

# *Transportation Safety Action Plan Update*

*presented to*

**Policy Advisory Committee**

**Meeting #3**

*presented by*

**Cambridge Systematics, Inc.**

*March 10, 2015*

# Agenda

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- **Welcome and Opening Remarks**
- **Overview of Project Activities and Schedule**
- **Discuss Strength, Weaknesses, Opportunities and Threats Analysis**
- **Discuss Vision Themes**
- **Public Comments**
- **Summary**



# Project Overview: Activities and Schedule

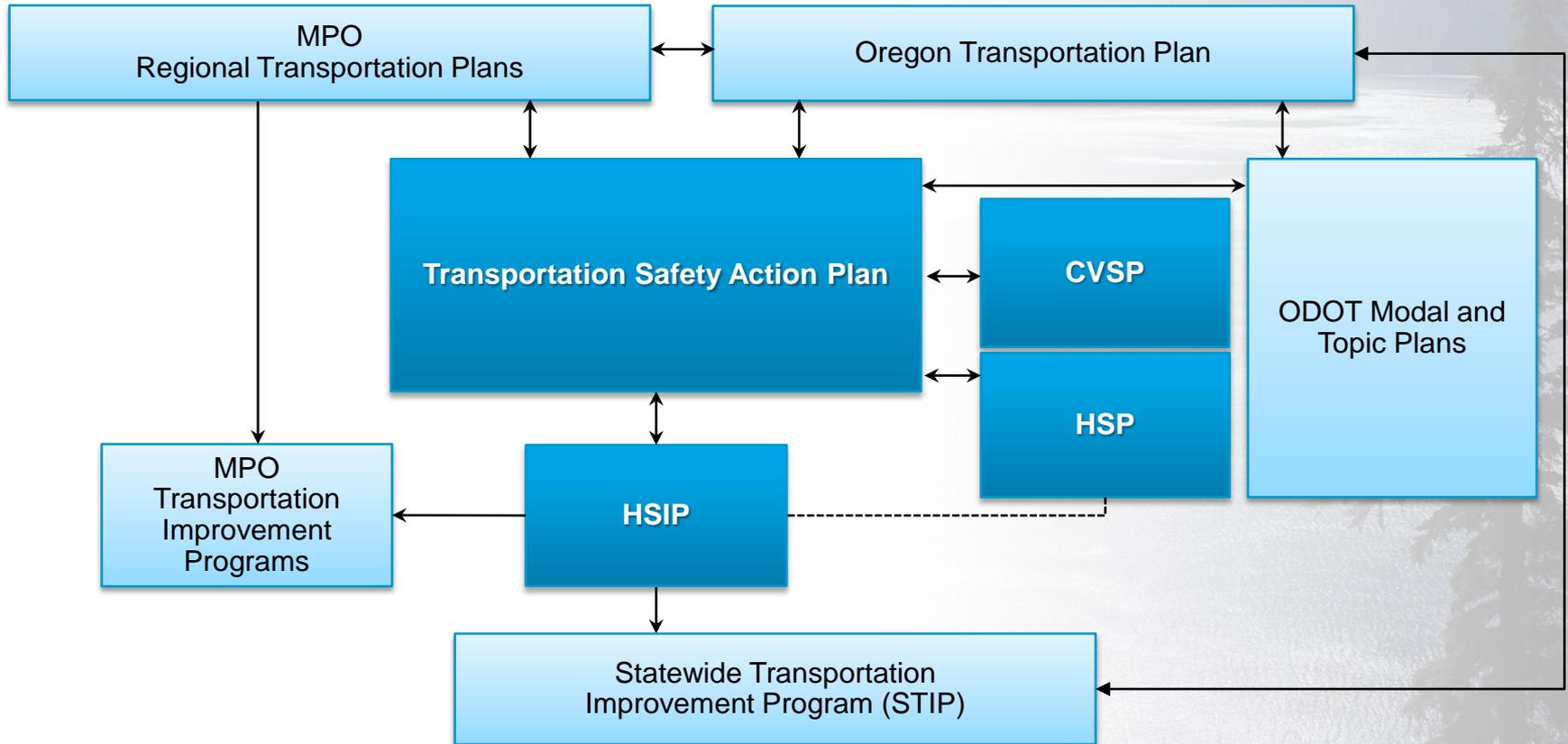
# What is an SHSP?

- **Statewide-coordinated safety plan with comprehensive framework for reducing traffic fatalities and serious injuries**
- **Major component and requirement of the Highway Safety Improvement Program (HSIP)**
- **All public roads**
- **SHSP drives state HSIP investment decisions**
- **Coordinate with other safety funding**
  - » **Highway Safety Plans (HSP)**
  - » **Commercial Vehicle Safety Plans (CVSP)**

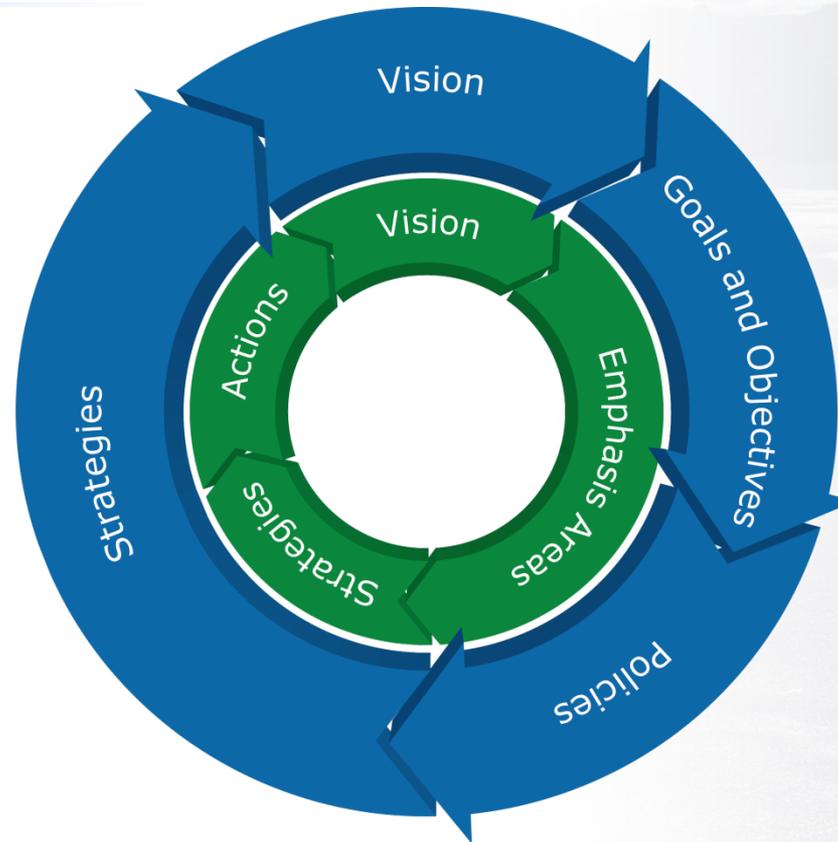
# What are the contents of an SHSP?

- **Safety Vision**
- **Overview of Recent Crash Trends**
- **Emphasis Areas**
- **Strategies and Actions to Address Emphasis Areas**
- **Performance Measures**

# Where does it fit in?

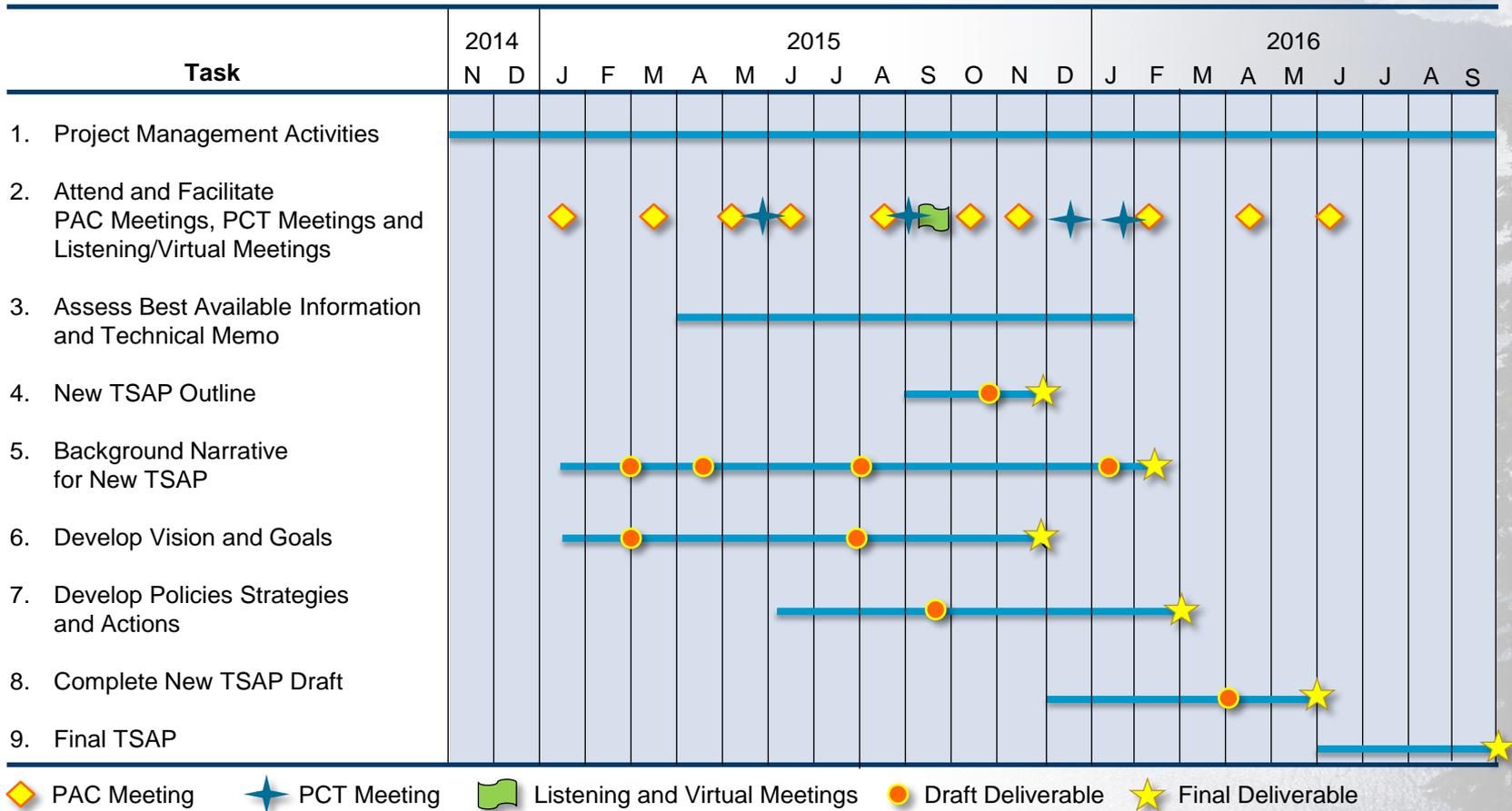


# Relationship between SHSP and Other Plans



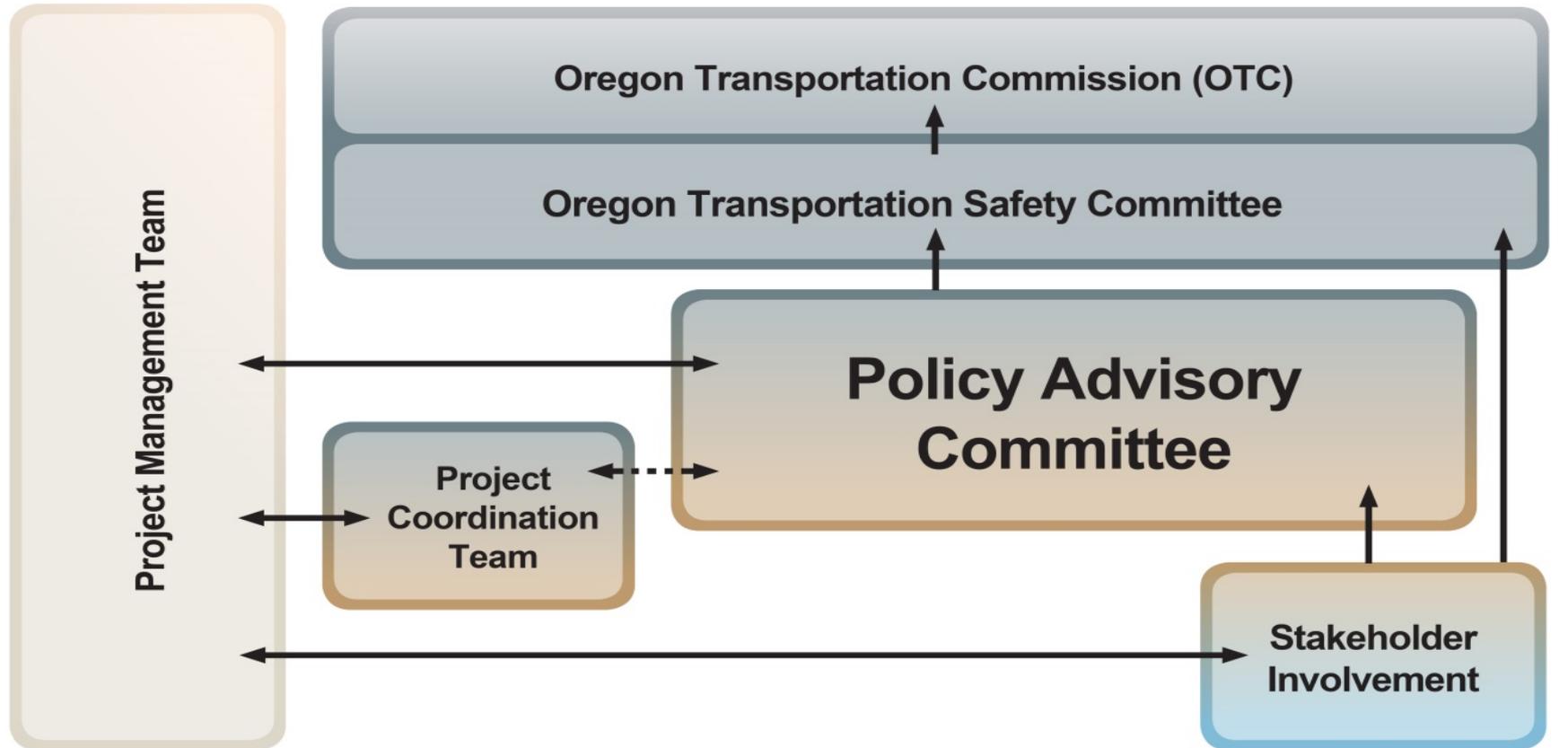
- ODOT Topic Plan: Long-term policy plan follows the framework for ODOT Transportation Plan mode and topic plans
- Transportation Safety Action Plan: Near-term action oriented plan. Follows the framework of Federal Highway Administration guidelines for SHSPs

# TSAP Update Activities and Schedule



# Who is Participating?

## Transportation Safety Action Plan



# Anticipated Meetings

PAC#	Tentative Meeting Topics
1	Kick-off and Background
2	Meet the team, SHSP and MAP-21 Background, Values Exercise
3	SWOT, Vision Themes, Discuss Product (Broad, overarching goals and policies and implementation plan)
4	Crash Trends and Continue Vision Discussion
5	Emphasis Areas, Draft Goal themes
6	Goals, Draft Policy Discussion – (Broad, overarching, planning)
7	Outcomes from outreach, Refine Policies, Begin Strategies
8	Outline for TSAP Update, Strategies and Actions (TSAP)
9	TSAP Implementation and Evaluation
10	Draft TSAP
11	*Possible Second Discussion of Draft

# Who are the stakeholders?

- ***Key stakeholders***
  - » Those with responsibility for and/or a direct interest in the safety of Oregon's transportation system
- ***Broader transportation system stakeholders and interested parties***
- ***ODOT plan partners***
  - » Internal and external partners with authority or responsibility for implementation



# **Overview of Strengths Weaknesses Opportunities and Threats Analysis**

# SWOT Approach

- **Regional Meetings, ODOT Interviews, 3 Interviews, MAP-21 Comparison**
- **Strengths and Weaknesses of 2011 TSAP**
- **Opportunities and Threats Moving Forward**

# SWOT – Three Interviews

- **Oregon DOT Planning Leadership**
  - » **Jerri Bohard, Transportation Development Division**
- **Metropolitan Planning Organization (MPO)**
  - » **Josh Roll and Mary McGowan, Lane Council of Governments**
- **TSAP Implementer (Local Jurisdiction)**
  - » **Joe Marek, Clackamas County**

# ODOT Planning Leadership

- **Focused on opportunities and threats**
- **Opportunities**
  - » **All Modes**
  - » **Modal Division Plans**
  - » **Leverage all funds for safety improvements**
  - » **Proactive Planning**
  - » **Continuous engagement of transportation leaders**
- **Threats**
  - » **Short-term implementation plan**
  - » **Education**
  - » **New Technology**

# MPO

- **Weakness**
  - » MPO Engagement
  - » Silos
- **Opportunities**
  - » Education
  - » TSAP Planning Process
  - » Engagement
- **Threats**
  - » MPO representation in TSAP Update

# Local Jurisdiction

- **Strengths**
  - » TSAP referenced in local plan
  - » Engagement from ODOT Safety Division
- **Weaknesses**
  - » Local jurisdiction engagement
- **Opportunities**
  - » Transformative and diverse plan – holistic approach to safety including health, bike/ped, livability
  - » Local safety plans
- **Threats**
  - » Focus on immediate safety needs

# SWOT – MAP-21 Comparison

- 2011 TSAP developed under SAFETEA-LU
- New TSAP will follow MAP-21 Legislation
- Understand the extent to which the 2011 TSAP already meets requirements and where gaps exist. MAP-21 Categories:
  - » Consultation
  - » Data
  - » Performance Management
  - » Multidisciplinary Approach
  - » Update Content
  - » Coordination
  - » Evaluation
  - » Special Rules
  - » Update Process

# Consultation

*TSAP needs to be developed in consultation with specific agencies*

## Strengths

- *2011 TSAP was a consultative process, including all stakeholders through public involvement activities or on committees*

## Opportunities

- *Consultative process for TSAP Update is robust:*
  - › *Stakeholder Interviews*
  - › *Regional Meeting*
  - › *Committee Approach*

## Weaknesses

- *2011 TSAP does not specifically indicate the consultation agencies/individuals*

## Threats

- *None*

# Consultation – Summary

- **Consultation with required stakeholders did occur for the 2011 TSAP**
- **Three new agencies to consider for TSAP Update**
  - » **County transportation officials**
  - » **State representatives of nonmotorized users**
  - » **Other major Federal, State, tribal, and local safety stakeholders**
- **The consultation process and agencies consulted with needs to be articulated in TSAP update**

# Data

*Utilize the best available data to inform the TSAP*

## Strengths

- *State, regional, local, and tribal safety data, where available, were used to inform 2011 TSAP*

## Opportunities

- *Safety management system*
- *List of data needs is being developed to inform analysis*
- *Background narratives focusing on trend analysis*

## Weaknesses

- *2011 TSAP does not specifically indicate what data were used*
- *Data-driven approach not described*

## Threats

- *None*

# Data – Summary

- Available data were used to inform the emphasis areas and actions in the 2011 TSAP
- Crash data (statewide, local, and Tribal) and data-driven approach needs to be articulated in TSAP update

# Performance Management

*Include performance measures and targets for fatalities, serious injuries, rates, and emphasis areas*

## Strengths

- *Measures and targets were included in the 2011 TSAP*

## Opportunities

- *Previous experience*
- *Alignment and Coordination*

## Weaknesses

- *Core measures*
- *Measures for each emphasis area*

## Threats

- *Consensus on targets*
- *Performance measure reduction*

# Performance Management – Summary

- **Performance measures and targets for fatalities, serious injuries, fatality rate, and serious injury rate need to be included in the TSAP update**
- **Performance measures for each emphasis area should be included in the TSAP update**

# Multidisciplinary Approach

*Engineering, education, enforcement and emergency medical services (the 4 Es) be considered in the TSAP*

## Strengths

- *2011 TSAP relied on input from nearly 300 participants, who represented the interests of all 4 Es*

## Opportunities

- *Update process includes extensive outreach and engagement of 4 E stakeholders*
- *Perspectives of all 4 Es are represented on the PAC and PCT*

## Weaknesses

- *None*

## Threats

- *None*

# Multidisciplinary Approach – Summary

- **Engagement from stakeholders across all 4 Es continues to be important to the development of emphasis areas and strategies**
- **Agencies representing the 4 Es should be articulated in TSAP update**

# Multidisciplinary Approach

*TSAP includes effective strategies to address the State's emphasis areas*

## Strengths

- *The 2011 TSAP identifies emphasis areas and specifies a subset of 10 actions that are used to address the emphasis areas*

## Opportunities

- *Available resources that provide information on proven strategies*
- *A test can be applied to each strategy and action to ensure it is feasible*

## Weaknesses

- *The 2011 TSAP identifies a large number of actions and not all are proven to address the emphasis areas*

## Threats

- *Strategies and actions will need to be data driven, meaning many could be eliminated*

# Multidisciplinary Approach – Summary

- **The 2011 TSAP included 112 actions and a subset of 10 for the three emphasis areas**
- **The strategies and actions in the TSAP should be limited to those that are proven effective**
  - » **“Effectiveness” needs to be articulated in the TSAP**
- **For areas where robust data are not available (i.e., bicycles, pedestrians), experimental strategies can be developed as long as they can be evaluated**

# Coordination

*TSAP is coordinated with other planning processes, including but not limited HSP, CVSP, Statewide and Metropolitan Transportation Plans, local road safety plans*

## Strengths

- *Clear connection between the statewide transportation plan and TSAP*
- *ODOT coordination*

## Opportunities

- *Ongoing Coordination*

## Weaknesses

- *TSAP is unclear on coordination with other planning documents*

## Threats

- *None*

# Coordination – Summary

- **TSAP needs to articulate how it supports, influences, or considers all other planning processes in the state**
  - » **HSP**
  - » **CVSP**
  - » **Statewide and Metropolitan plans**
  - » **Local plans**

# Evaluation

*Evaluate the TSAP on a regular basis to inform emphasis areas and strategies*

## Strengths

- *TSAP is updated on a regular basis*
- *Annual Performance Plan*

## Opportunities

- *Data Trends*

## Weaknesses

- *Implementation and evaluation component is not included in the current TSAP and is not clear to stakeholders*

## Threats

- *Investment in continuous tracking*
- *Commitment and engagement*

# Evaluation – Summary

- **ODOT should establish an update and evaluation cycle to understand changing trends, emphasis areas, and strategies**
- **TSAP needs to articulate the evaluation process**
  - » **OTSC meetings**
  - » **Annual Performance Plan**
- **Interest in engaging transportation planners in implementation and evaluation of TSAP**

# Special Rules

*The update includes the States definition of “High Risk Rural Road.” The SHSP update includes strategies to address the increases in older driver and pedestrian traffic fatalities and serious injuries, if applicable*

## Strengths

- *None*

## Opportunities

- *A HRRR definition can be included in the updated TSAP*
- *Upon review of the data, strategies addressing older drivers and pedestrians may be developed*

## Weaknesses

- *None*

## Threats

- *None*

# Special Rules – Summary

- A definition for HRRR needs to be included in the TSAP
- Depending on the data, strategies addressing pedestrians and older drivers may need to be developed



# Vision Themes Discussion

# Vision from Current TSAP

**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.**

# Highlights of OTP Vision Statement

- **System supports people, places and the economy.**
- **People, goods and services travel easily, safely and securely**
- **Efficient vehicles powered by renewable fuels**
- **Multimodal**
- **Environmentally sensitive**
- **Community sensitive and sustainable**
- **Many transportation choices and easy connections between modes for people and goods**
- **Connected in Oregon, the Pacific Northwest and the world**
- **New technologies to improve safety and mobility**
- **Maximize use of existing facilities**
- **Public/private partnerships**
- **Benefits and burdens are distributed fairly**
- **Transportation dollars are spent wisely**
- **Oregonians appreciate the role of transportation in their lives and the economy and support innovative, adequate and reliable funding for transportation**

# Excerpt of Goal 5 from OTP

- **To plan, build, operate and maintain the transportation system so that it is safe and secure.**
- **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.**
- **Policy 5.2 – Security**
  - » **It is the policy of the State of Oregon to provide transportation security consistent with the leadership of Federal, state and local homeland security entities.**

# Vision Themes Based on January PAC Meeting

- **Safety in Oregon is about People**
- **Safety in Oregon is Multidisciplinary**
- **Safety in Oregon is Multimodal**

# Example Visions from Other SHSPs

- **The future for Colorado state is zero deaths so all travelers, whether they drive, walk, ride, or bike, arrive at their destinations safely**
- **Washington State will reduce traffic fatalities and serious injuries to zero by 2030**
- **Rhode Island will be the safest state in the nation for all surface transportation users**
- **Indiana: Reduce human suffering and economic loss from traffic crashes**
- **The goal of the Delaware Strategic Highway Safety Plan: Toward Zero Deaths is to achieve a fatality rate of 1.0 per 100 million vehicles miles traveled by 2018**

# Next Steps

- **PAC Meeting May 12, 2015**
  - » **Vision Discussion Continued**
  - » **Crash Trends Analysis**
- **Other as identified during meeting**