

# Memorandum

TO: Oregon DOT Transportation Safety Action Plan Policy Advisory Committee

FROM: Cambridge Systematics

DATE: March 3, 2015

RE: Draft Vision Statement

---

## Introduction

As part of the update to the Oregon Department of Transportation (ODOT) Transportation Safety Action Plan (TSAP), Cambridge Systematics (CS) is providing this memo to begin developing a Vision Statement for the updated TSAP.

The Vision Statement will provide the overall direction for the TSAP and drive subsequent discussions and decisions related to planning, prioritizing and programming safety projects and programs as well as integrating safety considerations into transportation planning and programming activities in Oregon.

The topics presented in this memo will be discussed at the TSAP Update Policy Advisory Committee (PAC) meeting on March 10, 2015. Subsequently, CS will develop draft vision statements for discussion at the next PAC Meeting.

To facilitate the conversation at the PAC Meeting on March 10 the following is provided:

- The 2011 TSAP vision statement
- The 2006 ODOT Transportation Plan vision statement and Goal 5: Safety and Security
- Summary of possible vision themes from recent stakeholder input, and
- Example vision statements from other SHSPs.

## Vision Statement 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.

## Vision Statement from Oregon Transportation Plan

By 2030, Oregon's transportation system supports people, places and the economy. We travel easily, safely and securely, and so do goods, services and information. Efficient vehicles powered by renewable fuels move all transportation modes. Community design supports walking, bicycling, travel by car and transit wherever appropriate. Our air and water are dramatically cleaner, and community sensitive and sustainable transportation solutions characterize everything we do.

Oregonians and visitors have real transportation choices and transfer easily between air, rail, motor vehicles, bicycles and public transportation while goods flow just in time through interconnected highway, rail, marine, pipeline and air networks. Our communities and economies – large and small, urban and rural, coastal and mountain, industrial and agricultural – are connected to the rest of Oregon, the Pacific Northwest and the world. Land use, economic activities and transportation support each other in environmentally responsible ways.

We excel in using new technologies to improve safety and mobility. We maximize the use of existing facilities across traditional jurisdictions and add capacity strategically. Public/private partnerships respond to Oregonians' needs across all transportation modes. Transportation system benefits and burdens are distributed fairly, and Oregonians are confident Transportation dollars are being spent wisely. By 2030, Oregonians fully appreciate the role transportation plays in their daily lives and in the region's economy. Because of this public confidence, Oregonians support innovative, adequate and reliable funding for transportation.

## Goal 5 – Safety and Security from Oregon Transportation Plan

The following is the overview of the safety and security goal from the current OTP, including the safety goal and Policy 5.1-Safety. Attachment A shows the complete goal, policy and strategy text.

At this stage of the project we are **focusing only on developing the vision for the TSAP and the OTP**; however this information provides background on the project starting point. The goals and strategies presented below will also be reconsidered in later stages of this project.

### Overview from the OTP

Although the definitions of safety and security are closely related, safety within the context of transportation involves reducing the risk for transportation-related crashes or incidents. Security involves reducing the exposure to dangers including criminal and terrorist activity and natural disasters including earthquakes and floods. Both safety and security measures include planning, education, engineering, enforcement and emergency responses.

In spite of the increased number of miles traveled and the number of people traveling, the rate of fatalities and incidents involving almost all modes of transportation was lower in 2003 than a decade before. In Oregon, the rate of

fatalities per 100 million vehicle miles traveled declined from 1.76 in 1992 to 1.46 in 2003. While the trend is encouraging, the numbers are still too high: In 2003, there were 512 fatalities and 28,256 injuries involving motor vehicles alone.

In the 2004 Transportation Safety Action Plan, the Oregon Transportation Commission adopted performance measures calling for a reduction in transportation-related deaths from 16.7 per 100,000 population in 2003 to 9.75 (or 342 lives lost) per 100,000 population by 2010 and a further reduction to a rate of 9.00 (or 315 lives lost based on 2002 population figures) per 100,000 population by 2025.

Terrorist attacks since September 11, 2001 have demonstrated the vulnerability of the transportation system to incidents involving air, marine facilities, rail, public transportation and highways and the potential for large scale disruptions. In response, the federal Department of Homeland Security is guiding security efforts at transportation facilities throughout the country. State and local governments, port authorities and other transportation entities are addressing vulnerabilities and responses to terrorists as well as to criminal activities and natural disasters.

The Safety Policy calls for enhancement of a safety leadership group of governmental, public and private entities and development of a Strategic Transportation Safety Action Plan to address problems and target resources effectively. The Safety Strategies emphasize cooperation, coordination, communication and strategic actions in engineering, education, enforcement and emergency response.

The Security Policy recognizes that the federal government will be leading security responses and that the state will be responding to national guidelines, but it calls for increased planning and again improved communication, coordination and cooperation. States are encouraged to “deter, detect, defend and design” to help protect facilities. At ODOT, the Emergency Operations Plan and related plans address these issues.

Safety and security actions may occur as parts of infrastructure projects and facility development as well as stand-alone actions. The policies anticipate that new technology in vehicles, on commodities and cargo and in transportation infrastructure will contribute to safer and more secure conditions.

New technology will also assist in data integration and risk analysis. Since the strategies for safety and security issues are the same in a number of circumstances, both safety and security are referenced in the Safety strategies.

### **Goal 5 – Safety and Security from the 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.

## **Possible Vision Themes Based on Stakeholder Input**

Drawing from the stakeholder interviews, outreach conducted to date, and the values exercise conducted at the January PAC meeting (see Attachment A), three major safety themes emerge:

### **Safety in Oregon is about People**

- Reduce or eliminate fatalities and serious injuries
- Recognize we are planning for people and protecting their lives - not statistics
- Community – People are responsible for their own safety and the safety other people using the system..
- Promote livability through safer transportation systems

### **Safety in Oregon is Multidisciplinary**

- Reduce fatalities and serious injuries through engineering, education, emergency services, and enforcement strategies.
- Recognize and account for the fact that different parts of the state will have different critical issues.
- Create a forgiving road system that reduces the severity of crashes, when they do occur. Considers safe roads and roadsides, safe speeds, safe vehicles, and safe road use.

### **Safety in Oregon is Multimodal**

- Plan for and provide safe travel for all modes of transportation, serving all purposes, in all parts of the state.

## **Example Vision Statements from Other States**

The following vision statements are from other state Strategic Highway Safety Plans (SHSPs available on the FHWA website of state SHSPs<sup>1</sup>. The states were randomly selected with one criterion: that the SHSP was completed after 2010. The examples provided show us the key themes and ideals other states have identified to guide their safety planning and programming efforts. .

### **Examples**

- The future for Colorado state is zero deaths so all travelers, whether they drive, walk, ride, or bike, arrive at their destinations safely.

---

<sup>1</sup> [http://safety.fhwa.dot.gov/hsip/shsp/state\\_links.cfm](http://safety.fhwa.dot.gov/hsip/shsp/state_links.cfm)

- 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.
- The vision of the Louisiana SHSP is to reach destination zero deaths on Louisiana roadways.
- Toward Zero Deaths on Michigan Roadways
- North Dakota is establishing a long-term goal to eliminate all traffic fatalities on North Dakota's public roads
- Continue to move Toward Zero Deaths on all roadways in Idaho.
- Indiana: Reduce human suffering and economic loss from traffic crashes.
- Toward zero deaths by reducing crashes for a safer Arizona
- 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.
- California will have a safe transportation system for all users.

## **Next Steps**

The themes will be discussed and amended at the PAC Meeting on March 10, 2015. Subsequently, CS will prepare optional vision statements for PAC review and consideration.

# Attachment A

## Oregon Transportation Plan Goal 5 Safety and Security Including Policies

### Goal 5 – Safety and Security from the 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.

#### 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 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.

## **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.

### **Strategy 5.2.1**

Encourage the development of security plans for all modes of transportation encompassing prevention, detection and response. Security plans should provide for coordinated response across all entities and prioritize actions based on critical impact.

### **Strategy 5.2.2**

Promote the development of cost-effective security measures for transportation facilities and infrastructure.

### **Strategy 5.2.3**

Improve the evacuation and emergency response capabilities of the urban and rural transportation system.

### **Strategy 5.2.4**

Address the potential impact of security measures on the management of transportation facilities in order to minimize delays in the movement of people, goods and services.

## Attachment B

# Issues Workshop Notes TSAP PAC Meeting #2

---

January 13, 2015

1. **Life (life itself) – (1)**
  - Valuing life (3)
  - Safety = real people, not just numbers/statistics (1)
  - Pediatric Trauma – reduce fatalities and serious injuries by improved treatment training EMS/Fire
2. **Zero Deaths & Serious Injuries**
  - Definition of safety – fatalities and serious injuries
  - Improve EMS/fire response and quality of care in rural areas through training (1)
  - Intolerable cost to have public transportation system
  - To be safe
  - Zero fatalities, one day at a time through EMA/fire response and care (7)
3. **Quality of Life (free from injury/disability)**
4. **Provide Safe Travel Environment (infrastructure)**
  - To protect
  - Freedom (1)
  - Individual independence
  - Equitable and accessible safe travel for all modes – complete streets (6)
  - Safe system
5. **Livability (environment)**
  - Livability
  - Self-enforcing and self-education environment (2)
  - Everyone is involved
  - Rural fire/EMS – education and support
    - i. (i.e. PHILS) and/or Highway Trauma Training and conferences
  - Cooperation and collaboration with public education system in Oregon
6. **Common Sense Solutions**
  - Sustainable system planning and implementation
  - Respect for and among all system users
7. **Sense of Community Relationships – (1)**
  - Engage - government is responsive to right-of-way users feedback and needs (1)
  - No profiling when walking around community based on what I look like, who I am, how old I am
  - Secure in feeling safe when traveling – not having to watch my back
  - Driver's Ed in all schools (4)
  - To communicate
  - Synergy between safety and other statewide (or local) goals

- To legislate
- 23,276 fatal and injury crashes (in 2013) – Emergency Medical Services the final safeguard – Need to support rural fire/EMS – Education (6)
- To educate
- Enforcement

#### 8. **Accountability**

- Exercise good judgment through actions – personal responsibility (2)
- Personal responsibility (3)
- Encouraging safe and responsible choices
- To penalize mistakes
- To be responsible
- Emergency response – some consistency statewide
- Improve EMS dialogue between ODOT and OHA
- Data accessibility
- Informed decision making
- \$\$\$ Show me the money – to fund safe transportation systems
- Variable speed signs
- Law enforcement equipment
- To provide resources
- Frontier EMS – train ODOT (rural, frontier, suburban) incident response to EMR/EMT