

Transportation Safety Action Plan Update

presented to
Policy Advisory Committee
Meeting #6

presented by
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JLA Public Involvement
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August 11, 2015

Agenda-Objectives

- **Welcome and Opening Remarks**
- **TSAP Structure**
- **Safety Goals in Other ODOT Plans**
- **Goal Areas, Goals and Preliminary Policy Areas**
- **Emphasis Area Selection Criteria White Paper**
- **Next Steps**
- **Public Comment**
- **Summary**

Anticipated Meetings

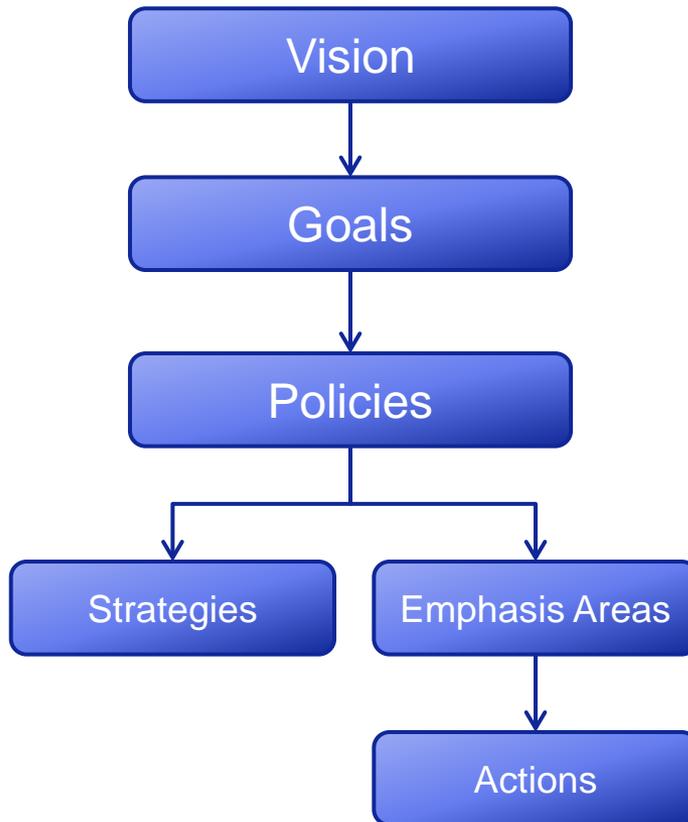
| PAC# | Tentative Meeting Topics |
|-------------------|--|
| 1 - October 2014 | Kick-off and Background |
| 2 - January 2015 | Meet the team, SHSP and MAP-21 Background, Values Exercise |
| 3 - March 2015 | SWOT, Vision Themes, Discuss Product (Broad, overarching goals and policies and implementation 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, Begin Strategies and Emphasis Areas |
| 8 - November 2016 | Public Engagement Confirm Policies Continue Strategies and Emphasis Areas |
| 9 - February 2016 | Confirm Strategies and Emphasis Areas Outline for TSAP Update, |
| 10 - April 2016 | TSAP Implementation and Evaluation Draft TSAP |
| 11 - June 2016 | *Possible Second Discussion of Draft |





TSAP Structure

Preliminary TSAP Structure





Safety Goals in Other Oregon Transportation Plans

Overview

- **Oregon's transportation plans include safety as a value to be prioritized and to be balanced with other values such as efficiency, access and the economy**
- **Safe facilities, strategic investment and user education are shared values throughout**
- **The plans tend to address safety at a high level; the 1995 Public Transit Plan does not address safety except as one of its balancing values**
- **This TSAP update may identify needs / opportunities to support more comprehensive transportation safety elements in state, regional and local transportation plans**

Oregon Transportation Plan (2006)

- **Provide facilities that accommodate all modes and users safely**
- **Promote safety awareness through system user education and training for transportation professionals**
- **Improve facilities to reduce crashes and support emergency responders**
- **Optimize safety through ITS, other technologies**
- **Recognize that safety may be a strategic investment**

Oregon Freight Plan (2011)

- **Consider freight safety in project selection and provide redundancy for critical routes**
- **Consider the costs of implementing safety regulations**
- **Make safe connections between modes and provide safe transport of freight through communities**
- **Consider the costs of implementing new technology**
- **Use state of the art data and engage stakeholders to manage safety performance**

Oregon Rail Plan (2014)

- **Reduce number of at grade crossings while considering local connections for vehicles, freight, bikes and pedestrians**
- **Support safety awareness and operator training for system safety**
- **Reduce local conflicts and safety for all users; support enforcement and safety response planning**
- **Support technological improvements for safety**
- **Engage stakeholders for safety and manage any conflicts between modes and users**
- **Invest to enhance safety, preserve and improve rail assets**

Oregon Highway Plan (1999 + amendments)

- **Improve safety for all users when designing / building / maintaining facilities and intermodal connections**
- **Use project evaluation to identify effective solutions**
- **Support education programs for all users**
- **Support services and system improvements for safe communities**
- **Identify new solutions to improve safety**
- **Work with citizens and communities to manage safety**
- **Seek additional funding for traffic law enforcement**

Oregon Transportation Options Plan (2015)

- **Balance efficiency with multimodal travel and safety**
- **Target safety education for all modes and users, transportation professionals, and developers for lifelong learning**
- **Strong emphasis on safe and healthy communities**
- **Provide educational materials in partnership with public and private agencies and interest groups**
- **Identify funds for school safety programs**

Oregon Bicycle and Pedestrian Plan (1995)

- **Design new projects and retrofit facilities to provide safe walking and cycling facilities, include effective signage and reduce conflicts between modes**
- **Provide education for drivers, pedestrians and cyclists about regulations and the rights of non-auto mode users**
- **Publish cycling and walking maps and guides**
- **Support local efforts to improve bicycle and pedestrian facilities**

DRAFT Bike and Pedestrian Plan Update

- **Goal 1: Eliminate bicycle and pedestrian fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk with:**
 - » Safe and well-designed streets and highways
 - » Travelers educated on the rules of the road
 - » Development and sustainability of programs like Safe Routes to School
 - » A safe system that supports personal security.
- **Increase collection and use of data on bike and pedestrian system use and crash data to better inform safety and design decisions**
- **Use Level of Traffic Stress (LTS) analysis in TSPs and other planning efforts to support safe solutions for system connectivity**
- **Provide facilities that provide safe and efficient access and connections between all modes**
- **Adopt a corridor and system level approach to mode planning**
- **Plan and deliver maintenance measures to keep facilities safe**
- **Work with communities to establish safe, parallel routes where facilities on a highway have safety concerns, conflicts or gaps**



Goal Areas, Draft Goals, Preliminary Policy Topics

Draft Vision

We envision no deaths or life changing injuries on Oregon's transportation system by 2035.

Vision, Goals, Policies, and Strategies and Actions

- ***Vision***
 - » Big picture, aspirational idea of what an agency wants to achieve
- ***Goal***
 - » Statement(s) outlining what is expected to be attained or achieved. Goals are believable, attainable and based on identified needs. They answer the questions, “what do we want our area to look like?” and “What do we want to achieve?”
- ***Policy***
 - » Describe how, within the context of the related goal, we will support and/or prioritize decision-making; policies may set standards for performance
- ***Strategies and Actions***
 - » Specific implementation ideas, programs, projects to achieve objectives and goal(s).

Goal Area 1: Provide Safe Infrastructure

- **Draft Goal Statement** – Plan, design, construct, operate, and maintain safe transportation facilities for users of all modes.

Goal Area 1: Provide Safe Infrastructure

● Issues from PAC

- » Engineering Solution – Safe facilities
- » Safety for all modes of travel
- » Engineering- Listen to local roadway/freeway concerns
- » Maintain roadway surfaces for safe operation of vehicles
- » Improve roadway safety
- » Safe crossings
- » Roadway departures
- » By 2030 50% of rural highways within 10 miles of a school or community will have safe bike and pedestrian shoulders
- » Everyone feels safe to use any mode of transportation

● Draft Policy Themes

- » Data Analysis
- » Safety Analysis in Planning and Project Selection
- » Multimodal Planning for Safe Connections
- » Design
- » Construction
- » Maintenance/Operations (especially at high crash locations)
- » Implement well-coordinated TIM
- » Legislative Considerations
- » Strengthen and support safety research

Goal Area 2: Safety Culture: Personal and Organizational Responsibility

- **Draft Goal Statement** – Transform public and organizational transportation safety culture with employees, agency partners, and the general public to ensure everyone does their part in creating and sustaining a culture of safety.

Goal Area 2: Safety Culture: Personal and Organizational Responsibility

● Issues from PAC

- » Driver awareness of risk
- » Equality – all users deserve to move about safely
- » Personal responsibility
- » Culture of safety
- » Responsibility: personal and professional
- » Motorcyclists wear proper protective gear
- » Accountability – Consequences
- » Education builds ownership: Oregon citizens believe in safety – (Behavior)
- » Drivers education for all new drivers
- » Dedicated ad campaigns (education)
- » Reduce distracted driving – Increase driver education
- » By 2020, Oregon will have a created culture of safety by modeling “safety first” in all state agencies

● Draft Policy Themes

- » Staff Responsibility to Integrate Safety Analysis and Measures into all Plans, Projects, and Programs
- » Education
- » Personal Responsibility
- » Organizational Responsibility
- » Collaboration, Communication and Outreach
- » Legislative Considerations

Goal Area 3: Safe and Healthy Communities

- **Draft Goal Statement** – Improve the safety and health outcomes in communities by supporting safety for all modes and system users and enforcement and emergency response services.

Goal Area 3: Safe and Healthy Communities

● Issues from PAC

- » Strengthen Oregon EMS
- » Increase traffic law enforcement by police
- » Equity – rural, urban and frontier
- » Eliminate impaired driving

● Draft Policy Themes

- » Enforcement
- » Expedite Traffic Investigations
- » Emergency Management Services
- » Security
- » Equity
- » Livability
- » Active Transportation

Goal Area 4: Integrate Technology Enhancements

- **Draft Goal Statement** – Proactively plan and prepare for technological advances that can affect transportation safety for all users.

Goal Area 4: Integrate Technology Enhancements

● Issues from PAC

- » Implement technologies that improve safety

● Draft Policy Themes

- » Advances in tools for Data Collection, Analysis and Modeling
- » Vehicle Safety Technology
- » Safety Provider Communications (EMS, enforcement, coordination, automation, cameras, operations centers)
- » Intelligent Transportation Solutions
- » Monitor and manage effectiveness of traffic control devices.
- » Connected/Autonomous Vehicles
- » Legislative Considerations

Goal Area 5: Collaboration and Communication

- **Draft Goal Statement** – Encourage and promote collaboration among safety providers, system owners, and safety agencies and entities.

Goal Area 5: Collaboration and Communication

● Issues from PAC

- » ACTs will play a key role in identifying regional safety education campaign strategies (time measure of choice)
- » Identified as a major issue in the stakeholder outreach efforts and the PCT.

● Draft Policy Themes

- » Enhance data sharing and generation
- » Engage ODOT regions and divisions, MPOs, Tribes, and local jurisdictions in TSAP planning and implementation
- » Promote sharing and leveraging of resources across programs and agencies
- » Integrate protocols with first responder agencies
- » Work with partner agencies on the accuracy of crash reports; work with media on the reporting of traffic danger

Goal Area 6: Strategic Investments

- **Draft Goal Statement** – Provide increased safety funding for education, enforcement, engineering, and emergency services programs and projects to achieve the TSAP Vision.

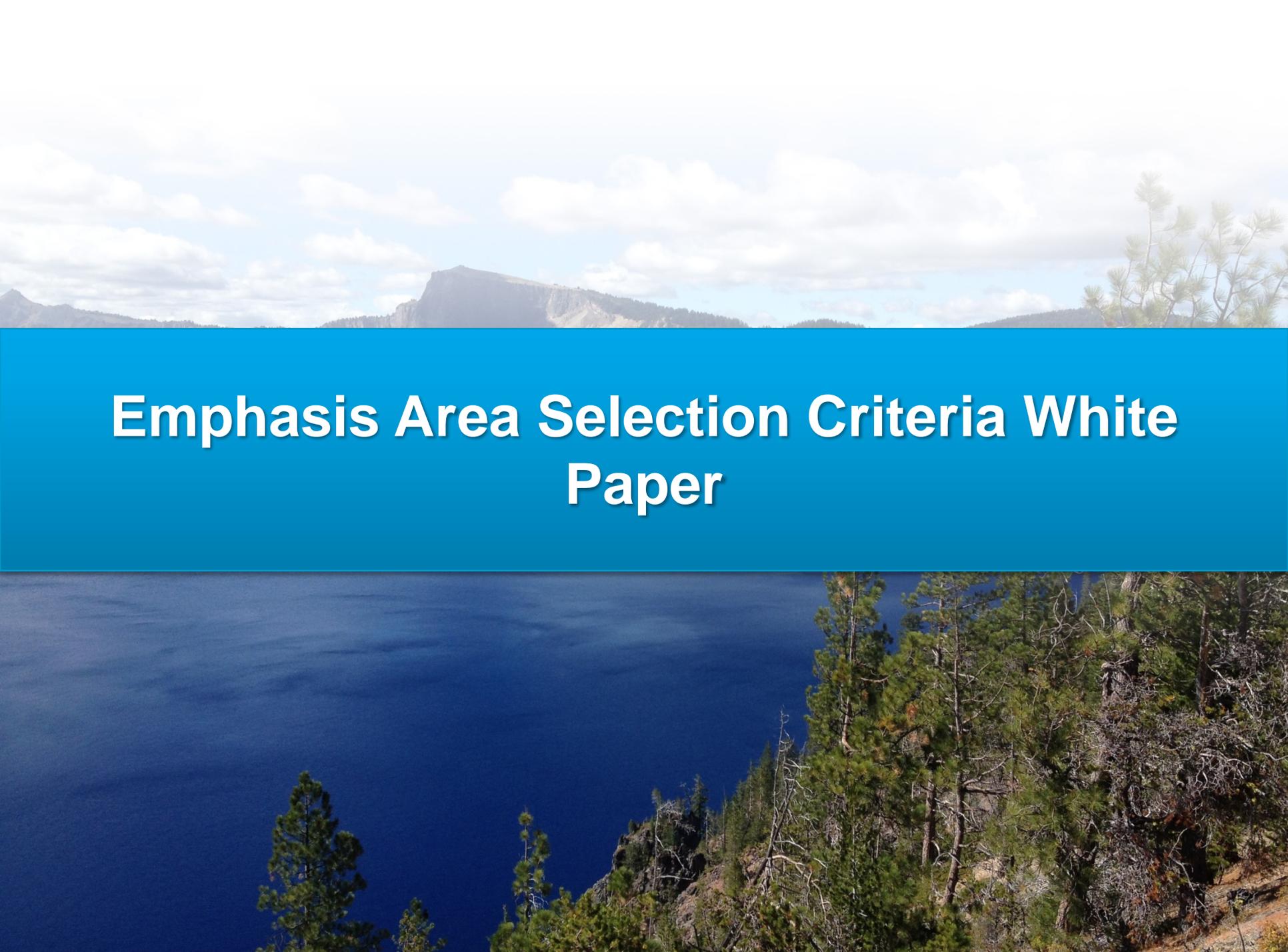
Goal Area 6: Strategic Investments

● Issues from PAC

- » Increase gas tax to fund ODOT safety efforts
- » Increase funding for law enforcement
- » Prioritization – safety over mobility, access, congestion, etc.

● Draft Policy Themes

- » Funding for training
- » Funding for programs and projects
 - Infrastructure/Engineering
 - Enforcement
 - EMS
 - Education
 - Data
- » Project Prioritization
- » New/Other Funding Sources
- » Legislative Considerations



Emphasis Area Selection Criteria White Paper

White Paper Objectives

- **Previous PAC Question: What are EA Selection Criteria? What can be used in addition to “hard-data”?**
- **In response – research and document**
 - » **EA selection criteria requirements?**
 - » **What are the options?**
 - » **What are typical considerations?**
 - » **Are there examples of different approaches to selecting EAs?**
- **Overview of Other Potential Data Sources**
 - » **Is there data beyond Oregon’s crash data that can be used?**
 - » **Are there any preliminary summaries of this data?**

Preliminary Findings – FHWA Requirements

- **Emphasis area selection must be data-driven**
- **Need to consider additional safety factors, including:**
 - » **Pedestrian and bike fatalities and serious injuries**
 - » **Rail crossings**
 - » **Rural roads**
- **Consultation with a broad range of stakeholders**
- **Note: Specific criteria for emphasis area selection are left to the states as long as the overall process is data-driven and meets FHWA process requirements.**

Preliminary Findings – Considerations for Selection

- **Reducing fatalities and serious injuries**
 - » Total number of fatalities and serious injuries (i.e. people).
 - » Total number of fatality and serious injury crashes (i.e. events)
 - » Fatality and serious injury rates.
 - » Fatality and serious injuries per crash – severity rate
- **Consistency with other state plans and policies**
- **Foundational elements**
- **Implementation considerations**
 - » Proven countermeasures
 - » Organizational capacity
 - » Overlap w/ other emphasis areas
 - » Data to evaluate

Preliminary Findings – Data Sources

- **Trauma data**
 - » Possibly a more comprehensive source for injury information
 - » More accurate injury determinations
 - » Trauma summary reports
- **EMS data**
- **Other possibilities:**
 - » Public opinion polls,
 - » Observational studies,
 - » Driver records,
 - » Surveys,
 - » Call-in numbers to police related to impaired driving or distracted driving
 - » Advocates crash reporting websites



Summary and Next Steps

Next Steps

- **PAC Meeting October 13**
 - » **Confirm Preliminary Goal Statements**
 - » **Review preliminary policy topics and statements**
 - » **Begin Strategies and EAs.**
- **Duration of PAC Meeting in October – May be a longer meeting.**
- **Other as identified during meeting**

Contacts and Information

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