



## All Roads Transportation Safety Program *Key Facts —2015*

- Since 2012, ODOT and representatives of the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC) have examined road safety statistics throughout the state. The results reveal a great need to improve local road safety.
- In February 2013, ODOT entered into a memorandum of understanding with AOC and LOC. The MOU establishes that all Oregonians share the roads and that safety is everyone's concern. The common purpose is to reduce fatal and serious injuries on all public roads through a data driven process.
- MAP 21 increased safety funding and emphasizes a focus on All Roads. Because of this, ODOT decided to offer a portion of its safety funds to improve safety on local roads, leading to the creation of the All Roads Transportation Safety (ARTS) program.
- The state road system makes up about 10 percent of the total mileage in the total road system. Ten percent of the system carries 50 percent of all traffic and has 50 percent of all crashes in the state. The other 50 percent of crashes occur off the state system. Under the ARTS program, available funds go toward the best and highest use.
- To address safety on local roads in the short term, ODOT developed a transition program and set aside funds for safety projects. This targeted program of low cost systemic measures for safety improvements on local roads will be included in the 2014-2016 STIP cycle.
- The available money is separated into two categories — systemic and hot spots. Systemic project are proven, low-cost measures that have successfully reduced the occurrence of fatal and serious injury crashes and that can be widely implemented, like rumble strips on the shoulder of the road. Hot spots are identified by a higher than normal crash occurrence. These are often higher cost projects and are targeted to a specific segment of roadway or intersection.
- ODOT collected input from the local governments in each region of the state.
- Funding is divided to each region based on the number of fatalities and serious injury crashes. Potential projects within each region are prioritized by their benefit cost.

### **Current activities**

- By the end of 2015 the ARTS program has generated lists of potential projects for scoping and these projects are currently going through field scoping. The projects will be built in the 2017-2021 STIP timeframe.