

Transportation Safety Action Plan Update

presented to
Policy Advisory Committee
Meeting #8

presented by
Cambridge Systematics, Inc.
JLA Public Involvement
Leidos

November 10, 2015

Agenda-Objectives

- **Welcome and Opening Remarks**
- **Project Update**
- **Confirm Goals, Policies, Strategies**
- **Emphasis Area Discussion**
- **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 and Strategies, Emphasis Area Selection Criteria
8 - November 2015	Review Draft Policy Statements, Draft Strategy Statements, Discuss/narrow Potential EAs, Review Upcoming Public Outreach, TSAP Outline
9 – February 2016	Review Outcomes from PCT, Review Outcomes from Public Outreach, Confirm Draft EAs, Begin Discussing Draft Strategies and Actions per EA, Begin Reviewing Draft Document – Background, Vision and Goals, Policies and Strategies
10 - March 2016	Finalize EAs and Discuss SHSP Strategies and Actions, Continue Document Review - Revised February Materials Plus EA Documentation
11 - April 2016	Confirm SHSP Strategies and Actions, Discuss Performance Measures, Review Complete Draft Document
12 – May 2016	Complete Draft Review





Draft Goals, Policies, and Strategies

Goal 1: Safety Culture

- *Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., MPOs, Local Agencies, Oregon Health Authority, stakeholders and employers) to integrate safety considerations into all responsibilities.*
 - » Policy 1.1 - Promote safety culture within agencies, stakeholder organizations, and employers.
 - » Policy 1.2 - Effectively communicate with system users about safety culture.
 - » Policy 1.3 - Explore regulatory changes including legislative concepts and administrative rule changes as needed to provide incentives or remove impediments to developing a multimodal transportation safety culture.

Goal 2: Infrastructure

- *Plan, design, construct, operate, and maintain transportation systems to reduce fatalities and serious injuries for users of all modes.*
 - » 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 – Plan, design, construct, operate and maintain the transportation system to reduce fatalities and severe injuries for all modes while balancing other system needs.
 - » Policy 2.4 – Explore regulatory changes including legislative concepts, administrative rule changes and updates to design standards, as needed to enable and/or remove impediments to new approaches to safety engineering.

Goal 3: Healthy, Livable Communities

- *Improve the safety and livability of communities, including health outcomes. Support planning, design and implementation of safe systems, and enforcement and emergency response services.*
 - » Policy 3.1 – Advance coordination and collaboration between law enforcement; state, regional, and local transportation agencies; and health care providers to make communities safer places.
 - » Policy 3.2 – Support traffic enforcement funding to provide sufficient resources for officers to respond to incidents, increase levels of ongoing traffic enforcement, conduct focused enforcement, and participate in activities such as emphasis 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.

Goal 3: Healthy, Livable Communities (cont.)

- » 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 equitable 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 and all ages while balancing other system needs.

Goal 4: Technology

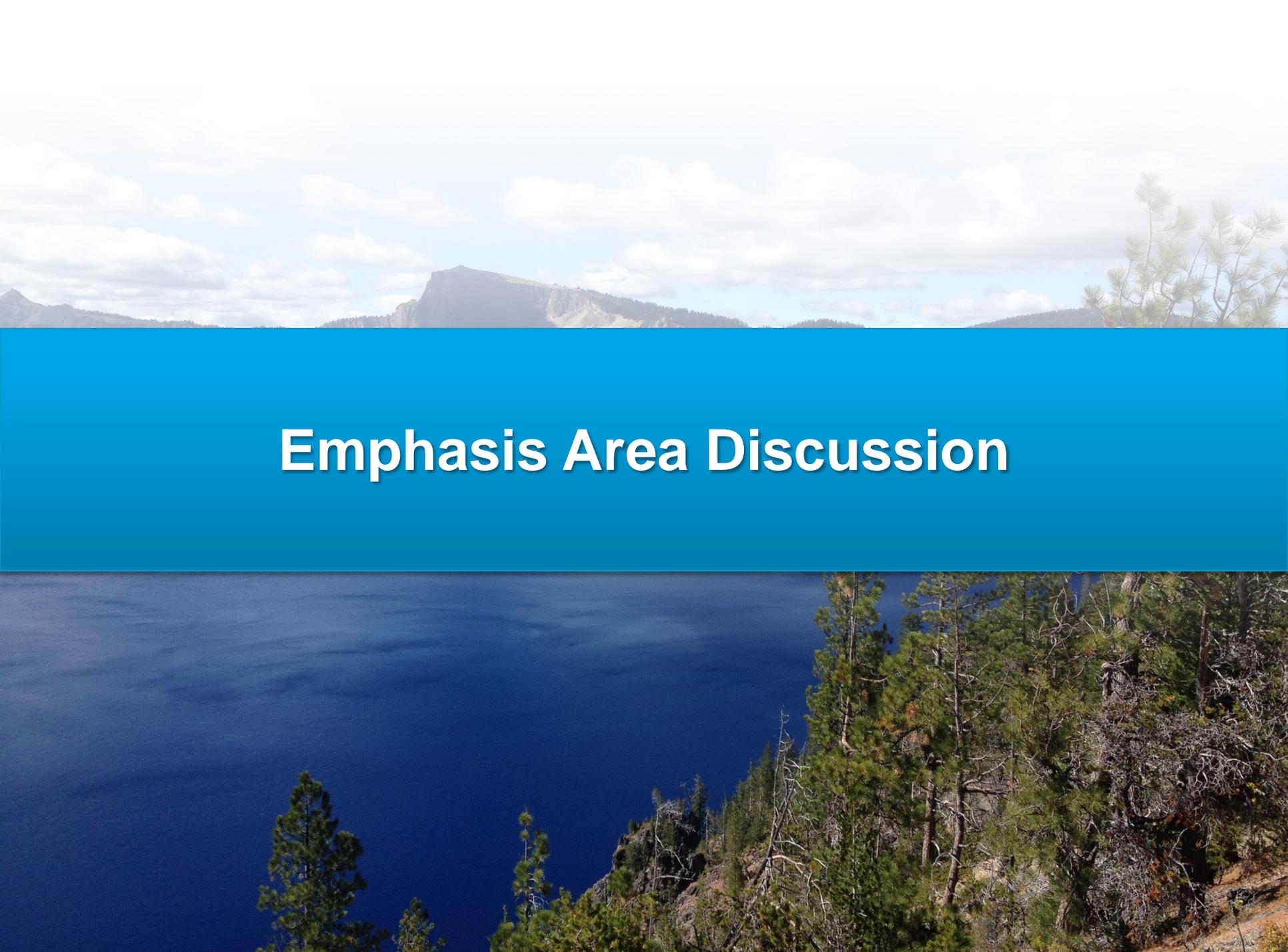
- *Plan and prepare for technologies that can affect transportation safety for all users, including pilot testing innovative technologies as appropriate.*
 - » Policy 4.1 – Actively monitor technological advances and plan, design, maintain and operate the system in a way that takes full advantage of 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 collection and 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.
 - » Policy 4.4 – Leverage technology, tools and best practices across divisions and agencies to strive for equitable deployment of useful technologies across the state and the transportation system.

Goal 5: Collaborate and Communicate

- *Create and support a collaborative environment for safety providers and transportation system planners and owners, and public and private stakeholders, including advocacy groups and health providers to work together to reduce crash frequency and severity.*
 - » 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) and the safety policies of the Oregon Transportation Plan and associated modal and topic plans.
 - » Policy 5.2 – Increase awareness of the TSAP and other safety policies and programs among transportation agencies, law enforcement agencies, and other stakeholders (e.g. health, education, community development and environmental organizations).
 - » Policy 5.3 – Ensure ongoing communication and coordination among transportation and safety stakeholders (e.g. health, education, community development and environmental organizations) during plan development, subsequent updates and implementation of the TSAP.

Goal 6: Strategic Investments

- *Target safety funding for effective education, enforcement, engineering, and emergency services priorities.*
 - » Policy 6.1 – Allocate infrastructure safety funds strategically across all modes and users to maximize total safety benefits.
 - » Policy 6.2 – Allocate funding of behavioral and health safety efforts strategically across programs to maximize total safety benefits.
 - » Policy 6.3 – Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior and emergency medical service enhancements.

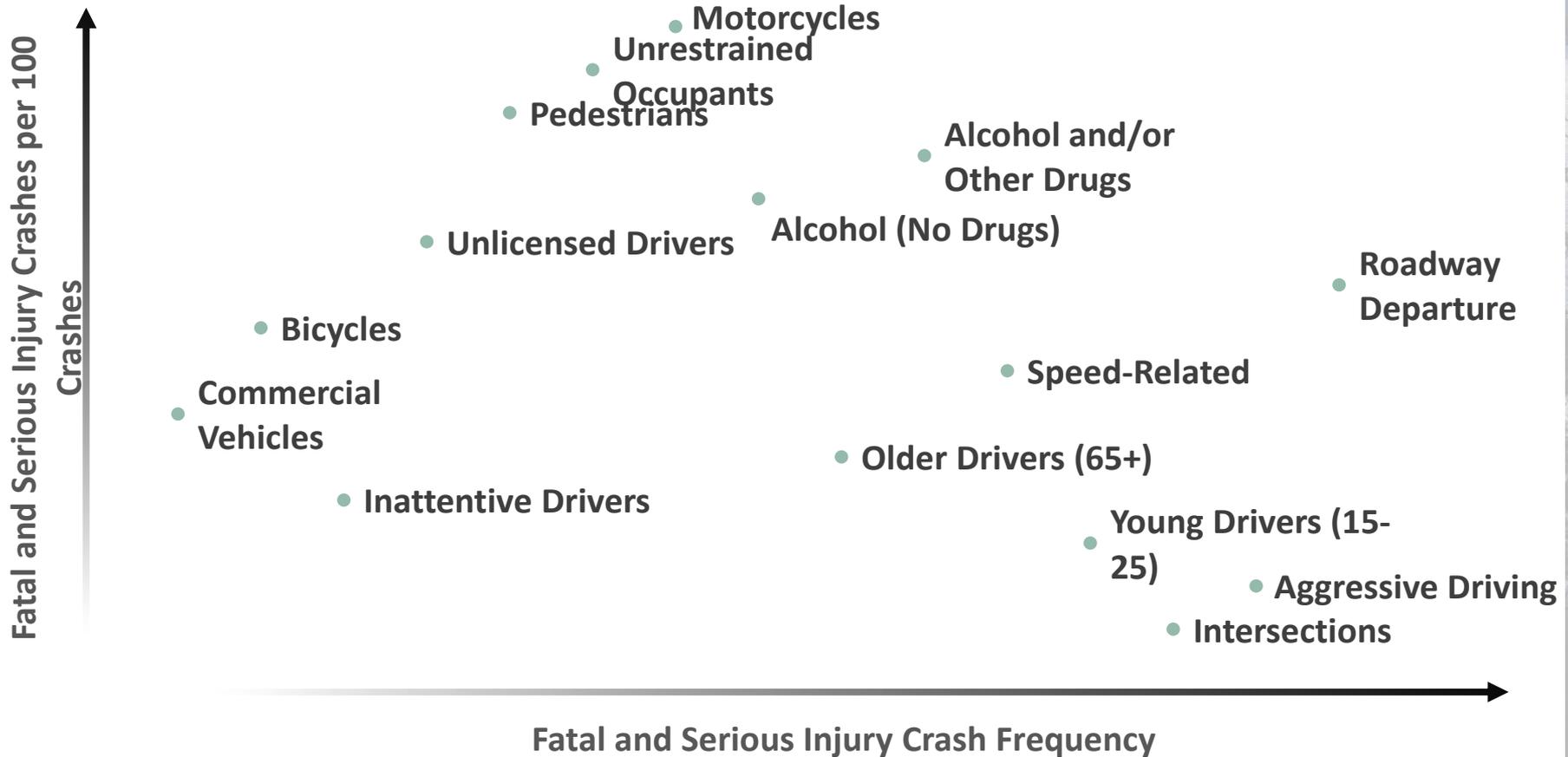


Emphasis Area Discussion

Emphasis Area Exercise

- Jeanne to provide description of EA exercise

Potential Emphasis Areas: Crash Frequency vs Severity Rate



Emphasis Area Selection Framework

Potential Emphasis Area	Frequency	Severity	Trend	Effectiveness Data	Emphasis Area Overlap	Institutional Capacity	Policy Focus
Aggressive Driving	●	○	◐	◐	○	◐	●
Impaired Driving	◐	●	●	●	○	●	●
Bicycles	○	◐	○	◐	●	●	●
Commercial Vehicles	○	◐	○	○	●	●	◐
Distracted Driving (Inattentive Drivers)	○	○	○	○	●	○	○
Intersections	●	○	●	●	●	●	●
Motorcycles	◐	●	●	◐	○	◐	●
Older Drivers (65+)	◐	○	◐	○	◐	◐	◐
Pedestrians	○	●	◐	◐	●	●	●
Roadway Departure	●	◐	●	●	◐	●	●
Speed-Related	●	◐	○	◐	○	◐	●
Unlicensed Drivers	○	●	●	○	●	○	○
Unrestrained Occupants	◐	●	○	●	○	◐	●
Young Drivers (15-25)	●	○	◐	◐	◐	◐	●
Foundational EAs (EMS, Data, and Training)	N/A					●	●

Legend and Notes

- Strong Emphasis Area Candidate
- ◐ Moderate Emphasis Area Candidate
- Weak Emphasis Area Candidate

Emphasis Area Selection Framework

Emphasis Area Category	ODOT Region				
	R1 - Portland Metro	R2 - Willamette Valley, North and Mid- Coast	R3 - Southern Oregon and South Coast	R4 - Central Oregon	R5 - Eastern Oregon
Aggressive Driving	●	●	●	●	●
Impaired Driving	●	●	●	●	●
Bicycles	●	●	○	○	○
Commercial Vehicles	○	●	●	●	●
Distracted Driving (Inattentive Drivers)	○	●	●	○	●
Intersections	●	●	○	○	○
Motorcycles	●	●	●	●	●
Older Drivers (65+)	○	●	●	●	●
Pedestrians	●	●	○	○	○
Roadway Departure	○	●	●	●	●
Speed-Related	○	●	●	●	●
Unlicensed Drivers	●	●	●	●	●
Unrestrained Occupants	○	●	●	●	●
Young Drivers (15-25)	●	●	●	○	●
EMS, Data, and Training	NA				
Legend and Notes					
	●	Significant safety concern in region relative to state overall			
	◐	Moderate safety concern in region relative to state overall			
	○	Minor safety concern in region relative to state overall			

Emphasis Area Option 1: Ungrouped

- Roadway Departure
- Intersections
- Impaired Driving
- Speeding
- Occupant Protection
- Motorcycles
- Pedestrians
- Bicyclists
- Older Drivers
- Young Drivers
- Commercial Vehicles
- Distracted Driving
- Foundational EAs
 - » EMS
 - » Data
 - » Training

Emphasis Area Option 2: Tiered

- **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**
- » **Training**

Emphasis Area Option 3: Narrow/Strategic

- Roadway Departure
- Impaired Driving
- Motorcycles
- Pedestrians
- Foundational EAs
 - » EMS
 - » Data
 - » Training

Emphasis Area Option 4: Grouped

- **Infrastructure**

- » Roadway Departure
- » Intersections

- **Risky Behaviors**

- » Impaired Driving
- » Occupant Protection
- » Speeding
- » Distracted Driving

- **Vulnerable Users**

- » Pedestrians
- » Bicyclists
- » Motorcyclists

- **Improved Systems**

- » Commercial Vehicles
- » EMS
- » Data
- » Training

Emphasis Area Option 5: Goal-Oriented

- **Safety Culture**

- » Impaired Driving
- » Occupant Protection
- » Speeding
- » Motorcycles
- » Older Drivers
- » Young Drivers
- » Aggressive Driving
- » Distracted Driving
- » Unlicensed Drivers

- **Infrastructure**

- » Roadway Departure
- » Intersections

- **Healthy, Livable Communities**

- » Pedestrians
- » Bicyclists
- » EMS

- **Technology**

- » Commercial Vehicles
- » EMS
- » Data
- » Training

- **Collaboration and Communication**

- **Strategic Investments**

Emphasis Area Option 5: Grouped Option 2

● Who

- » Motor vehicles
- » Motorcycles
- » Pedestrians
- » Bicyclists
- » Commercial Vehicles
- » Young Drivers
- » Older Drivers

● Where

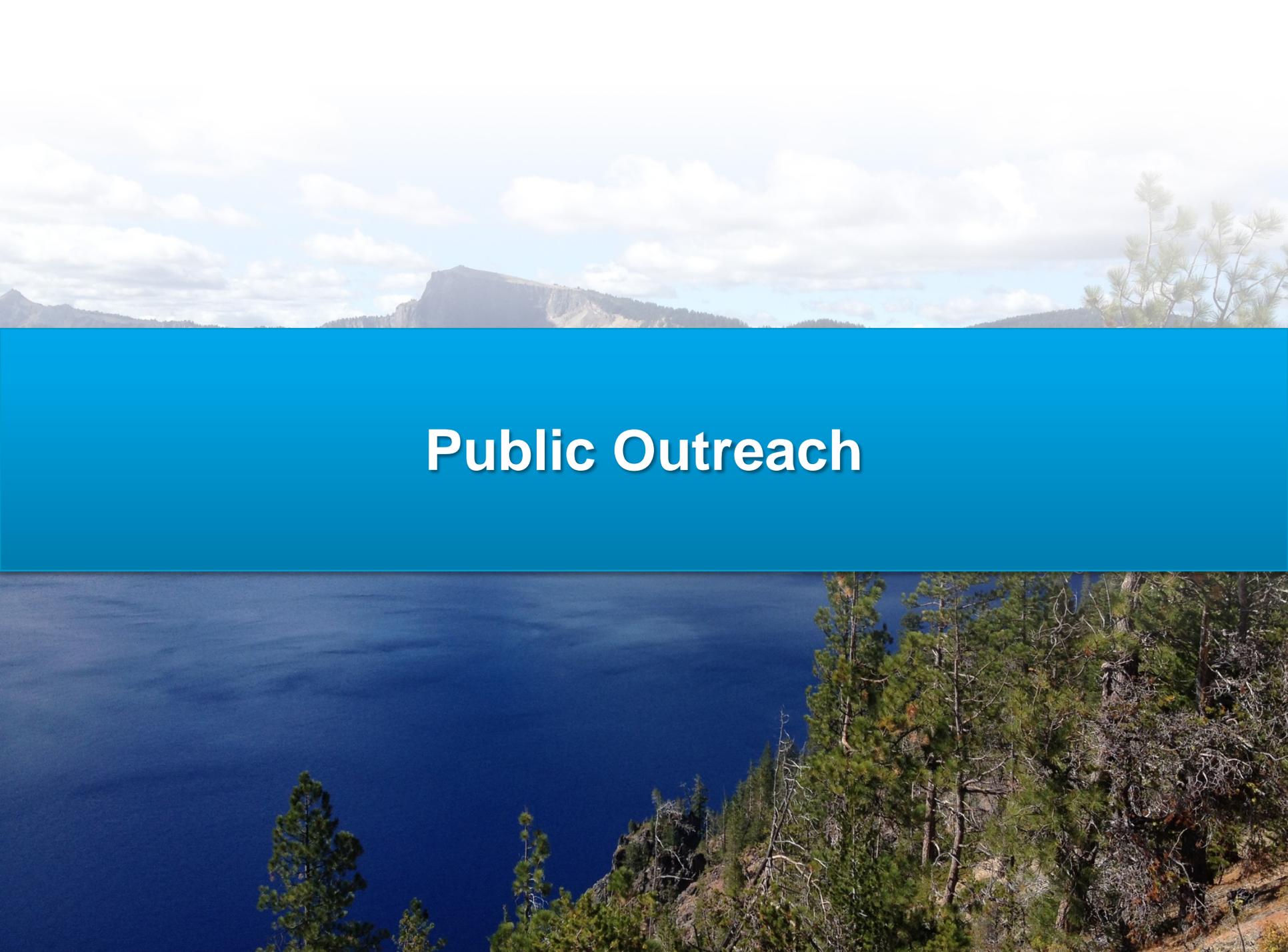
- » Roadway Departure
- » Intersections

● Why

- » Impaired Driving
- » Speeding
- » Occupant Protection
- » Distracted Driving
- » Aggressive Driving

● What

- » EMS
- » Data
- » Training



Public Outreach

Public Outreach

- **Purpose of Meetings**
- **Tentative Schedule**
 - » **Region 1: Tuesday, January 5th, 9:30am-noon**
 - » **Region 3: Tuesday, January 19th, 12:30pm-3:00pm**
 - » **Region 2: Wednesday, January 20th, 2:30pm-5:00pm**
 - » **Region 4: Friday, January 22nd, 12:30pm-3:00pm**
 - » **Region 5: Monday, January 26th, 9:30am-noon**



Summary and Next Steps

Next Steps

- **Review PCT input and public outreach**
- **Begin reviewing draft document**
- **Other as identified during meeting**



Public Comments



Closing Comments

Contacts and Information

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- **Project Website**
 - » <http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>