

# TRANSPORTATION SAFETY ACTION PLAN UPDATE

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## Preliminary Report

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*prepared for*

**ODOT**

*prepared by*

**Cambridge Systematics, Inc.**



*preliminary report*

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*prepared by*

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*Date*

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## 4.0 VISION, GOALS, POLICIES AND STRATEGIES

### 4.1 Vision

Introductory Text – context, story – will begin working on this section following October PAC meeting

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

### 4.2 Goals

#### Goal 1: Safety Culture

Transform public attitudes to increase personal responsibility for transportation safety.  
Transform organizational transportation safety culture among employees and agency partners to integrate safety considerations into all responsibilities.

#### *Policies*

- Policy 1.1 - Promote safety culture within agencies and stakeholder organizations
- Policy 1.2 - Educate system users about safety culture
- Policy 1.3 - Explore legislative concepts as needed to provide incentives or remove impediments to developing a multimodal transportation safety culture.

#### *Strategies*

##### **Policy 1.1 - Promote safety culture within agencies**

- Strategy 1.1.1 Provide transportation leaders and staff with training, information, and education on proven methods to integrate safety into all aspects of the planning and project development processes.

##### **Policy 1.2 - Educate system users about safety culture**

- Strategy 1.2.1 Collaborate with state, county and local transportation agencies , private sector interests, media organizations, and transportation and safety interest groups to educate the public on how their behaviors can contribute to a safer transportation system.

**Policy 1.3 – Explore legislative concepts as needed to provide incentives or remove impediments to developing a multimodal transportation safety culture.**

- Strategy 1.3.1 Collaborate with state, regional, and local transportation and safety agencies, and other stakeholders, to identify prevalent high-risk behaviors and identify legislative opportunities to address them.

## Goal 2: Infrastructure

Plan, design, construct, operate, and maintain transportation facilities to reduce fatalities and serious injuries for users of all modes.

### *Policies*

- Policy 2.1 – Continually improve safety data collection, management and distribution to support data-driven decision making for infrastructure development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders.
- Policy 2.2 – Continually improve analysis techniques to support informed safety-related decision making in transportation planning, programming, design, construction operations and maintenance for all modes.
- Policy 2.3: Design and operate the transportation system to maximize user safety above other goals.
- Policy 2.4 – Explore legislative concepts as needed to enable and/or remove impediments to new approaches to safety engineering.

### *Strategies*

**Policy 2.1 – Continually improve safety data collection, management and distribution to support data-driven decision making for infrastructure development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders.**

- Strategy 2.1.1 – Develop a strategic plan for safety data enhancement that integrates the findings and needs of a strategic safety data plan with other strategic data planning efforts at ODOT and that supports safety analysis across all divisions at ODOT and with partner agencies and stakeholders.
- Strategy 2.1.2 – Research and pursue new methods for crash, roadway and exposure (e.g. vehicle, pedestrian and bicycle volume) data collection and storage
- Strategy 2.1.3 – Support safety research at national, state and local level to identify opportunities to enhance data and analysis techniques and test countermeasures to reduce crash frequency or severity.
- Strategy 2.1.4 – Continuously evaluate new safety techniques and actions for potential testing, pilot projects, and implementation where appropriate.

- Strategy 2.1.5 – Research and consider new methods to improve safety data availability and access to other agencies and safety provider as well as the public as appropriate.

**Policy 2.2 – Continually improve analysis techniques to support informed safety-related decision making in transportation planning, programming, design, operations and maintenance for all modes.**

- Strategy 2.2.1 – Update manuals, guides, processes and procedures, etc. to include quantitative safety analysis in planning, project development and design, programs and maintenance activities using both predictive and reactive tools
- Strategy 2.2.2 – Ensure ODOT project prioritization processes adequately consider safety benefits.
- Strategy 2.2.2 – Develop planning, program, and project-level performance measures and/or indicators to monitor safety outcomes on all public roads for all modes

**Policy 3: Design and operate the transportation system to maximize safety for all modes while balancing other system needs.**

- Strategy 2.3.1 – Consider implementing Practical Design, proven and exploratory approaches to to reduce roadway departure and intersection crash frequency and severity.
- Strategy 2.3.2 - Ensure ODOT design standards fully consider both design and desired operating speed in design decisions in order to achieve desired safety outcomes.
- Strategy 2.3.3 – Continue to implement best practices to minimize crash frequency and severity in construction work zones.
- Strategy 2.3.4 – Continue to implement best practices related to traffic incident management services to reduce secondary crashes and improve system operations and reliability.
- Strategy 2.3.5 – Operations and maintenance decisions should be evaluated for potential safety implications prior to implementation
- Strategy 2.3.6 – Promote access management practices to improve system safety while maintaining Oregon’s economic objectives.

**Policy 4 – Explore legislative concepts as needed to enable and/or remove impediments to new approaches to safety engineering.**

- Strategy 2.4.1 - Work with state, local and regional agencies to evaluate best practices in setting community speed limits.
- Strategy 2.4.2 – Note – additional strategies here may relate to reviewing critical design standards, commercial vehicle regulation and enforcement,

**Goal 3: Safe and Livable Communities**

Improve the safety and livability of communities, including health outcomes, by reducing crash frequency and severity for all modes. Support enforcement and emergency response services.

*Policies*

- Policy 3.1 – Advance coordination and collaboration between law enforcement and state, regional and local transportation agencies to make communities safer places
- Policy 3.2 – Support traffic enforcement funding to provide sufficient resources for officers to respond to incidents, focus enforcement, and participate in activities such as checkpoints or saturated patrols.
- Policy 3.3 – Support emergency medical service (EMS) funding to provide sufficient resources to train first responders and to respond to transportation related crashes and other medical emergencies fully equipped and in a timely manner.
- Policy 3.4 – Invest in transportation system enhancements that improve peoples’ sense of security in their community.
- Policy 3.5 – Provide all regions and localities in Oregon with equal access to safety funding, resources, programs, and education
- Policy 3.6 – Plan for and design more livable and healthy communities with a focus on safe connections and movement for all modes

*Strategies*

**Policy 3.1 – Advance coordination and collaboration between law enforcement and state, regional, and local transportation agencies to make communities safer places.**

- Strategy 3.1.1 Support a data-driven and high visibility enforcement program with approaches such as increased traffic law enforcement capabilities (priority and funding) and use of crash data to efficiently deploy enforcement resources to locations or corridors

- Strategy 3.1.2 Expedite traffic investigations to reduce traffic delays and to improve quality and timeliness of crash data.
- Strategy 3.1.3 Expand media, outreach, and communication for national and statewide education/enforcement campaigns
- Strategy 3.1.4 Encourage law enforcement beyond standard traffic enforcement responsibilities in support of improved community safety in activities such as delivering education classes in schools on safer behaviors.
- Strategy 3.1.5 - Conduct education and outreach to law enforcement to increase understanding and enforcement of pedestrian and bicycle laws.

**Policy 3.2 - Support traffic enforcement funding to provide sufficient resources for officers to respond to incidents, focus enforcement, and participate in activities such as checkpoints or saturated patrols.**

- Strategy 3.2.1 Identify community needs for funding and training to enhance enforcement.

**Policy 3.3 – Support emergency medical service (EMS) funding to provide sufficient resources to train first responders and to respond to transportation related crashes and other medical emergencies fully equipped and in a timely manner.**

- Strategy 3.3.1 Identify community needs for funding and training to enhance EMS systems and improve response times and services.

**Policy 3.4 – Invest in transportation system enhancements that improve peoples’ sense of security in their community.**

- Strategy 3.4.1 – Enhance perceptions of security by identifying and implementing appropriate facility design, lighting, and other changes to the built environment to improve personal security.
- Strategy 3.4.2 – Identify opportunities to improve transportation system security and safeguard critical infrastructure against natural and manmade disasters
- Strategy 3.4.3 – Facilitate communication and coordination between transportation agencies, EMS, and law enforcement on evacuation planning and emergency preparedness.

**Policy 3.5 – Provide all regions and localities in Oregon with equal access to safety funding, resources, programs, and education**

- Strategy 3.5.1 Implement safety programs and projects equally between urban and rural communities

- Strategy 3.5.2 Provide transportation safety educational opportunities for people of all ages and income levels
- Strategy 3.5.3 – Support adequate funding for EMS particularly in rural and remote areas of the state.

**Policy 3.6 – Plan for and design safer, more livable communities with a focus on safe movement for all modes**

- Strategy 3.6.1 Coordinate and collaborate with elected officials and local jurisdictions to understand the safety concerns in communities and establish solutions through transportation planning and design
- Strategy 3.6.2 Educate transportation planning and design professionals on how to incorporate safer facilities and accommodations into community projects, using the concepts of context sensitive design.

## Goal 4 Technology

Plan and prepare for technological advances that can affect transportation safety for all users. Pilot application of innovative technologies as appropriate.

### *Policies*

- Policy 4.1 – Actively monitor technological advances and plan, design, maintain and operate the system in a way that takes full advantage of opportunities to use technology to reduce crash frequency and severity.
- Policy 4.2 – Apply technological improvements in data management systems to enhance collaboration across agencies and provide tools for data analysis to partner agencies and stakeholders.
- Policy 4.3 – Explore legislative concepts as needed to enable new approaches to safety planning, engineering, data management and analysis procedures.

### *Strategies*

**Policy 4.1 – Actively monitor technological advances and plan, design, maintain and operate the system in a way that takes full advantage of opportunities to use technology to reduce crash frequency and severity.**

- Strategy 4.1.1 – Encourage ODOT business units to explore and integrate, as feasible, technology advances to reduce crash frequency and severity, prioritizing implementation of technologies that address safety emphasis areas.

- Strategy 4.1.2 – Support ODOT research efforts that explore safety technology applications and testing.
- Strategy 4.1.3 – Encourage ODOT to prepare an implementation strategy for connected and autonomous vehicles in order to leverage the potential safety benefits associated with these technologies
- Strategy 4.1.4 – Bring public and private sector stakeholders together to explore opportunities for applying technology advances towards safety objectives, as well as to identify existing and potential future barriers to implementing new technologies.
- Strategy 4.1.5 - Implement technology advances equitably between urban and rural areas.
- Strategy 4.1.6 - Explore methods to ensure that the safety benefits of technology are extended equitably to underserved system users and disadvantaged groups

**Policy 4.2 – Apply technological improvements in data management systems to enhance collaboration across agencies and provide tools for data analysis to partner agencies and stakeholders.**

- Strategy 4.2.1 – Provide leadership and staff support to statewide efforts to improve data availability, quality, and consistency across agencies.
- Strategy 4.2.2 – Support data strategic planning efforts to ensure safety data needs are considered and integrated.
- Strategy 4.3.3 – Develop tools to facilitate MPO, County and local agency data sharing and analysis.

**Policy 4.3 – Explore legislative concepts as needed to enable new approaches to technology focussed safety planning, engineering, data management and analysis procedures.**

- Strategy 4.3.1 – Support innovations in enforcement technology, such as innovations in field testing for alcohol and drug impairment testing and automated enforcement and support legislation to enable its implementation.
- Strategy 4.3.2 – Anticipate the need to review applicable regulations to enable innovation by supporting appropriate new law or by amending regulations that may constrain implementation of advanced technology.

## Goal 5: Collaborate and Communicate

Create and support a collaborative environment for safety providers and transportation system planners, owners, and stakeholders to work together to reduce crash frequency and severity.

### *Policies*

- Policy 5.1 – Create greater awareness among the public about the importance of transportation safety and their role in achieving the TSAP Vision (of zero deaths or serious injuries on Oregon’s transportation system)
- Policy 5.2 – Increase awareness among transportation and safety agencies within Oregon about the TSAP and transportation safety in general
- Policy 5.3 – Ensure ongoing communication and coordination among transportation and safety stakeholders during plan development, subsequent updates and implementation of the TSAP

### *Strategies*

#### **Policy 5.1 – Create greater awareness among the public about the importance of transportation safety and their role in achieving the TSAP Vision (of zero deaths or serious injuries on Oregon’s transportation system)**

- Strategy 5.1.1 - Work with the media to cultivate a safety culture and educate the the public about transportation safety responsibilities.
- Strategy 5.1.2 – Develop consistent safety messaging that can be utilized across a variety of organizations, events, distribution media, and target audiences.
- Strategy 5.1.3 - Work with educators in the state’s public school system (including community colleges and other locations where target groups such as recent immigrants, newly-licensed adult drivers, ESL populations, etc. are likely to be found) to improve awareness and understanding of the transportation laws and other information that supports a transportation safety culture.

#### **Policy 5.2 – Increase awareness among transportation and safety agencies within Oregon about the TSAP and transportation safety in general.**

- Strategy 5.2.1 - Develop a consistent internal (among partners and agencies) communication protocol for transportation safety topics.

**Policy 5.3 – Ensure ongoing communication and coordination among transportation and safety stakeholders during plan development, subsequent updates and implementation of the TSAP**

- Strategy 5.3.1 Engage ODOT Regions and Divisions, MPOs, ACTs, Tribes, Cities, Counties and transportation service, enforcement and emergency medical service providers in safety planning and implementation
- Strategy 5.3.2 Integrate communications protocols with emergency service providers and make commitments for training on those protocols
- Strategy 5.3.3 Identify joint legislative safety priorities amongst agencies and provide educational information to State legislators
- Strategy 5.3.4 Review crash report forms to ensure appropriate data is collected and extraneous data is eliminated. Provide training and education on resulting form.
- Strategy 5.3.1 Promote sharing and leveraging of resources across programs, communities and agencies

**Goal 6: Strategic Investments**

Target safety funding for effective education, enforcement, engineering, and emergency services priorities to achieve the TSAP Vision.

*Policies*

- Policy 6.1 – Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior and emergency medical service enhancements.
- Policy 6.2 – Allocate infrastructure safety funds strategically across all modes and users to maximize total safety benefits.
- Policy 6.3 – Allocate funding of behavioral safety efforts strategically across programs to maximize total safety benefits.

*Strategies*

**Policy 6.1** - Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior and emergency medical service enhancements.

- Strategy 6.1.1 - Identify new sources of potential funding that can be dedicated and targeted to strategic investments that return greatest safety benefits.

- Strategy 6.1.2 – While complying with federal safety funding requirements and limitations, continue to promote opportunities to leverage funding sources in order to maximize safety benefits and outcomes.
- Strategy 6.1.3 – Use Practical Design techniques as appropriate to ensure safety funds for infrastructure and engineering activities achieve the broadest system benefits possible

**Policy 6.2 - Allocate infrastructure safety funds strategically across all modes and users to maximize total safety benefits.**

- Strategy 6.2.1 – Continue to develop a quantitative, data-driven decision framework to integrate safety into project prioritization and programming.

**Policy 6.3 - Allocate funding of behavioral safety efforts strategically across programs to maximize total safety benefits.**

- Strategy 6.3.1 - Prioritize high crash location funding programs to maximize safety benefits.
- Strategy 6.3.2 – Continue to develop a data-driven decision framework to integrate quantitative safety performance into project prioritization and programming.
- Strategy 6.3.3 – Identify funding needs to optimize emergency medical services and enforcement to minimize injuries post-crash.