

# *Transportation Safety Action Plan Update*

*presented to*  
**Policy Advisory Committee**  
*Meeting #12*

*presented by*  
**Cambridge Systematics, Inc.**  
**JLA Public Involvement**  
**Leidos**

*May 17, 2016*

# Agenda-Objectives

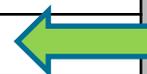
- **Welcome and Opening**
- **Project Update**
- **Key Outcomes**
- **Chapter 6: Actions**
- **Chapter 7: Performance Measures/Targets**
- **Review Design/Layout Sample**
- **Public Comments**
- **Review Plan as a Whole**
- **Next Steps**
- **Referral to OTSC for Further Action and Close**
- **OTSC Review and Act on Public Review Draft Plan**



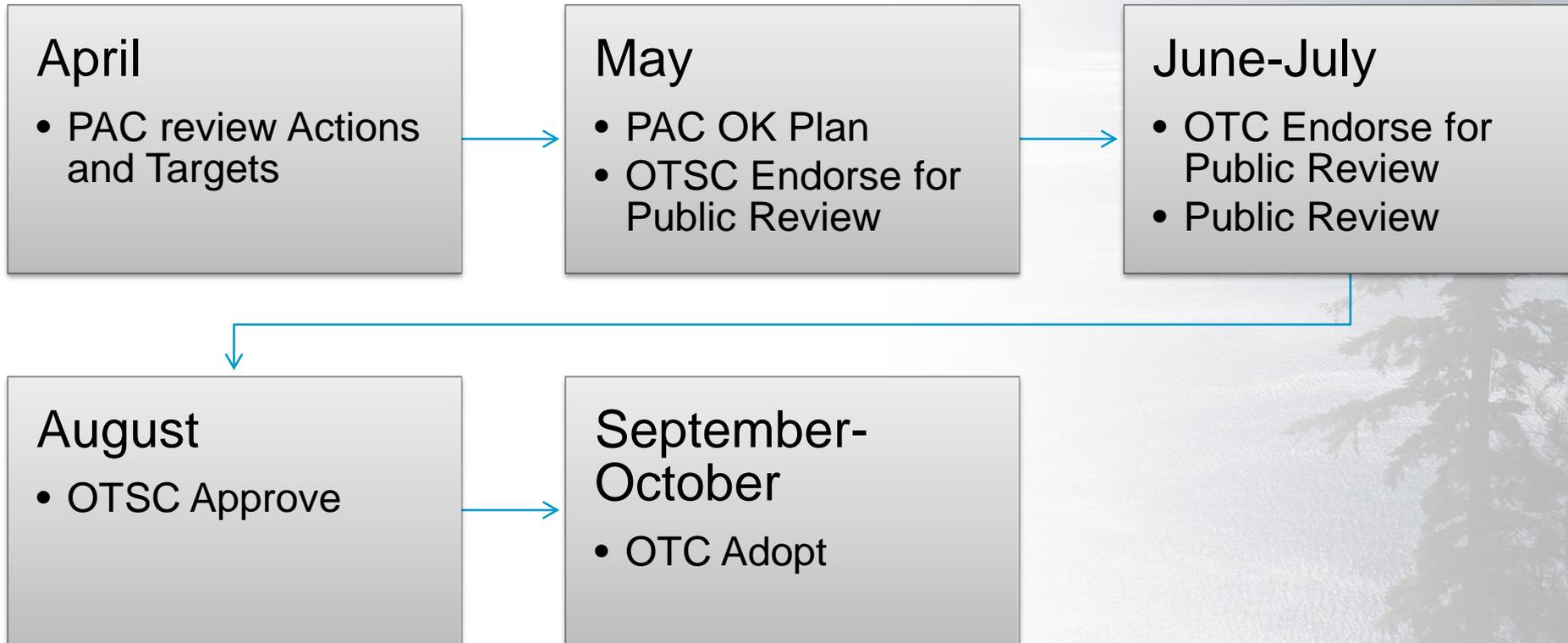
# Project Update

# Meetings

PAC#	Tentative Meeting Topics
1 - October 2014	Kick-off and Background
2 - January 2015	Meet the team, SHSP and MAP-21 Background, Values Exercise
3 - March 2015	SWOT, Vision Themes, Discuss Product (Broad, overarching goals and policies and implementation plan)
4 - May 2015	Crash Trends and Continue Vision Discussion
5 - June 2015	Continue Crash Trends, Discuss Goals and Emphasis Areas Frameworks
6 - August 2015	Confirm Goal Areas, Draft Goal Statements and Preliminary Policy Topics
7 - October 2015	Confirm Goal Statements, Draft Policy Statements and Strategies, Emphasis Area Selection Criteria
8 - November 2015	Review Draft Policy Statements, Draft Strategy Statements, Discuss/narrow Potential EAs, Review Upcoming Public Outreach, TSAP Outline
9 – February 2016	Review Outcomes from PCT, Review Outcomes from Public Outreach, Confirm Draft EAs, Begin Discussing Draft Actions per EA, Begin Reviewing Draft Document – Background, Vision and Goals, Policies and Strategies
10 - March 2016	Finalize EAs and Discuss SHSP Strategies and Actions, Continue Document Review - Revised February Materials Plus EA Documentation
11 - April 2016	Confirm SHSP Strategies and Actions, Discuss Performance Measures, Review Complete Draft Document
12 – May 2016	Complete Draft Review



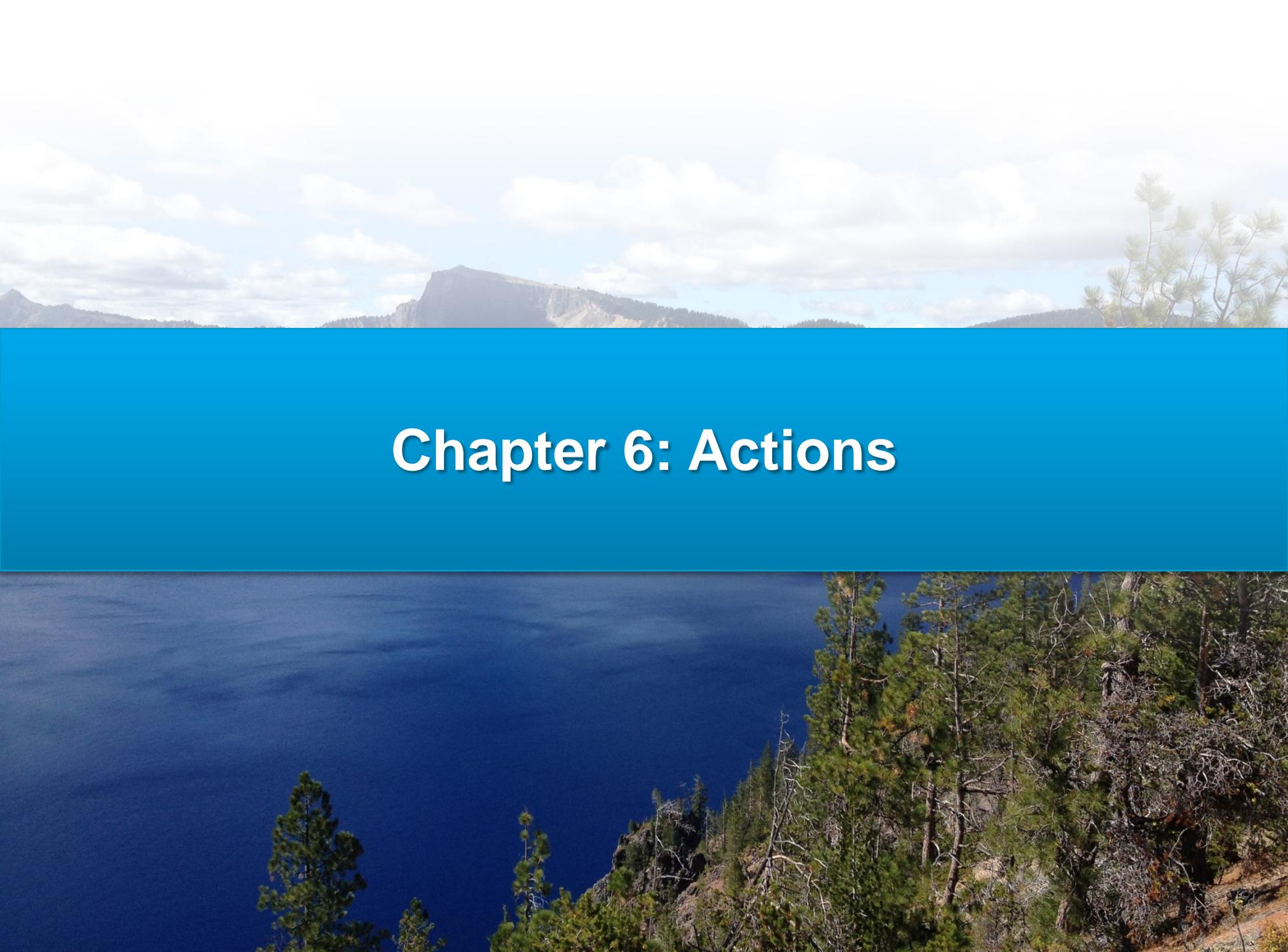
# Upcoming Activities



# Discussion of Key Outcomes

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- **What do you believe we have accomplished?**
- **How will the plan help promote safety in your work?  
and**
- **What is the take-away from this process and plan for  
you?**



# Chapter 6: Actions

# Risky Behaviors

- **Impaired Driving**
  - » Added NTSB recommendation to reduce BAC limit to 0.05
- **Speeding**
  - ★ » **Changed local jurisdiction control of speed limits to:**
    - Examine implications of changing the way posted speeds are determined for different locations and facilities, recognizing the need to balance multimodal interests. Develop guidance on where and when to examine changes to posted speed and outline next steps based on results
- **Occupant Protection**
  - » Added targeted enforcement of occupant protection laws
- **Distracted Driving**
  - » Added targeted enforcement of distracted driving laws

# Infrastructure

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- No substantive changes

# Vulnerable Users

- **General**

- ★ » **Added - Evaluate the need for actions which address the issues associated with children and adolescents, and young vehicle operators**

# Improved Systems

- **Data – Added:**
  - » Improve availability of crash reports
  - ★ » **Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.**

# Improved Systems

## ● Training

- ★ » **Renamed the Sub-area: Training and Education**
- ★ » **Added – Provide Continued Improvement of the education system for new drivers, including issues dealing with access to, and cost associated with passenger vehicle operator training. Evaluate requiring driver training for youthful operators.**
- ★ » **Added - Provide support for use of comprehensive, integrated approaches such as 4 E to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures**
- ★ » **Added - Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public**
- ★ » **Added - Encourage and support local planning for safety efforts, and the formation of local government commissions and committees, and other affiliated groups which address transportation safety.**



# Performance Measures and Targets

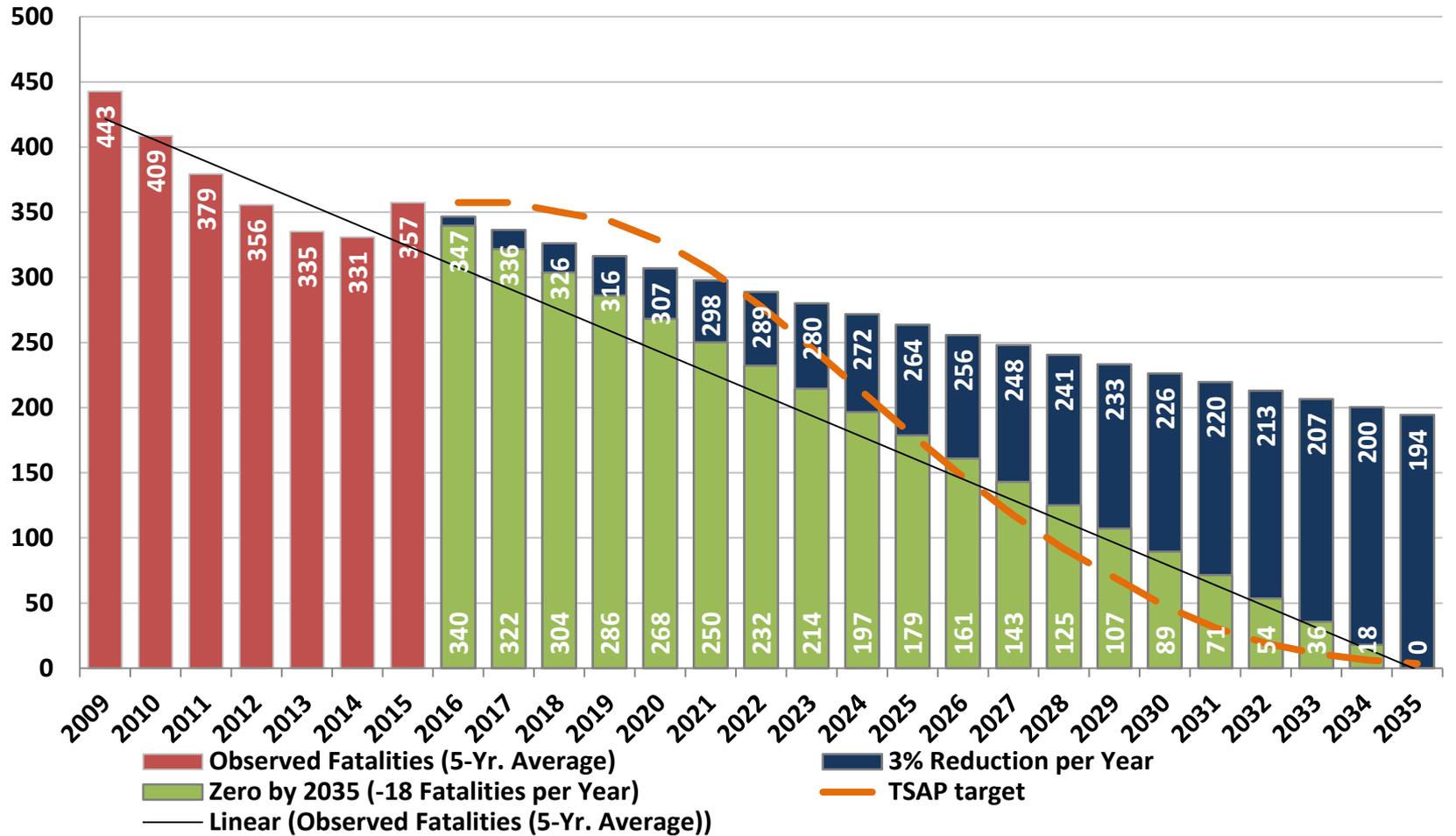
# TSAP Performance Measures

1. **Fatalities - Number of roadway fatalities**
2. **Fatality Rate – Number of roadway fatalities per vehicle miles travelled (VMT)**
3. **Serious Injuries - Number of roadway serious injuries**
4. **Serious Injury Rate - Roadway serious injuries per VMT**
5. **Combined non-motorized fatalities + non-motorized serious injuries**

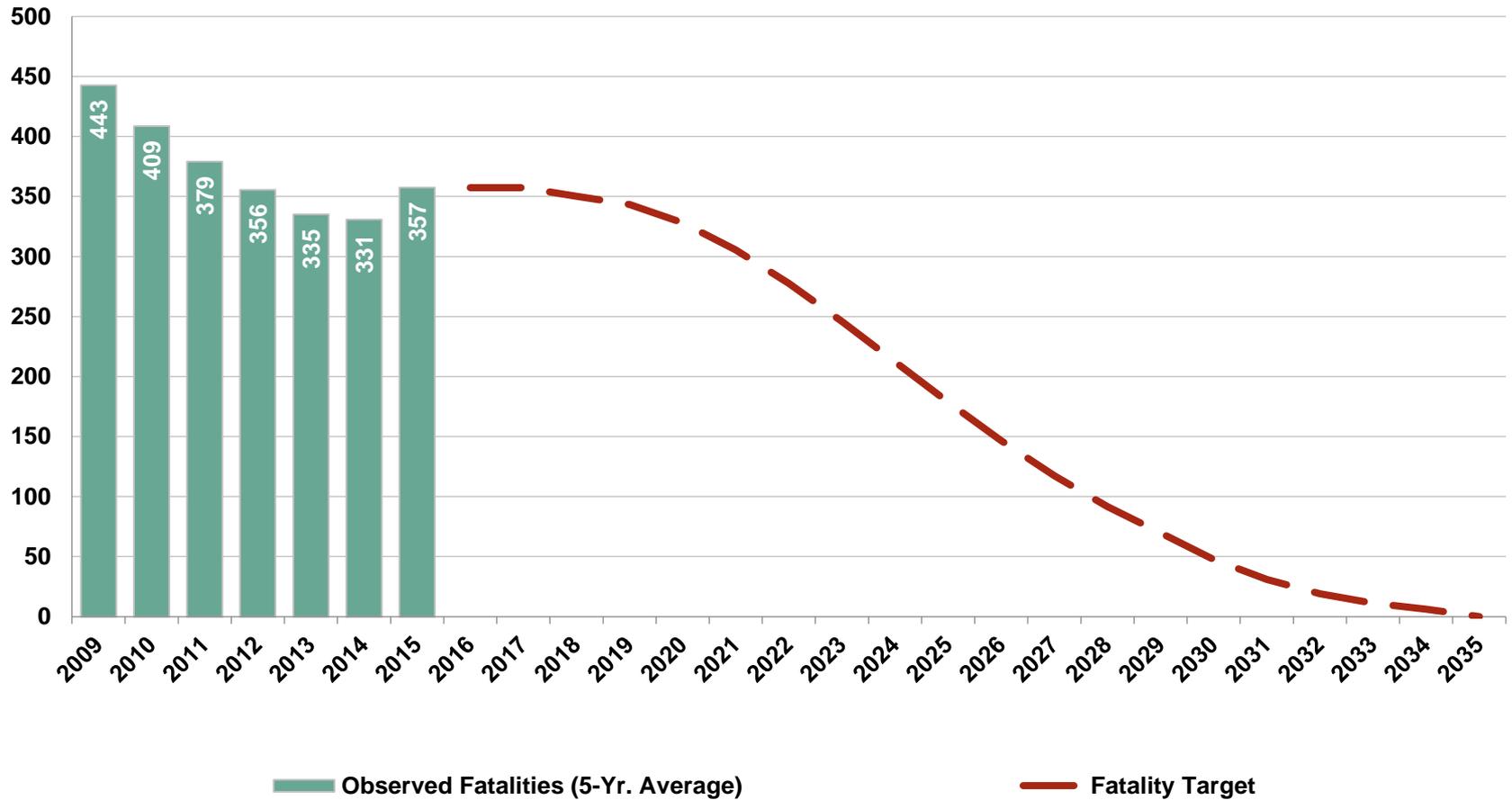
# Target Requirements

- **Annual targets reported every August starting in 2017**
- **Demonstrate progress**
  - » Four of five targets are met, or
  - » Performance is better than last year
- **If no progress**
  - » Spend all HSIP funds on highway safety improvement projects
  - » Submit HSIP Implementation Plan
- **MPOs will have to establish targets too**

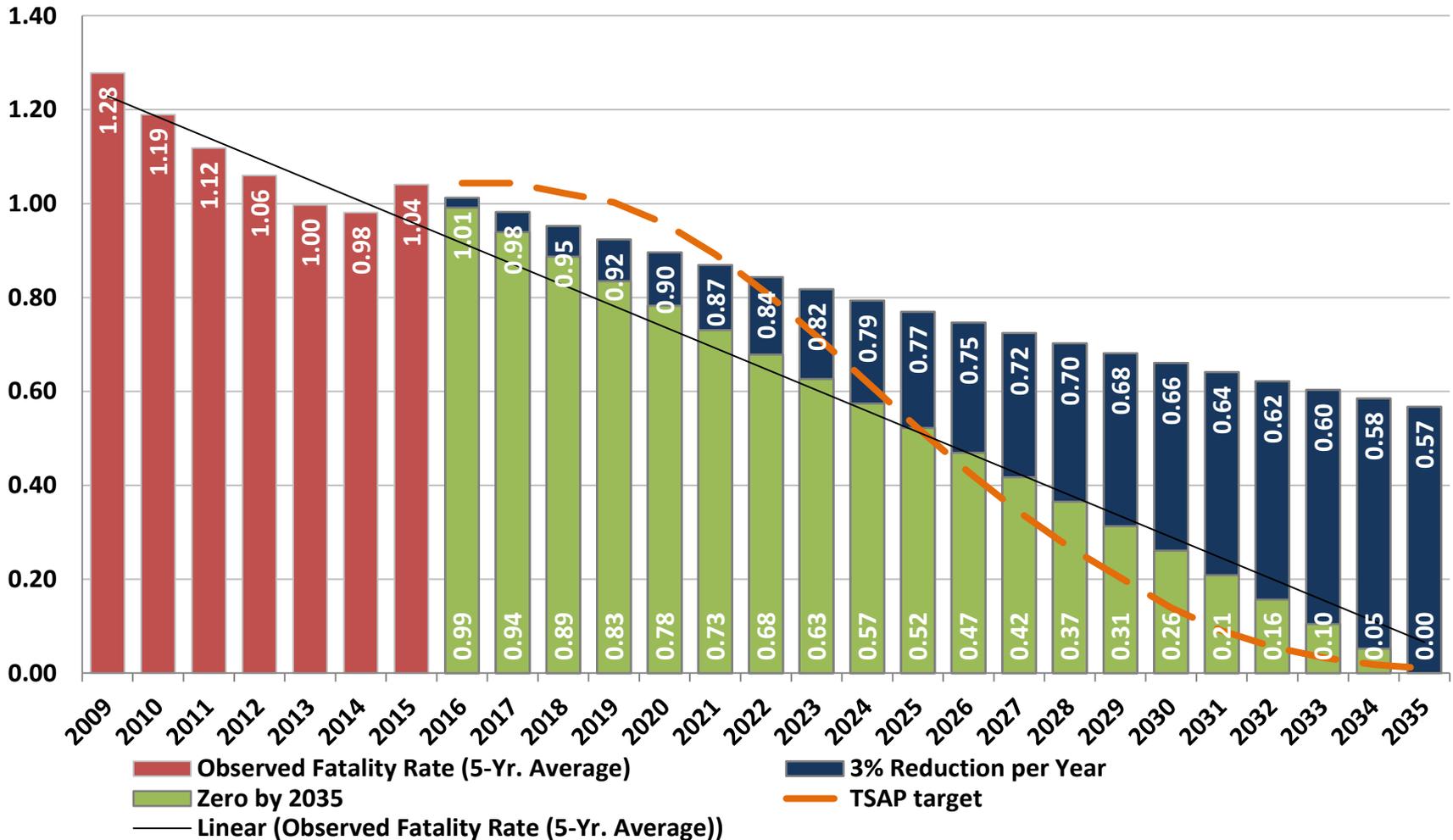
# Target Discussion - Fatalities



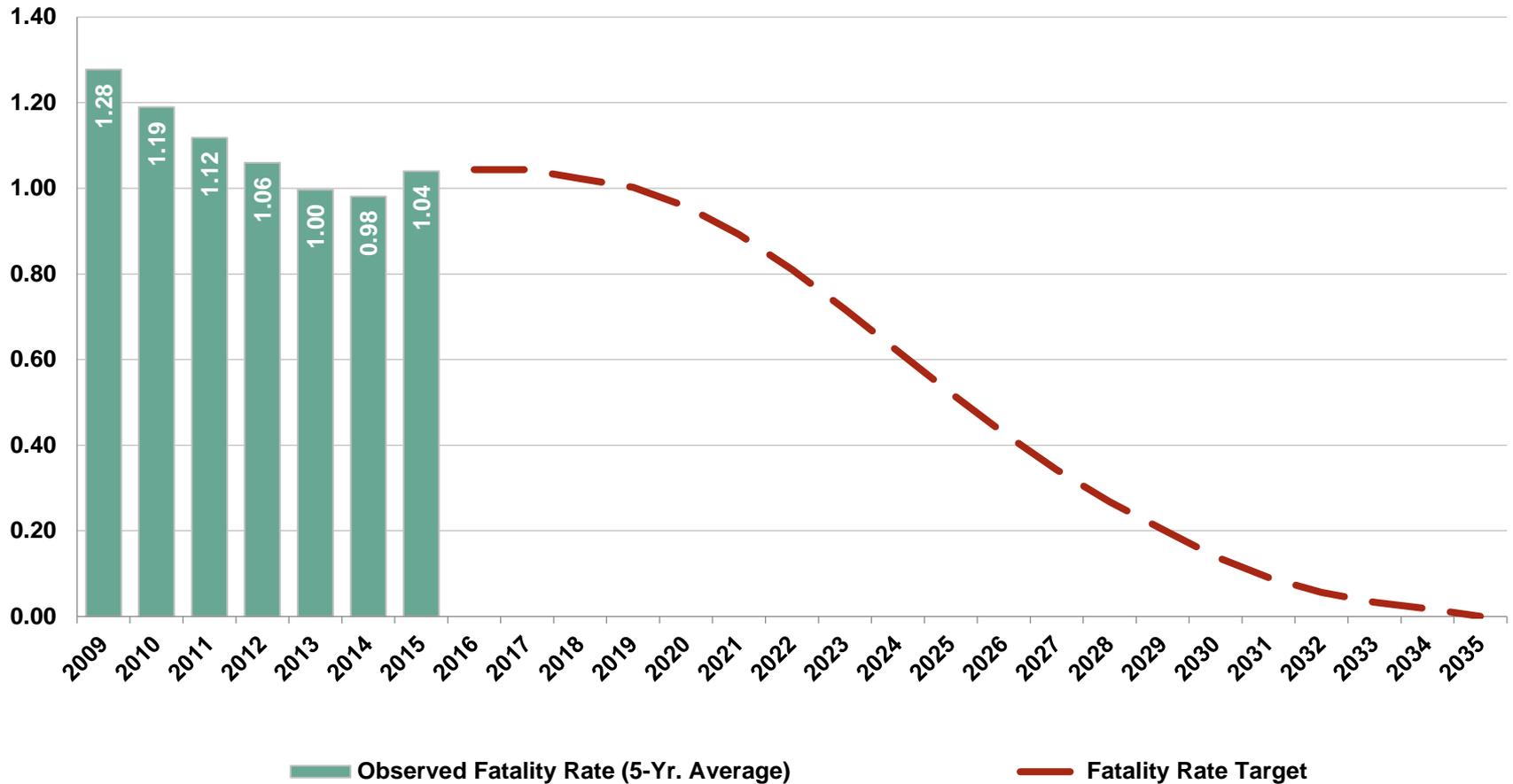
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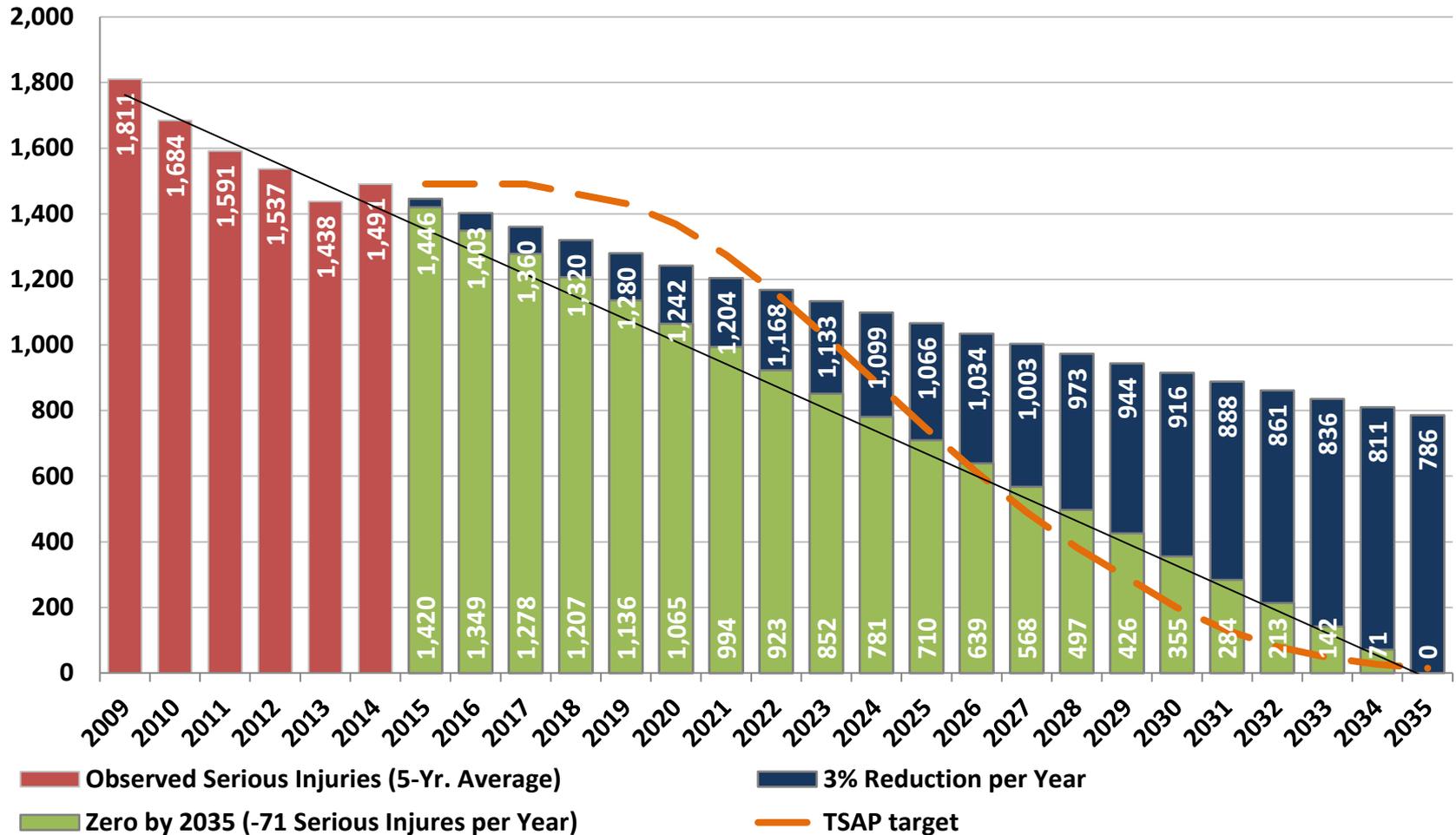
# Target Discussion – Fatality Rates



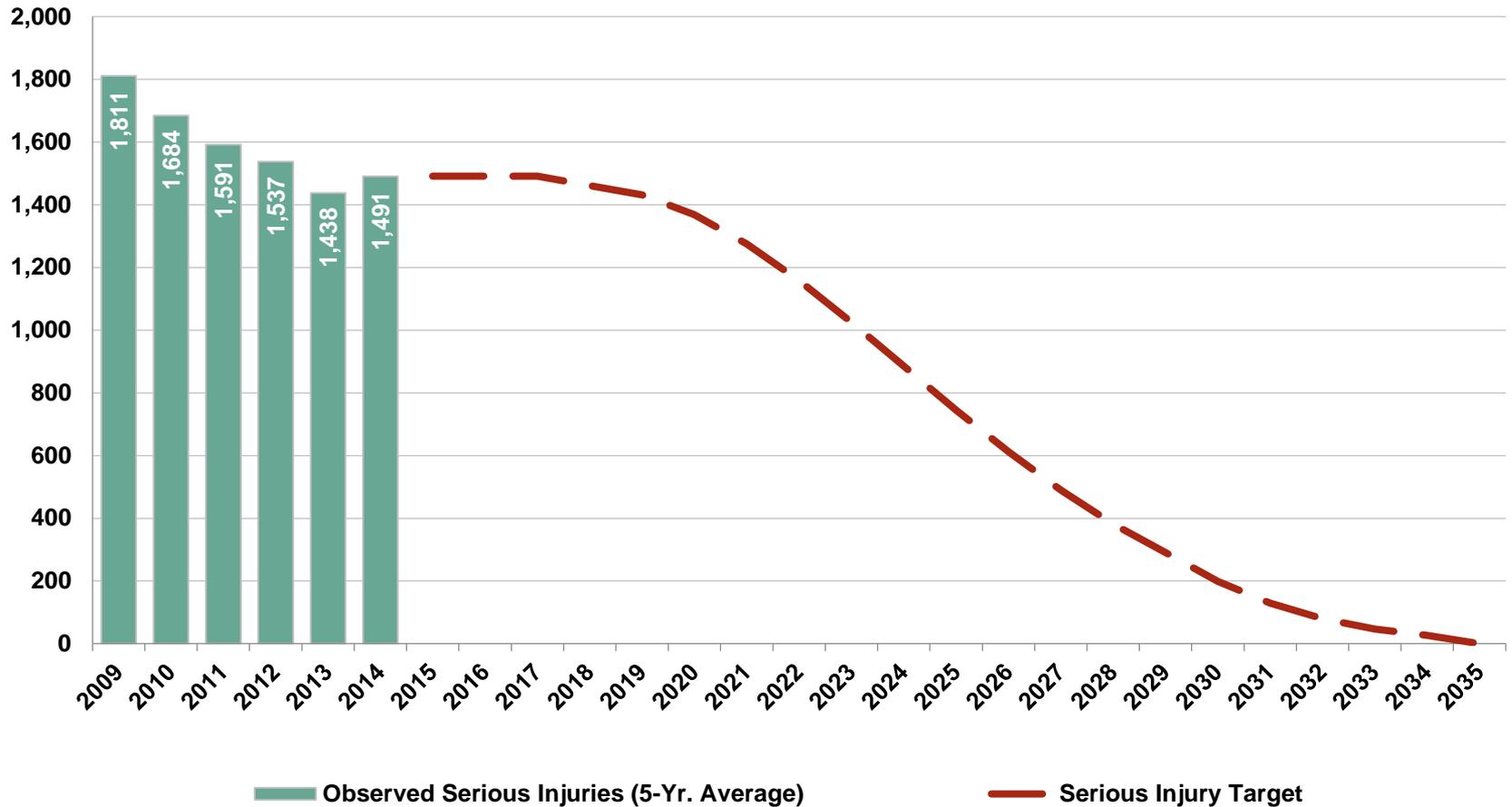
# Target Discussion – Fatality Rates



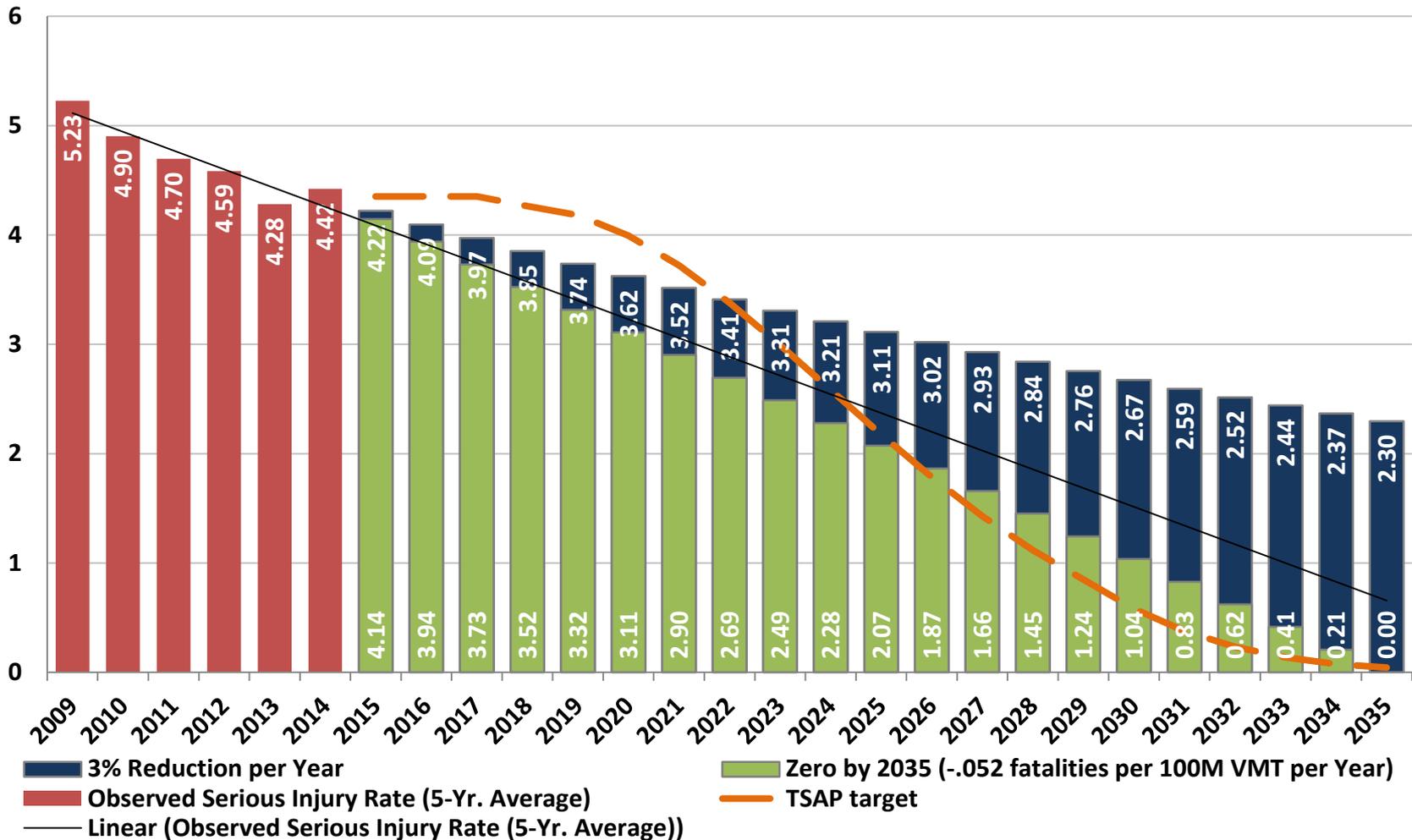
# Target Discussion – Serious Injuries



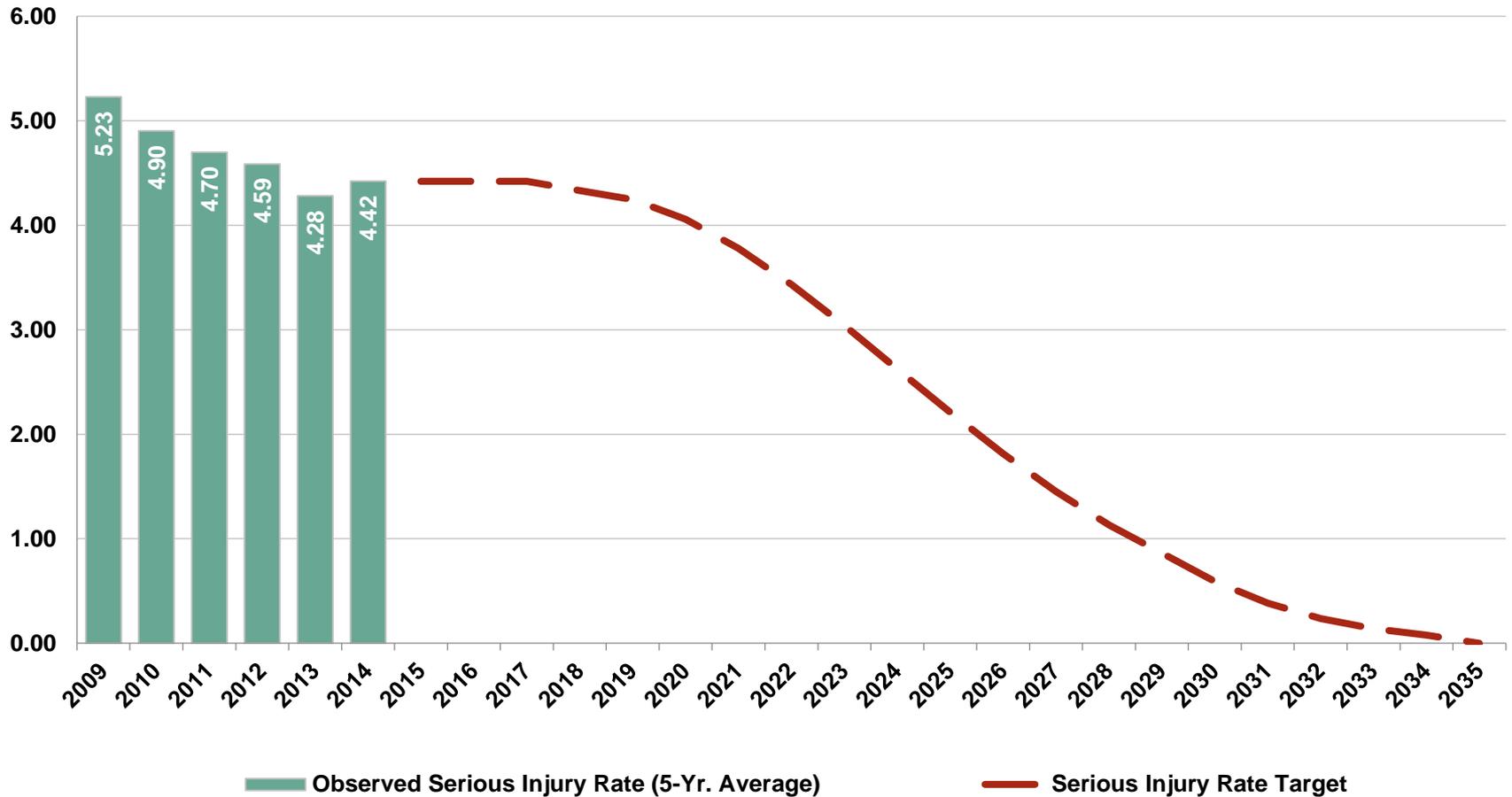
# Target Discussion – Serious Injuries



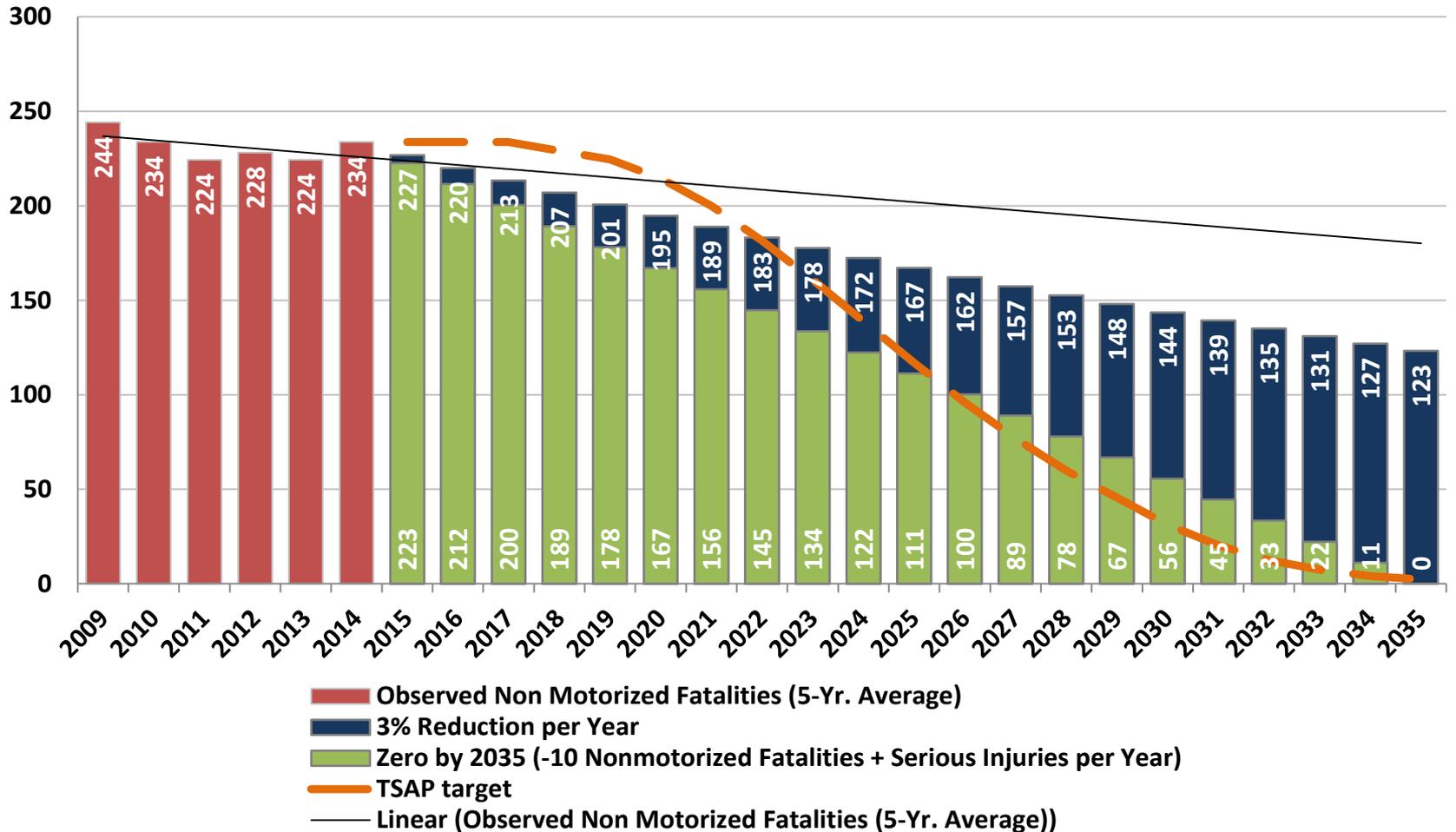
# Target Discussion – Serious Injury Rates



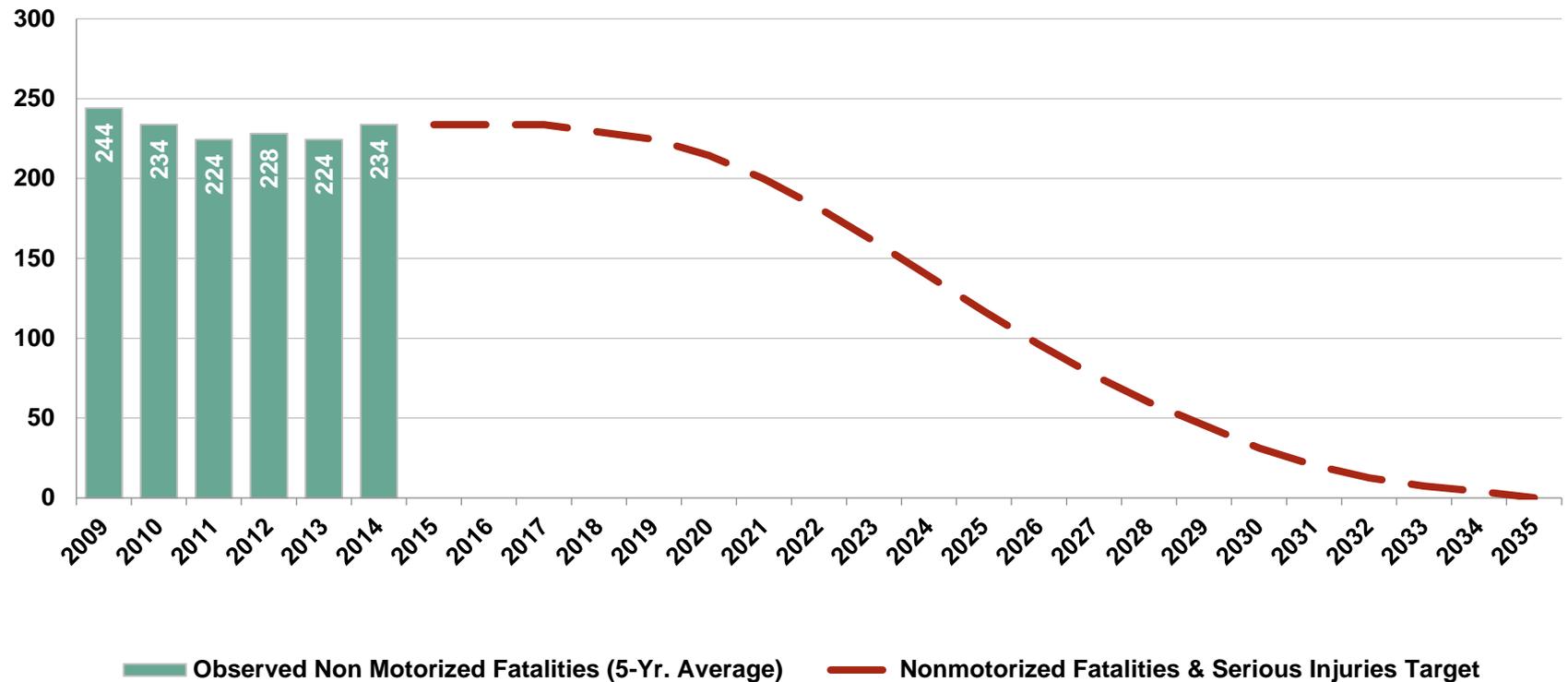
# Target Discussion – Serious Injury Rates



# Target Discussion – Nonmotorized Fatalities & Serious Injuries



# Target Discussion – Nonmotorized Fatalities & Serious Injuries





# Sample Layout

# Draft Layout



## TRANSPORTATION SAFETY TRENDS

The TSAP was developed using the best available safety data to identify critical transportation safety issues and safety improvement opportunities for all public roads in Oregon. The contents of the TSAP are primarily derived from an analysis of 2009-2013 Oregon crash data, which describes trends related to crash types, crash severity, crash demographics and contributing factors at the statewide and ODOT regional level. The results of this analysis are described in this chapter.

While the results of this crash analysis are important indicators of transportation safety opportunities, it is important to recognize data limitations. Specific challenges in Oregon include:

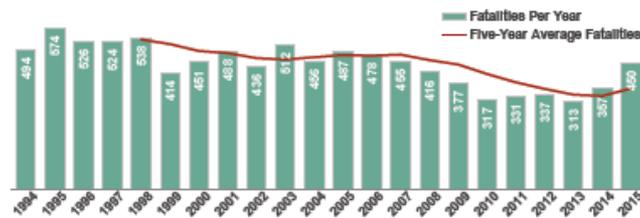
- Oregon is a self-reporting state, which means that only those crashes involving a personal injury are required to receive a law enforcement officer-completed crash report. Therefore, there are a relatively small number of Property Damage Only (PDO) crashes in the Oregon state crash database (compared to other states in the U.S.). The problem of under-reported crashes can skew the results of crash data analysis.
- In 2011 the State of Oregon made a change to reporting in the Crash Analysis & Reporting (CAR) system that affected the overall crash database, resulting in a higher number of reported crashes. The higher numbers result from a change to an internal departmental process that added previously unavailable, non-fatal crash reports to the annual data file. The result of this change is a false perception that the number of Property Damage Only and Injury crashes increased by 15 percent in Oregon, when in fact that did not occur.

While crash data serves as the primary data source for the development of the TSAP, input from committees, stakeholders, and the public were also considered during the planning process.

## CRASH HISTORY AND TRENDS

Figure 3.1 shows the number of transportation fatalities in Oregon from 1994 through 2015. In 1994 approximately 500 people died on Oregon's transportation system. Fatalities peaked in 1995 at 574 and was the lowest in 2013 at 313 people. There was an overall downward trend in fatalities through 2013; however there has been a recent increasing trend that needs to be a focus of this plan. To account for fluctuations in crashes, the chart also shows the rolling five-year average number of crashes from 1998 through 2015. Between 1994 and 1998, on average there were 531 fatalities per year on the transportation system, and between 2011 and 2015 there were on average 358 fatalities per year.

Figure 3-1. Oregon Transportation Fatalities, 1994-2015



Recent fatalities and serious injuries were studied in this plan using crash data from 2009 through 2013, which was the most recent data at the time the project analyses were conducted. In addition, 2014 or 2015 data were used in a few cases, as this data became available during the course of the plan's development. Statewide 2014 and 2015 fatality data and VMT estimates were used to develop fatality performance measures, and 2014 data was used to develop the serious injury and nonmotorized fatalities and serious injuries performance measures. See chapter 7 for more information regarding the development of performance measures.

In the five-year period from 2009 to 2013, 1,675 people were killed and 7,191 were seriously injured in Oregon in more than 230,000 reported roadway crashes.<sup>1</sup> Transportation fatalities and serious injuries occur in every region of Oregon, for all system users, and on all types of streets and highways.

**FROM 2009 TO 2013**

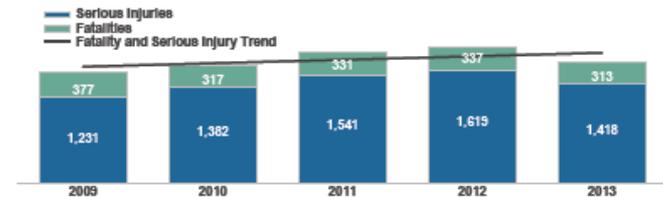
- 1,675 people were killed traveling in Oregon
- 7,191 people were seriously injured while traveling in Oregon
- More than 230,000 crashes occurred

Safety professionals study statewide crash data and regional details to understand the history of crashes and use that information to improve roadway safety. Though the locations, types, and attributes<sup>2</sup> of past crashes are not perfect predictors of the future, they provide important clues to help engineers and other professionals identify safety needs, select targeted treatments, and evaluate the effectiveness of strategies. Answering the question, "what does the crash data tell us?" is an important first step toward developing and implementing an effective TSAP.

## STATEWIDE CRASH HISTORY AND TRENDS

Figure 3.2 illustrates the recent trend of traffic fatalities and serious injuries in Oregon.<sup>3</sup> In the most recent year of the study period, 2013, there were 313 people killed and 1,418 seriously injured. Serious injuries are considered "life altering" for the victim, their loved ones, or both; examples include loss of limbs, paralysis, and disfigurement. In many cases these injuries make it difficult to work, care for family members or pursue other typical daily activities.

Figure 3-2. Fatalities and Serious Injuries, 2009-2013



<sup>1</sup> Crash injury severity is determined by the "KABCO" scale, where K=Killed, A=Serious Injury, B=Minor Injury, C=Possible Injury, and O=Property Damage Only.

<sup>2</sup> "Attributes" as used in this plan means characteristics of a crash that may be useful for analysis. In some cases they may contribute to a crash occurring or its severity, but that is not required for there to be considered.

<sup>3</sup> In 2011 the State of Oregon made a change to reporting in the Crash Analysis & Reporting (CAR) system that resulted in a higher number of crashes reported for the 2011 data file compared to previous years, resulting from the addition of previously unavailable, non-fatal crash reports. The result of this change is a false perception that the number of non-fatal crashes increased by 15 percent from 2010 to 2011.



# The Whole Plan!!!!

# TSAP Update

## Executive Summary

1. Call to Action
  2. Introduction
  3. Traffic Safety in Oregon
  4. Safety Challenges and Opportunities
  5. Vision, Goals, Policies and Strategies
  6. Emphasis Areas and Actions
  7. Performance Measures
  8. Implementation and Evaluation
- Appendices

# Chapter 1: Call to Action

- **It takes partners**
  - » **All stakeholders**
  - » **All professionals**
  
- **It takes commitment**
  - » **Implement the plan**
  - » **Communicate and collaborate**
  - » **Champion the cause**
  - » **Institutionalize a change in safety culture**

# Chapter 2: Introduction

- **What is the TSAP?**
- **Brief History**
- **Process for developing the TSAP**
- **Using the TSAP**
  - » **Roles and Responsibilities**
  - » **Linkage of the TSAP to other Plans**
- **State and Federal Requirements**

# Chapter 3: Existing Conditions



# Chapter 4: Safety Costs

## ● The Human Impact of Crashes

- » Loss of life
- » Crashes are not inevitable – change culture
- » Personal responsibility

## ● Economic Costs



# Chapter 5: Vision

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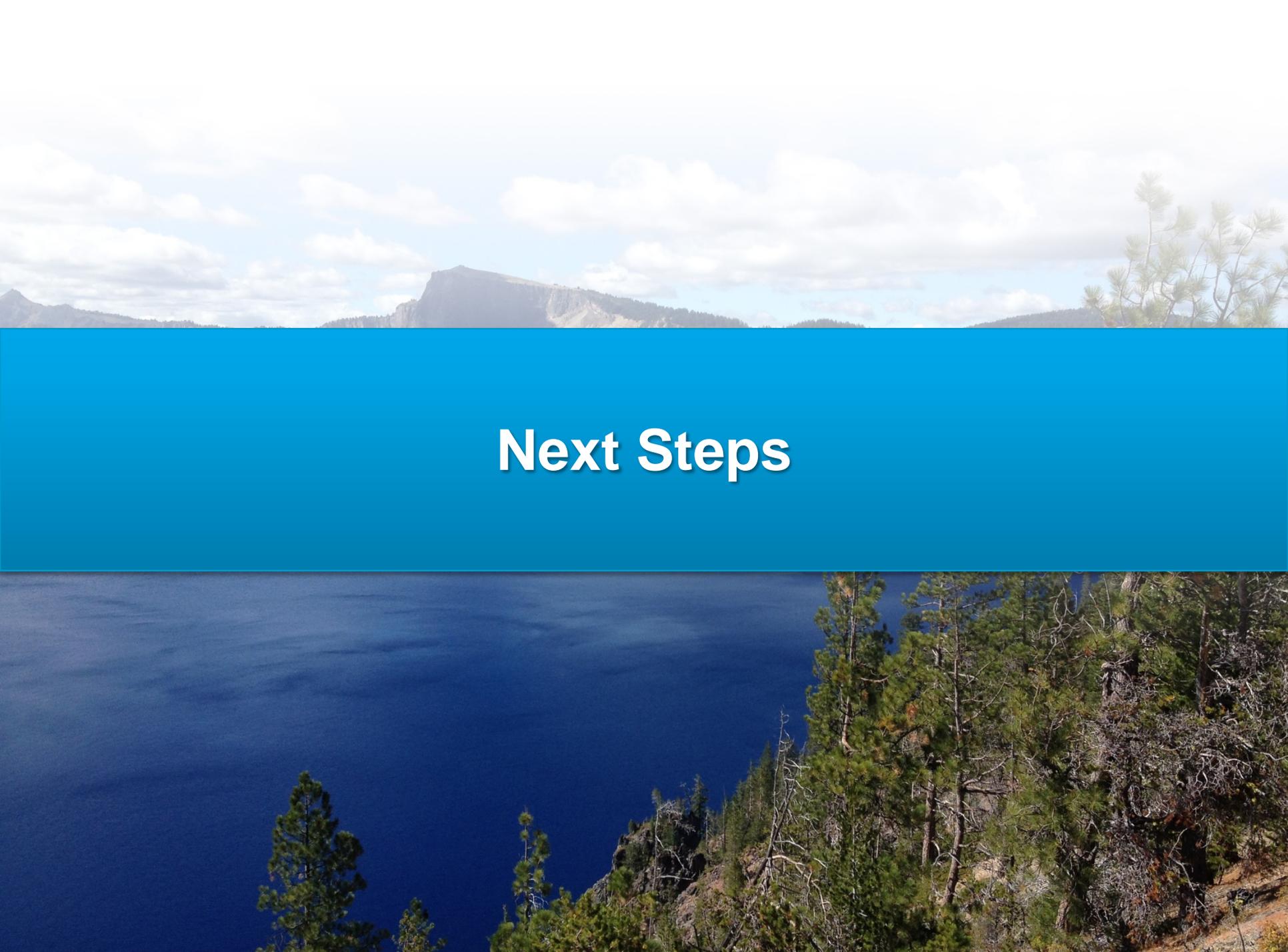
**Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.**

# Chapter 5: Goals

- **Safety Culture**
  - » All transportation system users have responsibility for other people's safety in addition to their own safety
- **Infrastructure**
  - » Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
- **Healthy and Livable Communities**
  - » Plan, design, and implement safe systems, and support enforcement and emergency medical services
- **Technology**
  - » Plan, prepare for and implement technologies (existing and new) that can affect transportation safety for all users, including pilot testing
- **Collaborate and Communicate**
  - » Create and support a collaborative environment for transportation system providers and public and private stakeholders
- **Strategic Investments**
  - » Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.

# Chapter 8: Implementation

- **How TSAP fits into practice**
  - » Safety vision, goals, policies, strategies and actions
  - » Long-term and near-term
  - » Targets
- **Example Long-Term Activities and Roles**
- **Monitoring Progress**
- **Successful Implementation**
  - » Leadership
  - » Collaboration
  - » Communication
  - » Analysis



# Next Steps

# Contacts and Information

- **Nancy Murphy, ODOT Project Manager**
  - » [Nancy.E.Murphy@odot.state.or.us](mailto:Nancy.E.Murphy@odot.state.or.us)
  - » 503-986-4128
  
- **Walt McAllister, ODOT Subject Matter Expert**
  - » [Walter.J.McAllister@odot.state.or.us](mailto:Walter.J.McAllister@odot.state.or.us)
  - » 503-986-4187
  
- **Project Website**
  - » <http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>