

Safety Planning in Oregon Transportation Plan and Supporting Topic and Mode¹ Plans

(Language has been excerpted²)

Plan	Goal	Policy Level	Strategies/Actions	TSAP Issue Areas
Oregon Transportation Plan (OTP)	Goal 5 - Safety and Security: Plan, build, operate and maintain the transportation system so that it is safe and secure	5.1 Improve safety for all modes, facilities, users	5.1.1 Improve Leadership	Collaboration, education
			5.1.2 Develop a Strategic Highway Safety Plan	
			5.1.3 Safety at all stages of system management	Culture, infrastructure
			5.1.4 Interoperable communications for responders	EMS, enforcement, collaboration
			5.1.5 Appropriate laws, strategic enforcement	Legislation
			5.1.6 Awareness, education and training programs	Education
			5.1.7 Urban and rural emergency services: supplies, training, facilities.	EMS; safe communities
			5.1.8 Safe transport of hazardous materials	Hazardous Materials
			5.1.9 Reliable, comprehensive, timely, accessible transportation safety data system	Data
	OTP Key Initiatives	B. Optimize system capacity and safety through information technology and other methods.	(3 of 4)	Culture, infrastructure
			<ul style="list-style-type: none"> Safe, efficient and seamless transportation system for transit, truck and passenger vehicles. 	
			<ul style="list-style-type: none"> Enhance incident/emergency response to maintain safety and system capacity. 	EMS
Freight Plan	(Plan is not organized around Goals)	Issue 6. Move freight throughout the state as safely as possible to improve safety in Oregon communities and protect the environment	Strategy 6.1: Partner stakeholders to manage the safety performance of the statewide freight system.	Collaboration
			Strategy 6.2: Use state-of-the-art data to monitor the safety performance of the system over time.	Data, technology
			Strategy 6.3: Consider freight safety in system monitoring and project selection.	Culture, infrastructure
		Issue 10. New and emerging safety, and security regulations, can be confusing	Strategy 10.1: Work with freight stakeholders; increase knowledge the costs, consequences, requirements of new safety and security regulations.	Education, technology

¹ The Public Transit Plan is not included because it does not specifically address safety.

² For complete language and related background narratives you can look up plans at: <http://www.oregon.gov/ODOT/TD/TP/Pages/Plans.aspx>

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		and expensive to implement.		
Rail Plan	Goal 3 – System Investments and Preservation Invest in preservation and improvement of rail assets and infrastructure	3.2 Preserve rail system service, infrastructure and assets to meet existing objectives and capitalize on future opportunities.	3d. Eliminate at-grade crossings where possible; prioritize crossings with high conflicts with other modes; consider of importance of crossings for local pedestrian, bicycle or vehicle circulation.	Funding, infrastructure, safe communities
	Goal 5 - System Safety: Plan, construct, operate, maintain and coordinate the rail system in Oregon with safety and security for all users and communities as a top priority	5.1 Improve rail system safety and security for all users and affected communities	5a. Support safety awareness, operational improvements, new technology, equipment, inspections, enforcement and response plans and training for system safety	Education, engineering, technology, enforcement
			5b. Improve safety for rail system employees, passengers, nearby communities and commodities being transported.	Safe communities, resilience
			5c. Work with railroad operators, state, federal and local jurisdictions, and emergency response providers for safe and secure transport of commodities including hazardous materials.	Collaboration, EMS, incident response
			5d. Manage potential conflicts between rail and other users; consider Quiet Zones when feasible and safe.	Safe connections, safe communities
			5e. Address safety concerns with at-grade or grade separated crossings in project design; coordinate with ODOT Rail and Transit Division.	Infrastructure, collaboration
	Goal 2: System Management Create an increasingly seamless transportation system that (among other things) Enhances system efficiency and safety.	Policy 2F Improve safety for all users of the highway system via engineering; education, enforcement, emergency medical services solutions.	Action 2F.2 If safety is the objective of a project, include goals and evaluation of outcomes to further refine project selection and solutions.	Infrastructure, safety culture, evaluation
			Action 2F.3 Identify solutions to traffic safety problems, considering: more enforcement; educational efforts; special signings; engineering improvements; bicycle and pedestrian improvements; managing highway access; incident response; traffic control devices; and driver information systems.	Enforcement, education, infrastructure, engineering, safe communities, incident response, IS
			Action 2F.4 The Safety Management System: target resources to sites / routes with significant safety problems. Encourage local governments to adopt a safety management system.	Funding, collaboration
			Action 2F.5 Seek additional funding for state and local traffic law enforcement.	Funding, enforcement
			Action 2F.6 Work with citizens and local jurisdictions to address highway safety concerns.	Collaboration
		Policy 2G Increase safety and transportation efficiency through the reduction and prevention of conflicts	Action 2G.1 Eliminate crossings at grade wherever possible, prioritizing high conflict areas. Consider routes important to local pedestrian, bicycle, or vehicle circulation.	Intermodal, safe communities, collaboration
			Action 2G.2 Design highway projects to avoid or reduce rail crossings at	Infrastructure

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		between railroad and highway users (related to System Efficiency, Safety, and Mobility)	grade. Action 2G.3 With railroads and local government, target resources to increase safety through automated devices and enforcement at specific crossings. Action 2G.5 Address pedestrian and bicycle access issues and related design concerns when designing grade-separated crossings.	Collaboration, funding, technology, enforcement Intermodal, infrastructure
Highway Plan	Goal 3: Access Management Employ access management strategies to ensure safe and efficient highways.	Policy 3A Manage location, spacing and type of intersections and approach roads on state highways to assure the safe and efficient operation of state highways	Action 3A.3 Manage the location and spacing of traffic signals on state highways to ensure the safe and efficient movement of people and goods. Policy 3C Plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways	Infrastructure, technology, intermodal Infrastructure
	Goal 4: Travel Alternatives Optimize efficiency, utility of the state highway system through alternative modes, travel demand management		Action 4A.2 Encourage uniform commercial vehicle regulations at the regional and national levels which might include regulation regarding vehicle design.	Legislation, new technology
Transportation Options (TO) Plan (OTOP)	GOAL 1: Provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.	1.1 Improve safety for all facility users to make each modal option more safe and attractive to prospective users	1.c Identify funds to expand K-12 school safety programs using the Safe Routes to School program model 1.e Adopt “safety in numbers” as a core principle for transportation system planning, design and operations. 1.f Target education campaigns to safety for all modes and promote safe access	Funding, education, modal connections Safe communities Education, safe communities
		1.2 Raise awareness of the availability of transportation options through the integration of road safety education for all modes into classroom and through lifelong learning, including traffic diversion programs and community programs such as Safe Routes to Schools, Drivers Education, licensing renewals, and community cycling workshops	1.a Develop or enhance statewide safety education materials for all facility users and partnerships for distribution, including interest groups, public health groups, insurance companies 1.b Promote training curricula for traffic engineers, planners, developers, and others achieve a system that safely accommodates all users and all modes	Education Education, safe communities
			1.d During project development balance efficient multimodal travel and safety	Engineering, infrastructure

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	<p>Goal 7: Ensure planners, developers, and decision makers have tools and strategies to implement livable development patterns by supporting access to transportation options.</p>		<p>7.n Increase availability of secure bicycle parking.</p>	<p>Safe communities</p>
	<p>GOAL 10: Provide easily accessible information about the full range of transportation options available</p>		<p>10.j Support peer-to-peer travel training programs to encourage safe travel and new users. Target for Limited English Proficiency (LEP) populations and new residents, employees, or students.</p>	<p>Education, safe communities</p>
<p>Bicycle and Pedestrian Plan (Currently in Effect)</p>	<p>GOAL 4: Provide safe, accessible and convenient bicycling and walking facilities to support increased levels of bicycling and walking</p>	<p>ACTION 1: Provide bikeway and walkway systems that are integrated with other transportation systems.</p>	<p>STRATEGY 1A. Integrate bicycle and pedestrian facility needs into all planning, design, construction and maintenance activities, state and local.</p>	<p>Infrastructure, engineering, all roads, culture</p>
			<p>STRATEGY 1B. Retrofit existing roadways with paved shoulders or bike lanes for bicyclists, and sidewalks / safe crossings for pedestrians.</p>	<p>Safe communities, infrastructure</p>
			<p>STRATEGY 1C. Help local governments improve bikeway and walkway projects on local streets.</p>	<p>Culture, infrastructure</p>
		<p>ACTION 2: Create a safe, convenient and attractive bicycling and walking environment.</p>	<p>STRATEGY 2A. Adopt design standards for bicycling and walking facilities.</p>	<p>Infrastructure</p>
			<p>STRATEGY 2B. Uniform signing and marking of bikeways and walkways.</p>	<p>Infrastructure, safe communities</p>
			<p>STRATEGY 2C. Maintenance practices to preserve bikeways and walkways in a clean and safe condition.</p>	<p>Culture, safe communities</p>
		<p>ACTION 3: Develop education programs that improve bicycle and pedestrian safety.</p>	<p>STRATEGY 3A. Use bicyclist and pedestrian crash data to improve bicyclist and pedestrian safety.</p>	<p>Data</p>
			<p>STRATEGY 3B. Publish bicycling and walking maps and guides.</p>	<p>Education, safe communities</p>
			<p>STRATEGY 3C. Bicycling and walking safety education programs to improve skills, knowledge of traffic laws.</p>	<p>Education</p>
			<p>STRATEGY 3D. Safety education programs for motor vehicle drivers to improve awareness of bicyclists and pedestrian rights and needs.</p>	<p>Education</p>
<p>Bicycle and Pedestrian Plan (NOT IN EFFECT: this is draft language from the current update)</p>	<p>Goal 1: Eliminate bicycle and pedestrian fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk</p>	<p>Policy 1.1: Provide safe and well-designed streets and highways to accommodate a variety of users.</p>	<p>Strategy 1.1A: Improve ODOT Design Guidelines and Highway Design Manual; identify best practices for bicycle and pedestrian facilities.</p>	<p>Infrastructure, engineering</p>
			<p>Strategy 1.1B: Develop roadway cross sections in context re: vehicle speeds, facility type, land use, and the safety and comfort of all users.</p>	<p>Infrastructure, safe communities</p>

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process)			Strategy 1.1C: Develop best practices and guidance for illumination to improve visibility of bicyclists and pedestrians.	Safe communities
			Strategy 1.1D: Improve visibility by assuring adequate sight distance, bulb outs, advanced stop bars, bike boxes, etc.	Safe communities
			Strategy 1.1E: Reduce pedestrian exposure time by minimizing the number of lanes crossed or using bulb outs, pedestrian islands, etc.	Infrastructure, safe communities
			Strategy 1.1F: Implement best practices for reducing motor vehicle speed through roadway design such as intersection geometrics, lane / roadway width, on-street parking, other visual cues.	Culture, infrastructure, safe communities
			Strategy 1.1G: Study methods for changing the way posted speeds are determined for different locations and facilities, recognizing the need to balance multimodal interests.	Culture, safe communities
			Strategy 1.1H: Pay attention to emerging technologies to improve pedestrian or bicycle safety.	Technology
			Strategy 1.1I: Consider changes to safety project prioritization processes to improve analysis of crashes involving bicyclists and pedestrians and other data sources.	Culture, infrastructure
			Strategy 1.1J: Use bicycle and pedestrian crash and proxy data to identify high crash corridors and crash typologies for further analysis and prioritization.	Data
		Policy 1.2: Educate travelers on the rules of the road to promote understanding of legal rights and responsibilities and how all modes and users can safely and courteously interact with each other.	Strategy 1.2A: Target education and outreach on rules of the road; improve or develop materials to address targeted audiences; seek creative distribution and partnerships to distribute.	Education, collaboration
			Strategy 1.2B: Educate motorists on the risks of distracted driving, impaired driving, and speeding to bicyclists and pedestrians.	Education
			Strategy 1.2C: Target educational materials that support safe behaviors by bicyclists and pedestrians. Deliver materials through Safe Routes to School, transportation options and other programs, new partnerships and methods.	Education, collaboration
			Strategy 1.2D: Consider how to accommodate skateboarders, rollerbladers, and other means of transportation.	Safe communities
			Strategy 1.2E: Provide information on how to safely operate scooters, skateboards, motorized personal vehicles, etc. on the bicycle and pedestrian system	Education
			Strategy 1.2F: Provide information on how to safely bike or walk when new technologies are deployed or innovations constructed.	Education, technology
		Policy 1.3: Encourage the development and sustainability of Safe Routes	Strategy 1.3A: Fund Safe Routes to School programs.	Funding, safe communities
			Strategy 1.3B: Maintain partnerships with the ODE and OHA to	Collaboration

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		to School type programs through funding, partnerships, model programs and other technical assistance.	implement Safe Routes to School programs. <i>Strategy 1.3C: Inform school districts about Safe Routes to School eligible activities.</i>	Safe communities, collaboration
		Policy 1.4 Encourage bicycle and pedestrian users by providing a safe system that includes elements to enhance supports personal security.	Strategy 1.4A: Encourage sufficient secure and convenient bicycle parking at key destinations.	Safe communities
			Strategy 1.4B: Enhance personal security for bicycles and pedestrians with good lighting, visibility, wayfinding, efficient access.	Safe communities
			Strategy 1.4C: Enforcement of local codes and laws that enhance personal security.	Culture
			Strategy 1.4D: Enforcement of laws that relate to bicycle and pedestrian safety and security.	Enforcement
		Policy 2.2	2.2.c Reduce barriers to crossing major facilities through cost effective and innovative solutions.	Infrastructure
			2.2.d Use best practices for crossing improvements in high use areas, transit corridors, etc.	Infrastructure, engineering
			2.2.f Ensure safe and convenient connections for bicyclists and pedestrians on bridges and viaducts.	Infrastructure, culture
		Policy 2.3	2.3.d Improve bicycle and pedestrian connections to modes such as airports, train stations and intercity bus stations.	Infrastructure
		Policy 3.2	3.2.b Use a systems approach to prioritizing investments for bike and pedestrian facilities and use the safest, best connected routes.	Safe communities
			3.2.d Provide safe, alternative s, clear signage for bicyclists and pedestrians during construction, with outreach communications including these route options.	Construction, culture, education
			3.2.e Program maintenance activities to include considerations for bicycle and pedestrians facility needs.	Culture, infrastructure
		Policy 3.3	3.3.b Research best practices for design treatments tthat safely accommodate bicyclists and pedestrians and freight carrying capacity, separating without constraining either mode.	Culture, infrastructure
		Policy 4.1	4.1.c Coordinate with schools to provide safe and accessible walking and bicycling facilities (20 year plan)	Safe communities
		Policy 5.1	5.1.b Encourage Safe Routes to School projects (both education and infrastructure) to address "Title 1" designated schools.	
		Policy 8.2	8.2.b Continue to invest in Safe Routes to Schools program.	
		Policy 8.3	8.3.b Prioritize maintenance activities such as sweeping, pavement preservation, etc. that contribute to bicycle and pedestrian use.	
		Policy 9.1	9.1.c Identify alternative bicycle and walking routes on parallel local	

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			roadways or facilities on local roads where the ODOT facility raises safety concerns, there are gaps or conflicts; or the alternate route is preferred locally.	