatest number of transportation-related deaths and injuries—impaired driving, not using safety restraints, speed, and inexperience—were identified as Emphasis Area actions which should be implemented by the year 2020.

The Emphasis Area actions and the transportation safety problems they address are presented in Figure I, *OTSAP*—Emphasis Area Actions.

The remaining actions respond to high priority problems and address a variety of transportation safety problems covering all modes and all aspects of safety. Many also contribute to furthering additional *OTP* goals and will help reduce congestion, encourage use of alternative modes, and improve livability. Finally, the *OTSAP* seeks to respond to the safety challenges offered by our national partners such as the FHWA, NHTSA, the Governor's Highway Safety Association (GHSA), and the American Association of State Highway and Transportation Officials (AASHTO).

Many of the actions included in this renewed *OTSAP* can be implemented with existing resources by existing staff. They do not require legislative or administrative changes, but instead call for re-focusing of priorities. Other actions require a modest initial investment in planning and evaluation to better define specific resource needs and potential funding sources. The renewed *OTSAP* priorities and investment requirements can be clarified after planning is completed for law enforcement and criminal justice system resource needs, traffic records, and incident management. Many of these planning efforts should be finished before the 2013 legislative session.

View of ships staged for loading at Port of Longview, Washington from U.S. 30

A resurgent coalition of safety advocates should be developed to help guide implementation of the *OTSAP*. Each action will be monitored and the overall results evaluated annually to see if the rate of transportation-related crashes, deaths and injuries declines, and if more emphasis should be given to specific safety problems. Performance measures, including the Oregon Benchmarks related to transportation safety, and other measures of overall transportation system performance will be tracked. A coalition could help interpret the results of this tracking, and make meaningful recommendations to the OTSC.

Figure I: ***OTSAP*** **– The Emphasis Area Actions**

Action Number	OTSAP Action	Significant Factor in Fatal Crashes
PRIORITY 2 23	Safety areas of interest should include intersection crashes, roadway departure, pedestrian/bicycle.	Speed, Occupant Protection, DUII, Roadway
32	Create a plan to insure that safety in considered in construction/repair decisions.	Speed, Occupant Protection, DUII, Roadway
37	Develop a communications strategy for raising awareness and acceptance of the need for law enforcement.	Speed, Occupant Protection, DUII
43	Establish processes to train enforcement personnel, attorneys, judges and DMV.	Speed, Occupant Protection, DUII
45	Pass legislation to establish .04 percent BAC.	DUII
PRIORITY 3 72	Improve and expand the delivery system for driver education in Oregon.	Young Drivers
75	Continue public education efforts aimed at proper use of child safety seats.	Occupant Protection
104	Consider legislation requiring the inclusion of helmets, reflective gear and lighting with new bicycles.	Rider Protection
106	Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian.	Post crash medical care – availability and location
PRIORITY 1 109	Develop strategies to assure the recruitment and retention of EMS volunteers.	Post crash medical care – availability and location

**Note: Items denoted with (1) (2) (3) represent OTSC Priority Rankings*

THE TRANSPORTATION SAFETY PICTURE

During the last two decades, Oregon has made significant progress in transportation safety.

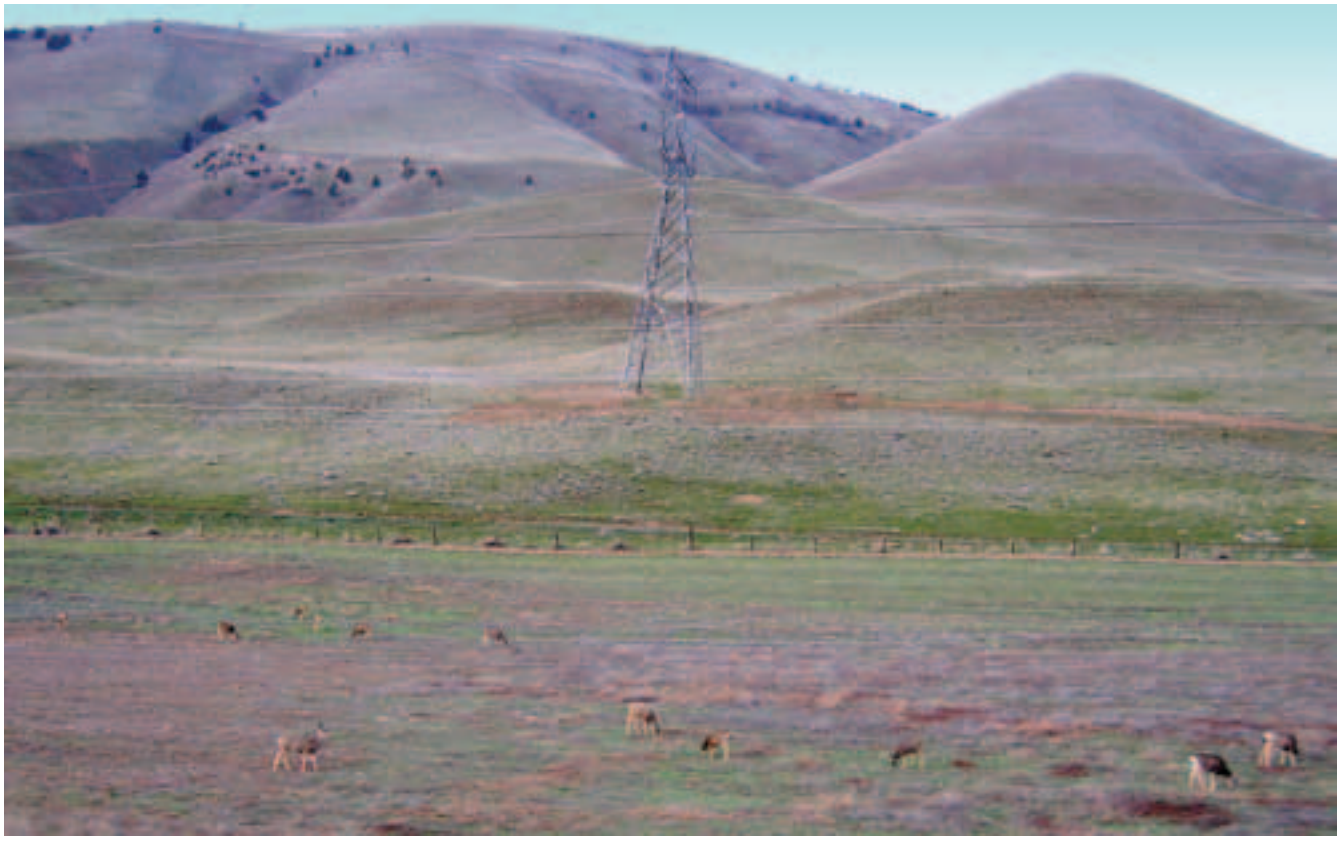
The motor vehicle crash fatality rate fell dramatically. In 1972, the year Oregon experienced its highest recorded traffic-related deaths, 737 persons were killed in motor vehicle crashes on Oregon's roads, or 4.8 per 100 million vehicle miles traveled. By 1983, the motor vehicle fatality rate was 2.7 deaths per 100 million vehicle miles traveled. In 2009, 377 fatalities occurred and the rate fell to 1.11. This rate is just below the national average of 1.13 for 2009, but we can still do better. During this same time, deaths occurring on other transportation modes fell slightly as well.

Another way of measuring our success is by recognizing the economic impact of traffic deaths and injuries. According to a study by the National Safety Council (NSC), each death costs $1,290,000 in medical expenses and lost productivity.

The NSC presents these estimates on the cost of motor vehicle crashes in its publication, *Accident Facts, 2009 Edition*. Economic costs for 2009 were estimated to be $1,290,000 for each death, $68,100 for each nonfatal disabling injury, and $8,200 for each property damage crash (including minor injuries). Using these figures, it is estimated that the total economic loss in Oregon exceeds $2,583,014,500 – or $675.67 in traffic crash loss per Oregonian.

The significant reduction in transportation related deaths and injuries has been attributed to public outcry that too many people died unnecessarily and that Oregon needed tougher laws and more effective programs. Some of the laws and programs implemented were:

- Administrative license suspension for drivers suspected of driving under the influence of intoxicants.
- Lowering of the blood alcohol content for all drivers to .08.
- Establishment of zero blood alcohol content for drivers under 21.
- Establishment of a mandatory server education program.
- Establishment of a provisional driver license program for drivers under 19.
- A safety belt or safety system requirement for all vehicle occupants.
- A motorcycle helmet law for all riders, and training requirements for drivers under 21.
- Establishment of boating under the influence of intoxicants as a Class A Misdemeanor.
- Establishment of a comprehensive continuing transportation safety public information program on motor vehicle safety, railroad crossing safety, and boating safety.
- Encouragement of local transportation safety programs in 40 Oregon communities.
- Establishment of comprehensive corridor safety programs to target high crash locations, including truck safety corridors.
- Development of a statewide "9-1-1" system.



Deer grazing in the Columbia River Gorge as viewed from Interstate 84

- Motor carrier safety improvements.
- Vehicle safety improvements.
- Improved roadway design.

These laws and programs were the foundation for Oregon's first *Transportation Safety Action Plans*. Coupled with additional legislation in the ensuing years, such as the Teen Driving Law, and many others, they serve as a solid foundation for moving forward with this renewed 2011 *Transportation Safety Action Plan*.

A review of available data on the number of transportation-related crashes, the vehicles and road users involved, and their causes and location allowed the *OTSAP* to focus on the worst problems and lead to the identification of the most effective solutions.

Detailed information about fatal crashes compiled in the Fatality Analysis Reporting System (FARS) was utilized in most cases. More data about injury crashes—the drivers and vehicles involved, the roadway environment, the criminal justice system—would have been helpful. It was apparent throughout the planning process that more complete information about problems, programs, and overall system performance would help to guide safety-related investment decisions.

The following tables highlight some of the most significant information about transportation related crashes occurring in Oregon.

Table I summarizes motor vehicle crash data and characteristics about the population and transportation system for Oregon for the 1999-2009 period. During this period, significant increases occurred in population, licensed drivers, registered vehicles and vehicle miles traveled, and significant decreases occurred in the number of crashes and the number of persons killed. Comparing 1999 to 2009, a decline in the rate of fatalities per 100 million vehicle miles traveled is demonstrated

Table I

Oregon Summary of Traffic Demographics and Fatalities, 2000-2009								
Year	Population (Thousands)	Licensed Drivers (Thousands)	Registered Vehicles (Thousands)	Vehicle Miles Traveled (Millions)	Traffic Fatalities	Fatalities per 100 Million VMT	Alcohol Involved Fatalities[1]	Percent Alcohol Involved
2000	3,437	2,791	3,678	35,052	451	1.29	174	38.58%
2001	3,472	2,826	3,842	34,395	488	1.42	173	35.45%
2002	3,505	2,853	3,893	34,578	436	1.26	163	37.39%
2003	3,542	2,887	3,980	35,103	512	1.46	184	35.94%
2004	3,583	2,911	3,986	35,598	456	1.28	187	41.01%
2005	3,631	2,955	4,005	35,282	488	1.38	177	36.27%
2006	3,691	3,031	4,063	35,482	478	1.35	179	37.45%
2007	3,745	3,167	4,153	34,751	455	1.31	181	39.78%
2008	3,791	3,018	4,130	33,469	416	1.24	171	41.11%
2009	3,823	2,999	4,121	33,983	377	1.11	144	38.20%
% Change								
2000-2009	11.2%	7.4%	12.0%	-3.1%	-16.4%	-13.8%	-17.2%	-1.0%
% Change								
2008-2009	0.8%	-0.7%	-0.2%	1.5%	-9.4%	-10.7%	-15.8%	-7.1%

Table II

U.S. Summary of Traffic Demographics and Fatalities, 2000-2009										
Year	Population (Thousands)	Licensed Drivers (Thousands)	Registered Vehicles (Thousands)	Vehicle Miles Traveled (Billions)	Traffic Fatalities	Fatalities per 100 Million VMT	Alcohol Involved Fatalities[2]	Percent Alcohol Involved[2]	Alcohol Involved Fatalities[3]	Percent Alcohol Involved[3]
2000	274,634	190,625	217,028	2,747	41,945	1.55	13,324	31.77%	15,746	37.54%
2001	276,918	191,276	221,230	2,797	42,196	1.53	13,290	31.50%	15,731	37.28%
2002	279,189	194,296	225,685	2,856	43,005	1.51	13,472	31.33%	15,793	36.72%
2003	281,452	196,166	230,633	2,890	42,884	1.48	13,096	30.54%	15,423	35.96%
2004	283,713	198,889	237,949	2,965	42,836	1.44	13,099	30.58%	15,311	35.74%
2005	285,981	200,549	245,628	2,989	43,510	1.46	13,582	31.22%	15,985	36.74%
2006	288,269	202,810	251,415	3,014	42,708	1.42	13,491	31.59%	15,970	37.39%
2007	290,583	205,742	255,748	3,032	41,259	1.36	13,041	31.61%	15,534	37.65%
2008	292,928	208,321	257,494	2,974	37,423	1.26	11,711	31.29%	13,826	36.95%
2009	295,306	209,618		2,979	33,808	1.13	10,839	32.06%	12,744	37.70%
% Change										
2000-2009	7.5%	9.3%	-100.0%	8.4%	-19.4%	-27.1%	-18.7%	0.9%	-19.1%	0.4%
% Change										
2008-2009	0.8%	0.6%	-100.0%	0.2%	-9.7%	-10.3%	-7.4%	2.5%	-7.8%	2.0%

Table II shows data for the entire United States. A comparison with Oregon data reveals that since the 1995 *OTSAP* was developed, Oregon has enjoyed a significant positive departure from national data, though it must be acknowledged that substantial improvement has occurred on the national level.

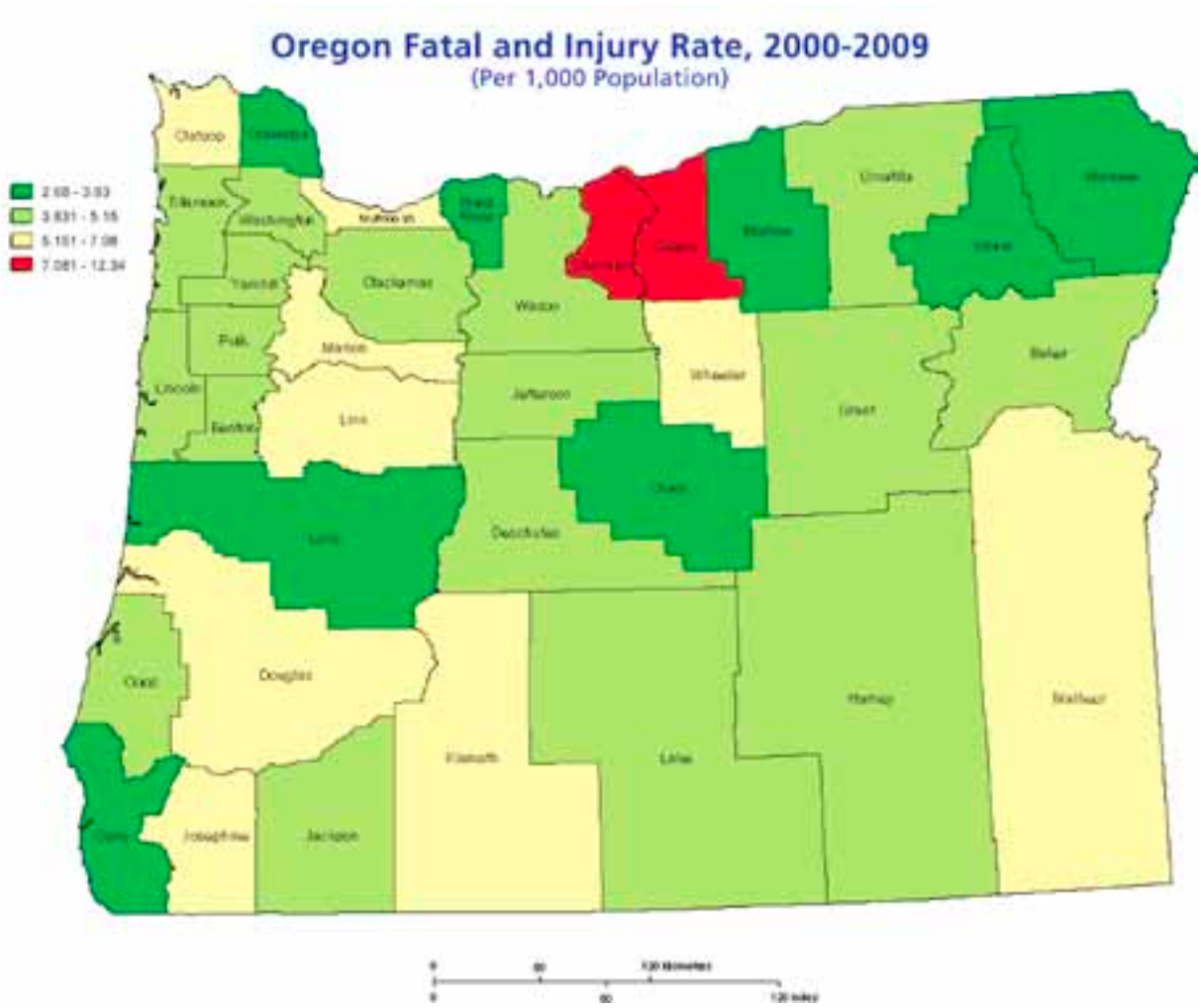
Three factors contribute to a significant proportion of Oregon's fatal motor vehicle crashes:

- In 2009, alcohol and/or other drugs were involved in 38.2 percent of the fatal motor vehicle crashes in Oregon.
- In 2009, safety restraints were not used by the victim in 44.6 percent of the fatal motor vehicle crashes in Oregon.
- In 2009, speed contributed to 41.6 percent of the fatal motor vehicle crashes in Oregon.

Also helpful in selecting appropriate programs are demographic information on drivers involved and the location of crashes.

In selecting locations for programs, it is also important to look at transportation crash data for cities and counties. It is useful to evaluate fatal and injury crash rates for each city and county, and compare them to one another and to the state rates. Once a jurisdiction is identified as having a high rate of crashes, additional analysis of specific problems and existing services will help to focus efforts. The following map in Figure II gives a 2009 snapshot of the ten year crash rate status for Oregon counties.

Figure II: Oregon Fatal and Injury Rate, 2000-2009



THE VISION

In September 2006, the OTC completed work on a revised *OTP*, a 40-year strategic plan that establishes new directions for Oregon's transportation system. This revised *OTP* includes seven goals, including a specific goal for the Safety and Security of Oregonians. The goals are as follows:

- Mobility and Accessibility
- Management of the System
- Economic Vitality
- Sustainability
- Safety and Security
- Funding the Transportation System
- Coordination, Communication and Cooperation

As part of the Safety and Security goal, the following policy statement has been developed:

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

The new *OTP* elevates the standing of safety issues to better reflect ODOT's position that Safety is our number one priority. The upshot is that the OTC has taken a dramatic step to infuse safety discussions at all levels of management of the transportation system. Weaving safety systems into the very fabric of Oregon's transportation systems going forward is the challenge.

The *OTSAP* seeks to establish actions that will support this new *OTP*, and renew the plan to reflect changing conditions. In the years since the original and second generation plans were adopted, sustainability has also emerged as a significant government initiative. Concurrent to the preparation of this renewed *OTSAP*, ODOT has developed a plan to address the long term sustainability of ODOT's efforts. This plan places safety as a key effort for ODOT, including stated objectives specifically addressing transportation safety. The *OTSAP* and Sustainability Plans are complementary, and provide sufficient overlap.

The actions in the *OTSAP* were selected by the OTSC, the *OTSAP*'s advisory committee, for their potential impact on addressing Oregon's transportation safety problems. Actions address the compelling need to increase the efficiency of the transportation system as well. They recognize the importance of building partnerships with other units of state government, with local governmental units, and with private sector interests.

The challenge is to accept these actions as our priorities and focus on their accomplishment. Success will be measured by further reductions in the rate of crashes and the emotional trauma from death and injury, as well as the economic loss.

Performance measures given in **Table III** will be used to measure results. This table lists Oregon Benchmarks related to transportation safety and additional measures of overall transportation system performance. It includes measures related to individual components of the transportation safety

system: enforcement, adjudication, sanctioning, emergency response, and engineering, as well as transportation-system user perception of safety.

While our progress has been significant, motor vehicle deaths continue to be the leading cause of death for persons under age 35 and account for millions of dollars in health care and other costs each year. While we can continue to expect moderate progress by continuing the programs in place, a more concerted effort and relatively small investments can lead to the avoidance of many crashes and a significant saving of lives and dollars.

With the implementation of the updated *OTSAP*, we envision a future in which the rate of transportation-related deaths and injuries continues to decline. Fatalities will decline from 10 per 100,000 population in 2009, to 9.25 per 100,000 in 2020 and 8.75 per 100,000 in 2030.

Community transportation safety programs will be strong throughout Oregon. With greater resources and with technical assistance from ODOT, such programs will address safety issues that affect all modes and will work effectively with other community organizations to address the most significant problems.

Oregon will continue to be noted for its tough Driving Under the Influence of Intoxicants (DUII) and other transportation safety laws. All drivers will make responsible decisions about the use of alcohol and other drugs while driving.

More aggressive enforcement efforts will be reinforced with consistent mass media public information programs.

Effective transportation safety education programs will take place in the schools statewide. Young persons under the age of 21 will not use alcohol or other drugs and will exhibit safer driving, cycling and walking behaviors.

There will be less irresponsible driving and possibly special licensing programs for young, older, and problem drivers.

Virtually everyone will wear safety belts, and young children will be secured correctly in the proper child safety seats.

Post-crash emergency care will be more effective. We will see significant improvement in care available in rural areas.

Less travel will occur by single occupancy vehicles and there will be more use of other modes. Special safety programs to make transit, bicycle, and pedestrian modes safer and more secure will be available throughout Oregon. Most bicycle riders will wear helmets and use other safety equipment.

Intelligent Transportation Systems will be widely used and contribute greatly to the improved safety of the transportation system. These will include the use of sensors to warn drivers of traffic and obstacles and infrared cameras to improve visibility in inclement weather.

Additional safety-related research will be completed. Technologies and programs proven to be effective will be aggressively implemented.

Safety will receive more consideration in planning, designing, constructing, and maintaining the transportation system.

High crash locations will be systematically reviewed and countermeasures identified to address engineering, education, enforcement, and emergency care problems. Analysis will transition from a reactive program to a proactive program.

Having met the 1995 *OTSAP* target of 16.4 deaths per 100,000 population in 2000, the new targets of 9.25 deaths per 100,000 population in 2020, and 8.75 per 100,000 in 2030 represent an aggressive extrapolation of Oregon Benchmark #83. The document, *Oregon Benchmarks; Standards for Measuring 125 Progress and Government Performance*, published by the Oregon Progress Board in December 1994 and revised in 1997, indicates

Table III: Transportation Safety Performance Measures						
	Measures		2015	2020	2025	2030
1	Deaths due to unintentional injuries per 100,000 population (OBM)	Rate	37	36	35	30.5
		Lives Lost	1297	1261	1226	1189
2	Transportation-related deaths per 100,000 population	Rate	9.50	9.25	9.00	8.75
		Lives Lost	333	324	315	306
3	Deaths due to motor vehicle crashes per 100 million VMT	Rate	0.97	0.94	0.91	0.88
		Lives Lost	334	324	315	305
4	Deaths due to motor vehicle crashes per 100,000 population that is 19 and under	Rate	8.5	8	7.5	7
		Lives Lost	63	59	55	50
5	Total motor vehicle crashes, per 100 million VMT	Rate	123	112	101.5	91.5
		# of Crashes	42530	38726	35096	31586
6	Deaths due to alcohol and drug related motor vehicle crashes, per 100 million VMT (.01 BAC or greater.)	Rate	0.54	0.53	0.52	0.51
		Lives Lost	187	183	180	176
7	Percentage of occupants using vehicle safety restraints – Children 4-15, Children under 4		100	100	100	100
8	Communities with transportation safety programs		70	75	80	85
9	Percentage of teens free of involvement with alcohol in the previous month – (OBM)		84*	85*	86*	87*
10	Percentage of teens free of involvement with illicit drugs in the previous month – a. eighth graders, b. eleventh graders (OBM)		89*	90*	91*	92*
11	Driver perception of safety: percent of persons who think the transportation system is as safe or safer than a year ago.		75	75	75	75

All calculations are based on 2002 VMT and populations, and do not reflect growth estimates.

* OBM offers a goal for 2010 only.

deaths due to unintentional injuries per 100,000 annually should be 36 in 2020 and 30.5 in 2030. Historically, transportation-related deaths have accounted for about half of total unintentional injuries.

As it becomes more widely recognized that intelligent laws, aggressive enforcement, effective education programs, and engineering improvements work, Oregonians will maintain a high confidence of safety in the transportation system.

Our progress will be evaluated annually by reviewing achievements and results. The Highway SMS, the most significant safety program required by SAFETEA-LU will remain fully implemented. Transportation safety data will be readily available to all users through an electronic bulletin board. Analysis tools and methods to track investments and measure their benefits will be available and widely used.

Oregon's transportation system will be safer.

Clackamas County Fair "Safety Street," an interactive learning opportunity for children and families

THE ACTIONS

The actions that follow can be considered Oregon's transportation safety agenda for the next twenty years. These actions are organized by best fit to the select strategies that were included in the *OTP's* Goal 5 – Safety and Security. Bold face type highlights the emphasis areas—these will be given highest priority for implementation by the year 2030. Implementation packages for these start on page 37. In implementing these actions, consideration should be given to those geographical areas with the greatest needs, based, in part, on an analysis of transportation crash data.

The *OTP* strategies are included within these actions for the reader's convenience, and are identified with **green bold type**.

***OTP* Strategy 5.1.1 – Enhance the safety leadership group to provide for cooperation among federal, state and local governments, private enterprises, and user and advocacy groups in order to address safety issues strategically and implement more effective safety programs.**

Action 1
Implement Statewide Safe Communities

Develop ways to implement those aspects of the Safe Communities model that can apply at the statewide level. Develop interconnected groups and working relationships that build stronger bonds between and among the various government bodies, agencies, organizations and citizens with a role in transportation safety through working groups, partnerships, and cross disciplinary efforts.

***OTP* Strategy 5.1.2 – Develop a comprehensive *Strategic Transportation Safety Action Plan* addressing all modes. Key areas in driver behavior and impairment, commercial driver performance and vehicle standards, use of technology, safety needs of vulnerable populations such as the young, aged, persons with disabilities and non-English speaking populations, regular opportunity for information sharing across the modes, and adequacy of trauma care statewide.**

Action 2
Continue to implement *OTSAP* and update *OTSAP* every 5 years

Continue to implement an ongoing transportation safety action planning process that takes into account the wide variety of needs existing in the transportation safety field. Regular updates of this twenty year plan should occur – perhaps as frequently as every five years. Annually document efforts to implement and evaluate the plan through the TSD *Performance Plan* and *Annual Evaluation* documents.

Action 3
Encourage tribes and local and regional governments to implement *OTSAP*

Provide ongoing assistance and encouragement to local, tribal and regional governments and stakeholders in understanding the need for developing and implementing local transportation safety action plans and processes. Work to raise awareness of the opportunities and value presented by the integration of state and local plans.

***OTP* Strategy 5.1.3 – Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.**

Action 4
Implement engineering solutions for bicyclists and pedestrians

Continue to identify, evaluate, and implement engineering solutions for bicyclists, pedestrians and other non-motorized vehicles with an eye to improving the safety of system users. Specific considerations include:

- "Complete street" designs that accommodates all users.
- Consider the needs of families and children when designing and maintaining facilities.
- Consider bicycle only traffic signals where appropriate.
- Develop a mechanism to educate the public about the need for safety built into the designs that accommodate all users.

Action 5
Engineering systems for public input that hear multiple viewpoints

Develop systems and controls to assure that ODOT hears the perspectives of all road users and interest groups as it develops solutions to safety, livability, and engineering problems. Evaluate the usefulness of the "Hearing Every Voice" system.

Action 6
Engineering incorporating safety messages into the roadway system

Identify ways to incorporate safety messages and cues into Oregon's roadway system. Develop a long range roadside signage strategy and plan for safety messages.

Action 7
Modify federal standards and guidelines to improve ODOT's ability to prioritize safety needs

Advocate modifying federal standards and guidelines to continuously improve the ability of ODOT to allocate resources to the highest priority safety needs.

Action 8
Advocate safety in local system plans

Strongly advocate for the consideration of roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation. These plans should include the following:

- Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups.
- Safety objectives.
- Resolution of goal conflicts between safety and other issues.
- Application of access management standards to corridor and system planning.
- Improve collaboration between Roadway and Traffic Engineering and TSD to enhance the " '4 E' approach to transportation safety (Education, Engineering, EMS, and Enforcement)."
- Ensure wherever possible the ODOT Local Programs and Technology Transfer (T2) Center to include the "4 E" approach to transportation safety as is described in the FHWA's Office of Safety Mission Statement (Education, Engineering, EMS, and Enforcement).
- Enhance existing safety programs by creating a unified statewide approach similar to the national "Toward Zero Deaths" initiative.
- Allow usage of raised medians as a safety countermeasure ensuring that safety concerns are considered and implemented wherever practical.

Action 9
Consider access management

In planning and project development, continue to consider access management techniques in both rural and urban settings that show improvements in safety for the roadway user. Access management techniques which may be used individually or in various combinations include the following:

- Appropriate access and public street spacing and design.
- Proper spacing and coordination of traffic signals.
- Installation of non-traversable medians.
- Proper spacing and design of median openings.
- Provision of lanes for turning traffic.
- Inter-parcel circulation.
- Use of city and county road infrastructure as an alternative to increased access.
- Protection of the functional area of an intersection.
- Proper spacing of interchanges.

Action 10
Consider the special needs of motorcycles, bicyclists and pedestrians in the safety of road maintenance functions

Continue to consider safety—including the special needs of motorcyclists, bicyclists, and pedestrians—in all road maintenance functions. Provide educational opportunities to agency staff and partners that highlight the importance of considering the special safety needs of these users. Work to develop and implement an audit procedure to assure that these needs have been met.

Action 11
Improve motorcyclist traction

Evaluate specific improvements that will improve the traction of motorcycles on the roadway.

- Special safety needs:
  - Anti skid surfaces in paint and construction plates.
  - At-grade transitions between paved and plated surfaces.
  - Removal of gravel and other debris on surfaces.
  - Grooves on roadway surfaces.
  - Consider increased use of warning signs where traction is reduced for motorcycles.

Action 12
Use vegetation management techniques to reduce hazards and increase visibility

With consideration to the scenic quality of the roadway, use vegetation management techniques to improve the safety of roadway users. Vegetation management techniques can improve safety by helping to accomplish the following:

- Reduce ice on roadway.
- Increase visibility in deer crossing areas.
- Eliminate “tunnel like” corridors and provide variation along roadway edges to keep drivers alert.
- Remove clear zone hazards.
- Remove hazard trees.
- Improve visibility of signs and roadway markings.
- Improve sight distance at intersections.
- Reduce the presence of wildlife near the roadway.

Action 13
Conduct research on driver behavior and roadway engineering issues

Continue to conduct research on driver behavior and roadway engineering issues. Evaluate the safety impact of new laws, new programs, and new materials. Specific research needs in addition to those identified in other actions, may include the following:

- Snow and ice control.
- High visibility striping, signs and legends.

- Use of alternative modes.
- Night time work zone illumination.
- Skid-resistant and low spray pavements.
- Crash investigation techniques.
- Specialized enforcement equipment.
- Use of photo radar in work zones on interstates and maintenance operations.
- Use of SMART Work Zones and Intelligent Transportation System (ITS) technologies.

Action 14
Develop regional ITS plans that serve as part of a statewide ITS plan

ODOT, Metropolitan Planning Organizations (MPOs), and other appropriate agencies should develop regional safety plans. These plans should include an ITS component that supports a statewide ITS plan. The regional plans should include safety standards for the design, implementation, and operation of all ITS measures.

Action 15
Evaluate the value of individual ITS tools and subsystems

Evaluate the value of individual ITS tools and subsystems for use in improving the SMS. Adopt those tools or subsystems deemed to be effective and efficient.

Action 16
Consider the needs of non-English speaking Oregonians in establishing guidelines for highway signs

Continue to consider the needs of non-English speaking Oregonians and visitors in establishing guidelines for highway signs. Consider the application of symbol signs, where practical, to better accommodate the multi-cultural nature of our residents and visitors.

Action 17
Establish a network to disseminate information to local governments

Continue to support the expansion and increase in stature of local transportation safety programs. Support measures may include the provision of technical assistance, mentor programs, legislative coordination, training, and provision of other resources to local transportation safety programs, groups and committees statewide. Encourage communities to use the Safe Communities process and approach to addressing injury control. Establish a network to disseminate information to local governments. Evaluate current delivery methodologies for efficiency and effectiveness. Evaluate the practicality of establishing a "traffic safety academy" or course of study that prepares individuals of all ages to engage in safety projects and activities at the local level. Implement academy if practicable. Identify mechanisms to assist groups in maintaining and improving collaboration within their communities.

Action 18
Assist existing groups to incorporate transportation safety topics and programs

Identify and assist existing groups and organizations to value and incorporate transportation safety topics, projects and programs into their normal course of operation. Effectively communicate to local and state government the resource savings benefits of establishment of community groups.

Action 19
Provide a transportation safety specialist position in each of the ODOT Regions

Continue to provide for and enhance the transportation safety specialist positions in each of 5 Regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

Action 20
Improve ODOT internal and external communications related to local safety needs

Continue to improve ODOT internal and external communications on issues related to local safety needs. Continue to improve local input to ODOT planning and decision making. Help to "translate" federal and state requirements to improve local agency understanding and efficiency.

Action 21
Consider local needs and limitations when establishing safety standards

Continue to consider local needs and resource limitations when establishing safety standards for operations and maintenance by communicating consistently with local agencies.

Action 22
Work with local governments to improve reliability of work zone signing

Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

Action 23
Safety areas of interest should include intersection crashes, roadway departure, pedestrian/bicycle

Continue to focus on improving key infrastructure safety emphasis areas through improved effort, communication, and training. Work on these emphasis areas may include, but should not be limited to the following:

- Intersection crashes – Investigate the usefulness of advance signing, roundabouts, access management techniques advance technology and features, improvements to signal timing to smooth traffic flow in various settings. Implement effective solutions.
- Roadway departure crashes (lane departure crashes include run off the road crashes and head-on crashes) – For highways, rural roads and other higher speed roadways investigate the application and usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements, safety edge and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes in various settings. Implement effective solutions.
- Pedestrian and bicycle crashes – Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes. Investigate improvements in traffic controls for bicycles and improvements at intersections to better accommodate crossing pedestrians and bicycles such as bicycle signals, bicycle-activated warning light/sign systems, colored pavements and rectangular rapid flashing beacons for pedestrian crossings and rectangular rapid flashing beacons. Consider changes to roadway design standards for urban area roadways that encourage vehicle operators to travel at the posted speed. Implement effective solutions.
- Further develop, enhance and institutionalize the ODOT Safety Corridor and Roadway Safety Audit Programs within ODOT. Each should further the program and embrace the blending of the " '4 E' approach to transportation safety" as described in FHWA's Office of Safety Mission Statement (Education, Engineering, EMS and Enforcement).

Action 24
ODOT should maintain responsibility of the safety management system (SMS)

ODOT should maintain responsibility for the continued implementation, enhancement, and monitoring of the SMS that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

Oregon's SMS should be further improved to serve the needs of state and local agencies and MPOs.

Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:

- Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
- Update ODOT's crash reduction factors.
- Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
- Update the SMS to be able to process local crashes (off state highway) and calculates SPIS for all public roads possibly through geospatial referencing systems.
- Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
- Develop a performance tracking system for ODOT's safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- ODOT must develop a statewide committee with members from various universities, ODOT, local public works agencies, etc., to discuss, plan and implement the Highway Safety Manual methodologies for all roads in Oregon. Data must be gathered and high crash causalities identified for all roads and reported annually for Oregon stakeholders. The initial task for this group will be development of tracking mechanisms.
- The "4 E" approach should be embraced within ODOT and within local partner agencies to further advance safety. ODOT should have a multidivisional approach to promote and further the " '4 E' approach to transportation safety" as is described in FHWA's Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement).

The SMS should continue to be designed to help monitor implementation of the *OTSAP* and to assist with evaluating the effectiveness of individual actions and overall system performance.

Action 25
Consider the impact of state facilities that pass through communities

Continue to monitor and consider the impact of state facilities that pass through communities. Specific areas of local concern include:

- Four or more lane facilities becoming de-facto passing lanes.
- Express facilities with communities at the base of downhill
- Freight routes that negatively impact pedestrians and other users.

Action 26
Seek legislation that would prohibit cell phone and texting activities

Seek legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups.

Action 27
Evaluate effectiveness of a .00 BAC standard or impairment for motorcyclists

Evaluate the effectiveness of a .00 BAC standard of impairment for motorcycle operators. Introduce legislation to adjust the standard to an optimal level.

Action 28
Improve surface conditions for motorcyclists in work zones

Work with public works directors and ODOT staff to improve surface conditions for motorcyclists in work zones and other areas.

Action 29
Reduce the instance of unendorsed riders

Evaluate ways to reduce the instance of unendorsed riders. Identify and implement ways to reduce the crashes of individuals in this group. Specific actions may include public awareness, additional penalties, impoundment, and other actions. Evaluate the

current instruction permit in relation to training and formal endorsement.

(Note: Poll to identify how dealers, motorcyclists, and the public would feel about requiring endorsement before sale, or ride-away sale.)

Action 30
Reduce Group Rider crashes

Gather additional information about the causes and issues related to group riding. Evaluate and implement ways to reduce the instance and severity of group riding crashes. Methods may include education, training, public awareness, or other efforts.

Action 31
Three wheeled vehicle safety

Evaluate the training and operator examination needs of three wheeled vehicles. Introduce legislation to address the safety of these vehicles.

Action 32
Create a plan to ensure that safety is considered in construction/repair decisions

Develop a plan or series of plans and policy changes designed to improve the likelihood that when construction or repair decisions are made, safety is the highest weighted consideration.

- Develop tools to assist in weighing the best safety choices that balance risk and benefit.
- Identify and implement incremental improvements and changes that tilt systems and policies toward safety.
- Establish tangible safety goals or targets at ODOT region and district levels. Evaluate the possibility of localized safety planning in conjunction with local governments.
- Develop one or more funding mechanisms that allow for quick intervention on emerging safety issues.
- Identify a safety champion to assure that safety has a voice in decision making processes.

Action 33
Communicate construction plans with local governments

Seek ways to ensure that the construction project plans shown to the public and local governments match the project outcomes, or that discrepancies and the reasons for changes are clearly communicated to the public in a manner timely enough to allow advocates the ability to review changes that impact safety.

***OTP* Strategy 5.1.4 – Support the further development and improvement of interoperable communication systems among safety and security-related agencies, jurisdictions and private entities. Ensure that clear communication protocols are established.**

Action 34
Evaluate cost and effectiveness of an enhanced 511 system

Evaluate the cost and resource effectiveness of an enhanced 511 system that would allow the public to make ODOT and local government aware of emerging issues that will impact safety, but are not yet an emergency. The system could also provide for the public to access pre-recorded information about matters of importance to traffic safety.

***OTP* Strategy 5.1.5 – Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.**

Action 35
Develop a Traffic Law Enforcement Strategic Plan

Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriff's and city police departments. The plan should be developed with assistance from a high level, broadly based task force that includes representatives of all types of

enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. Specifically, the plan should develop strategies to address the following:

- Speed issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and "run off the road" crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade sheriffs and chiefs to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

Action 36
Research relationship between income and transportation safety issues

Research the relationship between income and transportation safety issues. If relationships between income levels and crashes are established, identify advocacy groups, partners, and actual mechanisms necessary to interrupt any relationship to crashes.

Action 37
Develop a communications strategy for raising awareness and acceptance of the need for law enforcement

Develop a communications strategy for raising awareness and acceptance of the need for law enforcement.

Action 38
Evaluate practicality of ODOT owned billboards

Evaluate the practicality of establishing ODOT owned billboards specifically placed and designed to address transportation safety issues.

Action 39
Encourage traffic law enforcement training as a requirement for Basic Certificate

Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing, Drug Recognition Expert (DRE), ARIDE, COPS in Court, Drug Impaired Driving, and other emerging courses.

Action 40

Work Zone Enforcement Training

Add Work Zone Enforcement Training to the requirements for completion of the Law Enforcement Basic Certificate process.

Action 41
Enact legislation that will prohibit use of radar detectors

Enact legislation that will prohibit the use of radar detectors in all vehicles traveling in Oregon.

Action 42
Promote techniques and new approaches for training Oregon's judicial body

Evaluate and promote techniques and new approaches for providing training and updates to Oregon's judicial body, seeking to develop consistent adjudication outcomes statewide. Implement the most promising techniques and approaches as they are identified. Evaluate the effectiveness of these techniques and approaches through survey and research tools and court monitoring. Initially implement the following techniques:

- Implement a traffic enforcement desk reference for Oregon judges.
- Implement a training program for judges.
- Continue to offer the annual Traffic Safety Education Conference for Judges, and increase the number of judges that attend.
- Develop a training program for judges regarding impaired driving.

Action 43
Establish processes to train enforcement personnel, attorneys, judges and DMV

Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, DMV personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures, help increase the stature of traffic enforcement, and gain support for implementing changes.

Action 44
Revise driving under the influence of intoxicants statutes

Continue to recognize the prevalence of driving under the influence of drugs and revise DUII statutes to address the following:

- Maintain, strengthen and support DRE training.
- Support prosecution of impaired drivers through training for prosecutors regarding alcohol and other impairing substances.
- Address the legal and information issues around sobriety check points.
- Expand the definition of DUII to any impairing substances.
- To support implementation of these revisions, develop and offer a comprehensive statewide DRE training program.
- Continue to support implementation, revision, and offering of comprehensive statewide DRE training program.
- Pursue allowing court testimony of certified DRE even in an incomplete evaluation.

Action 45
Pass legislation to establish .04 percent BAC

Pass legislation to establish .04 percent BAC as the standard for measuring alcohol impairment for all Oregon drivers 21 and older. Continue the zero tolerance law for persons under 21. Initially request legislation requiring that repeat offenders be required to adhere to the .04 standard. Once this step has been proven successful, request that the standard be expanded to all drivers.

Action 46
Pass legislation to require courts to notify DMV of diversion agreements

Pass legislation to require all courts to notify DMV, ODOT, of all court actions relating to DUII offenders. Expand the list to include initiation of diversion agreements, their completion, their early termination and any subsequent court action

to ensure that the driver record information is complete and can be effectively utilized to support the treatment and rehabilitation of DUII offenders. Provide court education about these requirements, and conduct random checks of court compliance. Move to establish requirement of ignition interlock systems for all offenders over time.

Action 47
Conduct ongoing evaluation of the DUII Treatment System

Conduct ongoing evaluation of the DUII Treatment System. The evaluation should be completed by an independent researcher with participation from an advisory group consisting of representatives from the Addictions and Mental Health Division, TSD, DMV, courts, police and the Governor's Advisory Committee on DUII. Results of the evaluation study should be used to recommend modifications to the system to better meet the needs and demands of clients, the courts and DMV. The evaluation, among other things, should contemplate recommendations on the following:

- Whether the role of the independent evaluator should include case management responsibilities.
- Whether to provide for state funded supervised probation of DUII offenders to monitor compliance with diversion and court ordered sanctions.
- Consider role of recidivism.

Action 48
Implement innovative programs targeted at high-risk drivers

After conducting an evaluation of the DUII Treatment System, encourage implementation of innovative programs targeted at high-risk DUII offenders, evaluate effectiveness, and if results merit, aggressively promote statewide implementation. Consider additional issues beyond DUII treatment, such as vehicle impoundment, license revocation, and monitoring.

Action 49
Mandate grocery clerk training in alcohol beverage laws

Mandate a clerk training education program for persons working in grocery stores and contracted liquor stores. The information should include state alcohol beverage laws, especially sales to minors and sales to intoxicated persons, penalties for violation of the laws, and recognition of false ID and signs of intoxication. Note: Current Oregon Liquor Control Commission practice specific to liquor stores is a program called the "Responsible Vendor Program" that meets the requirement for 2009 legislation. Have to read brochure, *"Everything You Have to Know about Selling Alcohol"* and review the DVD "It's Your Job." At other stores, currently clerks are required to read a brochure and sign they have read it. Grocery stores are not included in statutory rules.

Action 50
Expand legislation to allow hospital records of blood tests to be admitted into evidence

Expand legislation that allows hospital records of urine tests obtained as a result of a vehicle crash to be admitted into evidence to show impairing substances to be reported within six hours to law enforcement agencies.

Action 51
Require mandatory BAC testing of all surviving and deceased drivers

Pass legislation to require mandatory BAC testing of all surviving and deceased drivers involved in traffic crashes where a fatality or serious physical injury has occurred.

Action 52
Revise DUII statutes to require Intoxilyzer results to report grams of alcohol

Revise the DUII statutes to require the Intoxilyzer result to report grams of alcohol in the breath and/or blood alcohol content.

Action 53

Promote alternative transportation programs for impaired drivers

Continue to promote alternative transportation programs for impaired drivers in a manner that ensures responsible service and promotes moderation in alcohol consumption by drivers as well as non-driving patrons.

Action 54

Encourage local governments to implement ordinances for vehicle seizure, forfeiture, and ignition interlock

Encourage cities and counties to pass and implement local ordinances that provide for vehicle seizure, impoundment and forfeiture, ignition interlock devices as may be appropriate, for repeat DUII offenders and those who drive after suspension.

Action 55

Encourage enforcement organizations to partner with advocacy groups to conduct high visibility enforcement

Encourage enforcement organizations to partner with advocacy and interest groups to conduct high visibility enforcement targeted at enhancing the safety of vulnerable road users. These efforts should use data to identify behaviors leading to crashes. Enforcement actions may affect those who place vulnerable users at risk, but may also address the actions of vulnerable users who place themselves at significant risk. Enforcement actions should include a significant media outreach component.

Action 56

Evaluate use of decoy vehicles and variable message speed monitors

Evaluate the use of decoy vehicles, variable message speed monitors, and other low cost alternatives to enforcement as mechanisms to improve voluntary compliance.

***OTP* Strategy 5.1.6 – Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.**

Action 57

Incorporate ITS concepts into transportation safety public information program

Continue to incorporate the concepts of ITS into the transportation safety public information program so the public gains familiarity with and accepts changes. These messages should include specific information about the traveler information tools provided by the Department.

Action 58

Encourage use of TSD public information materials

Continue efforts to maintain the ODOT TSD, as the Transportation Safety Resource Center for Oregon, and actively encourage greater use of public information materials and research reports by local agencies

Action 59

Improve public knowledge of vehicle safety equipment

Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about antilock braking system (ABS) use.

Action 60

Evaluate the use of roadside impaired driving testing devices

Evaluate the use of roadside impaired driving testing devices in other locations and, if research indicates effectiveness of the devices in improving transportation safety, pursue appropriate legislation.

Action 61
Establish a funding mechanism for DUII Courts

Establish a permanent funding mechanism for DUII Courts, and their expansion state wide.

Action 62
Establish automated DUII Arrest Report

Develop, implement and establish an automated Driving Impaired (DUII) arrest report and a pre-populated system for statewide deployment.

Action 63
Require IID for all convictions and diversions

Require ignition interlock devices (IID) use for all those convicted for DUII or diversion. Ensure existing system requires monitoring.

Action 64
Require completion of treatment before re-licensure

Require completion of a certified treatment program prior to reinstatement of driving privileges, work to improve deficiencies. Monitor and assure existing systems require the completion of a certified treatment program prior to reinstatement of full driving privileges.

Action 65
Evaluate reduced suspension in exchange for IID

Review and evaluate the value of reducing suspension time in exchange for ignition interlock use

Action 66
IID Summit

Evaluate and, if practical or needed, conduct an IID summit and implement recommendations.

Action 67
Expand efforts to reduce traffic-related deaths and injuries in work zones

Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs. Conduct periodic reviews of ODOT policies and procedures relating to crew activity in work zones. Conduct periodic review of road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to further develop photo radar in work zones.

Action 68
Work Zone Strategic Plan

Develop a Work Zone Safety Strategic Plan which encompasses and prioritizes ODOT work zone safety related activities and conducts periodic reviews. The plan should include significant work zone strategies as identified in industry partner publications and research. Additionally the plan should include a mechanism that will allow a portion of enhanced work zone fines to be allocated into a fund available for work zone safety enforcement on ODOT maintenance projects.

Action 69
Develop a bi-annual Transportation Safety Communications Plan

Continue a sustained research-based transportation safety public information/education program based on behavior modification. Develop bi-annual *Transportation Safety Communications Plans* to maintain focus on the most significant transportation safety problems and to identify audience, message, and expected results for all campaigns. This bi-annually updated plan should be developed with input from all transportation safety interests and include the safety concerns of transit, rail, pedestrian, bicycle, air, and water modes.

Action 70
Evaluate effectiveness of a separate endorsement for recreational vehicle operators

Evaluate the necessity and effectiveness of a separate endorsement for recreational vehicle operators. Seek legislation if supported by research.

Action 71
Improve inter-division partnerships within ODOT

Improve inter-division partnerships and cooperation on media and safety outreach projects within ODOT. Specifically, evaluate opportunities to reach more Oregonians with safety messages through DEQ test centers, DMV offices, rest areas, and other ODOT locations where the public is served. Specifically consider installing video based media and re-testing kiosks in field locations such as DMV offices.

Action 72
Improve and expand the delivery system for driver education in Oregon

Improve and expand the delivery system for driver education in Oregon.

Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Consider raising the provisional licensing age to 21 from the current 18, also evaluate extending provisional licensing for all new drivers for the first two years, regardless of age.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2020, extend the driver education requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Continue to evaluate and update the definition of what a model driver is in terms of knowledge, skill, behavior and habits. Continue to offer a curriculum that is aligned with the expectations of a model driver. The curriculum should continue to address content, methods, and student assessments.
- Improve and expand standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving, regardless of age.
- Establish uniform program standards that apply to every driver education training program and school.
- Develop additional oversight and management standards that hold the driver education system accountable for performance. These new and existing standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a complete driver and traffic safety education system. This complete system should promote life long driver learning, and foster a commitment to improve driver performance throughout the driver's lifespan.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens. Consider making driver education a part of the school day and convenient.
- Consider the use of on-line, and on-line interactive education as a way to expand driver education, raising the amount of overall training time a student receives. In frontier areas, seek creative delivery systems.

Action 73
Identify funding sources for a statewide incident management program

Continue to identify funding sources for a statewide incident management program designed to minimize traffic congestion and secondary

crashes by clearing incidents as quickly as possible and returning the roadway to normal operating conditions. A Statewide Incident Management Strategy that identifies roles of the various cooperating agencies and includes the four elements of safety, technology, public awareness, and enforcement will be continuously developed. The program should be developed into a coordinated statewide incident management system. A technology assistance program to support the development of Incident Management Teams in other parts of the state and in local communities should be included. Expand efforts to integrate wireless systems and communications centers into the incident response system. Expedite the timely removal and clearing of motor carrier and other high impact crashes from Oregon roadways in an effort to reduce the financial strains of the loss of mobility, etc. Do so possibly through processes or working agreements with local removal firms that can handle these large loads, etc., and through agreements with police agencies statewide through the use of expedited crash reconstruction measures.

Action 74
Endorse the multi-discipline Incident Command System statewide

Continue to endorse the multi-discipline Incident Command System (ICS) statewide and provide training to personnel of police, fire, emergency medical services and public works agencies.

Action 75
Continue public education efforts aimed at proper use of child safety seats

Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

Action 76
Implement strategies to recruit and increase rate of certified CPS technicians

Identify and implement strategies to actively recruit and increase the rate and duration of retention for nationally certified child passenger safety technicians.

Action 77
Develop additional funding sources to subsidize provision of child safety systems for low-income families

Seek and develop additional sources of funding to subsidize provision of child safety systems for low-income families.

Action 78
Evaluate the effectiveness of youth licensing system

To evaluate the effectiveness of current licensing for youth, three areas of data collection should be made:

- Monitor graduated driver license effectiveness over an extended period of time.
- Identify restrictions and elements of graduated licensing that offer the most crash reduction benefits.
- Develop statistical data to compare the 100 hour supervised driving effectiveness with the combined driver education and 50 hour supervised driving as well as the effectiveness of other educational programs.

Action 79
Provide parent education opportunities

Create opportunities to engage parents and guardians of young drivers in a meaningful safety issue impact course that is reality-based and skill-based, taking into consideration education levels, regions, diversity, socioeconomic status and other factors that impact adult learning.

Action 80
Support innovative legislation

Continue to support efforts of the TSD to work closely with lawmaking officials in the development and promotion of legislative issues that innovate, and support current youth crash reduction efforts.

Action 81
Court training on youth laws

Continue to provide Oregon courts with the most current information available on traffic safety laws

affecting Oregon young drivers through training on the traffic safety laws that affect youth.

Action 82
Advocate for children in design

Advocate for children as we plan and design transportation facilities and routes. Advocate for children as Oregon considers community livability and design of communities. Conduct this advocacy and outreach at the state, county, and local level at such places as bus stations, MAX stations, pathways, bicycle lanes, sidewalks, parking lot designs, and housing developments around schools.

Action 83
Help locals evaluate youth programs

Encourage effective youth programming by assisting locals with program evaluation planning and implementation of evaluation plans through training workshops and providing user-friendly impact evaluation tools.

Action 84
Target law enforcement on youth speed and alcohol-involved crash causes

Assist law enforcement in identifying and targeting times and areas where the greatest number of speed related and alcohol-related collisions are occurring. Provide funding for electronic speed devices and the requisite trainings so those officers can work directed enforcement in these areas in need of attention.

Action 85
Implement programs targeted at older drivers and transportation system users

The United States Administration on Aging reports that during the next 3-4 decades, we can expect a very dramatic increase in both the number of elderly persons and in the proportion of elderly persons in the population. Among the 50 states, Oregon is projected to have the 4th highest proportion of elderly in 2025. The proportion of Oregon's population classified as elderly is expected to increase from 12.8% in 2000 to 24.2% in 2025. As medical technology improves, more people will be outliving their ability to drive. Additional programs targeted at older drivers and transportation system users should be designed and implemented. These should include the following:

- Programs that help older persons maintain or improve their driving skills.
- Programs that help older persons evaluate their driving skills and modify driving behavior based upon known limitations.
- Programs that identify drivers most at risk due to medical impairments which may increase with age.
- Programs that provide insurance incentives to persons who participate in driver education.
- Evaluate changes in standards relating to signs, traffic control, highway design and operations to better accommodate older persons, as needed. Ensure there is a safety balance between the needs of older drivers and pedestrians.
- Programs that provide transportation options and alternatives.

Action 86
Implement program to address the problem of fatigued driving

Implement a program to address the problem of fatigued driving. The program should follow national progress toward identifying data sources, and developing countermeasures for fatigued driving. As part of the program, implement a public information and education program to address fatigued driving.

Action 87
Develop program to address the issue of distracted driving

Continue development of a program to address the issue of distracted driving. Use nationally available materials and information on the

problem. Continue to progress in addressing the problem through:

- Identify sources of rider or driver distraction including in/on-vehicle equipment and distracting driver, rider, and passenger behaviors.
- Provide public information and education about distractions and their relationship to crashes, paying special attention to distractions identified as significant crash causes.
- Raise vehicle operator, law enforcement and judicial awareness of the role of distraction in crashes; encourage application of existing statutes as an appropriate response to the problem.

Action 88
Actively seek to participate in pilot testing and deployment of emerging systems

Continue to anticipate future ITS opportunities, and actively seek to participate in pilot testing and deployment of emerging systems, as practicable.

Action 89
Implement legislation for Motor Carrier Transportation Division (MCTD) to develop annual commercial motor vehicle safety plans

Implement legislation calling for MCTD to develop annual commercial motor vehicle safety plans. The goal of the plans should be to reduce injuries and fatalities resulting from commercial vehicles. The plans should be based on accurate and timely data, using performance measures to evaluate the success of each successive plan.

Action 90
Encourage Oregon Transportation Safety Committee and Motor Carrier Transportation Advisory Committee to work together

Identify times and opportunities for the OTSC, and the Motor Carrier Transportation Advisory Committee to work together to improve transportation safety in Oregon. The groups should, over time, develop a close working relationship that provides ODOT with advice and support for transportation safety.

Action 91
Maintain the current rail track inspection program

Maintain the current rail track inspection program and continue to utilize crash history data to identify key locations needing additional inspections.

Action 92
Work with the Federal Railroad Administration (FRA) to conduct routine rail equipment inspections

Continue to conduct round-the-clock, thorough assessments of key maintenance facilities, working cooperatively with the Federal Railroad Administration, when the routine rail equipment inspection program indicates a need.

Action 93
Consider safety as high-speed rail project is developed

Consider the following in developing the high-speed rail project:

- Passenger on-board safety and security needs as well as passenger security at intermodal stations.
- Various options to reduce conflicts with other modes, especially grade separations and closures of crossings.
- Right-of-way security fencing where necessary.

Action 94
Upgrade warning devices and grade separations at heavily traveled rail intersections

Reduce the potential of crossing crashes by working aggressively to eliminate redundant highway-rail intersections. Upgrade warning devices or construct grade separations at the most heavily traveled intersections.

Cars make their way through a paving project east of Bend on US Highway 20

Action 95

Consider a mechanism to raise the issue of bicycle and pedestrian rail trespass crossings with the FRA

Consider mechanism to raise the issue of bicycle and pedestrian rail trespass crossings with the FRA.

Action 96

Evaluate effectiveness of using remote video system for rail crossing violations

Evaluate the effectiveness of using a remote video system to record highway-rail crossing violations and developing a system of mailing citations and, if indicated, implement as appropriate.

Action 97

Increase emphasis on programs that will encourage pedestrian travel

Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The following efforts should be undertaken: Provide a consistent and comprehensive program for the Pedestrian Safety Program to:

- Expand public education efforts that focus on driver distraction and driver behavior near schools.
- Expand public education efforts relating to pedestrian awareness and responsibilities.
- Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations.
- Consider legislative approaches to improving safety for the disabled and elderly communities.
- Assist communities to establish pedestrian safety efforts by providing technical assistance and materials.
- Address and resolve the widespread reluctance to install marked crosswalks; establish where they are appropriate and where other safety enhancing measures are needed.

- Require walkways and safe pedestrian crossings on all appropriate road projects.
- Increase awareness that the lack of walkways and safe crossing opportunities contribute to pedestrian crashes.
- Increase funding for pedestrian system deficiencies including walkways and crossings. Funds should be allocated to serve schools, transit, business and commercial uses, and medium to high-density housing.
- Work with local and state transit authorities to review policies determining siting of transit stops and revise as needed to enhance safe access.
- Consider legislation requiring that police officials must investigate all pedestrian automobile crashes leading to injury.
- Support research to increase walking and promote pedestrian safety.

Action 98
Increase public education regarding rules for bicycles, scooters, skates, skateboards and personal assistive devices

Increase public education and enforcement efforts regarding the rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and any new device that is legally permitted on the roadways of Oregon.

Action 99
Increase emphasis on programs that will encourage bicycle travel

Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes. The following actions should be undertaken:

- Support implementation of the *Oregon Bicycle and Pedestrian Plan* guidelines and goals.
- Support the Bicyclist and Pedestrian Safety Program annual performance plan process, including allocating sufficient funding for achieving those goals.
- Establish a stable funding source to implement and institutionalize bicyclist and alternative mode safety education in the schools with a curriculum that includes supervised on-street training.
- Increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.
- Provide consistent funding for a comprehensive bicyclist and alternative mode safety campaign for all users. Include information to encourage helmet use.
- Raise law enforcement awareness of alternative mode safety issues. Increase enforcement efforts focused on motorist actions that endanger bicyclists, and on illegal bicyclist behaviors.

Action 100
Enhance the efforts of all transit service providers to improve passenger safety

Continue to enhance the efforts of all transit service providers to improve passenger safety and security on their vehicles, at stops, and at park and ride lots. Outreach and intervention efforts that may be part of community policing programs can improve transit users' perception of safety.

Action 101
Evaluate the need for a safety oversight program for transit operators

Evaluate the need for a safety oversight program for transit and paratransit operators and their vehicles, and identify alternative approaches for providing such a program.

[Note: See also *Oregon Bicycle and Pedestrian Plan* and *Oregon Public Transportation Plan*.]

***OTP* Strategy 5.1.7 – Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies.**

Support incident response units on major facilities where warranted.

Action 102
Implement guidelines for the Oregon Health Plan to encourage employers to participate in injury prevention

Provide incentives in the implementation guidelines for the Oregon Health Plan to encourage employers to participate in injury prevention and response programs.

Action 103
Improve injury prevention program delivery by coordinating with Children and Family Commissions in each county

Identify opportunities to improve injury prevention program delivery by coordinating with Children and Family Commissions in each county.

Action 104
Consider legislation requiring the inclusion of helmets, reflective gear and lighting with new bicycles

Action 105
Consider legislation requiring flashing beacons, reflectorization and personal protective gear on bicycles operating in no-shoulder highway situations

Consider legislation allowing the requirement of flashing beacons, reflectorization and personal protective gear on bicycles operated in no-shoulder highway/high speed facility situations.

Action 106
Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian

Work with partner agencies, service providers, volunteers and concerned citizens to position Oregon's EMS system as world class and affordable for the average Oregonian. To aid in reaching this goal, consider the following:

- Conduct regular independent assessments of Oregon's EMS system.
- At regular intervals, review emergency medical service (EMS) related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon.
- Provide public information and education about EMS services and their value.
- Improve internal and external communications of EMS program and its issues.
- Increase emphasis on the success of rural and volunteer agencies.
- Provide EMS education that is local and accessible. Specifically offer at least five EMT Basic and first responder courses targeted at rural and frontier communities.
- Seek ways to provide one day educational opportunities at the home stations of EMS volunteers, and those stations with few paid staff.
- Establish OTSC member involvement at the state EMS level, to assure connectivity of efforts.
- Identify funding assistance sources for rural and frontier EMS providers.

Action 107
Maintain quality of 9-1-1 services and look for ways to improve technologies

Maintain quality of 9-1-1 services and look for opportunities for improvements, as new technologies become available.

Action 108
Continue efforts to enhance communications between engineering, enforcement, education and EMS

Continue efforts to enhance communication between engineering, enforcement, education, and EMS.

Action 109
Develop strategies to assure the recruitment and retention of EMS volunteers

Work to place a state focus on volunteer creation and development. Develop strategies to ensure

the recruitment and retention of EMS and fire volunteers. Work to ensure that the EMS education standards are attainable to volunteers in terms of time, costs and resource demands. Develop easy, effective entry points for EMS and fire volunteers. Work with affected agencies and local governments to identify existing and emerging barriers to volunteer participation in the EMS and fire systems.

Action 110

Increase the volume of responders able to reach traffic crash victims within short time periods in rural and frontier areas

Identify ways to increase the volume of responders able to reach traffic crash victims within short time periods in rural and frontier areas. Work with local agencies to identify strategies and tactics that may improve the speed of response; identify a frontier location to pilot test and evaluate a "Ready-Response" first responder pickup or van style vehicle equipped with basic supplies needed at crash scenes.

***OTP* Strategy 5.1.8 – Support the safe and secure transport of hazardous materials in Oregon through driver education and screening, vehicle inspections, regulations and enforcement.**

***OTP* Strategy 5.1.9 – Develop and implement a reliable, comprehensive and coordinated multimodal transportation data, crashes and incidents reporting program to manage and evaluate transportation safety with the goal of better data integration. The data should be timely, easy to use and accessible to all users to support analysis, effective response to safety problems and identification of projects.**

Action 111

Seek a mechanism for tracking bicyclist and pedestrian only transportation crashes, deaths and injuries

Seek a mechanism for tracking bicyclist and pedestrian only transportation crashes, deaths and injuries.

Action 112

Better, more effective traffic records

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Key elements include:

- Methods to improve reporting of traffic crashes by police and citizens.
- Better integration of the various crash records systems that are currently maintained by separate state and local agencies or the development of one crash data system.
- Wider, more timely distribution of crash and related data, including distribution of available data.
- Evaluation of new technology to improve quality and timeliness of reporting crash and other data.
- Improved coordination among state and regional criminal justice system information systems and other traffic records systems.
- Utilization of geospatial referencing systems to locate and code crashes.
- Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data.

EMPHASIS AREAS

The Emphasis Areas represent special actions that have been selected from among the entire list of actions presented in this document. The hope and calculation is that the extra investment and effort placed in these areas will yield enhanced payback in terms of lives saved, suffering avoided, and financial resources saved. Top priorities are ranked and featured in **RED**.

To better explain the action that must be taken, the following information has been developed for each of the emphasis areas:

Emphasis Area

Summary of emphasis action.

How does this action relate to the *OTP*?

OTP citation and language.

What are we doing now?

A brief rundown of Oregon's current activities.

What needs to happen to accomplish this action?

An elaboration on the action or actions in the emphasis area.

What are the benefits of doing more?

The cost, life saving benefits, or other information associated with the measure, as appropriate and available.

How will we measure progress?

The performance measure or other measurement tool planned for the emphasis area.

How much will it cost?

Known fiscal and staff needs that can be envisioned today.

What legislative, administrative, organizational changes are needed?

Changes needed to provide sufficient emphasis.

Ranking

While each emphasis area carries import, the OTSC has identified three items for priority effort. They are identified in priority order by a (1), (2), (3) marking and **RED** colorization.

Action 23 – PRIORITY 2
Improve Key Infrastructure Safety Emphasis Areas

State and local government must work to improve key Infrastructure Safety Emphasis Areas. These areas should include, but not be limited to the following:

- **Intersection Crashes – Investigate the usefulness of advance signing, access management techniques, advance technology and features, and improvements to signal timing to smooth traffic flow.**

- **Roadway Departure Crashes (lane departure crashes include run off the road crashes and head-on crashes) – Investigate the usefulness of rumble strips, shoulder widening, median widening, cable barrier, raised medians, durable marking, fixed object removal, roadside improvements, safety edge, and other countermeasures and safety treatments of centerline and shoulder areas for roadway departure crashes.**

- **Pedestrian and Bicycle Crashes – Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes; investigate improvements in traffic controls for bicycles and improvements at intersections to better accommodate crossing pedestrians and bicycles such as bicycle signals and rectangular rapid flashing beacons.**

- **Further develop and institutionalize the ODOT Safety Corridor and Roadway Safety Audit Programs within ODOT. ODOT should embrace the blending of the " '4 E' approach to transportation safety" as described in FHWA's Office of Safety Mission Statement (Education, Engineering, EMS and Enforcement).**

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.3 – Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.**

What are we doing now?

Oregon has prepared a plan for reducing roadway departure crashes in Oregon, a data analysis of the crashes combined with identification of cost effective strategies. Oregon is preparing to embark on development of a similar plan for intersections crashes the fall of 2011. A plan for pedestrian and bike crashes will follow.

Oregon is in the process of updating and revising the safety corridor guidelines and process in order to improve the program. Development of ODOT's Roadway Safety Audit Program has been piloted and tested within several regions.

What needs to happen to accomplish this action?

Funding for the roadway departure plan has been accomplished; sources for funding for future plans will need to be determined. Work to make a "Toward Zero Death" culture the norm in making decisions in Oregon.

Guidelines for the Roadway Safety Audit Program will need to be developed so the practice can become institutionalized.

Beginning the implementation process of the federal Highway Safety Manual and its methodologies for all roads in Oregon will assist in focusing efforts.

Data must be gathered and high crash causalities identified for all roads and reported annually to Oregon stakeholders.

What are the benefits of doing more?

Roadway departure crashes represents about two-thirds of Oregon's fatal and serious injury crashes. Implementation of the Roadway Departure Plan is expected to achieve about a 20% reduction in roadway departure crashes, or about 65 fatal

crashes and 124 serious injury crashes per year on all Oregon roads when fully implemented, based on plan calculations. Intersection crashes represent the next highest percentage of fatal and serious injury crashes at about 30% and there are several incremental and cost effective measures that can be used.

A quicker implementation of the countermeasures would result in saving more lives and avoiding serious injury but would require additional funds from already strained budgets.

How will we measure progress?

We will measure success by reducing crashes, injuries and deaths occurring on the treated facilities. A direct comparison of before and after results should yield a fairly simple performance measure, but requires several years of data to be accurate. This action will be considered completed and transitioned to ongoing status when systems have been established and proven effective.

How much will it cost?

Funds for traditional safety projects (SPIS hotspots) have been reduced by approximately 25% (all major programs took a similar budget reduction per year due to decreasing revenues). Safety managed to add back the 164 penalty funds (transfer funds) and sustain most of the safety funding.

Safety emphasis plans have a much higher return on investment than traditional stand-alone safety projects, so a focus will be placed on these plans. The 164 funds are being used to fund roadway departure projects. We will likely be re-targeting funds toward planned approaches going forward, due to their high effectiveness.

What legislative, administrative, organizational changes are needed?

To improve the safety program all road authorities (including state, local, regional and tribal) need to view safety as reducing fatal and serious injuries, not just addressing perceived needs or reducing the occurrence of property damage only crashes. ODOT needs increased focus on the higher return for investment projects (such as the roadway departure plan). ODOT will need to place more controls on the funds, so that the region traffic offices have more authority to select the best safety projects and not just "good" safety projects. Funds should not go to please community desires or to supplant other programs but should be determined based on best available data and best engineering practice.

Action 32

Safety Weighted as Highest Consideration

Develop a plan or series of plans and policy changes designed to improve the likelihood that when construction or repair decisions are made, safety is the highest weighted consideration.

- **Develop tools to assist in weighing the best safety choices that balance risk and benefit.**
- **Identify and implement incremental improvements and changes that tilt systems and policies toward safety.**
- **Establish tangible safety goals or targets at ODOT region and district levels. Evaluate the possibility of localized safety planning in conjunction with local governments.**
- **Develop one or more funding mechanisms that allow for quick intervention on emerging safety issues.**
- **Identify a safety champion for ODOT to assure that safety has a voice in the decision making processes.**

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.9 –** Develop and implement a reliable, comprehensive and coordinated multimodal transportation data, crashes and incidents reporting program to manage and evaluate transportation safety with the goal of better data integration. The data should be timely,

easy to use and accessible to all users to support analysis, effective response to safety problems and identification of projects.

What are we doing now?

ODOT has been actively seeking incorporation of proven safety countermeasures into design and repair of the roadways and also developing some very good tools to help identify safety priorities and to help determine the benefit and cost in terms of crashes.

ODOT has established a quick hit safety pot of funds for emerging safety issues or until improved designs and repairs can be instituted into the STIP. ODOT has piloted a safety performance measure spreadsheet by region level.

Local and regional governments are becoming aware of opportunities to move ahead with safety initiatives both in partnership with ODOT and on their own facilities.

What needs to happen to accomplish this action?

An ODOT safety champion needs to be identified at high enough ODOT authority level (or report to a high enough level) to champion the improvement of roadway safety infrastructure programs, and the integration of safety performance measures.

The incorporation of new, more accurate safety decision tools from the federal Highway Safety Manual should be part of the process. This will lead to better decisions and more confidence in the process and the results.

Request the local Region Transportation Safety Coordinators assist in development of plans and decision making.

What are the benefits of doing more?

Saving lives and injury and making the program more effective.

How will we measure progress?

Performance measures of each ODOT region should be instituted and each region be held accountable for making cost effective safety decisions. The action will be considered completed and transitioned to ongoing status when plans are completed and systems are in place to assure implementation. Local, tribal, and regional governments will be encouraged to establish local goals, actions, and measurements as well; this encouragement should be done by the Technology Transfer Center, or other local assistance program.

How much will it cost?

The ODOT Roadway Safety Program should have one more high level engineer or manager dedicated solely to safety and titled ODOT Highway Safety Engineer. This could be accomplished by staff re-assignment. Increased safety assistance through the Technology Transfer Center or other local assistance program will require additional staffing investment, which could be accomplished by staff re-assignment or contracted services. Costs would range from $100,000 to $300,000 per year for a modest implementation.

What legislative, administrative, organizational changes are needed?

Currently ODOT is moving to emphasize better management of funding to preserve the system because of the current outlook of reduced funding in all areas. Each major program is trying to get the most out of their program and looking to leverage other funds to supplant their programs.

The emphasis within safety is on spending the limited funds wisely and effectively trying to achieve the "most bang for the buck." Funding for additional staff would have to be prioritized and supported at high levels within the Highway Division.

Safety needs to be viewed as more than updating the roadway to conform to standards or responding to perceived needs of the community. It needs to

be viewed as targeting effective measures to reduce fatal or serious injury crashes. Safety, operations, mobility and livability need to be balanced, but safety should be given the highest priority.

Action 37

Communications strategy – need for law enforcement

Develop a communications strategy for raising awareness and acceptance of the need for law enforcement.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.5 –** Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.

What are we doing now?

TSD currently provides resources which place a focus on raising awareness and support for traffic law enforcement.

Through numerous media releases, billboards, radio and TV ads and other media, law enforcement is featured. By creating a regular, enhanced awareness of the need for enforcement, over time, better understanding and acceptance will be developed in the public. When enhanced traffic enforcement occurs, the public will not be shocked to see it as they have been exposed to a wide variety of information from multiple sources about the problem, and the reasons for deploying enforcement.

If enforcement is focused on the root issue and at the locations that problems are known to occur, public support for enforcement can increase. This support helps the movement toward financial support by taxpayers for traffic safety positions and programs.

Many partners, including ODOT, the Oregon State Police, tribal, county and city agencies are doing a good job at providing regular public information about a wide variety of topics from traffic crash information to enhanced enforcement information and traffic law information dissemination.

What needs to happen to accomplish this action?

Work that is occurring now needs to continue and be expanded. A written plan to articulate the needs must be developed. We need to continue to look for partners and continue to find innovative ways to get the messages out to the most people possible using a multitude of media delivery outlets as we are today.

What are the benefits of doing more?

The more key partnerships that are created with media strategy appropriate public information and education at its core, the more effective we can all be. By providing leadership and planning, these partnerships and efforts can be more effective. This is directly related to public support and the feeling of transparency. The ultimate benefit, and goal, is to achieve solid support from the public and policy makers.

How will we measure progress?

We have a solid performance measurement system in place to measure the progress of a wide number of programs and partnerships. We will measure the performance toward this action the same way utilizing surveys to gauge out effectiveness. Public polling will provide an indication of the level of support for law enforcement efforts, and funding.

How much will it cost?

Currently, we are spending TSD funds toward media working directly with ODOT and other agency public information officers. We need to maintain current funding levels and outreach. With many agencies and partners facing budget and staff reductions, it will be difficult to maintain the level provided today. Effective planning will take time and resources.

Other opportunities will need to be set aside, at least temporarily, while the strategic plan is developed.

What legislative, administrative, organizational changes are needed?

To build support for law enforcement, a better public understanding of laws, especially new laws, will need to occur. To do this, additional internal and intra-agency partnerships will need to be established.

Action 43

Establish processes to train enforcement personnel, attorneys, judges and DMV

Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, DMV personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures help increase the stature of traffic enforcement, and gain support for implementing changes.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.5 –** Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.

What are we doing now?

TSD and partner groups currently provide many levels of outreach and training to judges, police, district attorneys and treatment providers. By delivering multiple opportunities to learn, we are increasing traffic safety awareness and knowledge as an important emphasis area for work at the local level.

What needs to happen to accomplish this action?

Work that is occurring now needs to continue. TSD and cooperating agencies and organizations such as the Oregon State Police, Oregon State Sheriffs Association, Oregon Association of Chiefs of Police, Oregon State Police Officer's Association, and the Department of Public Safety Standards and Training need to continue to seek new partners. Efforts to identify innovative and cost effective ways to deliver education and information will need to continue and expand.

What are the benefits of doing more?

Better trained, more aware enforcement and judicial staff result in more effective outcomes from a traffic safety perspective. Expanded partnerships result in better coordinated, fairer, more uniform enforcement and adjudication. The more key partnerships that are created, the wider the traffic safety benefits and influence toward the common goals of fair and effective enforcement and adjudication.

How will we measure progress?

We have a solid performance measurement system in place to measure the progress of a wide number of programs and partnerships. We will measure the performance toward this action by evaluating the number and quality of events which occur annually.

How much will it cost?

Oregon partners spend in excess of $500,000 annually to do what is being done today. We need to maintain current funding levels and outreach, but in a more focused and disciplined way. With many agencies and partners facing budget reductions, incentives for participation may be required.

What legislative, administrative, organizational changes are needed?

A cross-program work team should be created after determining all connection points among affected organizations. This team will provide guidance to improve the overall partnership development process. Properly executed, this will enhance the education and awareness process and outreach.

OTSAP ACTION 45

Pass Legislation to establish .04 percent BAC

Pass legislation to establish .04 percent BAC as the standard for measuring alcohol impairment for all Oregon drivers 21 years old and older. Continue the zero tolerance law for persons under 21. Initially request legislation requiring that repeat offenders be required to adhere to the .04 standard. Once this step has been proven successful, request that the standard be expanded to all drivers.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.5 – Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.**

What are we doing now?

Currently the BAC level is .08 for operators of most vehicles, with a .04 level established for operators of commercial motor vehicles. We currently arrest approximately 25,000 DUII drivers a year, and people driving under the influence of alcohol (any amount), drugs or alcohol and drugs combined accounts for 48% of Oregon's fatal crashes.

What needs to happen to accomplish this action?

The community will need to build a business case for legislation supporting .04 BAC changes. To accomplish this, data measuring crashes of commercial drivers before and after law change will need to be examined. If an Oregon specific reduction in crashes (fatal crashes if possible) involving commercial vehicles where the driver was impaired has occurred, that will provide useful support for legislation. Staff will also gather data and experience information from other states and nations that may support a .04 BAC and the relationship to impairment.

If available, gather data on fatal crashes that involved alcohol and the relating percentage of those crashes which involve a BAC of .04 or lower where impairment was a contributing factor to the crash.

What are the benefits of doing more?

Over time the expectation would be that the fatality rate involving impaired drivers will decrease. Also, with the lower BAC level it is likely over time the amount of DUII drivers arrested would be reduced (initially it would likely be higher due to non-compliance). With fewer people driving on the road impaired, lives would be saved. It is likely there also would be fewer injury crashes.

How will we measure progress?

Success will be measured by reductions in impaired driving crashes, injuries and deaths. Data, such as Fatality Analysis Reporting System, would be used to measure progress or change. It would be important to look at fatality rates as well as serious crash rates. Determine if there is a difference in how many incidents involve impairment. Of those incidents that show impairment as a contributor, determine the BAC levels. Comparisons between the fatality rate, serious crash rate, and BAC levels of those involved would help measure success.

How much will it cost?

Initially, it would be likely the amount of arrests would increase as more people would be driving over the legal limit. There would be a cost involved in re-training all police officers of about $300,000 since currently training is based on a battery of tests that are targeted to determine a .08 BAC. There would be legal battles in the court room for the same reason. These would cost at minimum $300,000. Any test to determine a BAC of .04 would have to meet the FRYE standard to be used in court and allow officers to testify. There would be costs associated with meeting the FRYE standard, more cases in court and additional test batteries that would need to be field tested to determine the lower BAC with accuracy. There would be public education

costs, some absorbed as part of existing campaigns, but at minimum $500,000 would be needed to raise awareness. This could be accomplished by reprioritizing existing DUII prevention resources. Staff resources would need to be diverted to coordinating implementation of a new law.

What legislative, administrative, organizational changes are needed?

Currently the Oregon law allows for any signs of impairment to a perceptible degree. As long as the person at .04 was showing signs of impairment this portion of the law would apply. However, the Per-Se portion of the law would need to change from .08 to .04.

The FRYE standard would need to be met in order for there to be court testimony by an officer regarding the signs of impairment and determining the BAC levels.

Officers would have to be trained in determining lower BAC levels.

The public would need to be educated on the lower BAC level and how that applies to them.

OTSAP ACTION 72 – PRIORITY 3

Expand driver education in Oregon

Improve and expand the delivery system for driver education in Oregon.

Consider the following in designing a model program:

- Identify and promote strategies that establish a driver and traffic safety education system. This system should promote life-long driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Continue to support legislation to make driver education mandatory for new drivers under age 18.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2015 extend this requirement to all persons seeking their first driver license.
- Improve standards to support quality driver and traffic safety education programs.
- Establish a definition of what a new model driver is in terms of knowledge, skill, behavior and habits. Once the definition is established, design a curriculum that is aligned with the expectations of a new model driver. The curriculum should address content, methods, and student assessments.
- Establish standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the new model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving.
- Establish program content standards that apply to every driver education program.
- Continue to develop oversight and management standards that hold the driver education system accountable. These standards should encourage quality and compel adherence to program standards.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.6 – Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.**

What are we doing now?

In the last 3 years, approximately 25,000 students have completed approved driver education

courses. At this time, ODOT currently provides driver education expense reimbursement of up to $210 per qualified student. Public schools, community colleges, educational service districts, private providers and now counties may submit reimbursement requests for completed students. An advisory committee meets quarterly to provide the program manager with recommendations related to driver education issues. A model parent involvement resource guide has been developed.

What needs to happen to accomplish this action?

- Public support, funding, inclusion of private providers and counties as providers.
- Consistent, statewide standards for the driver education curriculum and the driver education instructor.
- Practical, available and affordable instructor training.
- A database to track trainer of trainer activity as they provide training for front line teachers throughout the state.
- DMV examiners exposed to the same "Fundamentals of Traffic Safety" as driving instructors.

What are the benefits of doing more?

This will continue to reduce the over-representation of 16 and 17 year old drivers in fatal and injury crashes. 16 and 17 year olds account for 6% of the fatal and injury crashes in the state. In 2000 there were 2,099 injury and fatal crashes involving 16 and 17 year old drivers, with an economic cost of $117 million per year. By training all new drivers, lives will be saved and losses will be reduced.

How will we measure progress?

- By providing support for the Driver Education Advisory Committee that meets regularly and is given the resources to lay out the framework.
- By tracking whether the rate of fatal and injury crashes is being reduced.

How much will it cost?

The following list of actions will incur specific costs:

- Instructor trainings: 200 per year, $1,300 each.
- Ongoing development in both the student curriculum and instructor training curriculum.
- Student training costs: 45,000 teens, $400 each.

What legislative, administrative rule or organizational changes are required?

Rules will need to be adopted to support the following:

- Reimbursement to qualified commercial driving schools and counties that wish to provide services.
- Mandatory driver education with minimum competency requirements.
- Hold providers accountable for student learning.
- Require driver education for drivers of all ages seeking a license for the first time.
- Raise learner permit fees.
- Require assessments and training for at-risk driver.

OTSAP ACTION 75

Education regarding proper use of restraint systems

Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.6 – Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.**

What are we doing now?

There are three primary avenues the Oregon occupant protection program uses for delivering

education to the general public regarding safety belts and child safety seats. These include a contracted statewide advertising campaign, contracted child safety seat technical training, and maintenance of an ODOT supply of current educational literature and videos.

The statewide advertising campaign provides for design and distribution of public service announcements to television, radio, billboard, and newsprint media. Message content and appropriate media modes are determined annually and jointly by the contractor and the program manager based upon annual attitude surveys and perceived lack of public knowledge. Messages address things such as changes to Oregon laws and proper use of safety belts, child safety seats and belt-positioning booster seats and where to go for assistance with these issues. Statewide child safety seat technical training is delivered and coordinated by a non-profit entity, Alliance for Community Traffic Safety Oregon's Child Safety Seat Resource Center. Training is delivered in a variety of formats which have been customized for various audiences including child care providers, medical professions, civic groups emergency/fire/police personnel, parent groups, church groups and others upon request. Nationally standardized training leading to individual certification as a "National Child Passenger Safety Technician" is also provided several times each year. Certified technicians are then qualified to independently check child safety seats and booster seats for correct installation, within their own communities and workplaces. Printed educational materials such as brochures and posters are available to the general public, free of charge and upon request, at the ODOT Storeroom. Videos are available for loan from the ODOT Media Library upon request. These items are reviewed periodically by the program manager for needed updating or replacement. Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

What needs to happen to accomplish this action?

All of these programs are funded annually with federal transportation safety grant funding from USDOT, NHTSA, and with donations to the Child Safety Seat Resource Center or local groups.

What are the benefits of doing more?

The intended but intangible benefit of providing public education is increased voluntary compliance with Oregon's safety belt, child safety seat and booster laws. It is logical to assume that increased public awareness and understanding of the importance of proper restraint use will lead to a long-term reduction in crash injuries and fatalities.

How much will it cost?

The amount of annual funding allocated for these programs for federal fiscal year 2011 is $294,000.

What legislative, administrative rule, organizational changes are needed?

None.

Action 104
Safety gear with new bicycles

Consider legislation requiring the inclusion of helmets, reflective gear and lighting with new bicycles.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.5 – Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.**

***OTP* Strategy 5.1.6 – Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.**

What are we doing now?

The ODOT TSD's Bicyclist Safety Program is comprised of three components for delivery of

education about legislated safety equipment standards for bicycles and bicyclists: contracted statewide media campaign; bicyclist safety education through statewide reimbursement grants; and provision and maintenance of bicyclist safety materials available to the public at no cost.

The statewide media campaign has promoted legislated safety requirements for bicyclists through the years. Safety messages have been created to directly address bicyclists through theater slides, transit postings, channel cards in buses, and through postings on bus shelters and benches. Indirect communication of safety standards is promoted through accurate depictions of youth wearing properly fitted bicycle helmets and bicyclists riding bikes properly equipped with lights and reflectors.

Bicyclist safety education has been provided through statewide grants to both youth and to adults. Youth-oriented bicyclist safety education classes are provided primarily to 5th graders at schools in the Bend area, Portland area, Salem, Albany, Corvallis, Eugene and Ashland. With the addition of Safe Routes to School federal funding, the state has been able to provide expanded bicyclist safety education to areas like Klamath Falls, Oakland, and Hood River. Participants are required to wear helmets when riding, and they learn the value of safety equipment like reflective gear and lighting.

Bicyclist safety education to adults has been provided through mini-grant programs across the state, including giveaways of bicycle lights and reflective gear through the years.

Printed educational materials such as brochures, posters, activity books and manuals are offered to the public through the ODOT Storeroom as a courtesy of the ODOT TSD Bicyclist Safety Program. Videos are available through the ODOT Media Library upon request. The Bicyclist Safety Program Manager regularly reviews the printed and video materials for update or replacement based on content and popularity.

What needs to happen to accomplish this action?

For legislation requiring the inclusion of helmets, reflective gear and lighting with new bicycles, any retail sale of a new bicycle must include as a condition of sale the following:

- A bicycle helmet certified as Consumer Product Safety Commission compliant, as required by ORS 815.052.
- Reflective gear for either the bicycle or its rider (no minimum standards for reflectivity of bicycle equipment set by Oregon law and standards may need to be established).
- A bicycle light for either the bicycle or its rider that shows a white light visible from a distance of at least 500 feet to the front of the bicycle, as required by ORS 851.280.
- A red reflector or light mounted to be visible from 600 feet to the rear when directly in front of the low-beam headlights of a motor vehicle, as required by ORS 851.280.

To prepare the way for such legislation, ODOT efforts should continue in educating the public in the proper fitting of bicycle helmets, the benefits of high visibility safety apparel, retro-reflectivity, and safety equipment required in Oregon law for bicycles.

A pilot test may be conducted to establish best practices for retailers in Oregon. Retailer voluntary participation would lay further groundwork for passage of this initiative, and assist in improving any legislative language suggested.

What are the benefits of doing more?

The intended benefit would result in increased visibility and safety of bicyclists in Oregon, resulting in reduced injury and death.

How much will it cost?

Accomplishing this action will require TSD and retailer staff time. Initial pilot might involve providing retailers with educational materials and other resources.

What legislative, administrative rule, organizational changes are needed?

Safety standards for reflective materials may need to be established. Legislation would need to be crafted.

Action 106

Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian

Work with partner EMS agencies, providers, committees, volunteers and concerned citizens to position Oregon's EMS system as world class. Raise awareness of the life-saving importance of EMS personnel and equipment to encourage statewide support and involvement. Increase emphasis on the need for well-trained personnel and equipment in rural and volunteer agencies. Create and fund affordable, local and accessible EMS training statewide for pre-hospital and hospital personnel responding to motor vehicle crashes, to aid in reaching and sustaining this goal. Continue work towards meeting and exceeding national standards.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.7 – Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies. Support incident response units on major facilities where warranted.**

What are we doing now?

The Oregon Health Authority (OHA) provides the regulatory and development functions of Oregon's statewide trauma healthcare system.

The OHA provides emergency medical services training and capacity building specific to children. Special efforts include conducting statewide Rural Pediatric Simulation Project training for pre-hospital and hospital personnel responding to motor vehicle crashes using high-fidelity simulators. The high-fidelity simulators simulate trauma injuries and responds to treatment giving hands-on training to participants.

The OHA provides and enforces standards for the actions of certified personnel, including standards for ambulance services and their operation.

The OHA currently offers mobile training for rural and frontier response agencies which is designed to allow them to meet mandatory education requirements.

Oregon currently funds statewide EMS training for rural EMS agencies and hospitals.

Oregon offers training at statewide EMS conferences for continuing education credits.

Oregon collects and analyzes crash and hospital data to target priority areas and patient outcomes.

Grants from several sources provide funding for EMS equipment statewide, targeting rural EMS agencies and hospitals.

The OHA currently is working to implement 2011 legislation which will result in new EMS educational standards and a model that are in alignment with national standards.

What needs to happen to accomplish this action?

Fund EMS training through community colleges statewide.

Work with partner agencies to conduct statewide EMS training.

Provide EMS webinar training opportunities for those responding to motor vehicle crashes.

Increase multi-agency involvement and participation with multiple statewide and national EMS committees to influence EMS in Oregon.

Increase multi-agency involvement and participation with EMS agencies, local governments, partners and communities to identify and move beyond potential EMS barriers.

The OHA and other partners should begin or continue offering scholarships and expanded opportunity for training at EMS conferences and other venues for continuing education credits.

Fund existing and new education programs for EMS training opportunities statewide.

Utilize new technologies statewide to improve patient outcomes, i.e., video-visual diagnosis, tele-Intensive Care Unit intervention, etc.

Continue collecting and analyzing crash and hospital data to target priority areas and trauma patient injuries from motor vehicle crashes.

The OHA and other partners should work to increase statewide understanding of the importance of EMS for Oregonians and increase statewide public commitment to EMS through outreach and education.

The OHA should work, in conjunction with its partners, to keeping EMS related statutes equal to or above national standards with the goal of continuing to develop and implement an effective and integrated EMS system for the state of Oregon.

The OHA and its partners should work to provide more funding for EMS equipment statewide, targeting rural and volunteer EMS agencies and hospitals.

There should be an increase in statewide Rural Pediatric Simulation Project training opportunities for pre-hospital and hospital personnel responding to motor vehicle crashes.

There should be an increase in overall training opportunities to all EMS responders, pre-hospital and hospital personnel, particularly Emergency Medical Responders (EMR), Emergency Medical Technicians (EMT), Advanced EMTs, Oregon EMT-Intermediate and Paramedics.

What are the benefits of doing more?

Decrease fatalities from motor vehicle crashes statewide.

Decrease the severity of injuries from motor vehicle crashes statewide.

Decrease statewide costs for fatalities and injuries related to motor vehicle crashes.

Increase availability of EMS responders; decrease response times, and increase the quality of EMS care provided.

Reduction in hospital admissions and stays, over time.

How will we measure progress?

Statewide crash data to measure reduction in fatalities and injuries from motor vehicle crashes.

Hospital data collection reports, analysis and surveys will continue to be used to measure patient outcomes and progress.

Track and compare response times to ensure improvement.

How much will it cost?

The OHA will eventually need to invest at minimum an additional $500,000 annually to meet the challenges suggested here. An additional assigned full time equivalent (FTE) would allow the OHA to encourage more partnerships and collaboration, more quickly.

What legislative, administrative, organizational changes are needed?

2011 legislation in the form of Senate Bill 234 has passed and will assist in accomplishing these goals.

Action 109 – PRIORITY 1

Develop strategies to assure the recruitment and retention of EMS volunteers

Work to place a state focus on volunteer creation and development. Develop strategies to assure the recruitment and retention of EMS and fire volunteers. Work to assure that the EMS education standards are attainable to volunteers in terms of time, costs and resource demands. Develop easy, effective entry points for EMS and fire volunteers. Work with affected agencies and local governments to identify existing and emerging barriers to volunteer participation in the EMS and fire systems.

How does this action relate to the *OTP*?

***OTP* Strategy 5.1.7 – Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies. Support incident response units on major facilities where warranted.**

What are we doing now?

The OHA currently provides support for local agencies in their efforts to recruit and retain volunteers through training, online opportunities, direct education, and clear consistent rules and guidelines.

The OHA conducts pediatric education training opportunities for Oregon's rural providers. The OHA, with other partners, is also conducting statewide Rural Pediatric Simulation Project training for pre-hospital and hospital personnel responding to motor vehicle crashes using high-fidelity simulators. The high-fidelity simulators simulate trauma injuries and responds to treatment giving hands-on training to participants. This training is for volunteer and paid EMS staff.

Oregon offered scholarships for training at statewide EMS conferences for continuing education credits.

OHA and other partners participate in statewide EMS committees to impact statewide training, implementation of standards and strengthen Oregon's EMS.

Oregon compares crash and hospital data to target priority areas and trauma patient outcomes.

Currently TSD provides supplemental funding for EMS training to rural EMS and fire agencies statewide.

The OHA is currently working to update the educational standards for providers to align with national standards. As this work progresses, the OHA is also developing a transition plan that allows existing volunteers and paid staff to smoothly transition their certifications through continuing education.

What needs to happen to accomplish this action?

The OHA should work with agency partners to provide expanded public information and education about EMS and fire volunteers to increase awareness of their importance in the EMS system. These same partners will need to increase and provide life-saving EMS training opportunities to EMS and fire volunteers statewide that is local and accessible. The training should be targeted at rural and frontier communities. Finally, there will need to be increased statewide Rural Pediatric Simulation Project training opportunities for EMS and fire volunteers responding to motor vehicle crashes.

Oregon must fund and expand EMS training provided through community colleges statewide.

OHA should utilize agencies to conduct statewide life-saving training, expanding partnerships and coverage as resources and partnerships allow. ODOT should continue to provide encouragement and where appropriate, partner with OHA on this work.

Recognize rural and frontier area needs and financial limitations for recertification training.

Provide expanded EMS webinar and other training opportunities for volunteers responding to motor vehicle crashes.

What are the benefits of doing more?

The anticipated benefit will be an increase in survival rates, and improved quality of life after crashes. There will likely be a reduction in costs incurred from motor vehicle crash fatalities and injuries.

By increasing our EMS and fire volunteer force we will see improved responses, resulting in a reduction in fatalities and injuries.

Increasing availability of EMS responders decreases response times and increases the quality of EMS care provided – resulting in improved patient outcomes in many cases.

How will we measure progress?

Measure an increase in those that have been tested for EMS and fire agencies once trained, comparing to levels of training in the past.

Compare the number of EMS and fire personnel trained against the number that applied for testing.

Compare those that tested versus those that passed.

Track and compare response times and patient outcomes to ensure improvement.

Use statewide crash data to measure reduction in fatalities and injuries from motor vehicle crashes.

Continue to use hospital data collection reports, analysis and surveys to measure patient outcomes and progress.

How much will it cost?

To accomplish this work, the OHA will need authority to expend at least $1,000,000 in additional training costs over a five year period. One additional FTE to provide training, coordination and facilitation would allow more to be done, faster. Funds provided directly to local agencies for training and recruitment would also increase success.

What legislative, administrative, organizational changes are needed?

Future EMS legislation will be needed to recruit, retain and fund training for a successful statewide volunteer EMS and fire force.

Team and wagon display north of Klamath Lake, Oregon

THE IMPLEMENTATION STRATEGY

Implementing the actions proposed in the 2011 *OTSAP* will, in some cases, require legislative or administrative rule changes, changes in investment priorities, and/or organizational changes. On the other hand, many of the actions can be implemented with existing resources and by existing staff. They don't require legislative changes or administrative changes; they do not call for doing things a little differently. These actions encourage persons that are working in transportation programs to try new things, to look at safety more broadly, and to establish partnerships with many diverse agencies and groups in order to achieve greater results.

This section summarizes what needs to happen to implement the eleven key actions. The section on organizational considerations includes recommendations about the way ODOT delivers transportation safety-related services.

LEGISLATION

Many of the Emphasis Area actions in the *OTSAP* will require legislative action. Legislation will be needed to provide funding for individual programs and permanent support for enforcement and other criminal justice system personnel. In some instances, enabling legislation will be needed to permit actions to proceed. Other legislation will continue and enhance existing programs.

The schedule for completing *OTSAP* means ODOT will not submit legislation to implement specific actions in the *OTSAP* until the 2013 legislative session.

Other state agencies may submit bills that are compatible with *OTSAP* actions. In addition, legislators and interested citizens independently may submit legislation that furthers *OTSAP* actions. Those actions not accomplished in the 2013 session should be submitted to the 2015 Oregon Legislature.

Possible legislation for 2013 falls into two categories: legislation already identified as necessary to further *OTSAP* actions; and legislation that may arise from special studies called for in *OTSAP* Emphasis Area actions.

Legislation already identified includes the following:

1. A dedicated source of funding to support traffic enforcement is essential if traffic enforcement is to be effective. The Oregon State Police and most counties and cities do not have enough officers to provide more than sporadic traffic enforcement. An amendment to the Criminal Fine and Assessment Account is a possible approach, although it is unlikely that the funds that could be generated by that account will be sufficient to fully meet this objective. Other potential sources include an assessment on fines or fees assessed traffic offenders, an increase in driver license or vehicle license fees, and a dedication of a portion of alcohol tax revenue. Failure of previous attempts to address this problem (some as a result of the 1995 *OTSAP* Action 1) suggest that careful study and diligent work will be necessary to achieve success.

2. Legislation to strengthen DUII laws.

3. Certain safety programs targeted at children and youth have been demonstrated to be successful and should continue to be made available statewide. These programs include examples such as *Think First,* and *Trauma Nurses Talk Tough*. Sufficient funding in the current legislative climate will be difficult to secure, but could come from an increase in alcohol tax revenue. Legislation would be required.

Possible sources for new legislation include:

1. The *Traffic Law Enforcement Strategic Plan* will be completed in 2013 or early 2014. It will review the need for enforcement in such areas as DUII, safety belt laws, speeding, commercial vehicle infractions, and for the transit, marine, bicycle, and pedestrian modes. It will propose strategies, including legislative actions.

2. A *Driver Education Strategy* is proposed. The strategy likely will identify investment requirements and the need for legislation to implement specific programmatic actions.

3. A Youth Assessment was completed in 2003. The recommendations from the assessment team call for legislation in several areas.

4. Legislation to set aside a portion of work zone fines to be used for funding work zone enforcement on ODOT Maintenance Projects that are not currently eligible for FHWA work zone enforcement funding.

5. Enhance ODOT legislation to use photo radar in work zone on interstates and other similar roadways along with ITS technologies.

INVESTMENT REQUIREMENTS

The mission of ODOT is "to provide leadership and vision in the development and management of a statewide transportation network and ensure the safety of transportation system users." Included in ODOT's statement of ten values, which are intended to guide behavior in every part of the organization, is "Safety —We take special care to protect the safety and health of both our employees and the public." Promoting and ensuring transportation safety ultimately will require resources commensurate with the stated importance of safety to ODOT's mission and values.

As with the 1995 *OTSAP*, securing adequate resources in the current fiscal environment of diminished funding and downsizing will present a major challenge to the success of the renewed *OTSAP*. The Oregon Legislature is unlikely to provide sufficient funds for new program development or current program enhancement. In the near term, generating commitment, enthusiasm, momentum, and resources for high priority *OTSAP* actions will require reprioritizing federal funds ODOT receives, reallocation of staff, and creating efficiencies in the delivery of currently available transportation safety programs.

Listed below are proposed initial investment requirements associated with implementing the nine high priority *OTSAP* actions. The requirements for some actions are already known; in some cases, funding has been secured. Other investment requirements will be identified by task forces, special studies, and pilot tests currently underway or called for in the *OTSAP*. The investment requirements are in three categories: actions where existing resources are already identified; actions that will require a re-prioritizing of existing positions or funds within ODOT; and actions that will require new funds.

Actions where existing resources are already identified

- Federal 402 funds can be used for start-up grants to communities for local transportation

safety programs. Generally, the TSD distributes more than half the $2 to $3 million in federal Section 402 or similar funds that is available each year to local agencies or to agencies providing projects with a local benefit. Of this, approximately $400,000 is awarded for community transportation safety programs. To receive these funds, communities must commit to continuing the programs with their own resources. These funds can also be used to initiate many of the other actions in the renewed *OTSAP*.

- The ODOT Planning Section has allocated FTE to support the development of a revised *OTP*. This plan is the master guide for ODOT's efforts statewide.
- Approximately $300,000 is being spent yearly for public information and education programs. About $25,000 of this is spent for pedestrian safety public information efforts. Implementing the programs and efforts in this *OTSAP* will increase this need to $400,000 per year in 2004 dollars.
- Existing staff should continue to be allocated so that a transportation safety specialist is assigned to each of the five ODOT regions.
- A staff person should continue to be assigned to coordinate the planning and implementation of the Statewide Incident Management Strategy.
- The TSD should continue to allocate at least .25 FTE in staff resources to maintain the services it offers to communities with establishing pedestrian safety programs. TSD already offers the services of specialists in Impaired Driving, Occupant Protection, Bicyclist Safety, Motorcycle Safety, Work Zone Safety, Community Development and Vehicle Equipment Standards.
- A renewed emphasis on efforts to update and maintain the *Transportation Safety Communications Plan* should occur. The responsibility for the public information program is currently assigned to staff persons in the TSD and ODOT Public Affairs on a part time basis. Efforts should be made to assure that these staff are able to focus on the plan.

Actions which will require a reprioritizing of existing positions or funds within ODOT

Actions that require realigning staff work assignments within ODOT, or reprogramming federal transportation safety funds or other funds in fiscal year 2012 or later, fall into four categories.

Program needs that could be met through reallocation of staff work assignments:

The Youth Assessment process identified significant efforts for this age group. While significant changes in the work of staff assigned to this area have been made, more changes for this staff person, and associated positions may be necessary to achieve each of the goals identified.

Program needs that can be met through Section 402 or similar federal traffic safety grant funds:

- A Police Traffic Services Assessment and additional consultant time for the development of the *Traffic Law Enforcement Strategic Plan* will require approximately $50,000.
- The cost of providing for all public information and training needs regarding changes in the DUII laws is estimated to be a total of $100,000.
- An Incident Command System training program should be initiated as part of the incident management program.
- An additional $25,000 per annum should be devoted to providing public information and education about pedestrian safety.
- Program needs that can be met through other ODOT funds:
- ODOT could use non-safety dollars to promote cooperative aspects of combining safety and related engineering, maintenance, and other ODOT services.
- Continued implementation of the SMS, especially the recommendations made in the *Strategic Plan for Traffic Records Improvements*,

will likely require a considerable investment. Other agencies may need to make investments as well.

Actions which will require new funding

- Increasing traffic law enforcement and other criminal justice system personnel resources to effective levels will require a dedicated funding source. For example, increased enforcement resources could be funded through an increase in fines, a reallocation of the Criminal Fine and Assessment Account, a special assessment, or an increase in the alcohol tax or liquor license fees. Other sources that will provide consistent funding for traffic law enforcement should be identified and pursued. The specific needs will be identified through the *Strategic Plan for Traffic Law Enforcement*. A mechanism for distributing the funds will be identified as well. One option is to distribute funds through the TSD grant program. This could require 3.0 FTE that could be funded through new revenue.
- Enhancing the transportation safety public information/education program to address all transportation safety issues will require an estimated $300,000 in additional resources each year, increasing the overall cost to $600,000 annually.
- Establishing community-based safety programs statewide is estimated to cost $1.2 million annually with most of these costs to be provided by the communities. This would allow for a full-time coordinator in counties with more than 50,000 population, and part-time coordinators in counties with smaller populations. Communities should continue to be encouraged to implement programs that can be self-sufficient in the long term.
- Implementing all of the elements in the *Driver Education Strategy* will require significant public policy change and investment to fund a large scale driver training program. At full implementation, assuming 45,000 students per year at $400 per student, student training costs alone are $18,000,000 in 2004 dollars. This cost would be shared with students, but a percentage of the total cost would need to be offset through an assistive funding mechanism.
- The estimated cost of providing programs such as *Trauma Nurses Talk Tough*, and *Think First* statewide is $560,000 per year. These and other activities identified in the youth assessment process will require significant investment.
- It is not possible to estimate the cost of providing adequate pedestrian facilities until some local jurisdictions have completed pedestrian facility plans. Only a portion of the cost could be attributed to safety.

ORGANIZATIONAL CONSIDERATIONS

Implementation of the Emphasis Areas and 105 additional actions will require a significant commitment by the Department of Transportation as well as other agencies involved in transportation safety programs.

Currently the TSD is the focal point for the transportation safety activities of ODOT. The Administrator of the TSD is the Governor's Highway Safety Representative. General guidance for conducting this program is provided in ORS 802.310.

The TSD fulfills most of these responsibilities. OTSC, which is a five-member governor-appointed policy-recommending committee, oversees the administration of the federally funded traffic safety grant program and provides general advice to the OTC regarding safety implications of transportation policies.

Nearly every unit of ODOT recognizes safety considerations in its delivery of services. Significant transportation safety program responsibilities are assigned to DMV, MCTD, Rail, Traffic Engineering, the Regions, Planning, Transportation Data, and Research.

Lewis and Clark Bridge, Mount St. Helens and Longview, Washington in the background, as viewed from U.S. 30 in Rainier, Oregon

While it is important for the TSD to be recognized as the focal point for transportation safety in ODOT, it is equally important that each operating unit of ODOT assume responsibility for implementing the renewed *OTSAP* actions relevant to its operation. With a shared commitment, the actions in the plan can be implemented with only moderate increase in staff commitment and minimal staff reorganization.

The following specific recommendations relate to organizational structure and program management:

- ODOT should ensure that organizational changes made within ODOT enhance the effectiveness of the transportation safety programs. ODOT should make every effort to maintain the recognition of the TSD as the focal point for transportation safety activities in the state.

- The OTSC serves an important function of advising the OTC about transportation safety programs. The OTSC should continue to provide guidance to the federally funded highway

safety program and it should be encouraged to be more active in providing advice to the OTC about all safety-related policies. Among other things, the OTSC should advise the OTC on the adoption and updating of the renewed *OTSAP* and policy issues.

- To be successful in this expanded role, the OTSC should be supported by a broad-based technical committee or safety coalition whose membership would include representatives of key state agencies, local agencies, MPOs and special interest groups. Such a technical committee could assume the role of tracking *OTSAP* implementation and provide information and recommendations to the OTSC about all aspects of the transportation safety program. The safety coalition could be supported by staff of the TSD.

- The federally mandated SMS requires that "formalized interactive communication, coordination, and cooperation shall be established among the organizations responsible for major safety elements including enforcement, emergency medical services, emergency response, motor carrier safety, motor vehicle administration, state highway safety agencies, and state and local railroad regulatory agencies." (500.405)

- Any existing and proposed technical advisory committees should be considered sub-committees of the OTSC or safety coalition. While various technical advisory committees or task forces may need to be established for specific purposes, it is important that their efforts relate to priorities established in the *OTP* and the renewed *OTSAP* and that their recommendations be reviewed by established policy-setting bodies. Policy recommending committees such as the Governor's Advisory Committee on DUII and the Governor's Advisory Committee on Motorcycle Safety should remain independent.

- There is currently a proliferation of committees and more committees are called for in the renewed *OTSAP*. It may be possible to combine functions and reduce the number of committees. This will increase efficiency and reduce staff time commitments.

- To more effectively fulfill the role of encouraging local initiatives to address transportation safety problems, ODOT should maintain the current transportation safety specialists in each ODOT region. These positions should continue to be tasked with providing a safety perspective to all regional operations and direct communication between ODOT and local transportation safety agencies and programs. An effort should be made to provide continuing training and to encourage effective communication among persons working at the regional level and the rest of the organization.

- The TSD should be established as the Transportation Safety Resource Center for Oregon and aggressively promote greater use of public information materials and research reports by local agencies.

- A staff person should be maintained as the Transportation Safety Public Information Program Coordinator. This person should be responsible for development and implementation of the *Transportation Safety Communications Plan*. The relationship of the transportation safety public information program and other public information programs to be implemented by ODOT to encourage use of alternative modes should be considered.

- Several strategic planning efforts are called for in the *OTSAP*. Plans include the *Traffic Law Enforcement Strategic Plan* and a *Driver Education Strategy*, and others. At minimum, the plans should be reviewed by the Oregon Transportation Safety Committee. Some should seek the approved by the *OTP*. Each should be considered an element of the *OTSAP*, much the same way the *OTSAP* and modal plans are each considered an element of the *OTP*. Most plans should be developed as partnership efforts with appropriate units and agencies involved.

- Projects funded through the federal Section 402 and similar programs, as well as with state dollars should continue to be included in the *Performance Plan*, which should be viewed as the annual strategic implementation plan for the *OTSAP*. The *Performance Plan* should also be considered a means to provide a single transportation safety reference tool for the public. Projects included in the STIP that are being planned in response to a specific action or actions of the *OTSAP* should be identified as such, as well.

PLAN IMPLEMENTATION AND MONITORING

The responsibility for implementing each of the Emphasis Area actions is identified in a special section of the renewed *OTSAP*. The responsibility for implementing these, and the remaining sixty actions is identified in a separate addendum to be prepared at a later date, and updated from time to time.

The *OTSAP* should be viewed as the framework upon which program decisions are based. All investment decisions relating to transportation safety should be consistent with the recommendations of the *OTSAP*. Continued use of federally mandated SMS will include monitoring renewed *OTSAP* implementation. The tools the SMS provide help to evaluate plan and project impact. An annual report prepared in response to the *Performance Plan* will summarize activities and report on performance measures.

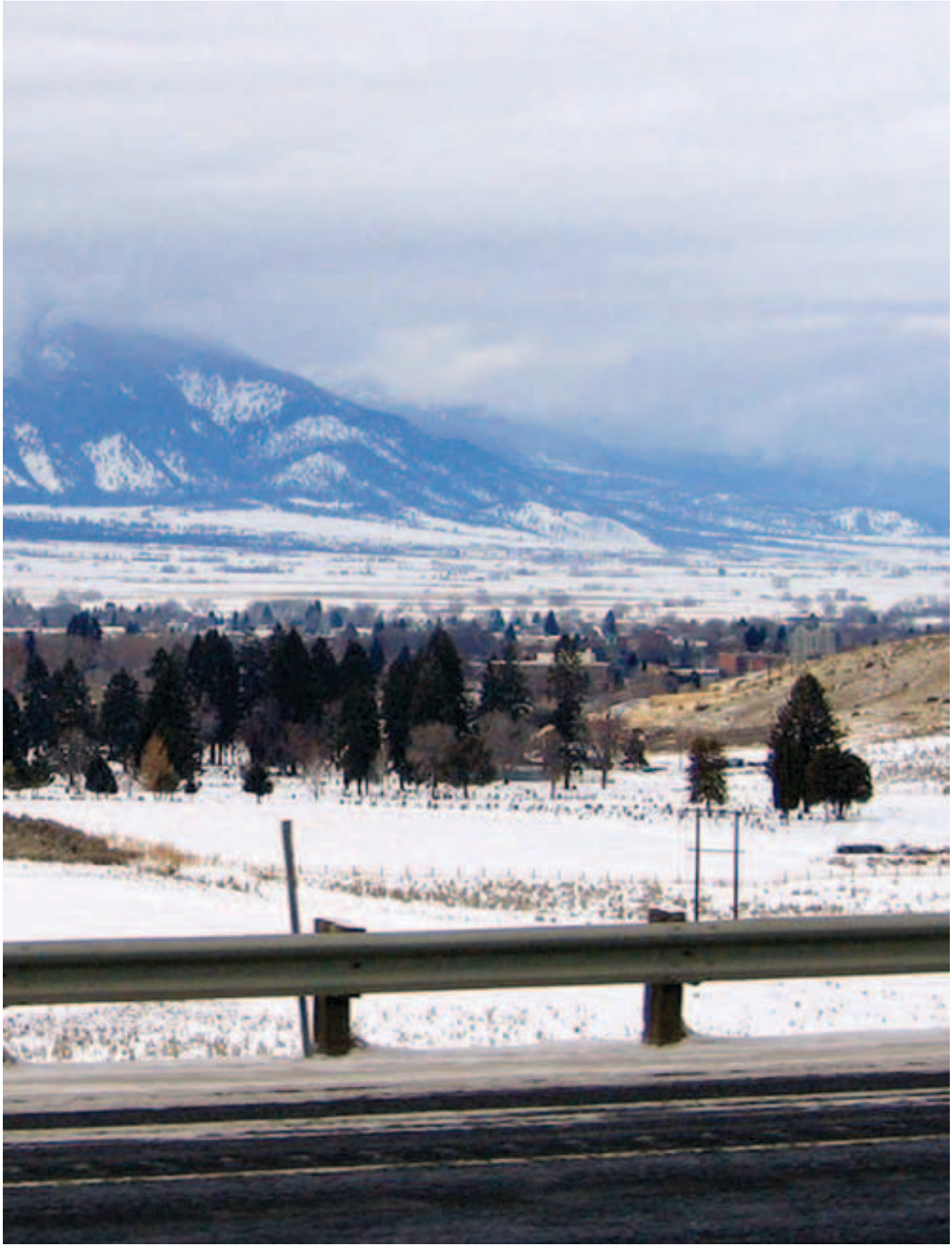
Amendments to the *OTSAP* should be accomplished through formal OTC action based on the recommendation of the Oregon Transportation Safety Committee.

ODOT staff envision that actions identified in the strategic plan, the *OTSAP*, will be implemented as time and resources become available. A specific annual tactical plan, the *Performance Plan,* documents the problems and strategic actions being addressed each year. Among the items to be included in the *Performance Plan* will be a listing of the specific safety projects to be implemented under the Highway Safety Improvement Program.

We envision that the Highway Safety Improvement Program projects will be implemented in two ways. A portion of the funds will be specific tactical projects, selected by the Highway Safety Engineering Committee (HSEC). The HSEC will focus its selections to target specific problem areas such as run off the road crashes or high speed rural intersections. It is expected that the group will weigh problem severity and likelihood of completion in selecting projects. Another portion of the funds will be allocated to ODOT regions to address hazardous road locations and segments based on project selection and prioritization outlined in the ODOT Safety Program Guidelines.

The projects selected will be forwarded to the Oregon Transportation Safety Committee as part of the *Performance Plan* for input and validation of the selected targets, and to provide a public forum for commentary. As the Oregon Transportation Safety Committee annually arrives at agreement on the *Performance Plan* each year, it is forwarded to the *OTP* for adoption as ODOT's formal annual tactical plan for transportation safety.

At the end of each annual tactical plan cycle, ODOT staff will prepare an annual report document which evaluates each of the selected projects, details problems encountered, and suggests promising approaches to the items listed.



Baker Valley, as viewed from Interstate 84

APPENDICES

ODOT intern Paul Hoffer discusses safety issues with participants at one of many OTSAP public input sessions

Appendix I

THE *OTSAP* PUBLIC INVOLVEMENT PROCESS

Recognizing the role the public and various other agencies will play in the implementation of the actions included in the renewed *OTSAP*, an effort was made to encourage the participation of as many people as possible in development of the plan.

The following public involvement activities were a part of the development of the *OTSAP*:

1. Select members of the OTSC were chosen to form a committee to assist ODOT staff with plan development. Each of the members of the OTSC and each of the members of the Governor's Advisory Committee on DUII and Motorcycle Safety, respectively, were given the opportunity to shape the document at many stages of its development. Each of the committee members have been involved with transportation safety for many years and have made significant contributions to passage of laws and implementation of innovative programs.

2. Approximately 100 peOPLE took advantage of opportunities to attend public input sessions and provided significant input into this document. Transportation Safety Specialists from the TSD, ODOT, served as topical coordinators. An effort was made to include representatives from various units of ODOT, other state agencies, local government, and special interest groups in the formation of this document. The list of *OTSAP* process participants appears in Appendix II.

3. DUII and Traffic Records assessments occurred prior to development of this plan, and resulted in recommendations to improve traffic safety. Many of these recommendations appear as actions in the *OTSAP*. A list of assessment panelists appears in Appendix II.

4. Newsletters including Inside ODOT, Traffic Safety Connections, and selected press releases included information about the renewed *OTSAP* development process. We specifically worked to reach lower income and underserved populations, and those serving these populations. One vehicle used was the ACTS Oregon newsletter, which reaches professionals who assist these groups.

5. We involved the Area Commissions of Transportation (ACT) through their support staff, the area managers. Each area manager was tasked with communicating the *OTSAP* update with their respective group. Some ACTs elected to send representatives to public input sessions. Their input proved very useful.

6. We used maps, charts, and photos to illustrate transportation safety issues both at public meetings, and the supporting website.

7. In winter and spring of 2009/10, a series of ten public input forums were held in Oregon City, Eugene, Tumalo, Phoenix, Coos Bay, Klamath Falls, Hermiston, Portland, Burns, John Day, Salem, and Lincoln City. Traffic safety professionals and the public were invited to have direct input into ODOT's transportation safety planning efforts and to offer their ideas about actions that should be

Chow time near North Powder, Oregon

taken to address transportation safety issues. Specific invitations and follow up phone calls went out to tribes and MPOs adjacent to the sites. Most sites were selected to be convenient to transit lines, and for their convenience to traditionally underserved populations. Interpretive services were offered at each site. These forums offered an opportunity to share information about the *OTSAP* development process and past key actions and to listen to new ideas. Written comments were considered.

A public meeting/hearing was conducted in May 2011 by the OTSC. A draft *OTSAP* was distributed for public comment for a 60-day review period beginning in May 2011. A second draft in response to advisory committee input was issued in July 2011. A revised, final draft in response to ongoing suggestions was issued in August 2011. An additional review period of approximately 30 days was extended to allow for late submission of comments prior to OTSC final approval for recommendation in September 2011.

Appendix II

PLANNING PROCESS PARTICIPANTS

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Vice-Chair

J. D. Cooper
Member

Victor Hoffer, M.A., J.D.
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Louis A. Ornelas, P.E.
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ODOT Transportation Safety Division Staff

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Governor's Highway Safety Representative

Cindy Bradley

Nicole Charleson

Shari Davis

Mary DeFerrari

Linda Fisher-Lewis

Paul Hoffer

Anne Holder

KC Humphrey

Stacey Johnson

Kelly Kapri

Carla Levinski

Kelly Mason

Walter McAllister

Patty McClure

Melody McGee

Gretchen McKenzie

Debbie Miller

Rachelle Nelson

Michele O'Leary

Sue Riehl

Rosalee Senger

Monte Turner

Steve Vitolo

Gayla Wilson

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ODOT DMV

Craig Daniels
ODOT DMV

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ODOT Motor Carrier

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Van Moore, Vice-Chair

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Sally Boyd, Member

J. Courtney Olive, Member

James. V Stewart, Member

James Wyffels, Member

Iris Yeager, Member

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Tom Erwin, Vice-Chair

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Teresa Douglas, Member

Lorna Kautzy, Member

Heather Warren Kirby, Member

Vinita Howard, Member

Jason Myers, Member

Andy Nicholes, DDO, Member

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Joseph Craig

Scott Cramer

Mike Crow

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Tom Davis

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Steph Roush

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Steve Scibelli

Keith Scroggins

Rosalee Senger

Kat Smith

Clint Spencer

Candice Stich

David Stiefvater

David Voss

Libby Westlund

Sharon White

Derek Windham

Dramatic winter view from U.S. 97, northern Oregon

Appendix III

SIGNIFICANT TRANSPORTATION SAFETY LAWS, 1931 – 2011

1931

- As part of National Model Driver License law, driver licenses could be suspended upon conviction for DUII.

1937

- Law passed making driving under the influence of intoxicants a misdemeanor. Upon conviction, punishable by fine of up to $1,000 and a year in jail or both and license revocation for one year.

1941

- DUII law amended to permit police to test blood, breath and urine for alcohol content unless driver objected. BAC of 15% set as presumptive evidence.

1965

- Implied consent law on DUII passed but limited to breath test.

1971

- Blood alcohol level at which a driver is presumed to be under the influence of intoxicants lowered to .10 BAC. Illegal per se set at .15 BAC.
- Judge required to order registration suspended or vehicle impounded in case of driving while suspended.

1973

- Minimum jail sentence for driving while suspended established. First: two days; second: 10 days; third: 30 days.
- To receive an occupational license, a convicted drunk driver must submit to a mental health exam and complete an alcohol education program.
- Habitual offender act. Regular driver license suspended for 10 years for anyone convicted of three major traffic offenses or 20 moving violations in five years.
- Open container law: Illegal to have an opened bottle of alcoholic beverage in the passenger compartment.
- Driver improvement program established.

1975

- Driver license examination expanded to include knowledge and understanding of safe driving practices.

1977

- Motorcycle helmet law repealed, except for riders under age of 18.

1979

- State constitution amended to limit use of motor vehicle fuel and other taxes. Eliminated use for policing.

1981

- Motorcycle instruction program established.
- Reimbursement for driver education increased form $50 to $100.

- Diversion program for drivers arrested for first DUII in a 10-year period established.
- Minimum damage increased from $200 to $400 for reporting a property damage crash.

1983

- Child safety seat or seat belt required for all children less than five years old.
- BAC limit for DUII reduced from .10 to .08.
- Responsibility for motorcycle rider education transferred to the Oregon Traffic Safety Commission.
- Juvenile denial law: Persons age 13-17 convicted of any crime, violation, or infraction involving possession, use, or abuse of alcohol or controlled substances have their driving privileges suspended or right to apply denied.
- Administrative license suspension for failure of breath test or refusal to take breath test. (Implemented in 1984)
- Alcohol treatment or education and additional penalties upon conviction of DUII. (Implemented in 1984)

1985

- Classified driver license system established.
- Occupant protection law strengthened. Children under one year must be in a child safety seat and children between one and 16 must be secured by a seat or belt.
- Alcohol server education program established.

1987

- Bicycle rider education program established.
- Issuance of hardship licenses restricted.
- Ignition interlock system established as a pilot study.
- Motorcycle helmet law re-established. Passed by a vote of the people after the Legislature's referral placed the measure on the ballot.

1989

- Ignition interlock program extended. Oregon Traffic Safety Commission directed to evaluate diversion program.
- Alcohol and drug policies and curriculum mandated for educational institutions.
- Provisional driver license for persons under 18 established. Persons under 18 found to have consumed any alcohol subject to an implied consent suspension.
- Pilot program started requiring police to mark the license plates of persons driving while suspended or revoked.
- Commercial driver license program implemented. .04 BAC established as the standard of intoxication for commercial vehicle operators. (Implemented in 1990)
- A safety belt law for all occupants. Passed by a vote of the people after an initiative placed the measure on the ballot. (Implemented in 1990)

1991

- .00 BAC limit for implied consent suspension extended to include all persons under age 21.
- Driver license suspended for minors using false identification to purchase alcohol.
- Boating under the influence of intoxicants established as a Class A misdemeanor.

1993

- Child restraint system for all children less than 40 pounds or less than four years required.
- Minimum damage for reporting a property damage crash increased from $400 to $500.
- Tuition reimbursement for driver education increased to $150 and some restrictions were changed.
- Bicycle helmets required for riders and passengers under age 16.

1995

- Health care providers permitted to report blood alcohol content of motor vehicle accident victims.
- Suspension of driving privileges under implied consent law for failing blood test for BAC.
- Police officers may request urine test when presence of controlled substances is suspected.
- Photo radar speed enforcement demonstration project authorized in Beaverton and Portland.
- Fines double in work zones.
- Federal government repeals national maximum speed limit.

1997

- Accident reporting amount increased from $500 to $1,000.
- Vehicle immobilization on vehicle owned or operated by person convicted of driving while suspended/revoked or second or subsequent DUII.
- Motorcycle education (TEAM OREGON) required for all individuals under age 21 applying for motorcycle endorsement.
- Vehicle impoundment for operation by person driving while suspended/revoked or DUII.
- Sunset provision removed for urine testing of DUII's.
- School Zones "When Children are Present" defined.
- School Zones – doubles fines when signs posted.

1999

- Graduated Driver License program recommending completion of traffic safety education course and requiring a period of supervised driving before persons under 18 years receive non-restricted driver license. (Implemented in 2000)
- Certain cities authorized to establish demonstration project using cameras to record drivers failing to obey traffic signals.
- Certain cities authorized to operate photo radar systems to record drivers relative to speeding.
- Establishes DUII as a Class C felony when an individual has three or more prior convictions.
- Authorization for use of immobilization devices in addition to the boot.

2001

- Uniform standards established for minor decoy operations by law enforcement relative to Minor In Possession (MIP).
- Photo Red Light project expanded to cities with populations over 30,000 except Newberg. Repeals sunset scheduled for December 31, 2001.
- License suspension required for cited MIP individual for failure to appear in court date.
- Safety corridor legislation extended sunset provision to December 30, 2003. Court required to sentence minimum fine.
- Booster seat requirement for children between ages of 4 through 6 or weight 40 to 60 pounds.
- Creates crime of improper repair of vehicle inflatable restraint system.
- Requires training for law enforcement officers using speed detection devices.
- Defines motor-assisted scooter and rules/laws surrounding same.
- Provides that an intoxicated person cannot sue the alcohol server for injuries sustained by the intoxicated person due to their intoxication.

2003

- Prohibits carrying minor in open bed of motor vehicle. Provides exceptions.
- Revokes, rather than suspends, the driver's license of a person convicted for the third time of misdemeanor driving under the influence of intoxicants.

- Increases threshold amount of property damage that requires driver and owner to file a DMV accident report, from $1,000 to $1,500. Removes dual reporting requirement in some cases.

- Allows ODOT to select more than two safety corridors to post as double-fine corridors for certain traffic violations and extends to January 1, 2008 the sunset date on the double-fine pilots.

- Changes traffic violations of failure to yield to a pedestrian to failure to stop and remain stopped for a pedestrian.

- Requires persons under the age of 16 to wear protective headgear when skateboarding, riding a scooter, or using in-line skates.

2005

- Establishes Safe Routes to Schools Fund and program guidelines.

2007

- Authorizes ODOT to conduct a pilot program to test the effectiveness and acceptance of photo radar used to enforce traffic speeds in highway work zones; adds three cities (Gladstone, Milwaukee and Oregon City) to the list of cities authorized to operate photo radar on city streets, and changes the requirements for the sign that advises drivers that a photo radar unit is ahead.

- Creates a new crime and expands two others to apply to a person who was driving under the influence of intoxicants and kills or seriously injures another person.

- Prohibits a driver less than 18 years of age who holds a provisional driver license, student permit or instructional permit from using a cell phone or similar device while driving unless he or she is summoning emergency assistance or is engaged in farming activities.

2009

- Increases the penalty for operating a motorcycle without a motorcycle endorsement from a Class B violation ($360) to a Class A violation ($720). Requires a court to suspend the fine for the violation if the rider completes training and receives a motorcycle endorsement within 120 days of sentencing.

- Allows ODOT TSD to reimburse approved commercial driver training schools up to $210 when first-time drivers under 18 complete a driver education course.

- Prohibits drivers from using a mobile communication device (MCD) for talking or texting while driving unless the driver meets a specific exemption.

- Requires courts to impose a minimum fine of $2,000 on those individuals who are convicted of driving a motor vehicle with a blood alcohol content of 0.15 percent or more.

- Allows juvenile convictions to be considered for a felony DUII.

- Requires every person who is applying for a motorcycle endorsement for the first time to complete a motorcycle safety course before DMV may issue the endorsement. Provides a five-year phase-in of this requirement to ensure that motorcyclists have an opportunity to complete the approved TEAM OREGON safety training course.

2011

- Requires installation of ignition interlock devices by persons who have entered into a driving while under the influence of intoxicants diversion agreement. It applies during the period of the agreement when the person has driving privileges.

- Eliminates the exception for hand held mobile devices for business reasons.

Appendix IV

ACRONYMS AND DEFINITIONS

AASHTO American Association of State Highway and Transportation Officials

ACTS Alliance for Community Traffic Safety

AGC Associated General Contractors

ATV All terrain vehicles

BAC Blood Alcohol Content

BPSST Board on Public Safety Standards and Training

CFAA Criminal Fine and Assessment Account

DHR Oregon Department of Human Resources

DMV Driver and Motor Vehicle Services, Oregon Department of Transportation

DOE Oregon Department of Education

DRE Drug Recognition Expert

DUII Driving Under the Influence of Intoxicants, sometimes DUI is used

EMS Emergency Medical Services

F & I Fatal and injury crashes

FARS Fatal Analysis Reporting System, U.S. Department of Transportation

FHWA Federal Highway Administration

FMCSA Federal Motor Carrier Safety Administration

FRA Federal Rail Administration

FRYE Legal case regarding DUI admissibility

FTE Full-Time Equivalent employee

GHSA Governor's Highway Safety Association

HSEC Highway Safety Engineering Committee

HSP Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.

ICS Incident Command System

IID Ignition Interlock Device

IRIS Integrated Road Information System

ISTEA The federal Intermodal Surface Transportation Efficiency Act of 1991 that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.

	It requires states and MPOs to cooperate in long-range planning. It requires states to develop six management systems, one of which is the Highway Safety Management System (SMS).
ITS	Intelligent Transportation Systems
LCDC	Land Conservation and Development Commission
MADD	Mothers Against Drunk Driving
MCTD	Motor Carrier Transportation Division
MPO	Metropolitan Planning Organization. MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
NHTSA	National Highway Traffic Safety Administration
NSC	National Safety Council
OHA	Oregon Health Administration
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODOT	Oregon Department of Transportation
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OMHAS	Office of Mental Health and Addiction Services
OSP	Oregon State Police
OSSOM	Oregon Student Safety On the Move, a youth empowerment program
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSAP	Oregon Transportation Safety Action Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PUC	Oregon Public Utility Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFST	Standard Field Sobriety Testing
SHSP	Stategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Indexing System
STIP	Statewide Transportation Improvement Program
TSD	Transportation Safety Division, Oregon Department of Transportation
TEA21	Transportation Efficiency Act for the 21st Century. Federal legislation that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.
VMT	Vehicle miles traveled

Appendix V

FINDINGS OF COMPLIANCE WITH STATEWIDE PLANNING GOALS AND THE *OREGON TRANSPORTATION PLAN*

State Agency Coordination Program Requirements

ODOT's certified State Agency Coordination (SAC) Program and Oregon Administrative Rules Chapter 31, Division 15 describe the procedures that ODOT will follow when developing and adopting plans to assure that they comply with statewide planning goals and are compatible with acknowledged comprehensive plans. The SAC Program recognizes that planning occurs in stages and that compliance and compatibility obligations depend on the stage of planning being undertaken. The SAC Program describes the step-wise process that follows.

ODOT's program for assuring compliance and compatibility recognizes the successive stages of transportation planning and establishes a process that coordinates compliance and compatibility determinations with the geographic scale of the plan and the level of detail of information that is available. At each planning stage, some compliance and compatibility issues come into focus with sufficient clarity to enable them to be addressed.

ODOT's coordination efforts at the transportation policy plan and modal systems plan stages will be directed at involving metropolitan planning organizations, local governments, and others in the development of statewide transportation policies and plans. Since these plans have general statewide applicability and since ODOT has the mandate under ORS 184.618 to develop such plans, compatibility with the comprehensive plan provisions of specific cities and counties will not be generally established. However, compatibility determinations shall be made for new facilities identified in modal systems plans that affect identifiable geographic areas. Compliance with any statewide planning goals that specifically apply will be established at these planning stages.

The focus of ODOT's efforts to establish compatibility with acknowledged comprehensive plans will be at the facility planning and project planning stages of the planning program. At these stages, the effects of ODOT's plans are more regional and local in nature, although some statewide effects are also present.

The *OTSAP* is a transportation policy plan as defined in the SAC Program. *OTSAP* is the safety element of the *OTP* and further identifies specific strategies for implementing safety related goals, policies, and actions included in the *OTP*. The *OTSAP* is part of the multi-modal element. The Department is following the coordination requirements for a policy plan. ODOT has done the following to comply with these requirements:

A public meeting was held on the *draft OTSAP*. See Appendix II, The *OTSAP* Public Involvement Process, for additional detail on public involvement.

Compliance with applicable planning goals has been evaluated.

The *OTP* will adopt findings of compliance with all applicable statewide planning goals when it adopts the final *OTSAP*.

The Department will provide copies of the final *OTSAP* and findings to the Department of Land Conservation and Development (DLCD), the metropolitan planning organizations, and others who request a copy.

Transportation Planning Rule

The Land Conservation and Development Commission adopted the Transportation Planning Rule (OAR 660-12) to implement Statewide Planning Goal 12 (Transportation) and "to explain how local governments and state agencies responsible for transportation planning demonstrate compliance with other statewide planning goals."

The Transportation Planning Rule (TPR) describes transportation planning as follows (Section 010):

(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

Section 15 of the Transportation Planning Rule recognizes that ODOT's transportation system plan (TSP) is composed of a number of elements as described in the Department's State Agency Coordination (SAC) Program.

(1) (a) The state TSP shall include the state transportation policy plan, modal systems and transportation facility plans as set forth in OAR 731, Division 15.

The *OTP* is ODOT's policy plan. The *OTSAP* is the safety element of the *OTP*. The policy plan is described in the SAC Program as follows:

This is the policy plan for the state transportation system, encompassing all modes of transportation. It addresses matters such as overall direction in the allocation of resources, coordination of the different modes of transportation, the relationship of transportation to land use, economic development, the environment and energy usage, public involvement in transportation planning, coordination with local governments and other agencies, transportation financing, and management of the department.

It can be seen from this description that the *OTSAP*, like the *OTP*, is meant to be broad in scope and general in nature. The *OTSAP* does not identify specific projects or specific locations for projects.

Section 15 of the TPR describes ODOT planning responsibilities under the statewide planning goal.

1) ODOT shall prepare, adopt and amend a state TSP in accordance with OAR 660-12-030, -035, -050, -.065, and -.070. The following are findings relating to each of these sections:

OAR 660-12-030—Determination of Transportation Needs

This plan identifies 112 actions that will lead to a safer transportation system. These actions address the specific needs of the following transportation system users: youth, older persons, bicyclists, pedestrians, and public transportation system users. Needs are identified at the statewide level, not for specific jurisdictions. The *OTSAP* states that implementation should consider those geographic areas with the greatest needs, based, in part, on an analysis of transportation crash data.

OAR 660-12-035—Evaluation and Selection of Transportation System Alternatives

OAR 660-12-050—Transportation Project Development

OAR 660-12-065—Transportation Improvements on Rural Lands

OAR 660-12-070—Exceptions to Transportation Improvements on Rural Lands

These sections do not apply to the *OTSAP*.

Statewide Planning Goals

The following is a list of goals that relate to the *OTSAP*. *OTSAP* actions are identified.

Goal 1 Citizen Involvement

This goal is "to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

Citizen involvement has been considered throughout the planning process. Citizens participated on the advisory committee, provided input to the advisory committee, participated in planning forums, and received copies of and commented on the draft plan. Appendix II, The *OTSAP* Public Involvement Process, describes specific opportunities that were provided for citizen involvement. All persons who provided comments on the draft plan received a written response.

Goal 2 Land Use Planning

This goal is " to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."

See *OTSAP* Actions: 19-27 which identify specific activities to address *OTP* Action 1G.4: Improve the safety in design, construction and maintenance of new and existing systems and facilities for users and benefactors including the use of techniques to reduce conflicts between modes using the same facility or corridor. Target resources to dangerous routes and locations in cooperation with local and other state agencies. *OTSAP* Action 19 calls for the consideration of the roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation. It states:

"Consider the roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation." These plans should include the following:

- Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups.
- Safety objectives.
- Resolution of goal conflicts between safety and other issues.
- Application of access management standards to corridor and system planning.

Goal 5 Open Spaces, Scenic and Historic Areas, Natural Resources

This goal is "to conserve open spaces and protect natural and scenic resources."

OTSAP Action 22 relates to managing vegetation to ensure that safety is not compromised, while considering the scenic quality of the roadway. It states:

"With consideration to the scenic quality of the roadway, use vegetation management techniques to accomplish the following":

- Reduce ice on roadway.
- Increase visibility in deer crossing areas.
- Eliminate "tunnel like" corridors and provide variation along roadway edges to keep drivers alert.
- Remove clear zone hazards.
- Remove hazard trees.

- Improve visibility of signs and roadway markings.
- Improve sight distance at intersections.

Goal 12 Transportation

This goal is "to provide and encourage a safe, convenient, and economic transportation system." The focus of the *OTSAP* is to identify those actions that will lead to a safe transportation system without compromising convenience, economics, and other values. *OTSAP* Action 19 specifically addresses the desirability of considering safety in all transportation planning efforts.

The *OTSAP* has an insignificant relationship to the other goals.

The *Oregon Transportation Plan*

The O*TSAP* is developed to respond specifically to *OTP* policy 5: "**To plan, build, operate and maintain the transportation system so that it is safe and secure.**"

Following is Section 5.1 excerpted from the *OTP*:

Policy 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Strategy 5.1.1

Enhance the safety leadership group to provide for cooperation among federal, state and local governments, private enterprises, and user and advocacy groups in order to address safety issues strategically and implement more effective safety programs.

Strategy 5.1.2

Develop a comprehensive Strategic Transportation Safety Action Plan addressing all modes of transportation based on risk analysis to reduce fatal, injury and property damage accidents among system users. This plan and other state transportation plans should include, but not be limited to, measures involving education, engineering, enforcement and emergency response that address:

- Key areas in driver behavior and impairment,
- Commercial driver performance and vehicle standards,
- Use of technology,
- Safety needs of vulnerable populations such as the young, aged, persons with disabilities and non-English speaking populations, Regular opportunity for information sharing across the modes, and
- Adequacy of trauma care statewide.

Strategy 5.1.3

Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.

Strategy 5.1.4

Support the further development and improvement of interoperable communication systems among safety and security-related agencies, jurisdictions and private entities. Ensure that clear communication protocols are established.

Strategy 5.1.5

Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.

Strategy 5.1.6

Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.

Strategy 5.1.7

Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies. Support incident response units on major facilities where warranted.

Strategy 5.1.8

Support the safe and secure transport of hazardous materials in Oregon through driver education and screening, vehicle inspections, regulations and enforcement.

Strategy 5.1.9

Develop and implement a reliable, comprehensive and coordinated multimodal transportation data, crashes and incidents reporting program to manage and evaluate transportation safety with the goal of better data integration. The data should be timely, easy to use and accessible to all users to support analysis, effective response to safety problems and identification of projects.

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