

Transportation Safety Action Plan (TSAP) Project Advisory Committee Meeting #8 Summary

Tuesday, November 10, 2015 11:00 pm – 4:00 pm

Location: Chemeketa Center for Business and Industry 626 High St NE, Salem, OR

Committee Members Present

Emily Ackland, *Association of Oregon Counties*

Pam Barlow-Lind, *Confederated Tribes of Siletz, Cascades ACT*

Troy Costales, *ODOT Safety Division Administrator*

*Kimberly Daily, *Oregon Judicial Department*

Tyler Deke, *Bend Metropolitan Planning Organization*

Marian Owens, *Oregon Transportation Safety Committee*

Chuck Hayes, *Governor's Advisory Committee on DUII*

Chris Henry, *City of Eugene & Governor's Advisory Committee on Motorcycle Safety*

Victor Hoffer, *Oregon Transportation Safety Committee*

Craig Honeyman, *League of Oregon Cities*

Scott Kocher, *Oregon Walks*

Michael Laverty (Chair), *Oregon Transportation Safety Committee*

Luis Ornelas, *Oregon Transportation Safety Committee*

Brian Ray, *Kittelson & Associates, Inc*

Michael Tynan, *Oregon Health Authority*

Committee Members Absent

Jerome Cooper, *Oregon Transportation Safety Committee*

David Jostad, *May Trucking*

Jeff Lewis, *Oregon State Police*

ODOT Project Staff Present

Erik Havig, *ODOT Planning Director*

Michael Rock, *ODOT Planner*

Nancy Murphy, *ODOT Principal Planner,
Project Manager*

Walt McAllister, *ODOT Safety Project
Manager*

Others Present

Doug Bish, *ODOT Technical Services*

Nick Fortey, *Federal Highway Administration*

Daniel Houser, *Association of Oregon Counties*

Jerri Bohard, *Oregon Transportation Development Division*

Consultants Present

Beth Wemple, *Consultant Project Manager–
Cambridge Systematics*

*Joe Fish, *Consultant Deputy Project Manager
– Cambridge Systematics*

Jeanne Lawson, *Facilitator–JLA Public
Involvement*

Kenya Williams, *JLA Public Involvement*

*Attended by phone

Key Meeting Outcomes

The purpose of the meeting was to review and refine draft Policy Statements and Strategies and provide guidance on the structure for Emphasis Areas. The PAC:

- Reviewed and confirmed the refined the draft Goals, Policy Statements and Strategies with recommendations to remove conditional and weak language.
- Selected a Emphasis Areas structure with four groups, and recommended a prioritized tier system based on the needs of specific types of geographic areas (urban, suburban, rural).

Meeting Summary

Welcome and Opening Remarks

Chairperson Mike Laverty opened the meeting and welcomed everyone. Jeanne Lawson updated the committee with outcomes from the last meeting and provided a brief overview of the agenda. There were no comments on the Meeting 7 summary.

Project Update

Beth Wemple provided the committee with a project update about the work that has been completed since the last meeting and informed the group about the topics for upcoming meetings.

Review and Recommendations: Draft Goals, Policies and Strategies

Beth presented revised draft goal areas, policies and strategies based on the recommendations from the committee in meeting 7. After the presentation the committee offered feedback and comments.

Outcomes:

- The committee pointed out that there was too much conditional and weak language used in several goal, policy and strategy statements. The committee suggested that the statements be written with more clarity and “waffle” words should be avoided.

Goal 1 – Safety Culture

Outcomes:

The committee agreed that the Safety Culture goal, policy and strategy statements were ready to be presented during the public outreach period pending a revision to include the private sector and not appear exclusive to only the public sector.

Committee Discussion:

- A committee member suggested that the private sector should also be included so the statement does not appear exclusive. The goal statement should be clear so that it includes everyone and not appear as if it is only for the public sector.

- A committee member pointed out that the statement did not include ODOT in the second sentence of the goal.

Goal 2 – Infrastructure

Outcomes:

- The committee recommended changing the goal statement to “Develop and improve infrastructure to reduce fatalities and serious injuries for users of all modes”. The committee also suggested the revision of Policy Statement 2.3. Additionally, the committee agreed that the wording was too “waffling” in several statements.

Committee Discussion:

- A committee member commented that the language of the goal seemed to be aimed at designing or developing future infrastructure and did not include modifications to current infrastructure that may need repairing or adjustments.
- A committee member commented that in Policy Statement 2.3 the words “serious” and “severe” were both used to describe injuries and the wording needed to be consistent.
- Policy 2.3.3 should include “all modes”.
- The committee discussed changing the goal statement to “Develop and improve infrastructure to reduce fatalities and serious injuries for users of all modes”.
- A committee member commented that this Plan should be a gutsy plan with a more focus on safety.
- A committee member suggested that the word “ensure” should be used with caution because it may promise something that may be impossible in some areas. This comment was followed by another member stating that the words used in the statements need to be more directive.

Goal 3 – Safe and Livable Communities

Outcomes: The committee recommended that this goal was ready for public outreach pending the edits discussed.

Committee Discussion:

- A committee member commented the Strategy 3.1.4 used awkward wording.
- A committee member commented that the Policy 3.1 and the related Strategies did not have the same language and mental health was missing. Also public health should be added.
- A committee member suggested Strategy 3.1.4 should include education efforts in jails or detention centers.
- Support for the state radio/communication network should be highlighted.
- A committee member suggested Strategy 3.2.1 should be revised to “enhancing traffic safety programs and enforcement” instead of just enforcement.
- A committee member recommended that the word “equitable” in Policy Statement 3.5 should be changed to “appropriate”.

- A committee member commented that Strategies for Policy 3.6 should include walkability and safe routes to schools. Active transportation was also recommended for addition to this strategy.
- The committee agreed that Policy Statement 3.6 could be Policy Statement 3.1.

Goal 4 - Technology

Outcomes: The committee recommended that this goal was ready for public outreach pending the edits discussed.

Committee Discussion:

- A committee member commented that the goal statement needs to read as if it includes current technologies and not just speak about future technologies. This statement should also reflect the expansion of current technologies.
- A committee member commented that the policy statements need to reflect that not all technology is good and the statement should address current technologies that are bad.
- A committee member commented that the Goal Statement 4 and Policy 4.1 was passive using the words “plan and prepare”. The word implement should be added to the statements to give them strength and make the statements more beneficial.
- The order of Policies 4.3 and 4.4 should be switched. Policy 4.4 should also include the word enforcement.

Goal 5 – Collaborate and Communicate

Outcomes: The committee recommended that the goal and policy statements should be simplified due to the fact that they were hard to read and understand.

Committee Discussion:

- Committee member commented that the language was hard to read and needed to be streamlined.
- The role of collaboration and communication amongst the partners needs to be clear/clarified.

Goal 6 – Strategic Investments

Outcomes: The committee recommended that this goal was ready for public outreach pending the edits discussed.

Committee Discussion:

- A committee member suggested that the document terminology needs to be consistent through the entire document (Emergency Medical Service).
- A committee member recommended creating Strategy 6.1.3 to address the “risks” since there is no data available that represents bikes and pedestrians.
- A committee member commented that using “quantitative data” in Strategy 6.1.1 may not properly represent smaller communities or cities due to the smaller numbers that may not appear statistically significant compared to larger areas. Qualitative methods such as surveys may show number that are more beneficial for the needs of smaller communities.

Emphasis Areas

Prior to the emphasis area presentation and discussion, the committee participated in a small group exercise to illustrate what was most important and urgent in order to achieve the vision of zero deaths or life changing injuries on Oregon's transportation system by 2035. Following this group exercise, Beth presented an overview of the Emphasis Area Structure Options. The committee then participated in another small group exercise that identified structure options that should not be considered and identified their top selections. The committee also discussed the pros and cons of each option and suggested changes.

Please view *Attachment A & B* for the illustrations created during the small group exercises.

Outcomes:

- The committee favored Option 4 (Grouped Emphasis Areas) but recommended that the priorities should be specific based on geographic location (urban, suburban, and rural). The committee also recommended a prioritized tier structure for Option 4. The committee agreed by consensus that Option 4 should be presented during the public outreach phase for comments and feedback. The committee also accepted Infrastructure, Risky Behavior, Vulnerable Users and Improved Systems as the grouping for this option.

Committee discussion:

- The committee discussed and suggested that the priorities of the emphasis areas should focus on the needs of the local community. Flexibility and adaptability should be considered at the local level in specific geographic areas. Additionally, a data informed approach should be considered.

Next Step

The Public outreach phase for the Plan will take place during the month of January throughout the state in each of the ODOT regions. The purpose of the public outreach will be to ask the public and stakeholders for comments and feedback about the draft Goal Statements, Policies and Strategies. Additionally, an online open house will also accompany the public outreach.

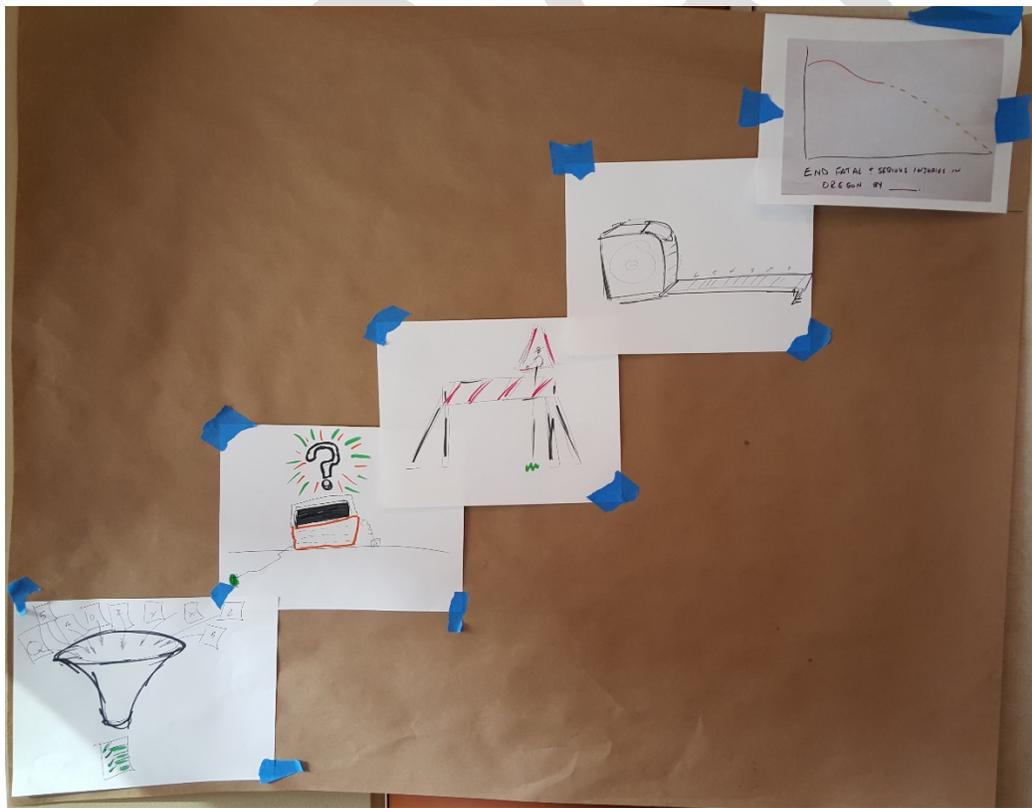
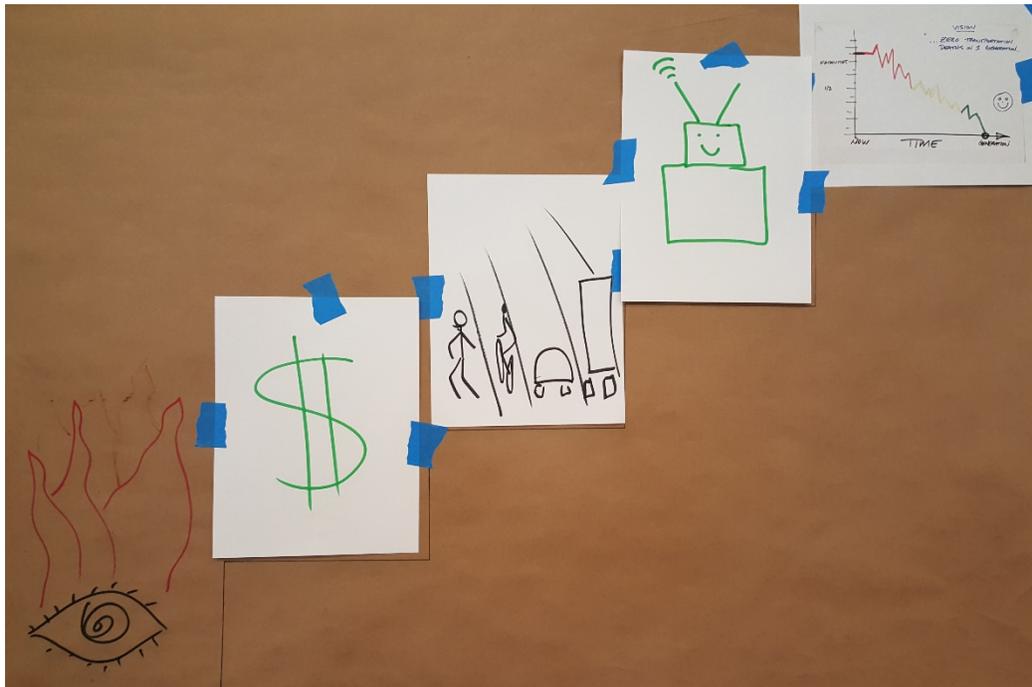
Public Comments

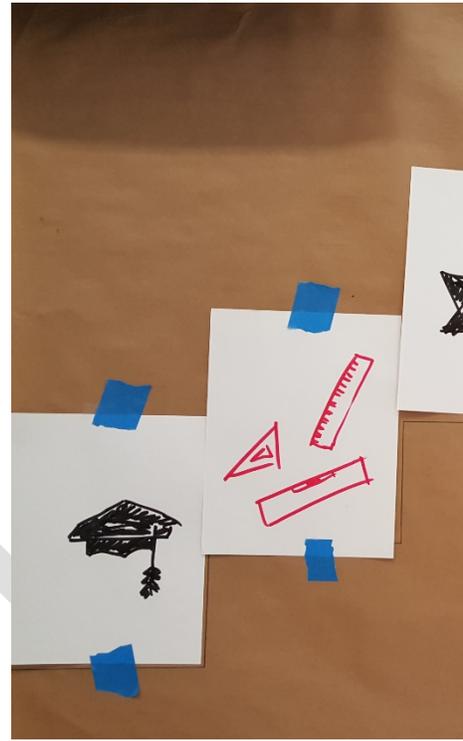
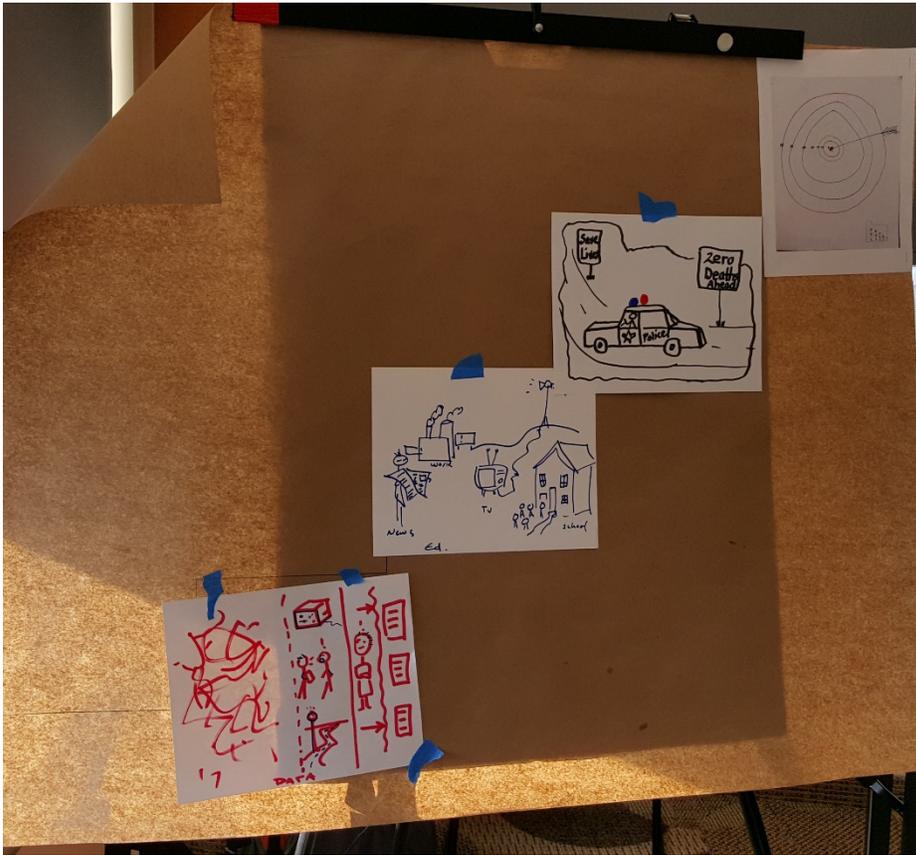
Mike Laverty opened the discussion for public comment. A visitor commented that the Plan is a means to infuse safety culture and this Plan would be an opportunity to look through a safety culture lens to create a culture change and he challenged the committee to create a plan that would create a culture change.

Closing Comments & Meeting Wrap Up

Chairperson Mike Laverty thanked the committee and praised everyone for the hard work that is being accomplished. The next meeting will be February 9, 2016.

Attachment A





DRAFT

Attachment B

Option 1 - Ungrouped Emphasis Areas

Approach
Choose several EA categories based on EA selection considerations, without grouping or prioritization.

Recommendation

Emphasis Areas: Roadway Departure, Intersections, Impaired Driving, Speeding, Occupant Protection, Motorcycles, Pedestrians, Bicyclists, Older Drivers, Young Drivers, Commercial Vehicles, Distracted Driving, Foundational EAs (EMS, Data, and Training).

	1	4	3	2
	X	X	X	X

Pros

- Allows a large number of topics and interests to be addressed through the TSAP.
- Low risk of inconsistencies between the TSAP and other plans and policies.

Cons

- Lacks strategic focus: resources may be used on problems that do not represent the best opportunities for reducing fatalities and serious injuries.
- Requires significant organizational effort to implement.

Option 2 - Tiered Emphasis Areas

Approach

Choose several EA categories based on EA selection considerations, with designated priority levels.

Recommendation

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②
③

Emphasis Areas:

- **Tier 1** - Roadway Departure, Impaired Driving, Motorcycles;
- **Tier 2** - Occupant Protection, Speeding, Pedestrians, Bicyclists;
- **Tier 3** - Intersections, Older Drivers, Young Drivers, Commercial Vehicles, Distracted Driving;
- **Foundational EAs** (EMS, Data, and Training)

Pros

- Focused on EAs that represent the greatest safety problem.
- Allows a large number of topics and interests to be addressed through the TSAP.
- Low risk of inconsistencies between the TSAP and other plans and policies.

Cons

- Potential lack of consensus on priority levels.
- Activities that require ongoing maintenance for continued success may become deemphasized and less successful.
- Tier 3 EAs may be perceived as a low priority.
- Requires significant organizational effort to implement.

Geographic opportunity

Option 3 - Narrow/Strategically Focused Emphasis Areas

Approach

Choose a small number of EAs based on EA selection considerations. Categories not chosen as EAs could be addressed through the selected EA strategies, where applicable.

Recommendations

Emphasis Areas:

- Roadway Departure,
- Impaired Driving,
- Motorcycles,
- Pedestrians,
- Foundational EAs (EMS, Data, and Training)

Geog. opportunity

Pros

- Focused on EAs that represent the highest crash severity frequency and rate.
- Lower organizational effort to implement.

Cons

- Chance of inconsistencies between the TSAP and other plans and policies.
- Activities that require ongoing maintenance for continued success may become deemphasized and less successful.
- Potential lack of consensus over chosen EAs.

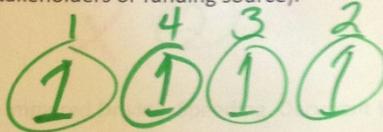
Option 4 - Grouped Emphasis Areas ?

Approach

Choose broad EA groups based on EA selection considerations. Groupings would be based on similarities among EA categories or implementation considerations (e.g., same group of stakeholders or funding source).

Recommendation

Emphasis Areas:



- **Infrastructure** - Roadway Departure, Intersections;
- **Risky Behaviors** - Impaired Driving, Speeding, Occupant Protection, Distracted Driving;
- **Vulnerable Users** - Motorcycles, Pedestrians, Bicyclists;
- **Improved Systems** - Commercial Vehicles, Foundational EAs (EMS, Data, and Training).

4 Allows for geographic prioritization
4 Pros Could tier Cons

- | | |
|---|---|
| <ul style="list-style-type: none">• Allows a large number of topics and interests to be addressed through the TSAP.• Low risk of inconsistencies between the TSAP and other plans and policies.• Lower organizational effort to implement compared to individual EA categories. | <ul style="list-style-type: none">• Potential for lack of strategic focus: resources may be used on problems that do not represent the best opportunities for reducing fatalities and serious injuries.• Stakeholders within groups may not be interested in all topics. |
|---|---|

3 Tier!
3. Allows for local flexibility w/prioritization
2. Risky/High behaviors - + drowsy driving
2. Training include educ.

Option 5 - Goal-Oriented Emphasis Areas

Approach

Choose EA categories based on EA selection considerations, grouped by TSAP goal area.

Recommendations

4
X 2
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Emphasis Areas:

- **Safety Culture** – Impaired Driving, Speeding, Occupant Protection, Motorcycles, Older Drivers, Young Drivers, Aggressive Driving, Distracted Driving, Unlicensed Drivers;
- **Infrastructure** – Roadway Departure, Intersections;
- **Safe and Livable Communities** – Pedestrians, Bicyclists, EMS;
- **Technology** – Commercial Vehicles, Foundational EAs (EMS, Data, and Training)

Pros

- EA selection is clearly linked to overall TSAP goals.

Cons

- Some goal areas do not have a clear connection to an EA category (e.g., investment).
- Stakeholders within groups may not be interested in all topics.

Option 6 - "W" Emphasis Areas

Approach

Choose EA categories based on EA selection considerations, grouped by *Who*, *Why*, *Where*, and *What*.

Recommendation

Emphasis Areas:

- **Who** – Motor vehicles, Motorcycles, Pedestrians, Bicyclists, Commercial Vehicles, Young Drivers, Older Drivers;
- **Where** – Roadway Departure, Intersections;
- **Why** – Impaired Driving, Speeding, Occupant Protection, Distracted Driving, Aggressive Driving;
- **What** – Foundational EAs (EMS, Data, and Training).

Pros

- Allows a large number of topics and interests to be addressed through the TSAP.
- Low risk of inconsistencies between the TSAP and other plans and policies.
- Lower organizational effort to implement compared to individual EA categories.

Cons

- Lacks strategic focus: resources may be used on problems that do not represent the best opportunities for reducing fatalities and serious injuries.
- Stakeholders within groups may not be interested in all topics.

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