

Traffic Safety and Human Factors Priorities

FactorsETG Members:

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Transportation Safety and Human Factors (TraSHFac) ETG - Research Priorities:

- Safer Roadway Design - Research on speed zone transitions, efficient traffic calming, effective roadway geometry, and meaningful clear zone requirements.
- Safer Roadside Features - Investigations into driver visual issues, visual barrier improvement, and proper application of physical barrier systems, and safer roadside features.
- Safer Traffic Control Devices – Investigations into traffic control devices, proper application of traffic controls, human factors relating to use of traffic controls and improved compliance of traffic controls.
- Safety Data and Analysis – Investigations into safety data quality and accuracy, data analysis tools, and current and emerging data and analysis practices.
- Driver Information and Continuing Education - Effective use of media and enforcement to educate drivers in aspects of driving safety, and providing drivers with information relevant to their safety choices..
- Reducing the number of unsafe drivers on Oregon roads - Research to support the identification and mitigation of unsafe drivers, including those who drive while under the influence of alcohol or drugs, those who have medical impairments, those who drive in an unsafe manner, and those who do not have the necessary skills or experience to drive safely

Transportation Safety and Human Factors (TraSHFac) ETG – Problem Statement Evaluation Criteria

The Transportation Safety and Human Factors ETG deals with research on safety issues related to roadway design and driver behavior. Bicycle, motorcycle, and pedestrian safety are also within our scope, as is the safety of roadway work zones related to the behavior of drivers passing through those zones.

We have specific interest in research to identify problem drivers, to improve safety of roadside features, to find cost effective mitigation measures for problem road segments, and to provide continuing education on safer driving practices to drivers.

Our criteria for evaluating problem statements have been selected to align with the priorities of the Oregon Research Advisory Committee:

1. Problem statements should address a well-defined issue related to transportation safety.
2. Research that may lead to cost savings, cost avoidance, or other efficiencies are recognized as having added benefit.

3. Research projects should be designed to provide a significant result that ODOT may readily implement to improve the safety of the Oregon transportation system.

4. The length of a proposed research project is a consideration only in that the results must be of potential use to the agency at the time of delivery.

5. Research with greater cost and/or greater risk of an unsuccessful outcome should also provide the possibility of greater reward if successful.