

Transportation Safety Action Plan Update

presented to
Policy Advisory Committee
Meeting #9

presented by
Cambridge Systematics, Inc.
JLA Public Involvement
Leidos

February 9, 2016

Agenda-Objectives

- **Welcome and Opening Remarks**
- **Project Update**
- **Update Goals, Policies, Strategies**
- **Report and Outcomes from Listening Meetings**
- **TSAP Prioritization Implications**
- **Emphasis Areas**
- **Draft TSAP**
- **Summary and Public Comments**

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 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., State Agencies, MPOs, Local Agencies, Oregon Health Authority, stakeholders and public and private employers) to integrate safety considerations into all responsibilities.*
 - » **Policy 1.1 - Communicate proactively with system users about safety culture.**
 - » **Policy 1.2 - Promote safety culture within agencies, stakeholder organizations, and employers.**
 - » **Policy 1.3 - Implement 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

- *Develop and improve infrastructure to reduce fatalities and serious injuries for users of all modes.*
 - » Policy 2.1 – Continually improve and implement safety data collection, management and distribution for data-driven decision making for infrastructure planning, development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders.
 - » Policy 2.2 – Continually improve and implement design and analysis techniques for 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 achieve healthy and livable communities and eliminate fatalities and serious injuries for all modes.
 - » Policy 2.4 – Implement 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

- *Plan, design, and implement safe systems, and enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.*
 - » Policy 3.1 – Advance coordination and collaboration between law enforcement and state, regional, and local transportation agencies including freight and rail, public health agencies, mental and physical health care providers and private stakeholders 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 safety and perceptions of security for people while traveling in Oregon.
- » Policy 3.5 – Provide all regions and localities in Oregon with access to safety funding, resources, programs, and education, considering issues of equity.

Goal 4: Technology

- *Plan, prepare for and implement technologies (existing and new) 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 – 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.
 - » Policy 4.4 – Identify legislative concepts enabling new approaches to safety planning, engineering, enforcement, data management and analysis procedures.
 - » .

Goal 5: Collaborate and Communicate

- *Create and support a collaborative environment for transportation system providers and public and private stakeholders, to work together to eliminate fatalities and serious injury crashes.*
 - » Policy 5.1 – Increase transportation system providers and public and private stakeholder awareness of the TSAP and other safety policies to eliminate fatality and serious injury crashes.
 - » Policy 5.2 – Ensure ongoing communication and coordination among transportation system providers and public and private stakeholders throughout the project development and highway safety programming process, including implementing the TSAP.
 - » Policy 5.3 – Enhance public awareness of the importance of transportation safety and the individual's role in eliminating fatalities and serious injury crashes.

Goal 6: Strategic Investments

- *Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.*
 - » Policy 6.1 – Allocate infrastructure safety funds strategically considering all modes, to maximize total safety benefits.
 - » Policy 6.2 – Allocate funding of behavioral, emergency medical services, 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.



Report and Outcomes from Listening Meetings

5 Region Listening Meetings Held in January

- **Region 1: Portland Region Office, 01/05/2016**
- **Region 2: ODFW HQ, Salem, 01/19/2016**
- **Region 3: Roseburg Region Office, 01/29/2016**
- **Region 4: Bend Region Office, 01/22/2016**
- **Region 5: La Grande Library, 01/26/2016**
- **On-Line Listening Meeting: Went Live on 01/21/2016**

Who Participated?

Region	# Participants	Private Citizen	Private Business	Advocacy Group	Local Government	Regional Govt.	ODOT	GACs: OTSC, Motorcycles, DUII	FHWA
1	21	1	2	1	8	2	6	1	
2	16	2	1		3	3	5	1	1
3	17	2	1	2	3		9		
4	18		2	3	3	2	8		
5	15	1	3	2	7		2		

What We Shared

- **Background of the TSAP:**
 - » Relationship to federal programs and state plans
 - » Where we are in the process
- **Data Overview including Region comparison to statewide data**
- **Introduction to the Policy Element draft**
- **Introduction to Emphasis Area Workshop:**
 - » How the data suggests priorities
 - » Region comparison to statewide data
 - » Other factors in identifying priorities
- **Next Steps**

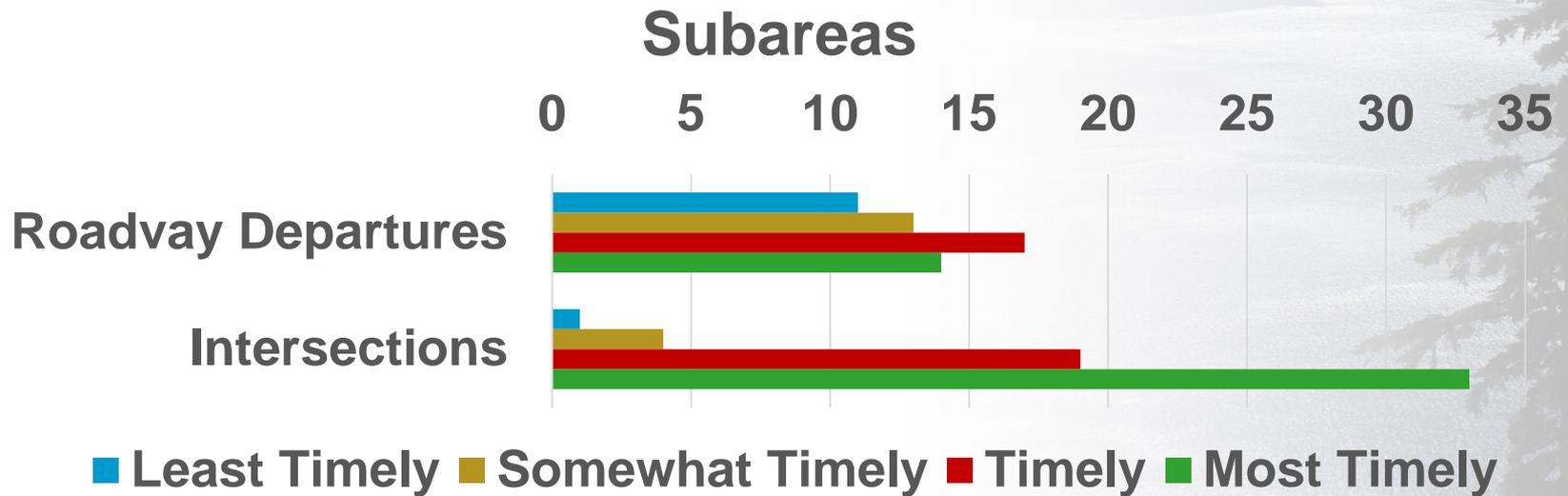
How We Listened

- **Small work groups discussed one of the four EA topics**
 - » Ideas were recorded and participants asked to affirm that their thought had been captured accurately
 - » Most important ideas were selected by each group
- **Small groups reported back to the large group**
- **Large group discussion of what should be focused on now:**
 - » **Within the Region**
 - » **For the whole state**

Outreach Highlights - Infrastructure

- **Priorities:**
 - » Roadway departures most frequently overall
 - » Intersections priority for urban areas
- **Suggested new subareas:**
 - » Lane separation for all modes to make accidents less deadly
 - » Design facilities to lower speeds to decrease severity
 - » Maintenance of existing infrastructure, especially weather related
- **Most frequent message: Design intersections to address safety for all modes of transportation, including vulnerable users**

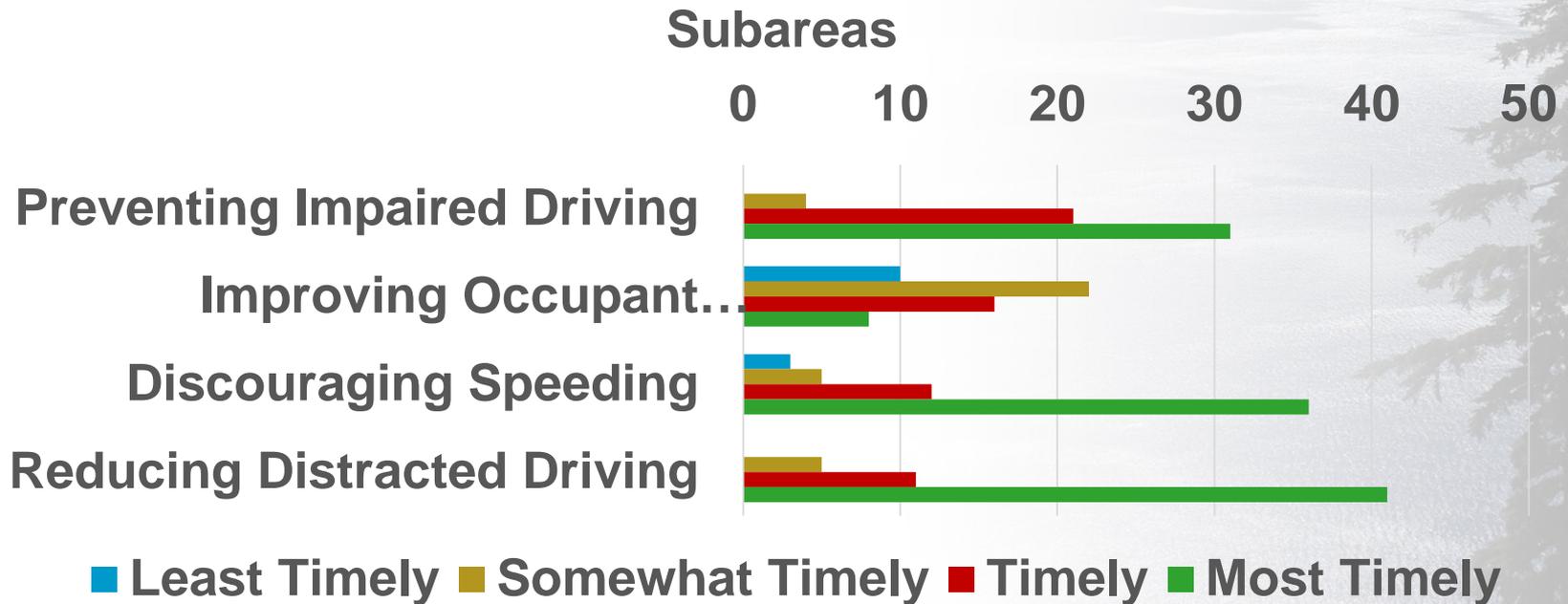
Online Results: Infrastructure



Outreach Highlights – Risky Behaviors

- **Priorities:**
 - » **Distracted driving was the major issue**
 - » **Speed provides benefits across EAs**
 - » **Impaired driving will increase with marijuana**
- **Suggested new subareas:**
 - » **Enforcement (or in Improved Systems)**
 - » **Older drivers (and/or in Vulnerable Users)**
- **Other big messages:**
 - » **Increase funding to ensure enforcement**

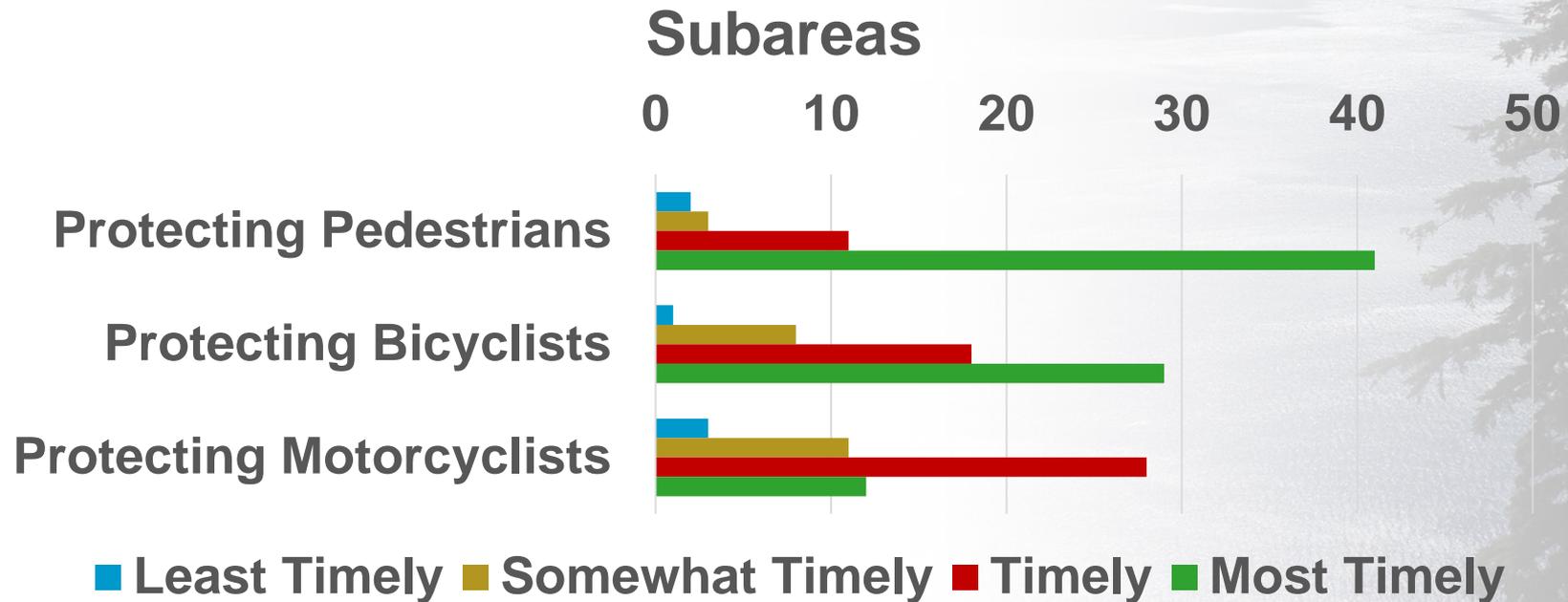
Online Results: Risky Behaviors



Outreach Highlights – Vulnerable Users

- **Priorities:**
 - » **Pedestrians and, in urban areas, bikes**
 - » **Motorcycles, especially rural**
- **Other big messages:**
 - » **Need re-testing/re-certification of driver's licenses**
 - » **Education for all on sharing the road and safety**
 - » **Implement better crossings for bikes and pedestrians**

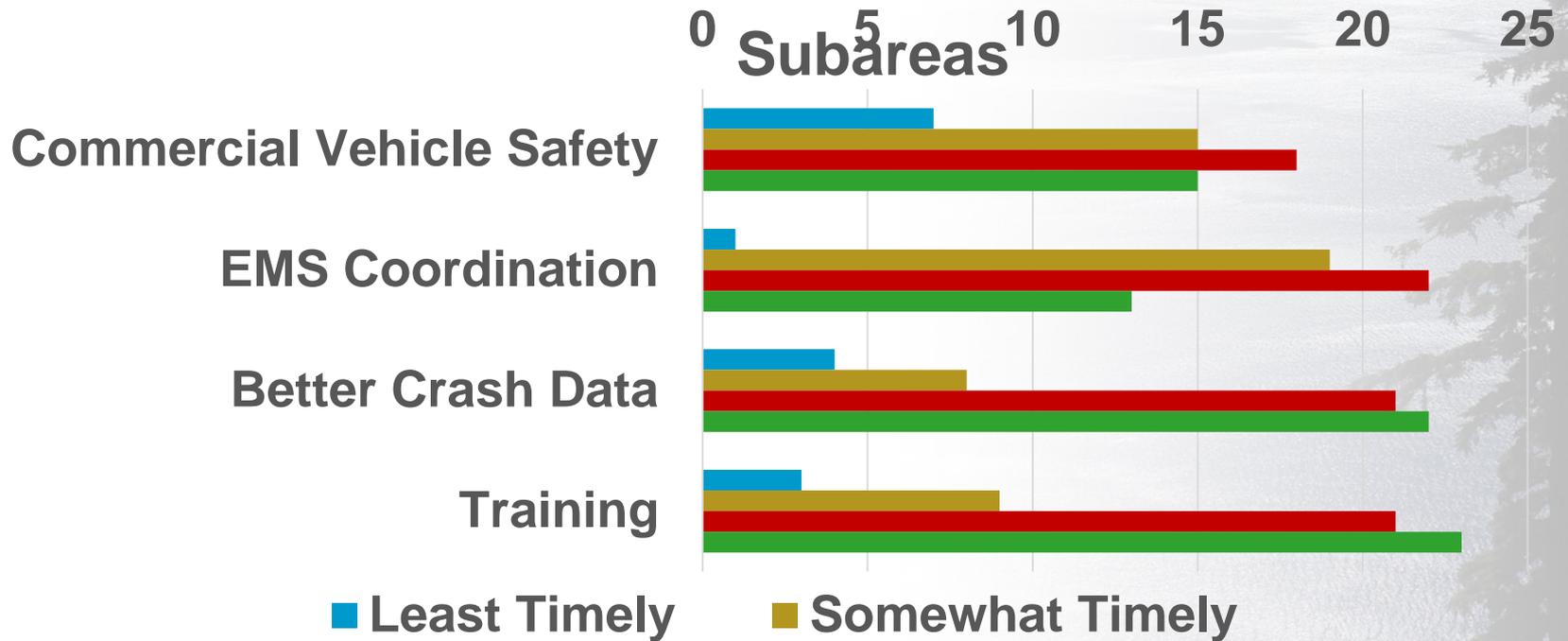
Online Results: Vulnerable Users



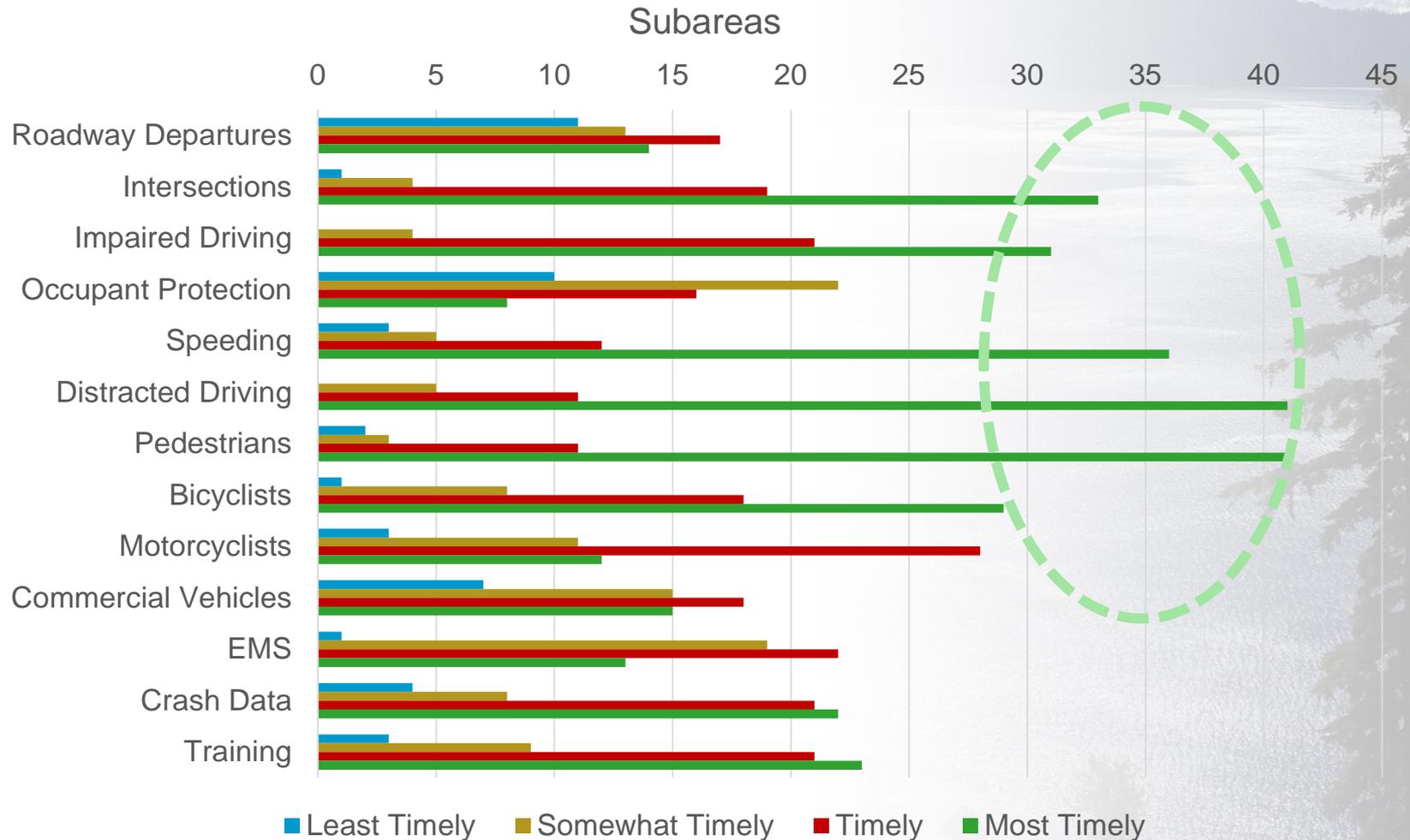
Outreach Highlights – Systems

- **Priorities:**
 - » Training, education, licensing
- **Suggested new subarea: Enforcement**
- **Big issues:**
 - » Ongoing education of all users and recertification of older drivers
 - » More timely and consistent data to influence policy
 - » Training of law enforcement and courts
 - » Funding

Online Results: Improved Systems



Online Results: All Emphasis Subareas



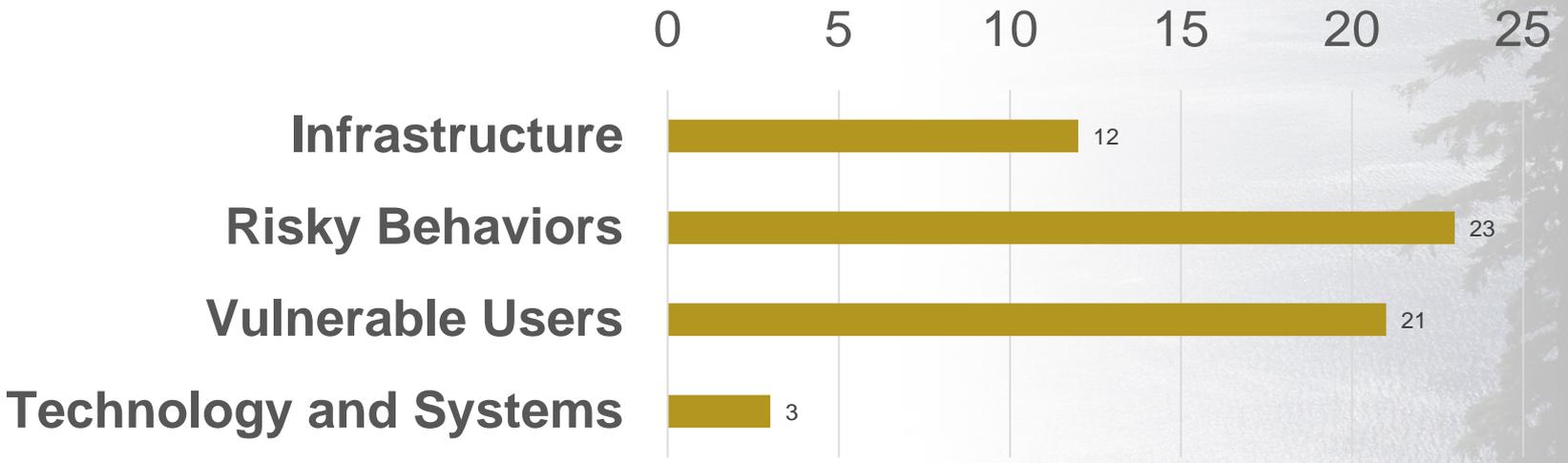
Outreach Highlights – Statewide Overall

Priorities and Key Messages:

- **Distracted driving is #1 – evidence and observation based, even though crash data doesn't support**
- **Speed crosses areas – infrastructure, enforcement, culture change, vulnerable users, overall fatalities**
- **Training, education and recertification**
- **All modes**

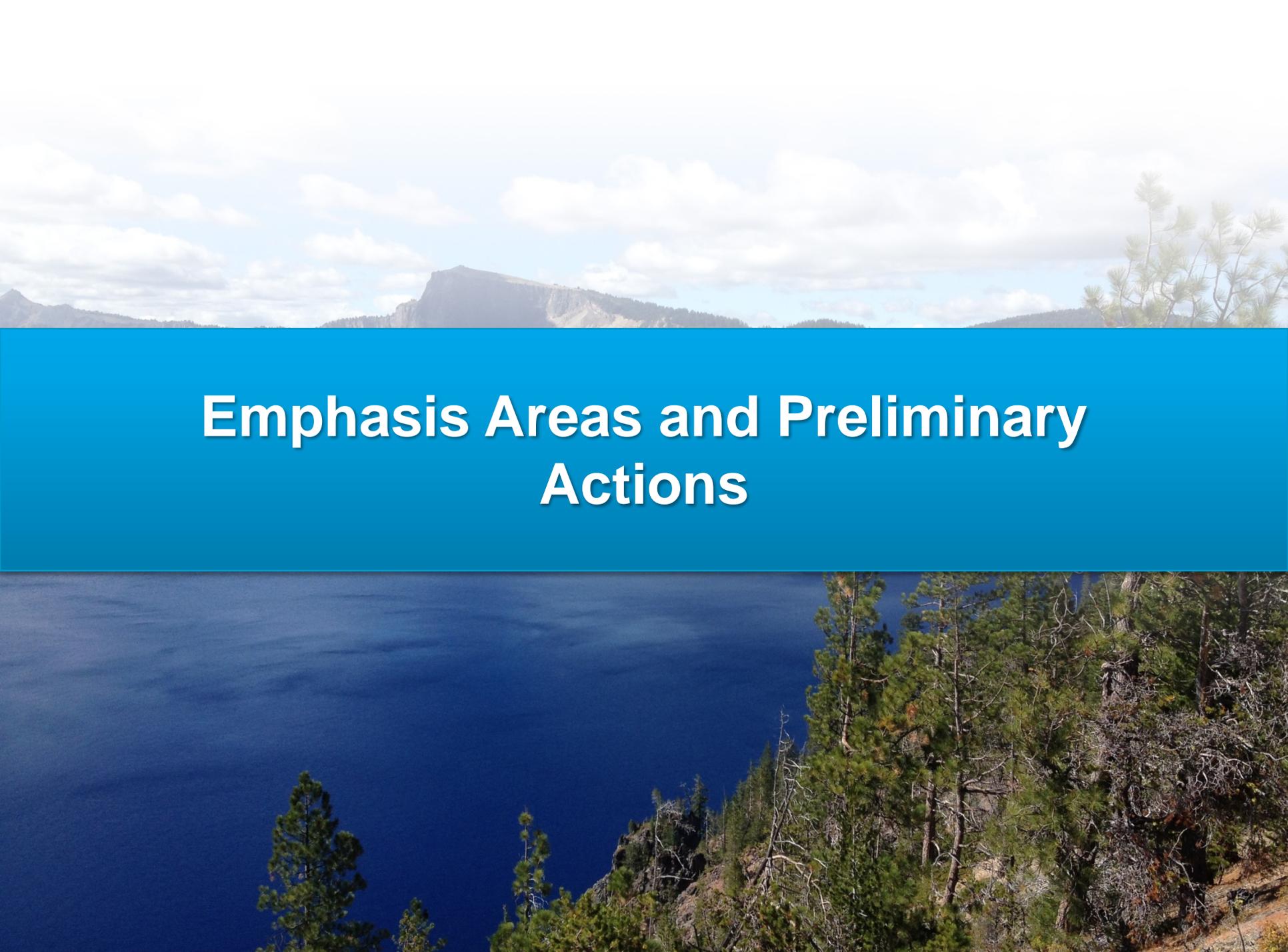
Online Results: For the State as a Whole

Most Urgent Emphasis Areas to Address for the Entire State Of Oregon





TSAP Prioritization Implications



Emphasis Areas and Preliminary Actions

Preliminary Emphasis Areas

- **Infrastructure**

- » Roadway Departure
- » Intersections

- **Risky Behaviors**

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

- **Vulnerable Users**

- » Pedestrians
- » Motorcyclists
- » Bicyclists

- **Improved Systems**

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

Example Risky Behaviors EA Actions – Impaired Driving

- **Increase awareness of the types of impaired driving...change social norms.**
- **Mitigate impacts of marijuana legalization... enhance enforcement.**
- **Improve coordination between transportation and public health professionals ... identify and address root causes of impaired driving.**
- **Work with state legislators to promote the use of ignition interlock devices more broadly.**
- **Conduct targeted enforcement to reduce impaired driving.**

Example Risky Behaviors EA Actions – Speeding

- **Increase awareness of the impact of speed on crash outcomes to change social norms.**
- **Increase safety and comfort for all modes by designing and constructing roads appropriate to the context, based on the types of users expected (Infrastructure – x).**
- **Evaluate the impacts of changes to the speed limit on rural highways.**
- **Conduct targeted enforcement to reduce speeding.**

Example Risky Behaviors EA Actions – Unrestrained Occupants and Distracted Driving

- **Unrestrained Occupants**
 - » **Conduct targeted education to increase the use of seat belts and child safety seats among at-risk populations.**
- **Distracted Driving**
 - » **Develop a task force on distracted driving to study the extent of the distracted driving problem in Oregon, identify appropriate countermeasures, and develop marketing and education materials related to distracted driving**

Example Infrastructure EA Actions – Overall

- **Context sensitive design (Speeding – x).**
- **Separated facilities for bicycles and pedestrians (Pedestrians – x, Bicycles – x).**
- **Safe facilities and crossings in areas with high levels of pedestrians and bicyclists (Pedestrians – x, Bicycles – x).**
- **Infrastructure maintenance for weather, pavement or striping conditions.**
- **Transportation System Plans maximize safety benefits.**
- **Implement education and training related to new types of infrastructure**

Example Infrastructure EA Actions – Intersections

● Intersections

- » Design treatments at urban intersections to reduce intermodal conflicts and improve visibility.
- » Design and implement treatments at rural intersections to minimize speed of travel through the intersection and maximize sight distance for all users.
- » Access management on high-volume roads and/or complex intersections to reduce crashes.

● Roadway Departure

- » Design and implement rural road treatments addressing risk factors associated with road departure crashes.
- » Evaluate the impacts of changes to the speed limit on roadway departure crash frequency and severity (speed – x).
- » Evaluate roadway departure crash prevention treatments and technologies for applicability in Oregon.

Example Vulnerable Users EA Actions - Overall

- **Separated facilities for bicycles and pedestrians (Infrastructure – x).**
- **Safe facilities and crossings are provided in areas with high levels of pedestrians and bicyclists (Infrastructure - x).**
- **Conduct education campaign to improve interactions between all road users**
- **Improve understanding of pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources (Data – x).**

Example Vulnerable Users EA Actions – Motorcycles, Pedestrians and Bicyclists

- **Motorcycles**

- » Conduct training to reduce the number of unendorsed motorcyclists.
- » Increase awareness of motorcyclists among the general public through education and outreach.

- **Pedestrians**

- » Evaluate the safety impacts of innovative pedestrian facilities

- **Bicyclists**

- » Evaluate the safety impacts of innovative bicycle facilities

Example Improved Systems EA Actions

- **Commercial Vehicles**

- » **Pilot test use of connected vehicle technology for commercial vehicles**

- **EMS**

- » **Promote Traffic Incident Management Responder training for EMS officials in rural and frontier areas**

Example Improved Systems EA Actions – cont.

- **Data**

- » Improve linkages among crash and health data systems.
- » Improve understanding of pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources (Vulnerable Users – x).

- **Training**

- » Mitigate impacts of marijuana legalization by providing training (Impaired Driving – x).
- » Implement education and training related to new types of infrastructure (Infrastructure – x).
- » Conduct training to reduce the number of unendorsed motorcyclists (Motorcycles – x).



Draft TSAP

Outline of TSAP Update

Executive Summary

1. Call to Action

2. Introduction

3. Traffic Safety in Oregon

4. Safety Challenges and Opportunities

5. Vision, Goals, Policies and Strategies

6. Emphasis Areas and Actions

7. Performance Measures

8. Implementation and Evaluation

Appendices



Next Steps and Public Comments

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