

Transportation Safety Action Plan  
**Policy Advisory Committee**

Kick-off Meeting October 14, 2014

1:00 to 4:30 pm

Oregon Transportation Safety Committee Chair Mike Lavery opened the meeting by welcoming the PAC members and introducing Erik Havig.

Erik Havig outlined the process of developing a plan that will become part of the Oregon Transportation Plan.

The Project Management Team introduced themselves (Troy Costales, Erik Havig, Nancy Murphy, Walt McAllister, with public involvement consultant Doug Zenn), and invited the PAC members to introduce themselves along with their primary interest in transportation safety:

**Tyler Deke** (Bend Metropolitan Planning Organization) – Has done some transportation safety work for the MPO. The Bend area has higher rates of fatal crashes compared to similar sized communities.

**Kimberly Daily** (Oregon Judicial Department) – Is involved in cases when charges are brought for DUII

**Chris Henry** (City of Eugene and Governor's Advisory Committee on Motorcycles) Is a Transportation Engineer for City of Eugene and is interested in what more can be done to improve pavement conditions and reduce risks from inclement weather.

**Lieutenant James Renz** (Oregon State Police) – Has worked in multiple areas of the state including working with TSD grants.

**Luis Ornelas, PE** (Oregon Transportation Safety Committee) – Has worked in public works and private sector engineering and other transportation related work (TSA, UPS)

**Jerome Cooper** (Oregon Transportation Safety Committee) – Is a Circuit Judge in Gresham hearing traffic violation. Interest in state work for transportation started when he was appointed to Governor Victor Atiyeh's DUII Committee 31 years ago. Has also worked as Washington County Prosecutor and Western Oregon University Law Professor

**Michael Lavery** (Chair: Oregon Transportation Safety Committee) Got involved in traffic issues in 1994 as a business owner in Depoe Bay. When a triple fatality crash on Highway 101 closed the highway for lack of a detour got involved in the local safety committee. Would like Oregon to achieve zero fatalities

**Troy Costales** (ODOT Safety Division Administrator) – Has 27 years of experience at ODOT including ongoing work with OTSC, 17 years as the TSD

Administrator and previous work with transportation safety data; is also active in transportation safety at a national level.

**Marian Owens** (Oregon Transportation Safety Committee) – Has experienced loss of a child in a crash. Subsequently got trained in advanced first aid and is a trained Emergency Medical Technician, volunteering on an ambulance crew for 40 years. Family owns a trucking business; Lobbied for rumble strips in the Cow Creek Valley (one of the first applications of rumble strips in the state) and has ongoing concern about hazard trees and visibility issues.

**Victor Hoffer** (Oregon Transportation Safety Committee) – Is an attorney and practices law in Mt. Angel. Has been a paramedic for 35 years and is a volunteer with Mount Angel Fire Department; Wants Oregon to continue working to achieve Vision Zero objectives, 1 day at a time. For the last TSAP update he attended the Region outreach meetings all over the state. .

**Emily Acklund** (Association of Oregon Counties) – Represents the interest of all Oregon Counties

**Michael Tynan** (Oregon Health Authority) – Work is focused on the social determinants of health

**Jerri Bohard** (ODOT, Project Executive Sponsor)

Later Arrivals:

**Dave Jostad** (May Trucking)

**Chuck Hayes** (Governor's Advisory Committee on DUII, State Police retired, International Chiefs of Police)

**Pam Barlow Lind** (Confederated Tribes of the Siletz, Cascades ACT) Has worked as a planner including bike and pedestrian planning

Visitor: **Sandra Doubleday** – Transportation Planner for the City of Gresham

## **The OREGON TRANSPORTATION SAFETY ACTION PLAN**

Transportation Safety Division gave an overview of past transportation safety planning work and how it relates to TSD programs. A key objective for the current update of the TSAP is to improve coordination and the connections between this and other ODOT transportation plans. It is also part of a long term strategy of raising the game of transportation safety in Oregon from incident response to a broad-based safety culture.

Some of the changes to transportation safety planning include new requirements of the federal funding authorization package referred to as MAP-21. MAP-21 adds County Transportation Officials, State Representative of Non-motorized Users, and other Major Federal, State, Tribal, and Local Safety Stakeholders to the list of key stakeholders.

## **IMPLEMENTING THE PLAN**

**Troy Costales, Walt McAllister**

An overview was given of groups, agencies, etc. that are involved in Implementing Transportation Safety Actions, including law enforcement, emergency and incident management, ODOT facility design and engineering, and agencies and private entities involved in transportation safety education.

One example of a proven successful program is Drivers' Education, so a request for new alternatives for delivering Drivers' Ed resulted in funding to help low income kids get the training. Another successful program is allowing "diversion" from legal penalties for completing educational programs; some participants succeed but not all.

## **The TSAP as part of the OREGON TRANSPORTATION PLAN Erik Havig, et. al.**

The TSAP is both a stand-alone statewide plan and an ODOT topic plan that is part of the Oregon Transportation Plan. A challenge we are hoping to address with this update is reaching everyone who needs to be using it in their work. It should be on the radar when ODOT does facility planning, works with local jurisdictions on transportation system plans, makes investment decisions, and identifies and designs solutions to a full range of transportation problems. And that just addresses the facility management aspect of transportation safety.

ODOT Policy Plans, such as the freight plan or bicycle and pedestrian plan, have Safety Elements. This plan needs to link them all. And it will also be implementing new law and have new weight in decisionmaking per new federal standards.

Comment: Rail has not participated in past TSAP efforts.

Response: Most of the modes are represented within ODOT. The Rail Section does have its own safety regulations. Unfortunately there are so many stakeholders in this discussion; it is not possible to get everyone at the same table.

## **GENERAL PROCESS and TIME LINE**

**Erik, Doug Zenn**

The planning process will include the following generalized steps:

- Bringing in expertise by contracting with a firm experienced in this type of work
  - A facilitation consultant for preliminary outreach (Doug)
  - A planning firm with a mix of expertise for planning, engineering, data analysis, etc.
- Outreach to identify key issues and concerns of stakeholders both internal and external to ODOT
- Identify the best available data and report on current conditions
- Develop a Vision, Goals, objectives and implementation actions or strategies
- Develop performance measures: at a minimum identify measures that satisfy state and federal planning and funding requirements.

- Conduct another statewide “listening” process to get feedback on the work to date before prioritization decisions are made.

Next Steps Include:

- Compiling and reporting on the data gathered in the preliminary outreach processes
- Completing the contracting process for the second consultant.

## WHAT HAS CHANGED

Troy, Walt

### *Cultural and Regulatory Changes to be Addressed*

Each of the earlier plans identified system needs at the time of the plan.

- One notable need is funding for enforcement. Oregon has the lowest per capita funding for traffic enforcement in the Western states.
- Recreational marijuana will raise new issues for impaired driving and enforcement. This issue was not even “on the radar” for the last TSAP.
- Funding for safety construction projects has shifted because of the “all roads” approach.
- New investment is needed for MPO transportation safety plans.
- Changes in technology including autonomous vehicles raise new issues. For example, first responders may soon be able to know more about the circumstances of a crash, conditions of the vehicle, etc. electronically.
- The Boomers will be followed by an even larger generation.

Comments: Nine Oregon counties do not have funding for traffic enforcement. Nationwide we are in the lowest five states for spending on enforcement. Enforcement includes accountability for violations, having programs for consequences, diversion.

Comments: There is strong data implicating marijuana in vehicle crashes. The experiences of other states (WA, CO) will help in defining impairment by THC levels.

Comments: Technological changes (e.g. VTV, V2I) are happening fast, particularly in freight vehicles. Research is showing that some electronics increase risks, such as the relative safety of phone use, hands-free phone use, voice commands to the vehicle. The tools for electronically assessing conditions related to crashes are proprietary and expensive at this time. Volvo has developed a car that can recognize impairment and stop and park the car. Autonomous features can make cars safer. There are complexities to work through, e.g. a Ford that can park on a dime but may not then be able to get out of the parking space.

There will be times when new products or other activities will not be ready for review within the one month time period.

Comment: The federal requirements are “set in stone.”

Comment: The Association of Oregon Counties and League of Oregon Cities have lobbied for reauthorization of MAP-21.

The existing TSAP is still valid and current. ODOT is making progress in adopting an “All Roads” approach to safety. A significant addition to the planning process for this update is engaging consulting services with nationally known transportation safety planners and engineers.

One thing that the TSAP can do that our transportation plans do not typically do is to include implementing actions calling for legislative actions.

***Timeline***

Federal law requires Oregon to complete this update no later than October of 2016 (five years after adoption of the current plan). Implementation, particularly regarding implementing actions that require legislative actions, will be expedited if it is possible to complete the plan by the end of 2015. For new legislation, turnaround time is at least a year and a half to get legislation then develop and adopt administrative rules to support subsequent action.

While we are providing a regular meeting date for PAC meetings, afternoons of the second Tuesday of each month, it is likely that we will not need to meet every month.

Question: Is there a work plan for this project?

Response: A work plan will be developed with the consultant once we have a contract in place.

**The TRANSPORTATION SAFETY CONVERSATION STATEWIDE      Doug, Walt**  
***Region Listening Sessions***

Friday October 17<sup>th</sup> the pilot region workshop will be conducted in Lincoln City. Staff is still working on scheduling the other ten workshops that are planned. Once times and dates are set the information will be available on our project webpage:  
<http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>.

A good turnout for the workshops will be a good mix of people involved in enforcement, emergency management and response, the courts, bike and pedestrian proponents, trucking, engineering and public works, and planning. Throughout the project individuals can be kept up to date on new postings to the web page and opportunities to comment by signing up for GovDelivery alerts.

Question: Does the workshop plan expect to attract a variety of age groups, particularly younger and older adults? It appears that the usual approach does not attract young people.

Response: ODOT is beginning to explore how to reach more diverse groups, but the workshop format during business hours does tend to attract mostly elected and professional participants.

Comment: The survey instrument that is proposed should be circulated to universities.

Comment: Good representation of groups who are involved on our highways would include police, truckers and construction workers.

### ***ODOT Subject Matter Expert Interviews***

The internal ODOT interviews are almost complete and a summary report is being written. Preliminary results include insight into what is or is not working relative to past plans:

- Awareness of transportation safety programs and priorities is high in other ODOT programs, but is not always directly associated with the TSAP.
- Integration among the various elements of the OTP, including the TSAP, could be improved. (It is understood that the various plans are on different timelines, so may be out of sync based on their timing).
- The organization of the plan is challenging – it can be hard to find things.
- Respondents had questions about how priorities were set in earlier plans.

There was discussion with many respondents about the need for good data and data-driven decision making to the extent possible, but also acknowledged the value of some programs that are hard to quantify, such as education programs. There was some discussion of balancing the focus on data with opportunities for creative problem solving.

Most if not all of the respondents expressed an interest in staying involved in the plan update process.

Suggestions included strategies for maintaining accountability, “way-finding,” and better describing the relationships between the wide variety of organizations and individuals who implement the plan.

Suggestions for improving the utility of the plan included sharpening the focus of the plan, simplifying it, organizing it more logically, and “keeping the good stuff” while bringing it up to date. (The current organization of the plan is topical, within the framework of the OTP Polices related to safety. One suggestion is to reorganize it based on the four “Es”.)

Comment: The four Es are commonly understood in the transportation safety community.

### ***Statewide Stakeholder Survey***

The proposed stakeholder survey is still under development.

### **PAC Member Expectations**

**Doug**

The group discussed how meetings should function and reached general consensus on some ground rules. Doug will write up the ground rules including how the group will deal with visitors and public comments, how the agency will communicate with PAC members, and the process for arriving at agreement on committee recommendations to the OTSC and Oregon Transportation Commission.

### ***Discussion of Individual Concerns, Goals and Ideas***

**All**

Dave Jostad requested a list of the full PAC with contact information for the use of PAC members. That will be compiled once there is a full committee in place.

Lieutenant Renz suggested that Oregon adopt a “Target Zero” approach to the plan and mentioned that Washington State has a good video on the subject.

Marian Owens would like to see reader boards that track fatal crashes and other crash data for motorists to see.

Victor Hoffer is eager for us to get the consultant on board.

Dave Jostad suggested not being too eager to rely upon technology and instead focus on improving training and slowing traffic down. The human factor in crashes is important.

Lieutenant Renz agreed, noted the increase in injury and fatality risks at higher speeds and also suggested monitoring trucks, particularly previously cited drivers.

Chris Henry noted that we are pretty thorough with blood alcohol testing, but are less likely to test for other drugs, so neglect drug impairment.

Mike Laverty closed the meeting with acknowledgement that it had been a good beginning.